

Cessna 150-152 Pilot

Official Newsletter
of the Cessna
150-152 Club.
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May / June 2012

Volume 32 Number 3

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Sign Up Now!

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Absolutely!

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by Jeff Thompson

14 Accidental Education
NTSB Reports



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Clinton, Iowa

July 25-27, 2012

You don't want to miss the 12th annual Cessna 150-152 Fly-In, better known as:

"The Confab in the Corn".

This family oriented event offers something for everyone, including airmanship competitions, fun activities, great food, the opportunity to rub elbows with some of the friendliest aviation folks to be found anywhere...and much more!

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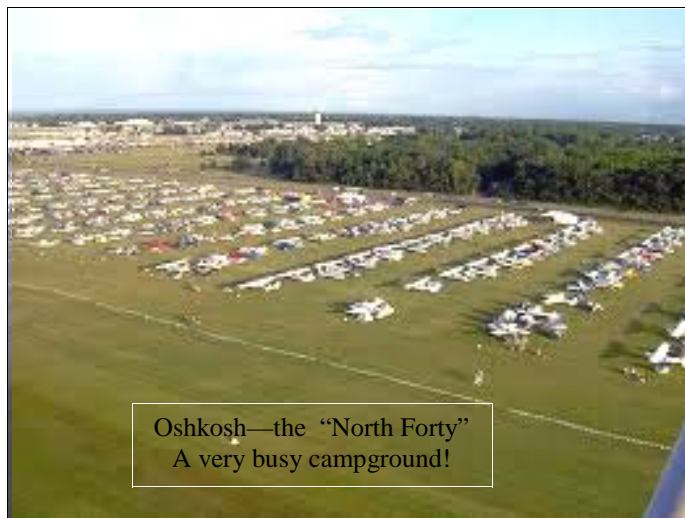
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Airplane Camping Give It A Try!

Many of us want to make the most of owning our airplanes and so much of what we can do depends on the annual seasons, i.e. the weather. In some locales wintertime is when the airplane sits unused, and in other places the summer temps can be so extreme that the only time most pilots are willing to start that little four-banger in a 150-152 is very early in the morning, knowing that within a couple of hours the cabin will feel like a furnace and the air will become too rough to enjoy a flight.



I can't speak for YOUR climate and flying preferences, but my favorites include summer and fall here in the northwestern corner of the USA. We have a moderate climate where although none of the seasons are particularly extreme, summer and fall offer some of the most enjoyable opportunities for all kinds of flying...including Airplane Camping.



Oshkosh—the “North Forty”
A very busy campground!

Over the past couple of decades I have done far more air-camping than I can remember, (which is a poor reflection on my memory according to my logbook). I've had the good fortune to camp in some truly spectacular settings where you don't hear a single manmade sound that you don't generate yourself, to some of busiest places imaginable...such as Oshkosh.



Or, if you prefer to commune with Mother Nature...

When considering air-camping one of the primary things to think about is the capability of your airplane. You may be surprised to know that a stock 150-152 can, under the right conditions, be a very able and enjoyable camping vehicle. These little Cessnas have a reasonable performance envelope and models beginning with 1966 have relatively cavernous baggage areas. When properly packing camping gear you'd be hard pressed to load the aircraft in such a manner as to create an unsafe CG (center of gravity) but GW (gross weight) is, of course, another matter. If you want to load the baggage area and then fill the right seat with a traveling companion...you'll need to think things through pretty carefully. If you're looking at high elevations, hot temps, short runways, etc., you will want to consider going solo or, at least, mitigate the possible adverse conditions or maybe even choose a different destination. In some cases the key is to fly only early in the morning, such as in the Idaho backcountry where the summer time general rule of thumb is to be “In by Ten” and tied down. In this type of mountainous environment there is often little to no flying between mid morning and early evening hours due to winds and high DA (density altitude) conditions. Other environ-

ments can be much more accommodating, less challenging, and serve much better as 150-152 camping destinations.

