

# Cessna 150-152 Pilot

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## *From The Editor's Desk*

As many of you know, sometime ago Royson announced he and Lori wanted to step down from managing the Cessna 150-152 Club and offered to sell it. After roughly 11 years and countless thousands of hours of dedication and hard work the Directors of the Club yearned for the freedom to do other things such as traveling to far away lands and remain there as long as they wish, unencumbered by computer glitches, dozens of daily emails to deal with, and managing the considerable day to day business that keeps this little aviation family of ours together...which is virtually a full time job.

Having been a long time member, I found the idea of running the Club intriguing. After discussing the idea with my wife, Jo Ann, I contacted Royson and expressed an interest in learning more about what the Club requires of those who elect to sit in the pilot's seat...so to speak. Subsequent discussions led to Jo Ann's and my decision to buy the Club and commit to keeping everything running to at *least* the very high standards that Royson and Lori had established. Managing the Forum, the Databases, the Store, and publishing the Newsletter...a daunting array of tasks to say the least.

One of my most serious concerns was that everything is computer based (far beyond what a casual observer might guess), and I'm not a computer tech guy or a web guy. Jo Ann's and my computer skills really only included being experienced users, which I equated to a long time driver suddenly being employed as an auto mechanic. Royson and I discussed this and other issues at length and he assured me that he and Lori would provide any and all of the technical support we would need as we tackled the rather intimidating learning curve.

Now, more than half a year into the endeavor, Jo Ann and I find ourselves able to handle the day to day operations of the Club and deal with most of the inevitable "OMG" technical adventures that pop up...always at the most inconvenient times, of course! Computer failures, disappearing data, mysterious broadband connection glitches, etc., it's always something. Never boring.

True to his word (no surprise to anyone who knows him) Royson and Lori have helped us every single time we've needed assistance. At first that was embarrassingly frequent compared to nowadays, where our cries for help have diminished considerably...much to their relief I'm sure.

To all of you Club Members and aviation enthusiasts out there, Jo Ann and I would like to say that managing this Club and helping out whoever we can, whenever we can, has been and continues to be a genuine pleasure. Personally, my life has been enriched so much by aviation and the good people associated with it over the years that I've always wanted to give something back. The Cessna 150-152 Club has given me the opportunity to contribute something to the GA community and for that...I'm grateful! ... *Dan Meler*

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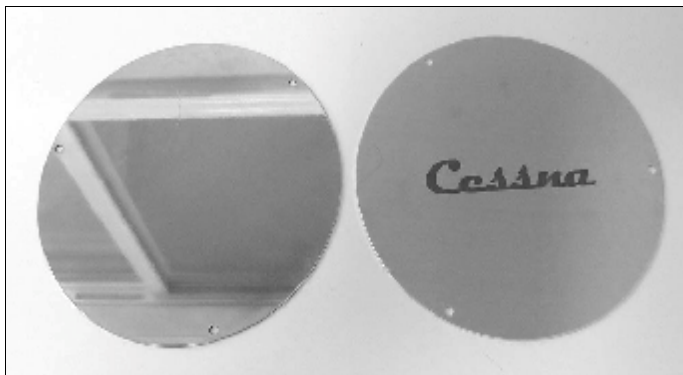
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***Do not follow where the path may lead. Go, instead, where there is no path and leave a trail. ...unknown***

***Aviation is proof that given the will, we have the capacity to achieve the impossible ...***

*Edward V. Rickenbacher*

***The most effective way to do it, is to do it. ...Amelia Earhart***

### Cessna 150-152 Pilot

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## A New Propeller!

by John Lapham

### Time to Change

During my annual inspection this year, my mechanic suggested that I get my prop overhauled. Since I knew this was an older propeller on my 152, I was a little leery of sending it into the prop shop just to have it declared no longer airworthy and immediately having to buy a new prop. If that was the case, I did not want to spend the money on an inspection, since that was money that could have gone towards a new prop.



Luckily, one of the mechanics in the shop also works part time at the prop shop, and he brought over the dimensional information for my prop. We could measure the thickness of the prop at each station (distance from the prop hub) and determine if there was any reason to be concerned. We found that all stations were over the minimum allowed thickness, except for the tip of one blade. It was right at the minimum thickness, and after the prop shop got done smoothing out the leading edge, it would probably be too thin to put back in service. So we decided to just leave it alone, since it was still technically airworthy and I could still fly my plane, and I would start to look for a new prop.

### Background on the McCauley propeller

The original McCauley prop found on the Cessna 152 has been subjected to an recurring inspection Airworthiness Directive (AD) almost its entire life. The first AD was issued in 1989, and called for a dye penetrate inspection of the hub and a visual inspection for cracks. The inspection was once a year or every 100 hours, whichever came first.

During my research on this propeller, I found a couple references that gave some opinion as to why the prop



has had so many problems with cracking in the hub. The general wisdom appears to be that because the propeller is built with an "offset" of the propeller blades from the hub to clear the cowling of

the plane, this caused some cantilever forces on the hub as the prop spun, and the additional stress causes

the cracks in the hub. This sounds reasonable to me, although I suspect there may have been a manufacturing problem that also contributed to the problem, since there are still many of these props still flying that do not have cracked hubs.

Last year, the FAA updated the AD once again, and this new revision of the AD had some good news and some bad news. The good news was that the inspection interval had been stretched to 700 hours, with no requirement for yearly inspections. The bad news was that when you read the details of the inspection procedure, the return to service instructions called for shot-peening of the hub. Most A&Ps do not have the equipment to do this, and neither do many prop shops. Because of this shot-peening requirement, I believe the new inspections will turn this inspection into basically an overhaul, with the increase in price to have this procedure done.

