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Clinton 2010 Fly-In The Confab in the Corn

The Clinton 2010 Fly-in will be held July 22-25, 2010 at CWI airport, in Clinton, Iowa.



Around that simple statement there is a world of Club history and excitement. In the ten year history of the Clinton Fly-in there have been many stories and life-long friendships formed, passionate journeys to and from Clinton, and fun galore at the fly-in itself. If you have been a Cessna 150-152 Club member for any length of time, there is little need to describe what goes on in Clinton, and why it is so important to our Club. If you are new to this Club, watching one of the Clinton DVD's is probably the best introduction you could have. But as lifetime Club member Ron Stewart says on the 2006 DVD; *"Participating in the Clinton fly-in is the greatest thing I've ever done with my airplane. If you've only followed the fly-in on the internet, or watched the DVD, all I can say is, being there is a thousand times better than any of that."*



We Don't Call It "Confab in the Corn" for Nothing !

There's got to be something more than just an interest in aviation and a small two-seat airplane that brings people together to a rural airport in the heart of middle America each year. You can call it a fly-in, but attendees will also describe this once-a-year event as family reunion, as proven by close to two hundred return attendees each year. For the past 10 years, pilots from all corners of the United States, Canada, and overseas



Camaraderie in the Air and on the Ground

make the annual pilgrimage to experience more family fun, flying and friendship than one could imagine. Participants range from those with only a passing interest in aviation, to seasoned professionals.

For four days, the airport in Clinton, Iowa (KCWI) is filled with the largest concentration of Cessna 150's and 152's you'll find anywhere. *(Although other makes and models of aircraft are indeed welcome!)* With something always happening - be it flying contests, seminars, impromptu aerial excursions to points of interest in the vicinity or around the pattern, to getting reacquainted with old *(and new)* friends... or just relaxing under and airplane wing on a warm summer day, the Cessna 150-152 Fly-In has something for everyone. There's nothing like it - anywhere. Some participants have logged several hundred hours and tens of thousands of miles both in the air and driving to attend every fly-in to date. There must be something that keeps them coming back each year.

What's Happening in 2010?

Each year the Cessna 150-152 Fly-In has a number of events of interest to everybody. There are things to do and see that will make you wish you got there earlier and that the Fly-In would last just a little longer. The Fly-In may not officially start for several days, but each year more and more pilots show up earlier and earlier - some almost a week early - to help set up, relax, pick out their parking spots and get a head start on the Fly-In experience. Days are spent meeting and greeting the arrivals of other attendees, impromptu flying and relaxing as only friends can do.

The Fly-In officially kicks off with a Thursday night early bird dinner. Come as you are, no dress-up necessary! Dinner can be anything from Chinese to Mexican to a German Wurstfest, but always with a heavy dose of conversation and laughs!



Clinton is a "Family Friendly" Fly-In

Friday night is the traditional Hawaiian Luau! Enjoy the atmosphere of a genuine Hawaiian Luau with all the fixin's . And don't forget to bring your loudest Hawaiian shirt!

But there's more than just food. This is, after all, a fly-in!

All day Friday and Saturday, there are flying contests designed to test your aviating skill. Ever wanted to see how close you can get an object dropped from low altitude to a set point? Want to try your skill at spot landing? Think you have the eyes of an eagle to come out on top in a scavenger hunt? Well, here's your chance to show the world what you've got!



Wall to Wall C150-152's

If you've got a curious bone in you to perhaps find out a bit more about something, there are seminars all day Friday and Saturday. All you have to do is show up, grab a seat and listen! Past topics have included landing gear maintenance, the lost art of hand propping, testing for alcohol in gasoline, spin recovery, and more! A number of experts in their respective fields ranging

from the art of creating breathtaking aerial photos and video to aircraft engineering are ready to share their knowledge and expertise. Sometimes the unforeseen mechanical glitches - a broken alternator... a stuck valve... a stuck flap switch - have provided impromptu real-life hands-on demonstrations of not only how to repair these bumps in the airways, but also how to avoid them.



Flying, Flying...and More Flying

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Clinton Fly-In (Continued from page 3)

Saturday night is the traditional capstone of the event - the Awards Banquet. This year the Banquet returns to the Frontier Hotel Ballroom.

Sunday marks the official end of the Fly-In with the traditional pancake breakfast. Enjoy a few more hours with friends and fill up as participants depart to return home.

Don't forget the daily "Dusk Patrol", where pilots strap on their planes and have a relaxing and enjoyable way to end the day aloft. Or join the gang as they relax in the hangar or under an airplane wing in lawn chairs under the Iowa stars. You'll probably want to investigate where the music is coming from as a number of attendees are quite accomplished musicians.

If this isn't enough for you, there are a number of things to do away from the airport. Clinton is home to a casino, offering exciting Vegas games and world-class dining and entertainment. Also the Clinton Historic District has many points of interest.

The Fly-In has been described as using airplanes as an excuse to get friends together. If you're new to the Fly-In, your stranger status ends the moment you step out of the airplane. For fly-in veterans, it's another eagerly anticipated family reunion.

Contests



Contest Aircraft Carrier Style "Launch"

Imagine proving to the world that you're the best. Think you've got what it takes to be a Cessna 150-152 Top Gun? Well, here's your chance! An assortment of contests and games of skill lead the way to the crowning of "Top Gun", symbolized by the annual Clyde Award.

So what do you have to do to be the annual Top Gun?

Well, you're going to need a hand, so find a buddy to ride along with you. They don't have to be a pilot, this is after all, a team effort.

Spot Landing



Spot Landing Contest Touchdown

The goal is to have any part of the airplane (*preferably the landing gear!*) touch down in an area known as Green Acres. Green Acres is an area extending across the runway in use, seventy-five feet long. A team of judges grades three landings on style and grace. However, should the aircraft land long or short, the landing is a scratch and receives a score of zero. Highest score wins!

Nerf Drop



Nerf Drop Run (note extended arm and nerf)

Each aircraft has three Nerf Delivery Units. The pilot guides the aircraft to a point no lower than 200 feet AGL, where the Nerf Delivery Specialist releases the Nerf in an attempt to drop it in a barrel. Credit is given on a declining scale the farther away from the target the Nerf lands. Highest score wins!

Scavenger Hunt

The scavenger hunt is a true test of aviating teamwork. The pilot flies and navigates while an observer is tasked with finding objects on the ground directed by a list of written clues. The object is to correctly identify as many objects as possible in the shortest amount of time. Upon arrival, the list is turned in and a list of bonus questions must be answered - relying only on memory. Flying skill, navigation, an eagle eye and the memory of an elephant are necessary to win this one!

The results from all three events are combined, and individual awards in each event are presented to the pilot and passenger. The pilot with the highest combined score is crowned TOP GUN!

Everyone has a role in the contests! Non-pilots are as important as the pilot in attaining the coveted Top Gun. Even if you don't feel like flying, you can still participate in the contests as a judge or cheer on your favorite team!