If you don't already own camping gear, or what you have is bulky and heavy, I'll pass along some budget minded suggestions that may be of some help to you. What I have found over the years is that price does not necessarily reflect an item's suitability for MY purpose and that upper-line well known brand names do not always guarantee a good value (or, in some cases, a superior product). Take a little time to evaluate your own needs and decide what's important to you regarding price, functionality, and brand names.



Camping gear for most pilots needs to include Shelter, Nourishment, Light, and as many comfort affording accessories as the airplane will safely carry. With this in mind I inventoried our own camping gear and then took a trip to a big-box store to price a few of the most basic items. I found that you can buy a pretty good free-standing dome tent for \$30 to \$50. I'd advise going with a minimum of a "2-person" model as this size will be a barely adequate

for you alone. Much better, even if you plan on traveling alone, is a 4-person model which will give you some extra space to keep your other gear inside where it's out of the weather and away from prying eyes. Modern tents are relatively light weight, very easy to set up and take down, and are rain resistant...especially if you'll take the time to treat them with a water proofing spray.

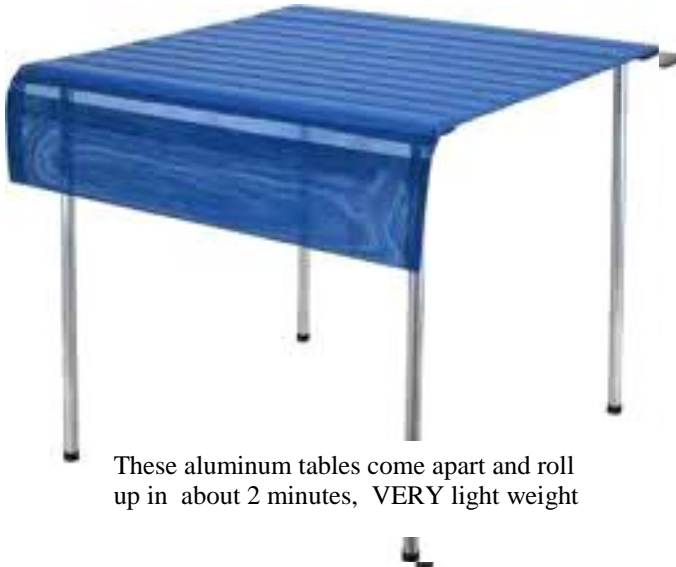


Sleeping bags: what I discovered long ago about them is that the temperature rating, such as a 30F rating, means that if the thermometer bottoms out at 30F during the night the occupant will in all likelihood still have a pulse and be revivable when the sun comes up. He will not have had a pleasant night's sleep! Don't skimp on the sleeping bag. I'm not suggesting finding the most expensive Sherpa rated bag you can find, but get something that has a temp rating far below what you actually expect to encounter. Although I prefer an "oversize" bag that offers lots of space to spread out and be comfortable, you may be happy with a "standard" or even a "mummy" bag. It's your choice to make, but don't under-buy when choosing this vital piece of camping gear. A must-have for me is an air mattress. Without one they'd have to air-ambulance me out of my camping area by morning. My loving wife refers to me as "The Princess and the Pea", which always makes me frown, but hey...the shoe fits.



Bacon & Eggs for breakfast - Oh Yeah!

As to food and drink, this can be challenging because you want to keep perishables and drinks as cool as possible for as long as possible. Good coolers are af-



These aluminum tables come apart and roll up in about 2 minutes, VERY light weight

fordable these days and can serve double duty as a handy flat surface in your tent at night for items such as a lantern, your “Sounds of Tranquility” player, personal effects, etc. Ice will work well for a full weekend. Dry ice can freeze things solid, evaporates somewhat quickly, and is a little expensive to buy...so I’ve never considered it a practical option.