Because of these problems, McCauley stopped manufacturing this propeller and does not sell a replacement. For that, you have to go to Sensenich, the only company that sells a new propeller for the Cessna 152s.

The logbook for my propeller shows that it was overhauled in 1990 and has had the yearly inspections since then. The logbook on this prop starts with an overhaul, so I assume that it was not a "new" prop when it was put on my plane. Most likely it came off a plane replacing the McCauley prop with a Sensenich, since McCauley was no longer producing that prop by then. No telling exactly how many total hours are on this prop. There were about 1500 hours on my prop since it's last overhaul.

### Sensenich to the Rescue

With McCauley out of the Cessna 152 prop business, Sensenich decided to step up to the plate and offer a replacement propeller. This prop is designed in the traditional way where the blades and the hub are inline, and uses a spacer to get the prop out in front of the cowling.

The part number for the kit to replace the McCauley prop is S72CKS6-0-54. The kit includes the prop, spacer, new bolts, the spinner, new logbook and all the STC paperwork required. The "-54" on the end specifies what the pitch of the prop is, in inches. Generally speaking, the pitch of the prop refers to how far the plane will travel forward with each rotation of the propeller. In this case, the plane should move forward 54 inches each time the prop rotates. The higher the number, the faster the plane is in cruise flight, but the slower the climb rate. The lower the number, the better the climb rate, but the slower the cruise speed. The three most popular pitches for the 152 are -52 (a climb prop), -54 (the "standard" prop), and -56 (the cruise prop).



The airfoil design on the Sensenich is different than the one on the McCauley, so you really can't compare the pitch of one to the other. This makes it difficult in determining which pitch to purchase. I did some research on the Club Forum and around the internet, and found by far the most



popular pitch out there is the -54. This is also the version of the prop most likely to be found in stock somewhere. Keep in mind that a prop can be re-pitched by just about any prop shop if you decide you need an alternate pitch after the fact. Most people seem pretty happy with the -54, though.

A common question that comes up with this prop is the difference between it and the Sparrowhawk prop. The answer is not a thing. The Sparrowhawk prop STC allows the engine to spin up to 2700 rpm to produce a little more horsepower, but there is no difference between a Sparrowhawk prop and the Sensenich prop. The additional RPMs and horsepower are a result of a paperwork exercise.

**Buying the Prop**  
To start my search for a new prop, I first looked for something used that would be presumably a little bit cheaper than a new prop. I scoured Barnstormers ([www.barnstormers.com](http://www.barnstormers.com)) for weeks looking for something that would work. I had a few leads that I looked into, but when it came down to it, most of the "cheap" props would require an overhaul or other work done to them that would bring them up in price to that of a brand new prop.

**Buying the Prop**

Next, I called Sensenich directly to see if they had any "deals". They had none, but they were very helpful in telling me which of their dealers had them in stock. I called the ones they recommended as well as nearly every dealer listed on their website ([www.sensenich.com](http://www.sensenich.com)). The list price for the kit is \$3885, and I got quotes ranging from \$2919.50 all the way to list price. I got lead times all the way from "in stock" to "18 weeks". In the end, Sensenich led me to the two least expensive dealers, and they both had them in stock. I ended up buying my prop from East Coast Propeller Service in Lititz, Pennsylvania for \$2919.50 plus \$65 in shipping via UPS Ground from Pennsylvania to West Palm Beach, Florida.

**Installing the Prop**  
The first thing that has to be sorted out when install-

ing this prop is getting the new spinner painted. The original spinner will not work with the new prop, so you have to buy a new one from Sensenich. It is a three-piece spinner, where two of the parts have to be mounted when you



bolt the prop on to the engine. So this is not something that can wait until after the prop is installed. My A&P knew someone who could paint it for me if I bought the paint, so I went to the local auto body paint supply store for a single stage paint that matched my old spinner. This isn't your average can of Rust-Oleum, so be prepared to spend some real money for this paint. Luckily, it doesn't take much, so you can buy the smallest quantity they will sell you. In my case, it was a 1/2 pint. The spinner is aluminum and comes from the factory alodined, so all you have to do is prime and paint.

Having never installed a prop, I asked by A&P if I could hang around with my camera and take some pictures of the prop installation. He was more than happy for an extra set of hands. The first thing that has to be done is to remove the spacer from the prop, which comes already installed. We just used a large drift to knock the spacer pins (along with the spacer) out of the hub.

Next, the spinner rear bulkhead is placed between the prop and the spacer, and the spacer is re-connected to the prop with a large hammer. We used a piece of wood between the hammer and the prop so that the prop would not be damaged.

The next step is to mount the prop on the engine crankshaft. The maintenance manual has a specific procedure to make sure the



blades are oriented properly. The basic procedure is to turn the engine until the Top Dead Center (TDC) mark is at a specific location, and then mount the prop at a certain angle.

One of the blades is marked with a "1" to signify it is blade number one, and that blade goes in a specified direction relative to the crankshaft. It is all spelled out in the maintenance manual, so be sure to follow it closely. It isn't difficult, but I wasn't aware of this procedure before we started, so I wanted to make sure others were aware you don't just unbolt the old prop and bolt on the new one any which way.

Before installing the new bolts, make sure to place the spinner front bulkhead on the prop. Then the bolts can be inserted and tightened down the specified torque rating. Next, the bolts are safety wired together, and the spinner dome is installed over the prop.



Finally, the RPM limit placard is placed in the cabin.



This restricts the cruise rpm to 2440 due to FAR 36, which is just a noise restriction. After doing some research, I found out that the noise restriction is in place because Sensenich never

performed the required test for their STC, not because it is so noisy.