Hospitality

Attendees have a choice of free camping at the airport or a hotel room. Fly-In veterans all agree the camping option is the most fun and convenient to spur-of-the-moment flying, food, sing-alongs, games and fun. Plus the price is right! Get there early to pick the best parking spot! Hot showers and the air-conditioned terminal building is available 24/7 and van service is provided for trips into town and to and from hotels. A list of hotels is available with special rates for fly-in folks for those who choose to stay in town. As the Air Force types would say, "Why dig in when you can check in?"

Food is available, provided by the Clinton Aero Club and hotel catering. Water is provided free, soft drinks at a nominal charge and any adult beverages are BYOB.

Whether you camp or hotel you're guaranteed to have a great time!

Frequently asked questions:

Who's invited? Anyone who is interested in the Cessna 150 or 152. Owning a plane is not required to attend the Fly-In.

How can I register to attend?

You can register online 24/7 on the Fly-In Foundation web site www.cessna150152flyin.org

Is membership in the Cessna 150-152 Club required to attend the Fly-In?

No, membership in the Cessna 150-152 Club is not required. The fly-in welcomes everyone (*even pilots of other models and brands of airplanes!*)

What's the cost?

Registration fees are \$35 per airplane and \$35 per person. Registration fees include aircraft tie-down, camping on the airport, all Club events (except the Banquet), contests and seminars, and transportation to and from town. Meals and hotel lodging are not included. Tickets for the Saturday night Awards Banquet are \$25 per person.

Where is Clinton, Iowa?

Clinton is in eastern Iowa, on the Mississippi, about 45 miles SE of Dubuque. Clinton Municipal Airport (KCWI) is about 5 miles west of town.

What kind of Hotel lodging is available in Clinton?

The **Best Western Frontier** is the official hotel for the 2010 Confab in the Corn. The fly-in has negotiated a block of discounted rooms. Mention the Cessna 150 Fly-In when reserving your room to get the discount.

2300 Lincoln Way (Intersection of Hwy 30 & 67)
563-242-7112 or 800-728-7112

One of Clinton's most popular lodges, with a restaurant, excellent rooms and customer service, and free continental breakfast. Rooms are larger than average.

Wild Rose Hotel

777 Wild Rose Drive, Clinton, IA 52732
Reservations: 1-800-457-9975

Clinton's newest hotel, The Wild Rose is located in the Wild Rose Casino, and is the closest hotel to the airport. There are 60 rooms in the Wild Rose, and a buffet restaurant. Breakfast at the buffet is included.

Country Inn & Suites

2300 Lincoln Way (Intersection of Hwy 30 & 67)
563- 244-9922

Next Door to the Frontier, multi story, a newer facility, with excellent amenities, including available high speed internet. Free continental breakfast.

Super 8 Motel

1711 Lincoln Way
563-242-8870

An above average Super 8 Motel, Clean and modern.

(Continued on page 6)

Clinton 2010 Fly-In (Continued from page 5)

Regency Inn and Conference Center

1522 Lincoln Way
563-243-8841

(Formerly Motel 6) A large facility with decent rooms and amenities. Free continental breakfast.

Oak Tree Inn

2300 Valley West Ct.
563-243-1000

Near Wal-Mart, nice rooms, low rates. Free continental breakfast.

Holiday Inn Express

2800 South 25th Street (Intersection of Hwy 30 & 67)
Clinton, Iowa 52732
563-242-9300 or 800-465-4329

Upscale Suites available, free continental breakfast.

Can I camp under the wing?

Oh Yes! In fact, camping at the airport is the most popular way to make new friends and experience the Confab up close and personal. There is plenty of lush lawn so you can camp next to your plane, Porta potties near the flight line, and decent camp showers are provided. The air-conditioned FBO is open 24 hours a day, with a lounge, snacks, wireless internet, and weather computer.

Any place to eat?

Yes! Breakfast and lunch are available at the airport on Friday and Saturday. Friday night the Foundation will host the Fly In Luau at the airport, and the Awards Banquet is on Saturday night. Fly away pancake breakfast is available Sunday morning at the airport. Free transportation is also available all day from the airport to restaurants in town and back.

Uh oh, I forgot to pack something!

No worries. Free transportation is available to the Clinton Super Wal-Mart or Target.

What's the dress code?

Dress code? We ain't got no stinkin' dress code. The average temperature in Clinton is 83° with about 60% humidity. Some years run hotter, some cooler. We average a thunderstorm or two during the week also. Shorts and t-shirts are most sensible. Don't forget the hat and sunscreen. Do you have a Hawaiian shirt at home? Bring it along; you'll look great at the Friday night luau. The Awards Banquet is also a casual affair.

Clinton Fly-in Information On the Internet

For the latest fly-in news and information visit the Clinton online fly-in forum (Club membership not required.)
www.cessna150152.com/forum/



Fly-In Caravans
The Best Way to Get To Clinton



West Coast Caravan Over Colorado

In Europe, Caravan is another word for “trailer” or what Americans like to call an “RV”. In this case, it refers to something quite different, namely, a “caravan” flight is our moniker for a sort of traveling flight formation, what we might otherwise call a “convoy” if that term hadn’t been so thoroughly maimed by C. W. McCall in the 1975 CB song...

Flying in groups is nothing new of course, though it is commonly thought of a “formation” flying. You may have occasionally heard other airplanes reporting to ATC that they are a “flight of four” or the like. Formation flying is not for the faint of heart nor the untrained, it remains quite hazardous to fly in close proximity to other airplanes, but that is not what we are talking about here.

For one thing, flying very close to other airplanes and maintaining a precise separation from them requires intense concentration. To fly that way for several hours is exhausting work, not the sort of thing you want to do for a whole day or more flying to Clinton.

A caravan, as we define it, is a much looser arrangement, with separation between airplanes in the neighborhood of 100 yards instead of the 23-30 feet that you would see in a real formation flight. While this still requires more concentration than flying by yourself, club members who have flown in caravans in the past report that it is more exhilarating than exhausting.

The main reason that many club members are so enthusiastic about caravanning to Clinton is that flying in a caravan is just plain FUN.

It is simply more entertaining to travel with other airplanes, and share the experience of a cross country trip. Instead of just droning along, hour after hour by yourself, you have

other airplanes to watch and talk to. Fuel and overnight stops are occasion for socializing and general frivolity.

Here's an example, told by Jeff Davis, from a previous west coast caravan to Clinton. (*note that the participants follow the custom of referring to each other by their squadron "call sign".*)

"Evanston, WY is a great little airport. Star West Aviation provided us with a crew car that was so hopelessly decrepit that we immediately adopted it as the official mascot of our ragtag Air force. The 4 door sedan had what Tex optimistically described as "ejection seats", and the front bumper was held in place with bailing wire. In spite of appearances it efficiently took us into town to look for the cheapest motel we could find.