And lastly, a word about wildlife: If you’re not an experienced outdoors person, keep in mind that wildlife should be observed from a distance...don’t feed or attempt to pet. This applies to squirrels, birds, deer, and all of the other creatures, some of which would obviously not make good camp mates.

If you’ve never air-camped and are looking for a new and enjoyable excuse to fly, this may be an activity that captures your imagination and becomes a seasonal favorite for you. There are hundreds of wonderful places in the USA and all over the world where people nourish their spirit of adventure this way and have been doing so for many decades. Just remember:

Safety First, adventure and enjoyment second.



Below I’ve included a list of items to consider. You don’t necessarily need them all, but it’s up to you to choose what you can and can’t do without. **HAPPY CAMPING!**

- Tent – Sleeping bag – Air mattress
- Pillow – Mosquito netting
- Pump for mattress (manual or 12v)
- Cooler – Cooking utensils – Dish soap
- Roll up or Folding table
- Towel – Wash cloth – Handy wipes
- Food – Beverages – Water
- Lantern (electric or propane) – Flashlight
- Small propane stove – Propane heater
- Propane bottles – Lighter – Matches
- Solar shower – Toilet paper – Folding shovel
- Trash bags – (multiple uses for these)
- Sunscreen – First aid kit – Bug repellent
- Light rope – Hand ax – Folding chair & table
- Personal Locator Beacon (wilderness camping)
- Aircraft tie-downs – Binoculars – Sunglasses
- Board games – Cards – Books
- Wildlife repellent (bear spray) if appropriate



Camping, FUN, and your airplane!



You didn't know a Cherokee could carry all this did you? And 5000' field elevation to boot.

People have been camping with their airplanes for many decades.



Obviously a smart pooch... prefers a high wing!! Wonder if VGs are on his Christmas list?



A Favored Vendor

A Company We Know To Be One Of The Good Ones!



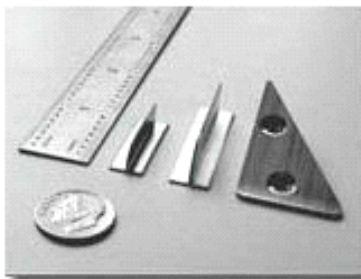
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Micro Vortex Generators are small aluminum blades placed in a spanwise line aft of the leading edge of the wing and tail surfaces. They control airflow over the upper surface of the wing by creating vortices that energize the boundary layer. This results in improved performance and control authority at low airspeeds and high angles of attack.

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- Improved Controllability
- Improved Characteristics
- Improved Safety
- S.T.O.L. Benefits
- 1 Day Installation



Micro VGs

Benefits on some Twins

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- Certified Performance Numbers
- Zero Fuel Weight Increase
- Gross Weight Increase
- Improved Aileron & Rudder
- Smooth Ride In Turbulence
- More Stable Instrument Platform



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Your kit includes: Micro Vortex Generators, installations tools, detailed drawings and instructions, templates for positioning VGs, spares, Loctite Depend™ Adhesive.

All Materials necessary for installation are included in the Micro Vortex Generator Kit, with the exception of a ladder for installing VGs on the tail, a roll of paper towels and bottle of isopropyl alcohol for cleaning the working surface. If the kit includes strakes, then an electric drill and pop-riveting tool is also needed.

Any A&P mechanic with minimal tools can perform the installation. Our rule of thumb is the installations take one day for a mechanic who has never installed Micro VGs before. A mechanic who has installed Micro VGs, the installation will take less time.

Aviation Fun!



