

Cessna 150-152 Pilot

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of the Cessna
150-152 Club.
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HOW I MADE IT TO CLINTON OR FLYING WITH MURPHY

-BY Ed Pataky

The annual pilgrimage to the Cessna 150-152 Fly-In in Clinton, Iowa is an event unlike any other. Unique, in that while it isn't the largest in size when compared to most other type club get-togethers, the "Three Fs" - "Flying, Fun and Friendship" - as we like to refer to them, are out in force. These factors make the annual Confab in the Corn an event eagerly anticipated. To miss it is a disappointment.

I've attended every Confab since 2005, arriving earlier each year and leaving late to not only help set up and tear down, but to bask in the Spirit of Clinton. Indeed, I've served as Vice President of the Cessna 150-152 Fly-In Foundation since the Foundation's inception in 2009. However, it began to appear that 2012 would be the first year I had to miss out on attending. That's like missing your wedding! Passing up your graduation ceremony! Having to miss your birthday party!... You get the idea.

How did I find myself in such a quandary? Well, a brief synopsis is in order: The company I had worked for was bought out and moved to Atlanta. Unable to make the move at the time, I stayed on doing temporary duty until the clock ran out in early March 2012. The job search started, and I was able to land a new gig in Pennsylvania. Problem is, I live in Houston, so a move was in order. Why do things have to be so complicated? A rapid relocation to Pennsylvania was in order with nothing more than a few bags of clothes, some essential documents and my truck. I even had to leave my beloved 150, Mary Lou - N714RV - in Houston. As fate would have it, my new job proved to be a dead conflict with Clinton. Amid much wailing, and thinking all was lost, I was resigned to missing the Fly-In...But then lightning struck.

Through a casual remark, several Supervisors found I was a pilot and owned an airplane. We talked about it, and when the inevitable question arose concerning where I fly it, I mentioned the Fly-In. "Why don't you go this year?", they asked. "It's best you go now while in training, rather than when you get qualified and have a line, and most likely won't be able to

go."...They didn't have to say it twice.

That night I talked to Dave "Viking" Monskey, and we discussed the latest developments. Of course, Viking was all for my attending. Various ideas were floated - one being I fly to Moline and someone picks me up. This would mean I would not have my plane at Clinton, but would still be there. Or, I could drive. (no...) Then an epiphany - why don't I fly to Houston, pick up Mary Lou, fly to Clinton, and caravan back to Pennsylvania with the East Coast Outcasts? I would have my plane, be able to check on my house, retrieve a few more items and be able to attend Clinton! This plan was conceived on Saturday and finalized Monday night for a Tuesday departure to Houston. Talk about making last-minute plans. But, with any luck, I could be in Clinton Wednesday afternoon! A quick trip to the airline website, and a call to assure a ride to and from the Philadelphia (KPHL) and Houston (KIAH) airports sealed the deal. A few people were notified I was going to try to make it, and to keep an eye out for me should any issues arise on the trip up.

Tuesday morning, Ed Figuli's dad (Lord love him!) arrived bright and early to haul me to KPHL. A short time later I was aloft and headed southwest. My friend Randy, who works at KIAH and all-around good guy, picked me up after work. He had changed the oil in Mary Lou for me the night before in preparation for the trip east. As usual, people had begun gathering in Clinton several days early, with the first arrival being Ed Figuli and his niece Elana. Other early arrivals were Foundation Officers Kirk Wennerstrom, Mark Buchner, Kyle Sundberg and his girlfriend Halley, Gary Shreve, Wayne Westerman, Viking Monskey and many, many others. As mentioned, my plan was to do some serious flying after a 6:00 am departure from Dry Creek airport and make it to Clinton in the late afternoon Wednesday. A quick check of the weather from Gary and Flight Service confirmed my wishes. I would have anywhere from 15 to 30 knot tailwinds all the way to Iowa from Texas! I like the way this is goin'! Arrangements were made for a neighbor to pick me up at 5:30 am, drop me off at Dry Creek, and after preflighting and topping off, begin the journey.

Amid all the packing I had to do, numerous phone calls were incoming, and it wasn't until 11:00 pm I was able to get to bed in my house. The anticipation

of really being able to make it to Clinton and making a surprise arrival was keeping me awake, but my appointment with Morpheus finally arrived, and I was off into dreamland.