I was our custom cruiser's designated driver, with Roadrunner occupying the copilot seat, and Tex and Kojak in the jump seats. As we pulled into each motel parking lot, one of the backseat guys would jump out and charge inside for lodging details. On one particular foray, Tex was a bit quick on the door latch just as I spotted a convenient parking spot immediately to our right. A combination of my sharp turn and Tex's open door, nearly succeeded in launching Jerry half-way across the parking lot... and the auspicious notoriety of becoming our fist casualty of the trip. After this, my driving received a suitable amount of criticism, yet they always made me drive. Go figure! "

These kinds of experiences are not only humorous, they build bonds, forming friendships through shared experience, and shortening the long journey.

Practical Advantages

Besides the fun of traveling in a caravan, there is additional safety in traveling with a group. Every caravan has an experienced "Squadron Leader" who will handle the navigation and communication needs of the caravan. This makes the trip less stressful for the other participants. As a caravaner you won't need to file flight plans, navigate, or keep in touch with ATC, as those tasks are handled by the squadron leader. When traveling through busy controlled airspace you have the security of knowing that ATC is giving some priority to flight following your caravan.. It's a rare event when a "flight of five" (or more or less) Cessna 150-152's passes through controlled airspace, and you'll be surprised at the level of cooperation and respect provided by ATC. And, If you should experience mechanical trouble enroute, you'll have the security of extra minds and eyes to help you troubleshoot the problem, find a safe landing spot, and guide rescue to your location if necessary.

Caravan Q & A:

Q: I've never flown in formation, do I need special training or permission to join a caravan ?

A: Real formation flying requires special training, and it would be quite exhausting to maintain a close formation flight for hours on end cross country. Our caravan flights are not genuine formation flights, spacing between airplanes is very loose, typically 100-200 yards. This does require more attention than flying alone, but it does not require special training or permission. Pilots who are new to caravanning report that they become comfortable traveling this close to other airplanes within the first couple of hours.

Q: How are takeoffs and landings handled ?

A: The key to caravanning is to keep visual contact with your "wingman". When taking off, this means you keep your eye on the one single airplane in front, and begin your takeoff roll when that airplane rotates. During the flight the caravan spreads out in a sort of loose "Delta" arrangement, with each airplane maintaining an even distance from their wingman. With this method, all airplanes are naturally separated.

Landings are handled this way: Each airplane in the flight has an assigned landing order. When approaching the pattern for landing, each airplane reduces their speed to the approach speed in reverse order at 30 second intervals. If there are 5 airplanes in the caravan for example, airplane #5 would reduce speed for approach first, then 30 seconds later #4 would reduce speed, followed by #3, #2 & #1. This naturally spreads out the caravan into a single file line about 1/2 a mile apart, a very natural setup for landing. Once separated into single file, it is very easy to make changes to comply with tower controllers or avoid other traffic in the pattern.

Q: How do I join a caravan (or start one) ?

A: The latest 2010 caravan information is posted on the club website at www.cessna150152.com/forum/ If you don't use the internet, you can call Club headquarters at 805-461-1958 to find out about caravans and arrange to join one. There are always several Clinton caravans each year, from both coastlines, Florida, Texas, the Midwest and even Canada. It is quite straight forward to join up with one of these groups enroute.

In keeping with the fun & frivolity of these trips, caravans are encouraged to come up with whimsical names, and wear caravan patches and T shirts. Here are some of our previous Caravan favorites: *Los Vaqueros de Cessnas* (Cessna Cowboys, Texas), *Hurricane Hunters* (Florida), *Bold Bubbas* (Mississippi), *Bug Smashers* (Michigan), *The East Coast OutKasts* (New England), *SoCal Terminators* (West Coast.)



US Air Force "DeathHawks" C150's at the Air Force Academy.



In 1972, a handful of US Air Force Academy cadets with private pilot licenses established the Cadet Competition Flying Team (CCFT) and used airplanes rented from the Academy's aero club to compete in National Intercollegiate Flying Association competitions. The competitions were very popular with cadets, so the Academy's Graduates Association donated funds to purchase aircraft specifically for the CCFT. Ultimately three used Cessna 150's were purchased from Trade a Plane sellers. The first, N1317Q was a 1971 150L, N63109 and N63054 were both 1976 150M's.

Because the Air Force Academy is located at 6,500 feet in Colorado, with summertime density altitudes often climbing above 10,000, all three C150's were upgraded with Aircraft Conversion Technologies (ACT) STC's. This included replacing the stock continental 100 HP engine with a 150 horsepower Lycoming O-320, a gross weight increase to 1,760 lbs, and ACT long range fuel tanks. In keeping with customary Air Force protocols the airplanes were officially designated T-51A's. In spite of their official designation, the cadets soon began referring to the airplanes "AC-150 DeathHawks."

Because the DeathHawks were operated by the 557th Flight Training Squadron, there were assigned new N numbers, N557SH, N557TH, and N557AW respectively. The Air Force likes to do things officially correct, so it wasn't long before a detailed flight test regime was instituted so that the airplanes could be equipped with accurate operation manuals. After nearly a year of test flights between 1995 and 1996, the Air Force released a 180 page detailed report that covers everything from fuel consumption to climb and cruise performance. Much detail is also provided about prop pitch, pitot static accuracy and idle descent drag, as well as other more esoteric aerodynamic measurements. In spite of it's limited aims, the Air

Force report continues to be the most thoroughly researched and definitive Cessna 150 document ever published.

In the late 1990's the CCFT was renamed "The Academy Flying Team". In order to fly on the team each cadet candidate must have at least a private pilot license and a minimum of 100 hours of flight experience. Only 18 cadets are accepted into the program, narrowed down from a large pool of applicants by a battery of written tests, flight proficiency evaluations, and extensive interviews. Cadets typically fly 75 to 100 hours per year in team aircraft.

NIFA sponsors one national and eleven regional competitions annually, with over 150 competitors representing 70 colleges. The annual national competition, called the Safety and Flight Evaluation Conference (SAFECON), includes nine demanding ground and precision flying events – navigation, power-off spot landing, short-field approach and landing, message drop, simulated IFR, timed aircraft preflight inspection, computer accuracy test, aircraft recognition test, and a ground trainer event that includes a simulated comprehensive aircraft navigation component.



AF Landing Contest, Note Runway Markings

The Academy Flying Team has done well at SAFECON, beginning with their second-place finish in 1994. In 2006, the Academy team placed first at the Denver competition, earning 298 points (*183 points ahead of the second place team*). In 2007, the Academy team earned an eleventh-place finish overall while scoring a composite seventh in flight events and a first in navigation. One cadet placed third for the prestigious National Top Pilot Award.

The Flying Team also hosts Boy Scouts during an annual Aviation Day program. The scouts spend the day learning the fundamentals of aerodynamics, conducting supervised pre-flights, flying a flight simulator, and attending flight briefings. At the end of the day, the scouts take an aviation merit badge exam.