#### Performance Differences

I didn't do any formal before and after performance testing, so I don't have any hard numbers on the differences. The claims are the Sensenich will give you about 150 fpm better climb and a few knots better cruise than the original McCauley propeller. After flying with the new prop, I would say that is a pretty good description. I notice that the differences between the two props tend to be greater at lower altitudes, but otherwise I see a little better performance with the new prop. That could be because the newer design is more efficient than the old one, or it could be the old prop was so whittled down that it's performance started to suffer when compared to a fully dimensional propeller. Either way, I have a little more performance and it is nice to see that when you spend that kind of money.

#### Final Costs

I have already mentioned the costs for the propeller (\$2919.50 plus \$65 shipping). The A&P charged me two hours for his time at \$75/hour; one hour for the installation, and another hour for the STC paperwork. The painter charged me \$75 to paint the spinner, and the paint itself cost me about \$60. So all together, I spent about \$3270 to get the new prop on my plane. I would still like to have it dynamically balanced, which will be a little more money, but that is not required or critical, so it will happen when I have the opportunity to get it done.



## Cessna Seat Rail AD A Newly Revised Version

### You Don't Want to Neglect This!

The FAA's final rule regarding Cessna seat rails applies to all serial numbers of Cessna aircraft ranging from 150A to T337H-SP models. Over 36,000 presently registered aircraft according to the FAA's records, and became effective as of June 11, 2011. The Airworthiness Directive (AD) supersedes a prior one; it clarifies inspections that look for cracks in seat rails and details under what circumstances parts must be replaced. Action, unless already taken, is required within the next 100 hours' time in service or within the next 12 calendar months. The FAA estimates that the inspections alone should cost each owner about \$85. Cost of replacement parts and work as needed could add another \$395 to the individual owner's bill.

The AD is aimed at preventing seats from slipping while the aircraft is in flight, potentially leaving a pilot out of reach of the controls, or leading to dangerous unwanted control inputs. The old AD required repetitive inspections and replacement of parts under specific conditions. The new AD retains all of the requirements of the prior one, but adds steps to the inspection procedure and improves associated graphics.



*Worn seat track stop hole*

# Make it Shine

## On a Budget ...by Ed Pataky

Our airplanes are a huge investment. They are the physical tool that we as pilots use to exercise the privileges we have worked so hard to earn. They're also a huge source of pride. After all, pilots comprise less than one tenth of one percent of the population, and only about one in ten pilots actually own, or share ownership in an aircraft. It follows that we want to take care of them not only mechanically, but we want to keep 'em looking good! It's called pride of ownership.

So, how can we keep our birds beautiful?

I'm going to describe how I clean, wash and wax an airplane. I'm not going to tell you how it HAS be done, as there are innumerable ways to get an airplane clean. What I will do, is describe how I do it. And, I'm also going to pass along a few things that one should really watch for when doing the job. I've been washing airplanes since the early 1970's, and have consistently received compliments and accolades from their owners, so I must be doing something right. If you do it yourself, the pride and satisfaction of a job well done as you gaze at the finished product will be difficult to describe.

There are three things to look for in washing and waxing an airplane. Fast, cheap, or good. Pick two. Since we want a good job, chose which of the other two you want. Unless you are willing to pay at least \$150 and up, we can safely eliminate fast. Besides, would you really trust someone else to handle your bird - the one you depend on literally for your life and pleasure, unless you really knew them? 150-152 drivers, myself included, are notoriously tight-fisted. Otherwise, we would have bought something else that would go a little bit faster, climb a bit higher, and carry a bit more.

It can be done right quite cheaply money-wise. To get a really nice, professional result, the investment you need will be about \$20 to \$30, while the real expense comes with time. If you

do it yourself, you will spend at least 10 to 20 hours, depending upon the condition of the exterior. If it's been a while since the bird was cleaned, expect the higher of the two. To do a complete wash and wax job on my Mary Lou, I can bank on 16 hours from start to finish. It doesn't vary much more than a few minutes either side of that.

So, what do we need to get a plane gleaming in the sunlight - to get that oh-so-gorgeous shine even from a seemingly tired paint job? How do we obtain those little pinpoints of light reflecting off the graceful surfaces of a plane? How do we get a reflection of oneself in the fuselage?

To do this, lets start with materials needed. I go out to - say, Wal-Mart (primarily because it's close by and has all the needed supplies), and buy two of the 18-pack washcloths. They run under \$3 each, and you're going to need them. Buy a small bottle of Dawn dishwashing detergent, a can of quality car wax (I use Turtle Wax, as it's cheap and gets the job done right), a bug brush, or preferably one of those sponges encased in the soft plastic mesh, three or four spray cans of Gunk (the stuff used to clean engines), and a toothbrush. If you have access to an air compressor, a spray wand and a bucket, you can substitute Stoddard Solvents (Varsol) for the Gunk. You might want to purchase a good quality chamois (make sure it's good and thick... don't get the cheap thin one), two big soft cotton bath towels, and if you want to go the extra mile, a claybar kit for polishing if you are so inclined and have the time and patience. A small piece of soft and fine Scotch Brite is desirable, and maybe some good quality aluminum polish. Oh yeah... a small roll of masking tape.

Masking tape? You'll find out why in minute.