I was up and ready to go by 5:00 am, and I got everything together for a final check. Everything was in order except one thing - I couldn't find my keys! Obviously I had them the night before, but they were nowhere to be found. Murphey's Law - if it can go wrong, it will. My neighbor arrived at 5:45, and I had to pass on the short ride to the airport. Where were my keys? Without them, I was dead in the water. No car, no access to the house... everything was now thrown into disarray. The trip was in jeopardy if I couldn't find my keys. I was on a mission to find them. A little voice told me to look in the flight bag, and lo and behold, there they were - in the bag sandwiched between a couple of shirts. I had been distracted while on the phone. All well and good, but now how to get to the airport? Although Dry Creek is only a mile from my house, it would be a miserable walk carrying three fairly heavy bags, not to mention that it was very hot and humid and would put me behind schedule by almost an hour. Plus, I would be hot and sweaty starting the trip - not the way I wanted to fly all day. Then it hit me - I had my bike in the garage. So, using a few bungee cords, I strapped my bags to the bike and rode to the airport.

I pulled Mary Lou out, loaded my bags, preflighted, gassed up,... a final call to Flight Service, and we were off to Clinton! The few scattered clouds that were forecast were quickly changing to broken to almost overcast. I went under the IAH Class Bravo shelf and climbed to my initial cruising altitude of 3500 feet, slowly clawing my way to 5500 feet. The ceiling forecast was off, but the favorable winds were indeed there. 15 knots on the tail! Finally, tailwinds for a change! I must be livin' right! My original plan was to land for fuel at Athens, Texas, as I am by nature very conservative on fuel issues. However, as I progressed farther north, the clouds began to clear over the Athens/Palestine area, and I concluded after checking and rechecking that I could bypass Athens and make my initial fuel stop at Paris, Texas - almost on the Red River!

Paris appeared on the nose and I began my descent. The ASOS was reporting winds at 12 knots gusting, with a quartering headwind, and it wasn't kidding. The low-level turbulence was really getting pretty



strong, and I was glad to get on deck.

After gassing up, a quick check of the weather confirmed that it was going to be clear and a million all the way into Iowa. Winds were to remain on my tail all the way, and I decided I would be able to bypass the second fuel stop I normally use - McAlaster, Oklahoma (KMLC), and make it all the way to one of my favorite airports, Neosho, Missouri (KEOS). Neosho is one of the nicest airports around and has a fabulous staff, as well as really good fuel prices. Soon, I was back aloft riding the Texas Thermals to smoother air at 5500 feet. Talk about the Lone Vaquero.

Crossing the Red River into Oklahoma was a major milestone - only two states to go, and I'm in Iowa! A few puffy cumuli began to develop ahead of me, and soon I was being mildly bounced by updrafts. I decided to take advantage of the updrafts, alternately stair stepping up and riding the sinking air between the rows of developing clouds. My GPS was showing 113 knots, confirmed by a few spins of the trusty E6B. The miles slid by, and soon I was on deck in Neosho. And it was only a little past noon! "Clinton by 6:00!", I thought.

Then, a coincidence: Calling into to Nesho on Unicom, I was answered by a friendly voice inquiring if I needed fuel, along with information on the active runway. I was marshaled to the self-serve gas pumps, and the lineman fueled the plane. The gentleman that marshaled me in walked up, extended his hand, and introduced himself as Steve, the new airport manager. I returned the handshake and introduction, and the first thing he said was "Are you still dis-

patching?"...What? Is my life story an open book to the world?

As it turned out, the new airport manager had recently retired from a piloting career at Continental Airlines, and had jump-seated extensively on Express Jet, where I had dispatched. Pataky is not near as common as Smith and Jones, and It seems my name was familiar to him on the flight releases. Talk about a small world!

After another check of the weather, a pleasant conversation with Steve, the obligatory pit stop and a quick preflight of Mary Lou, I decided I would have no problem at all making my next stop Kirksville, Missouri (KIRK). Normally, I stop in Sedalia, Missouri (KDMO), another great airport, but with almost a 30-knot tailwind at 6000 feet, I would be able to eliminate two fuel stops! Unheard of in my Clinton transit experience! It looked more and more like this trip was simply meant to be, and I reflected upon my good fortune over the past several days, giving a silent prayer of thanks for my good luck and safety. Before departing I texted Gary Shreve and Viking Monskey of my progress, next stop, and ETA. Several minutes later, I was off the ground, climbing, and turning to the northeast with a kickin' tailwind!

The afternoon turbulence was getting a bit annoying, so after having enough experience imitating a ping-pong ball, I decided to cruise climb to 7500. I was making tracks with over 115 knots showing on the GPS with occasional bursts to almost 120 knots. I could easily sacrifice a very few knots, get to where it was cooler (ground temperatures were in excess of 100 F.), lean it out, save some gas, and enjoy the view.

Then our buddy Murphy showed up again!