Jan & Amy

England to Australia on 100 HP

This is the story of Jan Schönburg & Amy Johnson, two young British pilots who shared an astounding challenge across the sands of time.

May 5th 1930, was a gray and foggy morning at Croydon Airport, in East London, England. Amy Johnson, a 27 year old pilot with only 85 hours of total flying experience was preparing to depart on one of the most ambitious and foolhardy adventures ever conceived.

Amy had always been a restless spirit, she graduated college with a teaching degree, but found teaching too mundane for her tastes. She ambitiously pursued work as an advertising copy writer, but advertising was a man's game in the 1920's. Despite Amy's best efforts, her advertising agency employer refused to promote her, and Amy struggled to make ends meet. Amy then trained as a retail sales clerk, but the pay was dismal, and she finally secured a promising job as a legal secretary. Amy's job at the law firm paid well enough, and her supervisors recognized her aptitude and hard work with regular promotions. But Amy's office in the law firm was a cheerless place with no windows, and she found herself depressed. Amy had been in a stalled romantic relationship with a man ten years her senior since she was nineteen years old. When Amy gave her recalcitrant boyfriend an ultimatum, he broke off the relationship, then heartbreakingly married someone else within a few months. Between the depression of her soulless office job and heartbreak, Amy Johnson set out to reinvent herself. Little could she imagine that the result would become the stuff of legend.

In June 1928, Amelia Earhart became an instant celebrity when she became the first woman to cross the Atlantic in an airplane. Though Amelia was a licensed pilot, her Atlantic crossing was made as a passenger, she spent the majority of the 25 hour flight crouched between the fuel tanks in the rear fuselage of the Foker F. VII Trimotor. Never less, when the flight arrived safely in Wales, it was Earhart who received the acclaim. Earhart was soon dubbed "Lady Lindy" and became a role model for modern women world wide.

Inspired by Earhart, Amy Johnson joined the flying club at Stag Lane, Edgeware, London the very next month. Women pilots were quite rare, and the old boys network at Stag Lane did not take the young legal secretary seriously. It cost Miss Johnson only a weeks pay to become an official member of Stag Lane Flying club, but it took more than two months of persistence to convince an instructor to take her up for a lesson. Amy proved to be a

mediocre student, she was particularly clumsy at landing. But Amy persevered and was allowed to solo after 10 months of lessons during which she had accumulated 15 hours and 45 minutes of flight time. Amy Johnson soloed in a de Havilland DH60 Cirrus Moth on the 9th of June 1929. It was a modest beginning. In less than a year she would become more famous than Amelia Earhart herself.



Amy Johnson, May 1930

During her flight training, Amy Johnson became intrigued by the mechanical intricacies of flying machines. She began to hang around the maintenance shed at Stag Lane, and befriended Jack Humphreys, the chief engineer. (*In Britain those licensed to work on aircraft are known as "ground engineers" rather than "airframe and power plant mechanics" as is customary in the US.*) The engineers at Stag Lane were a grease stained all male fraternity. Amy's first uninvited appearance in their shed was greeted with a frosty silence and she was quickly escorted back to the pilots clubhouse. Having a young woman in the maintenance shed curtailed swearing, and blue banter was a necessary part of engineering work. In 1929 the aircraft engines in de Havilland airplanes required a basic "overhaul" after every five hours of operation (*see "daily schedule" on page 10.*) Even with this constant level of maintenance, engine trouble was frequent, and blame was inevitably assigned to the hard working and underappreciated ground engineers.

Amy Johnson eventually persuaded Jack Humphreys to allow her to apprentice as a ground engineer at Stag Lane. Her first job in the maintenance shed was sweeping the floors each morning, which she did prior to leaving for her job at the law office.

Like her persistence in every other area of life, Amy

(Continued on page 10)

Jan and Amy (Continued from page 9)

soon won over the engineering men, and within months she was doing engine overhauls side by side with them, adopting their coarse vernacular, and endearing herself into the fraternity. Amy quit the law office, and began working full time at Stag Lane. In a matter of months Amy Johnson became the first woman in Britain, (*and only the second in the world*) to become a licensed ground engineer.

In the late 1920's through 1930's long distance record breaking flights were what mattered most in private aviation. Charles Lindberg and Amelia Earhart had become the worlds first international celebrities because of their aviation achievements, both fame and glory rewarded them. Any pilot worth his salt soon realized that the only way to riches and notoriety was to take on a daring flight and conquer it, or die trying. Those with the most daring became media darlings, and when they disappeared (*which they did as often as not*) the heart-break of their loss was stirred into public mourning and conjecture in newspapers.

Bert Hinkler was a pioneering Australian aviator who flew repeatedly into the record books and public acclaim during this era. In February 1928, Hinkler flew solo from London, England to Darwin, Australia in 15 days, cutting the previous record time in half. For his achievement Hinkler was awarded the Britannia trophy, a gold medal from the Fédération Aéronautique Internationale, and the Air Cross for the finest aerial exploit of the year. Hinkler became internationally famous, and was even invited to speak before the US House of Representatives. Though Bert Hinkler was not a physically handsome man, was awkward socially and lacked promotional skills, he became a public celebrity, and the subject of a popular Tin Pan Alley song "*Hustling Hinkler Up in the Sky*".

Several male pilots attempted to break Bert Hinkler's London to Darwin record in 1928 and 1929, all failed. This is where our story gets interesting. Amy Johnson, who had only just over 50 hours of flight time, a reputation for sloppy landings, and had never flown over an international border, decided she would be the one to break Hinkler's record.

In 1929 there were just 60 privately owned aircraft in all of England. With the financial help of her father and a wealthy industrialist, Amy was able to purchase a used de Havilland Gipsy Moth biplane registered G-AAAH. Amy named the airplane "Jason" and had it painted dark green with silver markings, her "lucky" colors. Jason was a good match for Amy's skills, it was

an upgraded model based on the de Havilland Cirrus Moth she had soloed in just a year prior. The Gipsy Moth had a "powerful" 100 horsepower engine instead of the Cirrus Moth's 60 horsepower power plant. Jason was equipped with long range fuel tanks giving it 13 ½ hours of endurance and a range of about 1,150 miles at an cruising speed of 85 mph.

As a female aviator planning to break Bert Hinkler's record to Australia, Amy managed to get the attention of the press for a short time, but her initial celebrity was brief. Newspapers called her "The flying typist from Hull" and erroneously reported that she was a 22 year old with upper class credentials. By the time of her actual departure on the 5th of May, the newspapers had lost interest, assuming that she was unlikely to actually attempt the flight, and if she did, was even more unlikely to succeed.