Begin by rolling the plane out on a calm, cloudy day. If the sun is out, you risk blinding yourself with the white paint so common to airplanes, and the water will evaporate before you dry it,

leaving those irritating calcium rings. Starting at the fuselage, take the masking tape and do the following - cover the static port located on the pilot side with a tiny piece. You don't want to have forced water get in these areas, particularly in the static port. That little static pinhole is critical to the pressure instruments (altimeter, rate of climb), and it is possible that over time, the line can get standing water in it which can either freeze or promote the growth of algae. Then, cover the air scoop intakes that cool the avionics located on either side just aft of the cowling, and tape off the cabin air scoop edges. Now cover the cabin vent holes located on the inboard leading edges of the wing. If you have a pitot tube cover or "bootie", install it. You also don't want water to perhaps sit into the vents where it can sit and promote corrosion inside the structure. (You DO have all the inspection plates installed...). Don't forget the stall warning opening and the fuel pressurization tube - you know, the one just behind and slightly offset of the left wing strut - tape them over. Once these orifices are sealed, ensure the windows and doors are closed (it has happened...), and get the water hose.

I prefer to initially wet the leading edges of the airplane... vertical and horizontal stabilizer, wings, cowling, landing gear, and if installed, wheel pants. Let it soak for a minute or two to give the water a chance to loosen and soften the dirt and bugs that have had the misfortune to be in your way. Then gently scrub with the bug sponge. Run a slow and small stream of water to flow away the removed debris. This can take a few minutes if the plane is really dirty. But, there's no rush. Dry these wet areas immediately with a soft cotton cloth... one of the towels in the 18-pack you bought. You don't want it to evaporate and leave those pesky calcium deposits!

I like to start at the high points on the airplane, such as the wings and top of the rudder and work down. Also, when doing the belly, on a tri-cycle gear 150-152, I'll start at the tail and work forward. So, to kick things off, let's clean the tops of the wings. First, make certain the gas caps are on! (And have a good seal with the rubber O-rings.) Begin by hosing the top of the

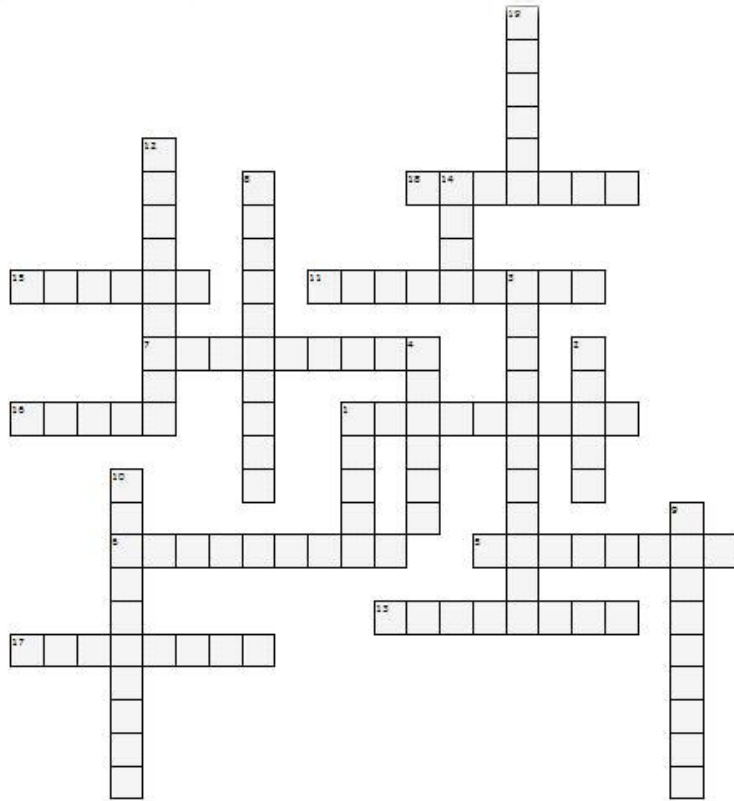
wings to remove dust and coarser material, such as leaves. Try to keep the water from spraying the fuselage as it will evaporate before you can dry it off and leave calcium deposits. Due to the dihedral, you'll want to start at the tips and work your way in to the wing roots. Take the Dawn dishwashing detergent, put some in a bucket, add water, drop in a washcloth or two and stir it around. I use Dawn because it's not caustic to aluminum, cuts grease, rinses easily, is readily available, does a great job, and is cheap. Then, climb up on a stepladder, take the soapy water and washcloth, and GENTLY, in an overlapping figure eight pattern, rub the wing. A mop or sponge on a pole is okay, but it's too easy to miss spots, so I prefer to do it by hand. Do this in segments. I like to go by rivet/rib line. Rinse and dry immediately. Then in the same fashion, do the other wing. Ailerons and flaps have the ridges which have some perverse ability to accumulate dirt right in the creases. Take the edge of a damp towel and rub (not too hard however... you don't want to bend the aluminum in a moment of inspiration) and clean the ridges. Do the same to the bottom of the ailerons and flaps. Dry completely. If you have gasoline stains on the trailing edges of the wing where fuel dye has accumulated, you can remove a fair amount of it with the clay bar. Follow the directions. Generally, you'll have to keep the area wet while rubbing it with the claybar. In most cases, you will not get all the dye completely off the paint, but you will be able to remove most it. Do what you can with this issue. Hose the area where you rubbed with the claybar, and dry it completely. Remember, we don't want those calcium rings!

Once this is done, it's time to start washing the fuselage. I like to do it in segments, starting with the tail on one side, then the other side directly opposite. It's a good idea to be upwind of the hose, because you WILL get an unwanted shower if not careful. Again, the trick I use is to start at the high points and work down. You'll save time not having to re-clean, re-dry and wipe areas already cleaned. Turn up the water using a sprayer or your thumb. Start at the top of the rudder and work your way down. Do the top and underside of the horizontal stabilizer and elevators while you're at it. The point here is to not wash the plane yet, ...cont pg 10



UH-OH !!!  
I apologize in advance, for the spelling error in this puzzle. Too late to fix it when discovered. Dang me!