Answers on page 15

Across:

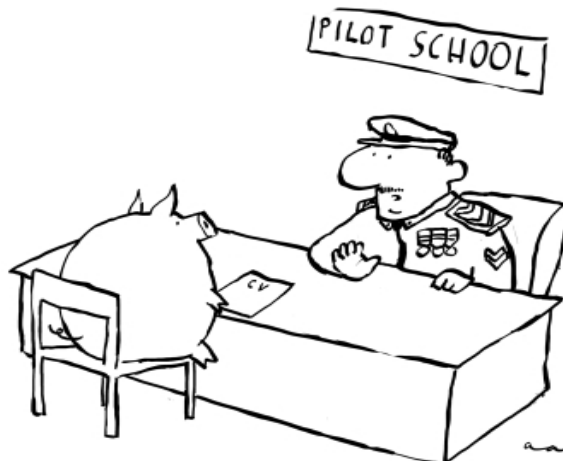
- 1. a.k.a. altitude sickness
- 3. Separates you from the engine
- 7. Actual speed traveled over the ground
- 8. Type of flaps used on our Cessnas
- 10. A jet engine drives the propeller
- 14. Path of aircraft around an airfield
- 15. Common type of compass
- 16. Triangular shaped wing
- 17. A flying boat
- 18. Sudden loss of lift by increased angle of attack

Down:

- 2. Transponder squawk _____
- 4. Hard or paved surface around a hangar
- 5. Unpowered aircraft
- 6. Small hour glass shaped metal tube
- 9. Houses the engine on a 150
- 11. Driving force of a propeller
- 12. Energy needed to raise 550# 1 foot in 1 second
- 13. Streaks left in the sky by high flying jets
- 19. Low lying fog-like layer
- 20. The T in ATIS



Ladies and gentlemen, this is your captain speaking. There is a minor malfunction in the pressurization system, but no problem, an oxygen mask will come out of the unit above your seat automatically



"I'll be honest. Your chances of success are slim."

A Tale of Restoration

By member **Jeff Thompson**

I am not sure how much I want to say about my project. I am still embarrassed to be rebuilding.



I dropped her in hard on the Alvord Desert in Southeastern Oregon a year and a half back. A broken tail wheel spring resulted in no steering. Many thoughts told me that the brakes would have done the trick, but at the time I imagined it would just roll to a stop and then I could see why it wasn't responding to the rudders. But it curved left and ground looped. I felt very bad about the whole episode.

My point of departure was NV88 - Black Rock City Municipal on the fateful morning. While I was legal to fly in every respect, even had my pants on, I had not been eating or sleeping with any regularity for over a week. I could give the testimony of a redeemed sinner. I had been pursuing pleasure for a week and had almost caught her. Hence my embarrassment at a botched landing in the Alvord. I felt fine, was sober as a judge, and had no business being in the air. Do the "doings" at Clinton have this effect?

So now the Mechanical Mistress had what the NTSB calls "significant" damage. I needed a new right wing and had to decide how to proceed with the airframe, which had some interesting new compound curves. I began by seeking a right gearbox for a Cessna 140. A few hours of internet searching and a couple of phone calls led me to a conversation with a fellow in northern Vermont. Hearing my story he perked up and said that he had a friend who had just what I needed. A 150 project,

covered in the dust of long neglect. I called the friend and after a short conversation bought it sight unseen.

We hooked up a trailer and set off for Vermont, nonstop. When I arrived it was more than I could ever imagine. Boxes of parts, instruments, wonderful aluminum, no engine, all disassembled. By noon we had it on the trailer and were returning home. A five day trip that averaged 38 mph day and night.

Then the decisions began: It was time to have the aircraft the way I wanted it and not the way I found her. I spent a winter acquiring serious opinions about aluminum polishing. Polishing an aircraft is a pastime for folks with lots of time. I realize now that I will never finish if I polish to the Day of Judgement.