The press had arrived at a fairly logical conclusion. The route to Darwin was almost 11,000 miles long. There were no navigational aids or weather services, no radio communication, and the last leg of the journey would be more than 500 miles over open water. Amy had chosen a more direct route than Hinkler, but this put her

Daily Service Schedule for the de Havilland Gipsy Moth Engine
List Reproduced from Amy Johnson's Personal Notes
1. Wash engine down with paraffin (<i>kerosene</i>) or petrol.
2. Check tapper (<i>valve</i>) clearance.
3. Charge rocker fulcrum pins with grease.
4. Grease valve stems and push rods with Graphite grease.
5. Test valve springs by hand for strength.
6. Check compression.
7. Check contact breaker gaps .012 in, clean points with emery cloth if dirty.
8. Clean distributor segments with cloth soaked in paraffin.
9. Check sparkplug points .015 in.
10. Clean petrol filter.
11. Test airscrew (<i>propeller</i>) bolts for tightness on hub, and hub tightness on shaft. In hot weather propeller loosens and bolts need frequent tightening.
12. Check all engine holding down bolts for tightness and engine mounting screws.
13. Check all nuts, screws, pins, pipe joints and pipes for leaks.
14. Clean oil filter. (air filters were not commonly fitted)
15. Check all wiring and switches.
16. Examine airscrew for truth, pitting at tips.



over taller mountains and other inhospitable terrain, and she had scheduled her flight at the start of the monsoon season. Her route included few designated airfields, she would have to find racetracks or football fields to land on, as best she could on a case by case basis. It would be difficult to obtain fuel and oil enroute. Amy would have to carry her own spare parts and tools and do her own maintenance. In order to break Hinkler's record, she would need to fly an average of 800 miles a day, which would result in at least 10 hours in the air. At the end of each day, she'd need to perform 3-5 hours of "daily schedule" maintenance before the following days departure.


Ominously, the day before her Australia departure, Amy got lost on the short flight from Stag Lane to Croydon. It was not an encouraging omen.

On May 5, 1930 Amy Johnson awoke at 4 am. She had breakfast and was at Croydon airfield by 4:30. It had been a restless night. At midnight she moved to a different room in the hotel, noise from the busy road nearby made sleep difficult. Croydon was shrouded by heavy fog when Amy arrived, so she was sent back to the hotel to rest. She returned 90 minutes later, but a leaking fuel line was discovered, and her departure was delayed while Jack Humphreys repaired the leak.

Amy had never flown Jason with a full load of fuel, she had to abort the first takeoff because the airplane would not break free of the wet grass runway in time to clear the perimeter fence. Amy taxied back to her small group of supporters chagrined and determined to be successful on the next attempt. Like Lindberg's nearly disastrous takeoff from New York, Amy Johnson barely managed to wrestle her overloaded airplane into the air at seven forty five local time. All that stood between her and Australia was 10,846 miles of mountains, deserts, and oceans, much of it uncharted, and unknown.

Fifty years later to the day, on May 5, 1980, another young British pilot climbed into a small airplane in East London. Like Amy Johnson, Jan Schönburg's goal was to fly solo to Darwin, Australia. Though the two women were separated by a half century, they had much in common. Both had learned to fly at age 25, and held private pilot licenses. Both had two years of flying experience. In photos the two pilots bear more than a passing resemblance, in profile, one might mistake them for sisters. There are other eerie similarities, both joined flying clubs with the same initials L.A.C. (*London Aeroplane Club and Lincoln Aero Club.*) When Jan Schönburg selected a 1966 Cessna 150 for her flight, she found to her surprise that it was based in the town of Amy Johnson's birth.

Jan deliberately chose the Cessna 150 because of its operational similarity to Amy Johnson's Gipsy Moth. Both airplanes were equipped with 100 horsepower engines, cruised at about the same airspeed and same service ceiling. Both airplanes were equipped with extra fuel tanks in order to make the sea crossing to Darwin. When full of fuel, both airplanes were seriously overloaded, making take off performance marginal. In spite of 50 years of technical advancement, the little Cessna offered no significant improvement in performance over the de Havilland. Jan would have the comfort of an enclosed cockpit, radios, an electric starter, and modern weather forecasting, but the distance flown would be the same. Like Amy, Jan would cross dozens of international borders (*26 in all*), many in countries hostile to British citizens.

The 10,846 statute miles between London and Darwin represented a foreboding challenge, one that both Amy and Jan took much too lightly in advance. Both would be forever changed by their decision to launch. 

In the May/June *Cessna 150-152 Pilot*, Jan and Amy face breakdowns, crashes, exhaustion, illness, and threat of arrest in their quest to reach Australia.

November 2009 & January 2010 Accidents

Important: The Cessna 150-152 club publishes these accident reports in the hope that readers will consider the role that each pilot's decisions played in the outcome and learn from the experiences of others. These reports are solely based on preliminary NTSB reports which may contain errors. They have been edited for clarity. They are not intended to judge or reach any definitive conclusion about the ability or capacity of any person, aircraft, or accessory.

Editors Note: December 2009 is the first month in recorded Club history where there was not at least one Cessna 150 or 152 accident reported by the NTSB. There are fewer C150-152 flights during the Winter months, and fewer flight hours due to the recession, undoubtedly these two factors helped decrease the statistical chance of accidents. Never less, We are always encouraged to see a decrease in accidents, and further encouraged to see that between November 1st and January 31st there were only 7 total incidents, and only one serious injury, which occurred on the ground during a startup mishap.

Nov 2009 - Jan 2010 Statistics: 7 Airplanes, 9 Persons, 6 Uninjured, 2 Minor Injuries, 1 Serious Injury.

Accident Types:

Landing, Loss of Directional Control: 2
Landing Long, Runway Overrun: 1
Power Loss, Carb Icing: 2
Fuel Exhaustion (Lost): 1
Startup Mishap: 1

Saturday, November 07, 2009 Paoli, IN

Cessna 150H, N22896

1 Uninjured

The pilot reported a gust of wind pushed the airplane to the left while landing on runway 20. The pilot attempted to abort the landing by applying power, but the airplane settled into a gully alongside the runway and then hit trees. The pilot did not report any mechanical problems with the airplane in either his written statement or during the telephone interview. He stated that he was not injured. The nearest airport with recorded weather, about 30 miles southwest, recorded winds at the time of the accident as 200 degrees at 7 knots.

The NTSB determined the probable cause(s) of this accident was: The pilot's failure to maintain directional control of the airplane during landing.

Sunday, November 08, 2009 Galion, OH

Cessna 150L, N66006

1 Uninjured

A student pilot performed two landings at the airport with a flight instructor aboard the airplane before the student pilot attempted a solo landing on runway 23. Upon touchdown during the solo flight, the airplane turned into the wind and veered off the left side of the runway where it struck the VASI. The wind was reportedly from 170 degrees at 5 knots at the time of the accident. Examination of the airplane re-

vealed that flaps were fully extended. The airplane sustained substantial damage to the main landing gear attachment.