### Aviation Trivia



**Across:**

- 1. Jugs
- 5. Famous for more than just tires
- 6. Cessna twin with only 1 engine up front
- 7. Flying sans aircraft
- 11. Makes the juice for early 150s
- 13. Redundant engine system
- 15. Coolest new GPS technology Synthetic \_\_\_\_\_
- 16. Starboard marker color
- 17. Airplane roads
- 18. USA's 2nd largest fly-in

**Down:**

- 2. Went belly up this year
- 3. Tank buster
- 4. C-5
- 1. Dear to skydivers
- 8. The 3 F's = Flying, Fishing, \_\_\_\_\_
- 9. Takeoffs are optional, landing are \_\_\_\_\_
- 10. What a VFR pilot relies on
- 12. USA's largest fly-in: State
- 14. Country where worlds largest helicopter was built
- 19. Most popular avionics maker

Answers on page 12



"It's still in the testing stages, but our new flying car project looks promising."



but as we did with the wing, we want to remove any dust and coarse material sticking to the surface. Do it in segments - the same vertical rivet/lap joint on either side of the bird. Again, don't get too far ahead and let an area dry leaving the calcium deposits. Don't forget to hose the belly of the plane. Get the mud off the belly and the bottom of the wings just above the wheels if you don't have wheel fairings. But here, you really don't have to worry so much about drying the belly of the bird, because the water you are using will keep it soaked. Be careful on the nose of the airplane, as you don't want to get water into the air intake or air filter. You might want to cover this area with paper and tape it off with the masking tape. Also be careful not to spray water directly into the cooling baffles, as forced water like this can stand and cause rust and maybe get to electrical wiring, such as the landing light or worse.

Here's where it (and you...) gets really dirty. Sadly, I know of no method to avoid getting dirty, so I'm open to suggestions. On your back, and hopefully on a creeper and upwind, find the lap joint that begins to form the curve of the underside. Take the spray can of Gunk, and spray the belly liberally to soak the accumulated grease. Before spraying Gunk, or if using the air compressor and Stoddard solvent method, be certain you're upwind and expect to go through a fair amount of fluid. Start at the rear under the tail and work forward one segment at a time. Starting at the rear will preclude the Gunk or solvent which will run forward on the very bottom from dripping in your face. Position yourself accordingly. You've already hosed it down, and removed some loose dirt and larger objects. Gently remove the oil and grease. Do the entire bottom.... not just the spots that look dirty. Trust me, there is a thin film of oil that covers the entire bottom, and it will show and make a difference. This will require two or three cans of Gunk or a gallon or two or more of Stoddard Solvent to get it done right. Hose it off when done, wipe and dry.

Time for the detailing which really pays off in a big way! Take the toothbrush, spray a bit of Gunk on it, and in the rivets clean off the grease and dirt that is around the rivet heads. Also get into the lap joint. There's a lot of stuff there

that you can't get with a towel. Don't just scrub it back and forth.... make a figure eight with it, as this will let the bristles get into the small tight spots and remove the grease and dirt. Look at all that black grease that was in that tiny little dark streak! Also, be careful around the little drain holes on the belly and around antennas, such as the transponder, and if installed, DME, marker and ADF antennas. The antenna mountings should be sealed with a bead of silicone between the antenna base and the airplane. This also gives you a chance to find a potential trouble spot, because if this sealant is lacking, you are open to the possibility of corrosion or oxidation, and a resultant bad antenna ground which can cause you fits trying to track down the reasons for sub-par radio performance over time. Gently hose the Gunk and wipe. You'll be amazed at all the stuff that the toothbrush removed and how good it looks! Now take the soapy water and wash the belly... in segments, all the way from the tiedown ring to the nose gear. Rinse completely, and dry.

Clean the bottom of the wings as you did the top. Wet it down, then starting from the tips, soap it up, rub, clean, rinse and dry. Be gentle.

Now, lower the flaps. You'll be looking at the slot between the leading edge of the flap and trailing edge of the wing. I'll bet it looks pretty nasty. And look at the bugs and dirt on the flap leading edge! Distressing to be sure, but we want it done right. Take the bug brush, and clean the leading edge of the flap after moistening the affected area with a damp cloth. Don't spray water in the slot, as it will get inside the wing and promote corrosion! It will take a few minutes cleaning the slot and flap, but it is well worth the time. Using a damp cloth, clean the area being careful to avoid the flap tracks, and dry with another. Don't forget the side ribs of the flaps and ailerons.

What about the windows? Windows are an especially important item, in that they are essential to safety. You do not want streaks or scratches as the resultant halo when the sun is just right, or the lights from the ground are at just the right angle, will make it virtually impossible to see anything outside. Using a clean and soft plush cotton cloth, dampen it, and clean. Don't

use a cleaner with ammonia, as it will yellow and craze the plastic.... soapy water is best. Gently clean the plastic on the side windows and dry. On the windshield, firmly but not too hard in an up and down motion, clean it. Dry. Be sure it is completely dry, as once again, the deposits left from the water will remain and you will be stuck with an annoying montage of gray dots. It's essential to NOT use paper, as the fibers can and will cause microscopic scratches and ruin the plastic. I can't emphasize this enough... DON'T USE A PAPER TOWEL! A chamois can be useful here, but again, dry the area NOT USING A PAPER TOWEL.

At this point, you should have a clean bird. If you want to polish the bird and remove any dull, oxidized paint, you have a job ahead of you. There can be a lot of oxidized paint on the plane. A distressingly large amount, to be sure. This is where the clay bar comes in. Follow the directions carefully, as you can really make a mess. I prefer to do it by hand, as power tools such as a buffer can really ruin the paint if someone who doesn't know how to handle it does the job. Also, the curves and protrusions unique to airplanes make using power tools a chancier proposition. If you chose not to polish the plane, at this point you are halfway done. Time to wax it.