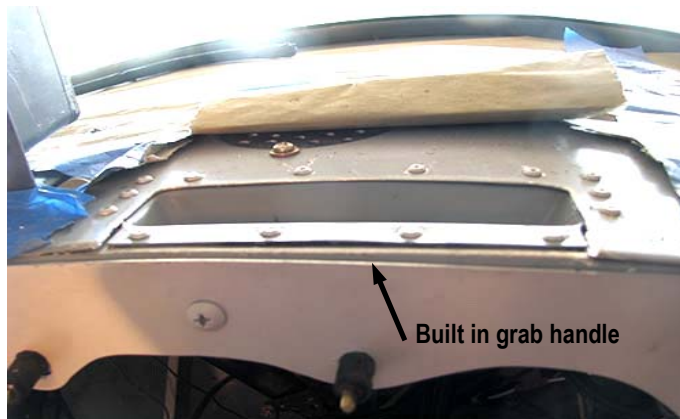


The engine was a couple of hundred hours from TBO, running fine and shut down before we came to a stop. What the heck - in it went for an overhaul. Money is only useful for spending.

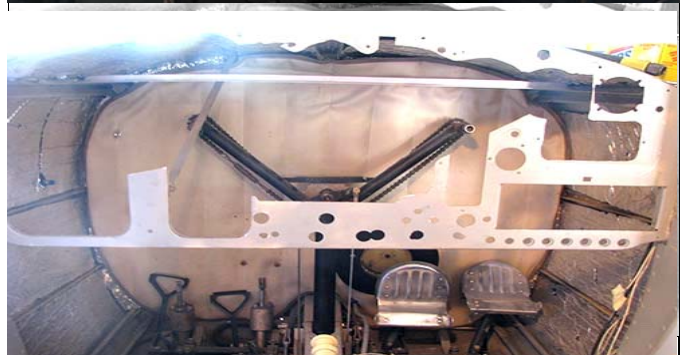
A & P: Here I was in luck...mine began on radials in 58, worked for the D of E in the era of above ground nukes, retired with cancer to a long career in rural Nevada. He is known for flying to forced landings and getting folks home again. Several years back a Club member called him an "Heroic Mechanic" for flying into Death Valley with the cylinder he needed to get home. So I began an extended education into Cessna assembly.

Paint: Being the sort of fellow who is always speeding into the future with my eyes in the

rearview mirror, I decided that I wanted large numbers on the wings and lots of shine. John Deere yellow and green. The bottoms of the wings got a coat of green together with all of the plastic fairing's and tips. Green numbers on the top of the left wing, and a green and yellow upper cowl. It was yet another course in aircraft education.



Built in grab handle



Interior: Some years back I had chucked out the vacuum system and gyros. I realized that I never used them and they were dead weight. If IFR closes on one in the Great Basin there is almost always a place to land nearby, and a 150 has no business there in mountainous IFR no matter how the pilot is rated. My old panel was full of seemingly random switches and such from previous owners and the Cessna plastic was shot. I chose the panel design from a Cessna 120 / early 140. My early model 150 has the 140 fuselage so it all fit like a glove (after we made it). Modern gauges with the steam gauge look, a mile or so of new wire, breakers replaced fuses and the yokes from a 1940 Taylorcraft finished the package.

But then the Club website sidetracked me. Ms. Morris, a luminary of the 120-140 Club, posted a series of photos of a similar project. Her 150 had 140 skylights.

Continued next page

A couple of quick emails and she sent me copies of the 337. Cutting holes in the cockpit roof with a pair of shears was sobering. But it isn't a difficult job.



So that is the long and very short of my project. Yesterday afternoon I sat in the plane and started the engine for the first time. Slack jawed wonder! There are a couple of minor shorts but the seats and interior go in tomorrow and, accident willing, it will fly very soon..

When it flies again it will have an O-320 Lycoming with a climb prop, long rang tanks, Horton STOL and VG's, all sitting on eight inch tires in 140 configuration. My first stop will be the Chicken Strip in Saline Valley. The reassembly happened at 2Q9. If folks look for it on Google Earth they can ask which part looks most like home. Oh, what could go wrong?

So, fellow Club members, that's my story. Many parts were long and very painful and I do not really believe that the end is upon me. After eighteen months in Cessna purgatory I am just beginning to feel comfortable discussing my foolishness that day on the Alford. While I cannot claim that my sins have been forgiven, at least my aircraft is about to be born again!