The NTSB determined the probable cause of this accident was: The student pilot's failure to maintain directional control.

Monday, November 09, 2009 York, PA

Cessna 150, N976HB

1 Serious Injury, 1 Uninjured

The pilot connected his car battery to the airplane's battery with jumper cables and started the airplane's engine. He stated that the airplane's wheels were not chocked, the parking brake was not set, and as he detached the jumper cables from the airplane's battery, the airplane "started to taxi." The pilot stopped the airplane by holding on to the wing strut, and instructed the passenger inside the airplane to step on the toe brakes. During his second attempt to detach the jumper cables, the airplane moved forward again. According to the pilot, "I ran around again to stop the plane [and] I ran into the prop..." The pilot sustained a serious injury to his left arm.

Sunday, November 29, 2009 Hillsboro Beach, FL

Cessna 150L, N19318

1 Minor Injury

At about 7:50 am the airplane was substantially damaged following a loss of engine power and ditching in the ocean approximately 4 nautical miles southwest of Pompano Beach Airport near Hillsboro Beach, Florida. The ATP rated pilot received minor injuries. Conditions were VFR.

The pilot reported that he was in a climb, passing 1,500 feet msl, when the engine began to run rough. There was no loud noise from the engine, "indicative of an internal failure." He applied carburetor heat; but this did not remedy the situation. The engine eventually quit, and the pilot set up to ditch in the Atlantic Ocean, about 1.5 miles east of Hillsboro Beach. Following the ditching, the pilot was forced to wait until the cabin was about three-quarters full of water before he was able to open the cockpit door. He exited the airplane and was rescued by local fishermen. He stated that the airplane floated for about three to five minutes before sinking. As of this report, the wreckage had not been recovered. Hillsboro County Police Department personnel reported that the wreckage was located in about 327 feet of water. At 7:53 the temperature/dew point observation at for Pompano Beach was 17 degrees C, dew point 12 degrees C.

Friday, January 01, 2010 in Doylestown, PA

Cessna 150G, N4026J

2 Uninjured

At about 11:08 am the airplane lost power during climb out from Doylestown Airport. The pilot imitated a shallow turn towards a corn field where the left main landing gear was torn off by contact with the ground. The airplane came to rest upright in the corn field. Conditions were VFR. The commercial pilot and one passenger were not injured.

The pilot reported he was test flying the airplane after extensive engine maintenance. An overhauled engine was installed the day before and test run after installation. He intended to orbit the airport for 1 hour, then have the passenger mechanic visually inspect the engine. A total of approxi-

mately 6 gallons of 100 LL fuel were in each fuel tank as determined by a dipstick and confirmed by the fuel quantity gauges. No contaminants were noted in either fuel tank or gascolator during his preflight check, and he did not notice any discrepancies during the engine run-up before takeoff.

The pilot further stated that after takeoff during climb out when the flight was between 50 and 75 feet AGL he noticed a partial loss of engine power. With trees ahead he turned to the right towards an open field and while in a right turn, the right main landing gear contacted the ground. The left main landing gear then contacted the ground causing the gear to separate. The airplane came to rest upright in a left wing low attitude which resulted in fuel leaking from the left fuel cap.

Examination of the accident site by a FAA inspector revealed the airplane was resting in the middle of a corn field with the left and nose landing gears separated. A small fire in the engine compartment had been quickly extinguished. The airplane was recovered for further examination.

Inspection of the engine by an FAA airworthiness inspector following recovery of the airplane revealed the air induction housing was crushed around the carburetor, but there were no obstructions of the air induction system. The air induction filter which had been separated and recovered from the accident site was determined to have been properly installed. The throttle, mixture, and carburetor heat control cables were connected and properly attached; however, impact damage precluded range of motion checks. The accelerator pump of the carburetor operationally checked good. The spark plugs were new and exhibited light gray coloration of the porcelain insulator. The engine was rotated by hand and spark was noted at all spark plugs, and compression was noted in all cylinders. No indication of a failure or malfunction was noted to the muffler.

A surface observation weather report taken at DYL at approximately 14 minutes before the accident indicates in part that the dry bulb and dew point temperatures were 35 and 33 degrees Fahrenheit respectively, and the relative humidity was 92 percent.

According to FAA SAIB CE-09-35 the temperature/dew point spread measured would support serious carburetor icing as a possible cause of the engine power loss.

**Tuesday, January 05, 2010 Brownstown, IL
Cessna 150L, N10401
1 Minor Injury**

The student pilot stated that he was given a clearance to climb out to the west after taking off on the last leg of a three-leg cross-country flight. He departed at 3:35 local time, with 26 gallons of fuel on board. He stated that by the time he was able to turn onto his course heading he was off his planned route of flight. He reported that the haze and setting sun made it difficult to see and that he was not able to locate his checkpoints to get back on course. After flying around in order to attempt to identify his visual checkpoints, the engine experienced fuel exhaustion and the pilot performed an off-airport landing to a dark area in the terrain; however, the field was short and the airplane contacted trees and nosed over during the landing flare. The airplane

sustained substantial damage to the wings and fuselage.

The NTSB determined the probable cause of this accident was: A total loss of engine power due to fuel exhaustion as a result of the student pilot becoming lost/disoriented in flight.

Editors Note: This appears to be a classic example of an accident that could have been prevented had the student pilot had access and familiarity with a GPS navigation device.

**Tuesday, January 26, 2010 Taunton, MA
Cessna 150, N5478Q
1 Uninjured**

The pilot was landing on the 3,500-foot long runway, which was oriented 300 degrees magnetic. Prior to touchdown, the pilot decided to make "a touch and go landing." The pilot stated that after touchdown, he moved the carburetor heat to the "cold" position and applied power to take off. The engine "stumbled and popped," and the pilot aborted the take-off and "applied hard braking." The airplane departed the end of the runway and impacted snow and ice past the runway edge. The airplane sustained substantial damage to the engine firewall.

A witness stated that he saw the airplane "level off" at "the first one-third point" and continue down the runway "at an altitude of 15 feet and estimated 70 knots." He stated that the airplane touched down "on the last quarter of the runway," and he heard tires "squealing." An FAA inspector, who examined the airplane after the accident, identified no mechanical malfunctions or failures. The recorded weather observation around the time of the accident included winds from 230 degrees at 11 knots, with gusts to 19 knots.



Did You Know?

That most Cessna 150's and 152's which have been in an accident have had their N number changed? The NTSB does not normally publish accident airplane serial numbers, so changing the N number is an effective (if unethical) way to disguise an airplane's accident history.

Over the past 30 years The Cessna 150-152 Club has maintained a constantly updated library of original NTSB records which include serial numbers in most cases. We also keep continuously updated libraries of FAA and Cessna Corp registration and serial number records. Because both FAA and NTSB records often contain incomplete or typographical serial number errors we meticulously hand reconcile our records for all 29,081 C150-152's that were manufactured in the US.