Waxing a plane is rewarding, but it is also daunting and time and labor intensive. Take your time. Again, work in segments. Wax one side, then the other, then go back to the area you first applied wax to, and using (you guessed it) a clean dry cotton washcloth, rub the wax off. Then finish the other side of the segment. Don't get in a rush. It's going to take time. I don't recommend using a power tool as you risk leaving swirls and perhaps scraping the paint off areas such as curves and edges... like for example, the plastic horizontal stabilizer tips. Oh yeah... wear sunglasses, as the glare will most assuredly blind you. Get the belly and empennage, the tops and bottoms of the wings. Ailerons and flaps will take time because of the serrations. Remember, a 150/152 has 160 square feet of wing area, and it is effectively doubled since you're doing the top

and bottom. Getting the bottom of the wings can be fatiguing, so don't get in a rush. Get up in the flap slot, and wax that too. Do the leading edges of the flaps... they will attract bugs. Clean the landing and position light lenses. Little details like this make the difference

You're almost finished!

I like to wax the windows as the wax makes it incredibly easy to remove bugs and any dust, and it also allows the water to bead up and blow off in flight in a manner that will favorably surprise you. Plus, it makes the plastic almost invisible, thereby improving immeasurably your view outside of the countryside and of any company aloft. Again, NO PAPER TOWELS!

Remember the masking tape used to cover the static port, cabin air, air intake, stall warning opening, fuel pressurization tube, avionics vents and wing root vents? Don't forget to remove it. There should be no residue from where they were applied.

If you are so inclined, you can take the Scotchbrite and gently (emphasis on the gently) remove any oxidation off the pitot tube. Use a dab of aluminum polish, and shine it up! But be careful to not get any in the forward opening or the rear pinhole drain or inside the leading edge of the pitot tube. Service the aileron piano hinges, rudder, elevator and trim hinges with a light oil or LP2. Don't forget to service the flap rollers and guides with a thin amount of grease.

Step back and admire the finished product! It's taken you an entire day, or parts of two or three days to be sure, but look at how immaculate the plane looks! I bet you're thinking you can put off that paint job for a while, as the paint looks so much better! You're now going to want to clean the interior, so go ahead and do it.

Sure, it's taken a lot of Armstrong power and time, but I can assure you your plane will be turning heads and eliciting smiles, the biggest one which will be from you!



## Classified Ads

**Aircraft For Sale:** 1960-150 5433TT 95SMOH Hangared, Bendix/King xpndr, newer sigma-tek gyros, VOR w/ Glideslope, intercom, MoGas STC, Spin-on oil filter, Belly Drain, oil sump heater (not installed), cover, gold window shades, All logs and STC/AD/337 paperwork, Engine overhaul included new crank, cam, ECI nickel+carbide cylinders and much more, very nice interior/exterior. Chris Hendrix (614) 467-0242 [95tangooh@gmail.com](mailto:95tangooh@gmail.com) \$21,500 (Ohio) **Club Member**

**Aircraft For Sale:** 1964-150D-150hp 6646TT 1911SMOH 150hp O-320 Lycoming E2-D, Collins Nav351 with glideslope, Collins Com251, Collins AMR-350 audio panel w/mkr bkn, KT-76A Xpndr, ACK 30 encoder, EDM700 engine analyzer, Panel mt 2place intercom, Garmin 295, Horton STOL, Sen 60" pitch prop, AeroFlash strobes, O&N Aux Fuel tank 14.6 gal, Monarch fuel caps, AVTEK Pulsar collision light, M-20 air/oil separator, Paint(7), Interior(8), Aero Fabricator harnesses, Belly Drain, LED rudder beacon, Pointer 3000 ELT, Rosen visors, Bruce's airplane & wing covers, ADLOG maintenance system, Ken Shapiro (727) 379-2555 [triple555khs-C150@yahoo.com](mailto:triple555khs-C150@yahoo.com) \$16,900.00 (Florida) <http://www.cessna150forsale.net/> **Club Member**

**Aircraft For Sale:** 1965-150E 3385TT 635SMOH Located at Boonville, NY, which is having a fly-in on 8/13, TT3385, 635 SMOH - Factory Reman, LR Fuel, HD Nose Gear, Shoulder Harnesses, Narco Mk12D navcom w/GS, Narco DME w/Nav head IDME891, Terra TX720 com, Terra TN200 nav w/GS, Terra Tri-Nav indicator, RST-521 mkr ben, King KT-76A xpndr, Encoder, Narco ADF 141 w/indicator, 60 amp alt, Key start, Whelen SACF tail strobe, New updated panel & gyros, fuses converted to circuit brkrs, New headliner kit - needs installation. Paint 8-9, Interior needs TLC. Annualled June 2011. William Davis (941) 721-4250 [eyefly150@frontiernet.net](mailto:eyefly150@frontiernet.net) \$19,000 (NY) **Club Member**

**Aircraft For Sale:** 1966-150F 5380TT 445SMOH Jim Hendrickson (715) 748-9646 [jimh1@tds.net](mailto:jimh1@tds.net) \$16,500 OBO(Wisconsin)