- Jeff Thompson



Noble Words

“Those who came before us made certain this country rode the first waves of modern invention and the first wave of nuclear power. And this generation does not intend to founder in the backwash of the coming age of space. We mean to be a part of it - we mean to lead it”.

President John F. Kennedy

“For forty-nine months between 1968 and 1972 two dozen Americans had the good fortune to briefly visit the Moon. Half of us became the first emissaries from Earth to tread its dusty surface. We who did so were privileged to represent the hopes and dreams of all humanity. For mankind it was a giant leap for a species that evolved from the stone age to create sophisticated rockets and spacecraft that made a Moon landing possible. For one crowning moment, we were creatures of the cosmic ocean, an epoch that a thousand years hence may be seen as the signature of our century”.

Edwin “Buzz” Aldrin, Jr.

Classified Ads

Aircraft For Sale: 1959-150 Project Airplane. All log and title books included. Last Registration in MN 1982. This is no. 229 off the assembly line. Rear top of Tail Fin has been removed-(previous owner). NO engine, engine mount, prop, avionics, flight instruments, and seats! Wings have damage and engine mount on Firewall. History: Last owner flipped it over on the runway in 1981 when landing and bent the tail fin. He decided to part the plane out, 2 guys bought it and put it inside the bar for 20 years. I purchased the Cessna and was planning a Restoration but I have zero knowledge of Airplanes. I am not qualified to judge airworthiness so all judgements of that sort are the responsibility of the purchaser and their mechanic. Please email me with questions or more pictures. Purple (952) 393-7411 purple@hutchtel.net \$5,500.00 (Minnesota)

Aircraft For Sale: 1966-150F 3131TT 891SMOH Award winning airplane. 209STOH, 174SPOH and repitched for climb. Dual Narco 810 com radios. Collins audio panel. Narco at 150 transponder. K&N air filter. Vortex generators. Met Co Air wing tips. Custom leather seats. New Throttle and Vernier mixture cable. Alchor cht/egt gauge fine wire plugs. Old Filter adapter. Rudder AD complied with and lots more. Must see to believe. Wallie Randolph (828) 460-1511 wallieran-dolph@yahoo.com \$24,900.00 (North Carolina) **Club Member**

Aircraft For Sale: 1967-150/150 4687TT 673SMOH 150 Horsepower Lycoming. Bush Conversion. 2 radios, Metcoaire Wingtips, Vortex generators. Interior/exterior pictures Flickr account www.HighAboveTexas.com. Purchased in 2005 and installed new leather seats, new Airtex carpet, a new Narco digital radio with flip-flop, a new Narco digital transponder with flip-flop. Also added were Kevlar steering rod boots. Always hangared. She burns about 8 gallons per hour. Has the standard gas tanks. Next annual is due by March 1, 2013. Bring your own A&P mechanic and do a pre-buy inspection. I am located in Central Texas at Bruce Field, E30. Sterling Brooks SterlinginTexas@Gmail.com \$35,000.00 (Bruce Field E30) <http://www.HighAboveTexas.com>

Aircraft For Sale: 1969-150J 5000TT 1250SMOH Nice condition. Always hangared. Annual good to 8/12. All A.D.s complied with. All normal instruments, radio, horz, dg, xpndr, etc. All logbooks. Located Refugio, Texas. Bob Dillard (361) 484-2393 \$16500.00

Aircraft For Sale: 1970-150K 4700TT 1335SMOH KX-155 Nav/Com (no GS), CHT, JPI 450 Fuel Flow, NARCO AT 150, Sigtronics Intercom, KX-99 Antenna Input, Spin On Oil Filter, Skytek Starter, MacFarlane Fuel Vent Tube, New in 2011: Battery, Starter, Engine Baffles, Ignition Harness, TOH on 2 left cylinders (all compression in the 70s), Carpeting, Tires. Last Annual 10/2011, IFR Certified. Very good paint and interior. Includes Topstitch cabin cover with wing extensions, cowl plugs, tiedown straps, chocks, fuel dip stick and tow bar. Immaculately maintained and hangared! Charlie Martinez (703) 380-0782 charlie.martinez@gmail.com \$20,000.00 (Hyde Field, MD)