This means our Cessna 150-152 aircraft history records are the most accurate available anywhere on earth, and they continue to improve as we conduct additional research. Best of all, our detailed records for all serial numbers are available to Cessna 150-152 Club Members at no charge.

iFly Help After You Land

So far in this series we have concentrated on iPhone applications that provide pilots with information for flight purposes. While there are dozens of flight planning, mapping, and weather briefing apps, what about after you park the airplane in an unfamiliar town?

We've previously reviewed the AOPA airports app, which provides some basic information about hotels, restaurants and transportation, and it is certainly useful. In our experience though, the AOPA database is not nearly through enough. For example, we often find excellent restaurants by asking locals for a recommendation, and many of those restaurants were not listed in the AOPA database.

Navigation

If you are able to borrow a courtesy car in an unfamiliar town, you will likely soon find yourself getting a bit lost on local roads. There is no better way to navigate around an unfamiliar area than a GPS with a good roadmap. Of course you could to bring an aviation portable with you in the car, but that presents it's own set of problems, you need some way to mount the GPS in an unfamiliar vehicle, access to a cigarette lighter outlet that may or may not work, etc. In past years we have carried an inexpensive auto GPS in our flight bag just for this purpose.

Lucky for us, the iPhone has a built in GPS, and there are now numerous auto navigation applications available. Since we already have the iPhone with us for cell phone use, there is no longer any need to carry a dedicated GPS.



We tried several of the automotive navigation apps including those from Navigon and Tom Tom, but our favorite was *Motion X: GPS Drive*. It is easy to use, has a good selection of maps and points of interest and costs just \$2.99. The other automotive GPS applications we tried cost considerably more (\$30-\$60 each) so *GPS Drive* is a bargain. If you want the *GPS Drive* to give you turn by turn voice directions, there is an additional fee, either \$2.99 for each 30 days of use, or \$24.99 per year. *Motion X* does let you try out the voice directions for free for the first 30 days, and in our opinion the extra \$25 a year is worth it, as it is still cheaper and better than the competition, which also charge extra for some services.



Imagine for a moment that you have parked the courtesy car in a big parking lot, and gone to grab some lunch. When it's time to go back to the car, you suddenly realize you don't remember exactly where you parked it, or even what kind of car it was.

If you have the *iPark: Find Your Car!* App, you'll get GPS guidance right back to the vehicle. Not much else to say about this little application, except that it works well, and costs just 99 cents.

Local Stuff To Do

Let's say that you find yourself trapped by weather in an unfamiliar town. You will be staying the night, or perhaps longer. There are lots of ways to find restaurants or motels, but what else might there be to do in town? The *Where?* navigation app from *uLocate* is one of the most useful applications we have on our iPhone, and it's FREE. (It is actually one of the most popular apps ever made for the iPhone) When you open *Where?* There several basic categories of local information.



News: This is a handy way to find out what is going on in the local area, by reading local media coverage. Perhaps there is festival or parade in town, or maybe something you would want to avoid, such as a planned street protest.

Events: A listing of all locally scheduled events, whether or not they are newsworthy enough to be covered by the media.

Reviews: Find out what folks think of the various restaurants, bars, grocery stores and hotels in town.

Restaurants: A complete listing of local restaurants, including their address and phone numbers should you decide to call ahead for a reservation.

Movies: Got enough extra time to take in a movie? You could get a paper or search the internet to see what's playing in local theatres, or just use; *Where?*

Gas Prices: One quick click and you know who has the best gas prices in the area. Perfect for showing your appreciation to the FBO that provided you with that courtesy car.



Our next most useful app for finding your way around an unfamiliar area is the oddly named "*ManGo*" which simply knows the location of all the chain stores in the country. Now, you might respond "*Why would I want to know where a national chain store is? I'm traveling to see new things, not just the same familiar stuff I have at home!*" Granted, that's a valid point, and we agree, at least in principle. But what if you genuinely need to re-supply yourself with something you know they carry at *Wal-Mart*, or *Costco*, or *Sears*, or for that matter *Starbucks*? Our favorite use for *ManGo*? We use it to find good clean restrooms. Hey, when you need to go, you need to go, and we happen to know that the restrooms at *MacDonald's*, *Target* and *Wal-Mart* (in that order) are reliably clean and usually available close by.

Next month we'll talk about some of the cool stuff you can accomplish with an iPad.



Classifieds

Wanted: 0-200A engine in good shape with time remaining for C150H project. Must have complete logs with no prop strike. I also need a prop for the same project. Cory (306) 260-5275 coryrousell@gmrelectric.com (Club Member)

Parts: Cessna pilot/co-pilot lap seat belts. Part #S-1746Z-39 FAA certified/ Conforms to FAA-TSO C22F. Red in color. Very clean, excellent hardware. Jim Kent (757) 788-9907 jrkent11@cox.net \$90.00 plus shipping cost for the complete 2 place set (Club Member)

For Sale: Arkansas 1967-150G 2,460TT 11.3 STOH. 4 New ECI cylinders. RT328T Navcom, TKMX11 com, Garmin 295 GPS, Garmin 320A transponder, wheel pants, EZ Heat Pad. 4 Point Harnesses. New seat rails. New mains. New nose tire. Full Flow oil filter. Interior 7, Exterior 7. Always hangared. Never a trainer. No damage history. All logs. Debra Dubois (479) 527-6929 DebraDee@cox.net \$25,000 (Club Member)

For Sale: Indiana 1967-150G 3,797TT 715SMOH Engine: TSN-887, STOH-57. Hours at Annual 11/01/2009. Quiet Flite Intercom, Collins Audio Panel-AUD 251H, 3 Light Marker Beacon, Collins Nav/Comm-251/351, Bendix/King KLX 135A GPS, Transponder Narco-AT50A, Icarus AltAlert 3070, Astro Tech Chronometer. Paint/Interior-Average, Wheel Pants with Airplane. Joe Pequignot (260) 691-3068 (260) 610-0202 jandipeq@hoosierlink.net \$18,000 (Club Member)

For Sale: Michigan 1970-A150K 3,355.9TT 150.1SMOH 0320E2D 150 HP Aerobat. TTE 921.9. New FWF 2006. Narco MK12D. Narco AT165 new 2007 with encoder. EGT. Glider Tow. LRT 40 gallons. Full Tanis heat. New carpets and seats 2004. New tires 2006. Oil Filter. Anl., 10-31-2010. Auto STC. Plastic refurbished 2009. Paint solid 8.5, Interior solid 8.5, Glass solid 8.5 Dave Tuck (989) 578-2005 cell (989) 422-6146 dtuck8432m@charter.net \$43,000 Consider possible partial trade for Luscombe (Club Member)