**Aircraft For Sale:** 1967-150G 2460 TT. 11.3 STOH. 4 New ECI cylinders. RT328T Navcom, TKMX11 com, Garmin 295 GPS, Garmin320A transponder, wheel pants, EZ Heat Pad. 4 Point Harnesses. New seat rails. New mains. New nose tire. Full Flow oil fil-

ter. Interior 7, Exterior 7. Fresh Annual. Always hangared. Never a trainer. No damage history. All logs. Well maintained. Good, clean, reliable and FUN airplane. Click on following <http://> link for more photos. Debra (479) 527-6929 [DebraDee@cox.net](mailto:DebraDee@cox.net) \$22,500.00 (Arkansas) <http://debradubois.com/Site/3316Juliet.html> **Club Member**

**Aircraft For Sale:** 1969-150J The aircraft is based at PHF. All aircraft info and more photos available via e-mail. Jim Kent [jrkent11@cox.net](mailto:jrkent11@cox.net) \$27,900.00 (VA) **Club Member**

**Aircraft For Sale:** 1970-150K 3020TT 862SMOH Always hangared, No damage history, MX-300 NavCom, Narco AT50A xpndr, PS Engineering stereo intercom w/music input, MoGas STC, Spin-on oil filter, Belly Drain, oil sump heater, shoulder harnesses, wheel pants, All logs, All STC/AD/337 paperwork, Excellent interior/exterior. Nice airplane. Contact- Joe (541) 850-9766 \$19,000.00 (Oregon) **Club Member**

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**May / June 2011 Accidents**NTSB Identification: **ANC11FA055**

14 CFR Part 91: General Aviation

Accident occurred Sunday, June 26, 2011 in Beluga Lake, AK

Aircraft: CESSNA 150M, registration: N66286

Injuries: 1 Fatal, 1 Serious.

This is preliminary information, subject to change, and may contain errors. Any errors in this report will be corrected when the final report has been completed.

On June 26, 2011, about 1500 Alaska daylight time, a tailwheel-equipped Cessna 150M, N66286, sustained substantial damage after impacting terrain near Beluga Lake, Alaska. The certificated private pilot was killed, and the sole passenger was seriously injured. The airplane was registered to the pilot, and operated under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight. Visual meteorological conditions were forecasted in the area at the time of the accident, and no flight plan was filed. The flight originated from the Lake Hood Strip Airport, Anchorage, Alaska, about 1353.

According to family members, the pilot was taking a visitor on a sightseeing flight to the Triumvirate Glacier. The pilot was carrying a SPOT satellite messenger, which was relaying periodic messages about the group's location to a website. The pilot's wife had been monitoring the flight and noticed that the SPOT location had not changed in several hours, so she notified local authorities to report the airplane overdue. At 0100 the next morning, a search and rescue crew located the airplane on a moraine east of the glacier.

Examination of the accident site by the NTSB investigator-in-charge (IIC), and a Federal Aviation Administration inspector, showed that the airplane impacted at the base of a small east-west berm that parallels a large moraine commonly used by aircraft as a landing surface. The main wreckage consisted of all the major components of the airplane, and was situated approximately 45 feet from the initial impact ground scar. The engine, fuselage, and both wings were severely damaged. All control surfaces were identified at the accident site.

The nearest weather reporting station to the accident site, 54 nautical miles east, is Anchorage International Airport (PANC). At 1453, the PANC surface observation reported the wind from 160 degrees at 12 knots, gusting to 21 knots; few clouds at 3,000 feet; scattered

clouds at 5,500 feet; and overcast at 8,000 feet. The area forecast outlook for the Cook Inlet area, valid until 1700, called for visual meteorological conditions to prevail over the area with isolated rain showers.

NTSB Identification: **WPR11CA262**

14 CFR Part 91: General Aviation

Accident occurred Friday, June 10, 2011 in Idaho Falls, ID

Aircraft: CESSNA 152, registration: N89439

Injuries: 1 Uninjured.

WPR11CA262

The pilot reported that he was engaged in his third solo flight. On approach to the runway the airplane was at 65 knots with 20 degrees of flaps and he began his landing flare at approximately 8-10 feet. According to the pilot, the airplane then appeared to have lost lift and came down hard on the runway. The airplane bounced into the air and traveled approximately 30 feet before nosing towards the ground again. The pilot attempted to pull back on the yoke of the aircraft before it impacted the runway. Although the airplane responded to the input it still struck the ground in a nose down attitude, collapsing the nose landing gear strut and wheel into the fuselage, and the aircraft skidded on its nose about 20 yards. The nose wheel gear was collapsed and there was substantial damage to the front left of the fuselage, the firewall, and the propeller. The pilot reported no pre-impact mechanical malfunctions or failures with the airframe or the engine that would have precluded normal operation.

NTSB Identification: **ERA11FA332**

14 CFR Part 91: General Aviation

Accident occurred Thursday, June 09, 2011 in Vero Beach, FL

Aircraft: CESSNA 152, registration: N48869

Injuries: 2 Fatal.

This is preliminary information, subject to change, and may contain errors. Any errors in this report will be corrected when the final report has been completed.

On June 9, 2011, about 1040 eastern daylight time, a Cessna 152, N48869, registered to N70FT Incorporated, and operated by Space Coast Aviation, collided with the ground after a loss of control in flight, in Vero Beach, Florida. The personal flight was operated under the provisions of Title 14 Code of Federal Regulations (CFR) Part 91, with no flight plan filed. The private pilot and passenger were killed, and the airplane sustained substantial damage. The airplane departed from Merritt Island Airport (COI) about 1013, enroute to Okeechobee County Airport (OBE), Okeechobee, Florida. There were no reported witnesses to the accident.

According to personnel at Space Coast Aviation, the flight was due back at COI at 1400. About 1500, they began calling other airports trying to locate the airplane, and contacted cell phone companies in an attempt to locate the pilot via her cell phone. The Federal Aviation Administration (FAA) issued an Alert Notice (ALNOT) and a search was initiated at 1920.