Aircraft For Sale: 1970-150K 1900TT 416SMOH 3rd owner. Selling due to loss of medical. Always hangared, NDH, new paint, two-tone blue on white, spin on oil filter, belly fuel drain, white belly strobe, wheel pants, two radios, transponder w/encoder, two headsets with mics, intercom, electric compass, heated petote. Aircraft has mo-gas paperwork, but has never been used. Also has 3 year registration with the F.A.A. Excellent condition inside and out. Owned by me since 1984. Hangared at TN96. Aubrey Shelton (615) 444-6120 (615) 594-8672 \$22,000 (Lebanon, TN) **Club Member**

Aircraft For Sale: 1977-152 2408TT 682SMOH Sensenich 72cks6-0-56 "Sparrow Hawk Prop" 2.7 hrs total time since new. Narco Mark 12-D (Cessna replacement), Apollo model GX-55 GPS, King KR 22 marker beacon receiver, Narco AT 165 TSO'd (RT 359 replacement) & AR-850 Altitude reporter (both new) PTT pilots side only. Avionics master toggle switch (15 amp), Pointer ELT 3000, hobbs meter, Electronics International EC-1. Texas Tail-dragger STC'd 03-1983, Flap gap seals STC'd 1992. Bush 3200 heavy duty steering arm assy. Rudder AD is placarded. M-20 air-oil separator model 300. Shoulder harness (Aircraft Spruce). Vernier throttle cable, new main gear tires, new muffler, new battery (Concord RG-24-11) installed 05-2011. Annual due 04-2013, Xpdr. & encoder due 01-2014. LET'S TALK! Call me, Leave message (I will call you back!) James Finleon (951) 845-3070 jamesfinleon@yahoo.com \$19,000.00 (California) **Club Member**

Cessna 150-152 Hints 'N' Tips. First Edition, Second Printing. In like new condition. \$25 plus mailing costs (estimated \$6- \$11 by Priority Mail or \$3 by Media mail). Bill Davis : eyefly150@frontiernet.net

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.

March/April 2012 Statistics: 3 Airplanes, 4 Persons, 0 Uninjured, 0 Minor Injury, 2 Serious Injuries, 2 Fatalities.

NTSB Identification: **ANC12LA031**

14 CFR Part 91: General Aviation

Accident occurred Saturday, April 21, 2012 in Fairbanks, AK

Aircraft: CESSNA 150F, registration: N7911F
Injuries: 1 Serious.

On April 21, 2012, a Cessna 150F airplane, N7911F, sustained substantial damage during takeoff at the Fairbanks International Airport (PAFA), Fairbanks, Alaska. The airplane was being operated by the pilot as a visual flight rules when the accident occurred.

The solo student pilot received serious injuries. During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC) on April 21, an FAA inspector at the accident site said that after lifting off, the airplane descended steeply, impacted the runway, and slid off the right side of the runway. He said the nose wheel broke off, and the engine's lower cowl and forward fuselage bottom were crushed upward. The tail of the airplane had broken off at the aft cabin window. The inspector also said that witnesses reported seeing the airplane liftoff from the runway in a steep climb before descending steeply, and impacting the ground. He said the airplane received substantial damage to the fuselage and wings.

During an interview with the NTSB IIC on April 24, the pilot said during the takeoff roll the airplane wanted to fly at 40 miles per hour. He said he held forward pressure on the yoke to keep the nose wheel on the ground. At 50 miles per hour he said he let the nose wheel come off the ground, and the airplane rotated

into a steep climb. As he tried to push the nose down, the stall warning horn came on, and the airplane dove toward the ground. He said he pulled back on the yoke just before the airplane impacted the ground. He did not reduce engine power.