For Sale: New York 1976-15077903 3,402TT 1,487SMOH Avionics:: 1 King KMA 24 Audio panel with 3 light marker beacon, 2 ARC RT 328T NavCom, 1 ARC IN525A Indicator, 1 ARC IN514A Indicator, 1 ARC 359A transponder, 1 ARC 543B Glideslope receiver, 1 ACK A-30 Encoder, 1 RAMI AV569 Marker beacon antenna, 1 RAMI AV22 Transponder antenna, 1 Comant CI121 Com antenna, 1 Pointer 4000 ELT, Interior: Excellent, Headliner & all plastic panels in near-new condition, carpet very good. Exterior: Freshly painted in 2007 using the original paint scheme, with bright white background and flame red accent. Sold with fresh annual Bob Dispenza (716) 694-3155 Bob@secondchanceaviation.com \$23,900 (Club Member)

For Sale: Ohio 1974-150L 8,197TT 319SMOH Engine Overhaul by Signature Engines July 2006, All Logs, Garmin SL40, Narco MK12 Comm / Nav (VOR), King KMA-24 Audio Panel w/MB, King KT-76A XPDR, Sigtronics SPA-400 TSO intercom, Dual PTT, New plastic headliner and door panels, Reconditioned several interior panels, New panel shock mounts, New Turn coordinator, New Mitchell analog clock, New engine baffles & gaskets, Spin-on oil filter, Quick drain oil fitting, EZ-Heat oil sump heater, Replaced pitot heater element, Personalized cover & cowling plugs, Tires and brakes July 2006, Tow bar. Larry Moss (614) 878-2310 MossL2@aol.com \$19,900 (Club Member)

For Sale: Tennessee 1978-152 9013.7TT 1374.8SMOH PROP - 1374.8 SOH ; Just annual Feb. 2010; Seats redone by Shelby at TNWings; Wing tip strobes; Just replaced starter with Sky-Tec 122-NL/ec lightweight heavy duty starter; Also have just replace the two main tires and one wheel; Aircraft repainted 2002; Flies beautifully and runs great; Compressions at annual were 72,72, 74, 76; Located at KMKL Jackson, TN Andy Rice (731) 697-9530 skyhighrev@gmail.com \$21,500 (Club Member)

For Sale: Virginia 1969-150J 6,850TT 1,700SMOH STOH 500. 2001 Imron paint and windows. July 2009 extensive annual and IFR recertification. Based at PHF. Jim Kent (757) 788-9907 Jrkent11@cox.net \$26,900 (Club Member)



Cessna 150-152 Stuff : Prices include US Shipping

Description	Quan	Price ea	Subtotal
Clinton 2009 Fly-In DVD 50th Anniversary Celebration		\$19.95*	
Blue Sky Door Latch Kit (Pair)		\$45.95*	
Ashtray Insert Pen & Flashlight Holder		\$25.95*	
Pilot Light Pro (Circle Desired Color) Red, Green, Blue		\$130.95*	
Map Light Pro		\$80.95*	
Luggage Scale with tape measure		\$12.95*	
LED Finger Light, (Batteries Included)		\$6.55*	
Book: Owning Buying or Flying the Cessna 150/152 By Mike Arman		\$31.90*	
MT101 STC Belly Drain For 1966-1985 C150-152's		\$52.45*	
MT101-1 STC Belly Drain For 1959 - 1965 C150's		\$52.45*	
Fuel Dipstik for C150 with 13 gal tanks Free Personalization. Available for Liters		\$32.00*	
Fuel Dipstik for C150 with 19 gal tanks Free Personalization. Available for Liters		\$32.00*	
Fuel Dipstik for C152 with 13 gal tanks Free Personalization. Available for Liters		\$32.00*	
Fuel Dipstik for C152 with 19 gal tanks Free Personalization. Available for Liters		\$32.00*	
Order Total:			

* prices include shipping in the USA. For all other countries email sales@cessna150152.com or see club online store for rates.

See color photos of these and additional C150-152 items at www.cessna150-152.com

For Personalized Items: include a note with your order for individual assistance email sales@cessna150-152.com

- Check or Money Order Enclosed
- Visa / MasterCard / Discover / American Express

Account # _____ Exp _____

Signature _____

Name _____

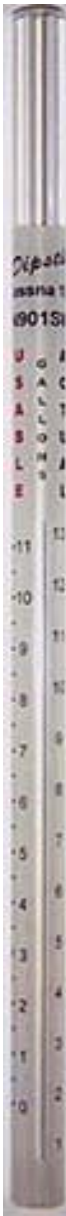
Phone# _____ (required for Credit Cards)

Billing Address _____

Photocopy and fax or mail this form with Payment to:

Cessna 150-152 Club
P.O. Box 1917
Atascadero, CA 93423-1917
(805) 461-1035 fax or see store at www.cessna150-152.com

Useful Stuff for Cessna 150 & 152 Pilots (order form on page 15)



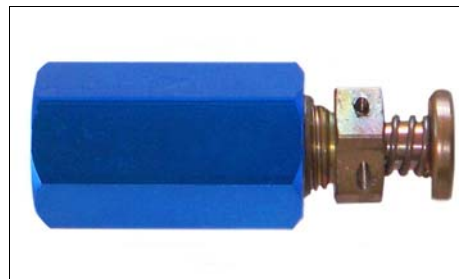
Acrylic Fuel Tank Dipsticks with Cessna 150-152 Club calibrated measurements. Frustrated because you cannot find a fuel dipstick calibrated for your C150? We have them available for both C150's and C152's with both standard and long range tanks. Unlike the *Fuel Hawk* brand, our dipsticks do not artificially compress measurements in order to add an arbitrary safety "fudge" factor. Best of all, you can personalize your dipstick with your name or N number, making it less likely to be permanently "borrowed." **\$24.95 ea + shipping.**



Rubber Tipped Door Latch Tired of a those sharp metal daggers under your wings? These replacement latches are made of a special high tech rubber. They not only protect your forehead, they hold the door open better too. Easy to install. **\$39.95 a pair + shipping.**



Portable LED Panel Light The stock overhead instrument light is not really up to the task, it uses a flaky dimmer switch that is super expensive to replace, and relies on a single light bulb. Here's the solution. This battery powered LED light mounts to the headliner. It produces brighter, more even light, and has it's own built in dimmer. It also includes two precise aim-able white map lights. Available with Red, Blue or Green LED's. Designed by a Cessna 150 owner for the Cessna 150. **\$124.95 ea + Shipping**



STC Belly Fuel Drain Do you know that most water, dirt and rust in your fuel system ends up trapped at a low point between the fuel shut off valve and gascolator? No matter how much fuel you run out the gascolator the contaminants stay behind, waiting to cause you grief. You're supposed to clear out all the junk from this low fuel point at annual, but we have a better idea. Our STC Belly fuel drain allows you to remove fuel system contamination prior to each flight. In fact it's such a good idea that Cessna offered these as an option for late model 152's. **\$47.50 ea + Shipping**