At 2130, the Civil Air Patrol (CAP) was notified of the missing airplane and obtained a mission briefing. The Incident Commander (IC) contacted the flight school at COI and was given the airplane's probable flight path. He was informed that no flight plan was filed and no flight plan was left at the flight school. The IC launched aircraft on a probable flight path from COI to OBE. At 2230, a detective called and informed the IC that AT&T had cooperated in finding a cell tower location, at the Yeehaw Junction Tower, located at N27 40.29 W080 48.35. The detective notified the Osceola County Sheriff concerning a possible search area for the missing aircraft. Air Force Rescue Coordination Center (AFRCC) informed the IC of a location and probable flight path. At 00:30 AFRCC sent an email to the IC of radar returns. The path started at COI and terminated at the southern edge of Blue Cypress Lake just northeast of the Yeehaw Junction Tower and on a flight path between COI and OBE. CAP Aircraft made radio contact with the Indian River Sheriff's helicopter about 0115 and had acquired a weak emergency locator Transmitter (ELT) signal. The Indian River Sheriff's aircrew located the wreckage of N48869 about 0130.

Examination of the crash site showed the airplane was in a steep nose down attitude with the aft fuselage displaced to the right. Both wings remained attached to the fuselage and were observed to have leading edge crushing. All of the flight control surfaces were observed attached to the airframe in their respective locations. The left wing exhibited lower surface damage at the flap/aileron junction from impact with a tree. The aft fuselage was observed separated from the top of the cabin area; however, it remained attached to the cabin area with the lower skin and control cables. The rescue personnel cut both aft doorposts to facilitate recovery. The engine remained attached to the fuselage and the propeller remained attached to the engine. The engine was observed displaced aft into the fuselage cabin area. The windscreen was not observed; however, several sections of acrylic were observed in the forward cabin area. The ELT was observed mounted in the aft fuselage. According to the FAA coordinator, it was in the armed position.

Flight control cable continuity was established for the ailerons, elevator and elevator trim systems. The elevator trim screw jack was observed extended 1.5 inches, which equates to a near neutral position. The manual elevator trim wheel was damaged during the impact sequence. The rudder cables were observed attached to the rudder pedals and to the rudder horn. However the rudder horn was observed bent and separated just aft of the rudder stop bumper. The rudder horn was retained by the Safety Board for metallurgical examination. The left control yoke was reported by the FAA inspector to have been observed by the first responders, separated at the mishap site.

NTSB Identification: **CEN11LA368**

14 CFR Part 91: General Aviation

Accident occurred Wednesday, May 25, 2011 in Ann Arbor, MI

Aircraft: CESSNA 152, registration: N222UM

Injuries: 1 Serious, 1 Uninjured.

This is preliminary information, subject to change, and may contain errors. Any errors in this report will be corrected when the final report has been completed.

On May 25, 2011, about 1010 eastern daylight time, a Cessna 152, N222UM, was standing with the engine operating when the flight instructor exited the airplane with a student pilot at the controls. The flight instructor was struck by the propeller and sustained serious injuries. The airplane was registered to and operated by University of Michigan Flyers Inc. under the provisions of 14 Code of Federal Regulations Part 91 as an instructional flight. Visual meteorological conditions prevailed at the time of the accident. The student solo flight was to remain in the traffic pattern of Ann Arbor Regional Airport, Ann Arbor, Michigan.

NTSB Identification: **CEN11CA344**

14 CFR Part 91: General Aviation

Accident occurred Tuesday, May 17, 2011 in Carbondale, IL

Aircraft: CESSNA 152, registration: N6238P

Injuries: 2 Uninjured.

CEN11CA344

The certified flight instructor (CFI) reported that the student pilot had failed the Private Pilot check ride the previous week, and that the accident flight was a flight review for the student pilot. The CFI reported that the student pilot performed the ground reference maneuvers and "lost" procedures within the Private Pilot standards. The student pilot performed a go-around on the first landing attempt because the airplane was too high on final. On the final leg during the second approach, the

airplane was on and airspeed. The airplane was left of centerline and about 5 feet above the runway when the student pilot initiated the flare. The CFI reported that the student pilot suddenly relinquished the flight controls without warning, and the CFI attempted to "salvage" the landing. The student pilot reported that he relinquished the controls to the CFI and stated, "Your controls." The right wingtip contacted the runway which resulted in substantial damage to two ribs in the outboard section of the wing. The CFI did not recognize that the wingtip struck the runway, so the flight returned to the departure airport. The damage to the wing was discovered during the post flight inspection of the airplane.

## Lighter Moments

**A military pilot called for a priority landing because his single-engine jet fighter was running "a bit peaked." Air Traffic Control told the fighter pilot that he was number two, behind a B-52 that had one engine shut down. "Ah," the fighter pilot remarked, "The dreaded seven-engine approach."**

**When instructing (as a young lieutenant in the US Navy in 1967) at NAS Beeville, Texas, we were tasked to add three night bombing flights to the air-to-ground syllabus, which had previously been day only. I took the first flight of four out the target that was located about 80 miles away from Beeville between Alice and Laredo. On arrival, we found the target completely obscured in fog and had to return home. Our ops officer decided that we needed to provide simple weather observation training to the range people, so a wx guy [weather specialist - wx is morse code for weather] drove down and gave the crew a two or three hour short course on how to report the weather. Th next time I had a flight there, I called the range up and asked them what the weather was. The range guy says, "Sir, the weather is clear, visibility 1/16 of a mile." I couldn't figure out what that meant, so I asked him what was the restriction to visibility. He replied, "Why, sir, it is dark..."**

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