I heard a slight throaty sound under the incessant roar of the engine. Nothing bad, but it sure didn't sound right. I checked the oil pressure and temperature - all okay. Tachometer... hmmm... rpm 50 low. Notwithstanding the sound, thinking it might be carb ice, I pulled the carb heat on. Rpm dropped 200 rpm. The sound returned, only this time, louder and more ominous. This can't be good. That was all I needed. Knowing my position, which by chance happened to be about five miles northeast of the Sedalia airport. I pulled the power back, cranked Mary

Lou into a 45 - degree bank, and began a spiral. Making a call on Unicom, I was answered by a cheery voice asking if I needed fuel. My reply was "No, but I think I'm going to need a mechanic." The reply was a chuckle saying "Okay... I'll see if we can wake him up. Bring it to the north hangar. See ya on the ground."

I landed, taxied in, and was met by Herb the field's A & P/I A. Explaining my predicament he said "Okay, start it up and lets do a run-up." I did, and he mentioned he heard the noise. We pushed Mary Lou into the hangar, pulled the top half of the cowling, and were greeted with a view of the left muffler, rear blown out, hanging by a thread of metal. Oh great... how much was this going to cost me, and



how long would I be delayed? The best laid plans of mice, men, and myself were going astray. Yep - Murphy was at work, and I wished he would retire. While Herb made a few calls, I called Gary, Viking and Mark while to turn them on to what happened and let them know that my arrival tonight was out of the question and not to worry. After a few minutes, Herb mentioned he could get hold of a new muffler and get it overnighted. Good news for sure - I should be good to go Thursday at the latest. The Sedalia people were fabulous. They handed me the keys to the airport car, and the number to a hotel, and off I went.

My unplanned overnight stay in Sedalia was actually quite pleasant. I ordered out for dinner with plans to check out early the next morning. While waiting for dinner, I received a call from Jim Curns who was already at Clinton. Several people were with him, and

over the speakerphone we had a conference call. It was really touching and at the same time heartening that so many people were hoping for me to make it to the Confab. Unaware as they were about my ongoing odyssey and still not wanting to tip my hand, I played along that I wasn't going to make it, wanting my arrival to be a surprise. It was all I could do to keep my plan a secret. However, I thought it prudent to let Jim on to what was going on, as I wanted yet another person to be on the lookout in case something happened.

Thursday morning dawned foggy and rainy in Sedalia. Our buddy Murphy was still at work. I checked the weather and despite a few cells to the west, all indications were that things should improve by early afternoon. After eating breakfast and checking out of the hotel, I drove to the airport. Herb arrived, and at 10:30 the UPS truck pulled up and dropped off several packages - my muffler among them. I was never so glad to see Big Brown. Herb got right on the task of replacing the offending muffler, while a few passing rain showers moved through. I checked the weather computer several times, and despite the clouds to the northwest, things were looking up. By 1:30, the job was done. After a quick test of the engine, Herb typed up the sticker to be placed in the logs, and we settled up the tab. Herb mentioned he was going to lunch, and mentioned if I had any issues, to return to the airport and give him a call. In appreciation for his efforts, I reached into my pocket, and bought him lunch. This was a relatively minor breakdown, but there were worse things that could have gone wrong and worse places for something to happen. I was indeed fortunate to have this happen near an airport with such great people, not to mention catching it right away. 1500 - degree exhaust blasting the firewall isn't recommended operating procedure last I looked. Although a day behind schedule, Mary Lou was back in perfect shape ready for the final push to 150-152 Nirvana, and I did get to sleep in the Holiday Inn Express.

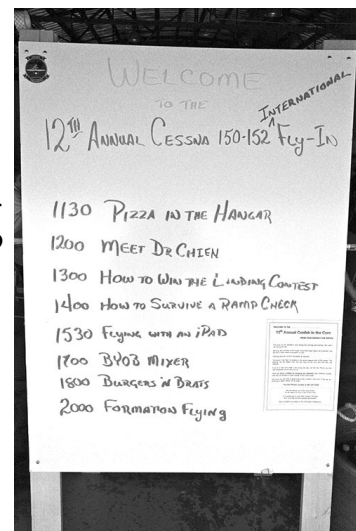
Alas, the strong tailwinds had disappeared. Indeed, I started out with a light headwind, but as I pushed toward Kirksville, I climbed higher, weaving my way between the clouds. Soon, I was on the ground at KIRK, got fuel, and made a few calls to those in Clinton letting them know I would be there shortly. Departing Kirksville, I picked up a slight tailwind, and began a gradual climb to 7500 feet. Although

not required, I made contact with Quad Cities Approach to let them know I was in the vicinity (fair warning guys... Poobs is in the house), as there were some pretty serious storms off to the east of the field and they were vectoring traffic all over. Soon, Clinton eased into view, a mile and half below me.. The radio traffic confirmed there was a bit of activity going on with the Confab. Circling the field twice, I drank in the sight of the lopsided "X" slowly changing orientation as I orbited. After two circuits, I pulled the power, descended, made an obligatory flyby on runway 32, then landed.