NTSB Identification: **WPR12LA160**

14 CFR Part 91: General Aviation

Accident occurred Saturday, April 07, 2012 in Kent, WA

Aircraft: CESSNA 150H, registration: N6616S
Injuries: 1 Serious.

On April 7, 2012, about 1430 Pacific daylight time, a Cessna 150H, N6616S, collided with trees and came to rest inverted in the front yard of a residence, about 100 yards west of Crest Airpark (S36), Kent, Washington. The private pilot operated the privately owned airplane under the provisions of 14 Code of Federal Regulation Part 91 as a personal flight. The pilot received serious injuries. The airplane sustained substantial damage. Visual meteorological conditions prevailed for the local area flight that departed Sanderson Field Airport (SHN) Shelton, Washington, at an undetermined time. A flight plan had not been filed.

NTSB Identification: **WPR12FA136**

14 CFR Part 91: General Aviation

Accident occurred Wednesday, March 14, 2012 in Goble, OR

Aircraft: CESSNA 150L, registration: N18677
Injuries: 2 Fatal.

On March 14, 2012, about 1730 Pacific daylight time, a Cessna 150L, N18677, collided with a tree about three miles northwest of Goble, Oregon. The flight instructor and his student both received fatal injuries, and the airplane, which was owned and operated by Aero Maintenance Flight Center, of Vancouver, Washington, sustained substantial damage. The 14 Code of Federal Regulations Part 91 dual instructional flight, which departed Pearson Airport, Vancouver, Washington, about 1620, was being operated in an area where visual meteorological conditions prevailed. No flight plan had been filed.

According to local law enforcement officials, there were no known witnesses to the crash, and a search was not initiated until the operator reported the flight was overdue. Once the search was initiated, an emergency locator transmitter signal was detected, and a follow-up "pinging" of the cell phone of one of the occupants lead to the discovery of the wreckage. All of the airplane's structure, except the outboard one-third of the right wing, was found in a steep nose-down attitude in a level grassy field. The missing wing section was located about 200 yards north of the main wreckage, where it had impacted a tall conifer tree. The airplane has been recovered to the facilities of AvTec Services, in Auburn, Washington, for further investigative activities.

"Flying is like sex—I've never had all I wanted but occasionally I've had all I could stand."

Stephen Coonts, *The Cannibal Queen*

Puzzle Answers

Across:

- 1. a.k.a. altitude sickness (hypoxia)
- 3. Separates you from the engine (firewall)
- 7. Actual speed traveled over the ground (groundspeed)
- 8. Type of flaps used on our Cessnas (Fowler)
- 10. A jet engine drives the propeller (turboprop)
- 14. Path of aircraft around an airfield (pattern)
- 15. Common type of compass (magnetic)
- 16. Triangular shaped wing (delta)
- 17. A flying boat (seaplane)
- 18. Sudden loss of lift by increased angle of attack (stall)

Down:

- 2. Transponder squawk _____ (code)
- 4. Hard or paved surface around a hangar (apron)
- 5. Unpowered aircraft (glider)
- 6. Small hour glass shaped metal tube (venturi)
- 9. Houses the engine on a 150 (cowl)
- 11. Driving force of a propeller (thrust)
- 12. Energy needed to raise 550# 1 foot in 1 second (horsepower)
- 13. Streaks left in the sky by high flying jets (contrails)
- 19. Low lying fog-like layer (scud)
- 20. The T in ATIS (terminal)

*** Great Stuff In Our Store ***

Description	Quan	Price ea	Subtotal
Primer O-Ring Kit		9.95*	
Blue Sky Door Latch Kit (Pair)		\$45.95*	
Cig-Pen Pen& Flashlight Holder		\$25.95*	
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See color photos of these and additional C150-152 items at www.cessna150-152.com then click on the Store.

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