I exited the runway, and taxied up toward the big hangar. Looking ahead, I saw several people staring, then pointing. Pulling up to the front of the hangar, I saw that it was full of people. I had arrived near the conclusion of the Foundation's annual meeting. Believe me, the timing was unplanned and coincidental, but the reception was phenomenal! Robbie Culver snapped pictures as I shut the engine down, and exited the plane. The first thing I did was get down on my knees, and consecrated the ground with a kiss of gratitude. Despite Murphy's best efforts, the Poobs had arrived!

Handshakes and hugs were exchanged all around. What followed over the next day and a half was typical Clinton magic! After dinner, the evening was spent flying making low passes and formation flyby's. Spin Goddess Catherine Cavagnaro gave an acro-exhibition after dinner and the usual evening fun in Clinton was on

Friday was the last official day of the Confab, filled with seminars and contests of skill. A good cross-wind across runway 3 made the spot landing and Nerf drop competitions more challenging than usual, but that didn't dampen anyone's enthusiasm in the slightest. Soon, it was time to depart for the Casino, where the highlight of the Confab - the banquet - was to be held. The banquet was exceptional this year, in that there was a plethora of



door prizes, largely due to the efforts of Bengie Phillips, although many Foundation and Club members donated a number of some great items. Because of his enthusiasm, generosity and untiring spirit over many years, Bengie is the latest recipient of the Gordon Ellis Spirit award. Graeme Smith was a standout, immaculately dressed in his Scottish Gentleman's attire. Smith went the extra several miles with his activity in the Young Eagle Program. Top Gun was awarded to Dave "Viking" Monskey, and the Grand Poobah initiated the Clinton First Timers. The highlight of the evening was the video produced by Ed Figuli, and as usual, it was a fabulous production. Lots of laughs resulted due to Figuli's creativity.

Saturday dawned bright and clear, and with the Confab ending, participants began to depart - some singly, others in gaggles. Departing with the East Coast Outkasts, Outkast Colonel Buchner lead the way across the verdant fields of Illinois and Indiana. The Outkasts stopped for fuel in Indiana's Starke County Airport (KOXI), and made it to Knox County Airport (4I3) in Ohio before weather dictated we stop for the night. Kyle's girlfriend Halley reserved a table at a restaurant literally next door to the Comfort Inn, and the evening was spent with a lot of laughs.

Up bright and early Sunday, the Outkasts broke up into smaller flights. I departed in a flight of three with Col. Buchner and Ed Figuli flying with Elana. We landed at Cumberland airport in Maryland, and bid goodbye to Mark. Ed and I took off, and along the way we flew over the Gettysburg battlefield. Ed gave a running description of the features on the ground - Little and Big Round top... Devils Den... the Peach Orchard.. places steeped in history were passing by 2000 feet below as we made two circuits of the pivotal battlefield in American Civil War history. Myself, I was captivated at seeing it for the first time, and by air on top of it all!

We landed, Ed dropped off Elana, then we stopped for lunch at Chester county airport. Then making the last leg to Slatington Airport, we secured out trusted birds and headed home.

This year's 150-152 Fly-In was exceptional in a number of cases. It came off smoothly, and there

were a variety of exceptional speakers for the seminars. Among the speakers was Dr. Bruce Chien, who gave a talk on Wednesday. Chien's appearance was planned through the efforts of Club and Foundation member Bob Simmons of Georgia. Renowned aviation writer Rick Durden gave a presentation. Other presentations were hosted by Sandy Newfang, Alan Core, John Lapham, Bob McKenzie, Foundation President Kirk Wennerstrom, and Jim Campisi. Attendance was up slightly from the past year, and the Foundation is solvent. New activities are being added each year. The future is indeed bright for the continuation of this annual aviation gala!

The Foundation's Officers and Directors work throughout the year to plan and execute the Confab In the Corn. But, the Fly-In would simply not be possible without the input and participation of the innumerable people who volunteer their time to work behind the scenes. Tasks diverse as parking layout, registration, van driving, setup and teardown, cleanup, PA setup, contest judging, and many others must be performed. Dan Winnie managed the contests, Cheryl Titus and Karen Harvey were stalwarts working the registration desk. 2011 Top Gun Dan Titus and Dave Rowland served as forward air controllers for the contests. And special recognition must be made to Clinton Airport manager Mike Nass and his exceptional staff. Others, too numerous to name, gave of themselves in ways too numerous to list. We owe them our gratitude for their contributions.

Each Fly-In is special, but this year's event was really special for me. Amid a new job, moving literally across the country and having a full plate of issues to contend with, at the last minute plans came together. And despite a mechanical issue, all in all it was a minor inconvenience. Hey, I may have been a day late and few dollars shorter, but we made it! I just wonder one thing -

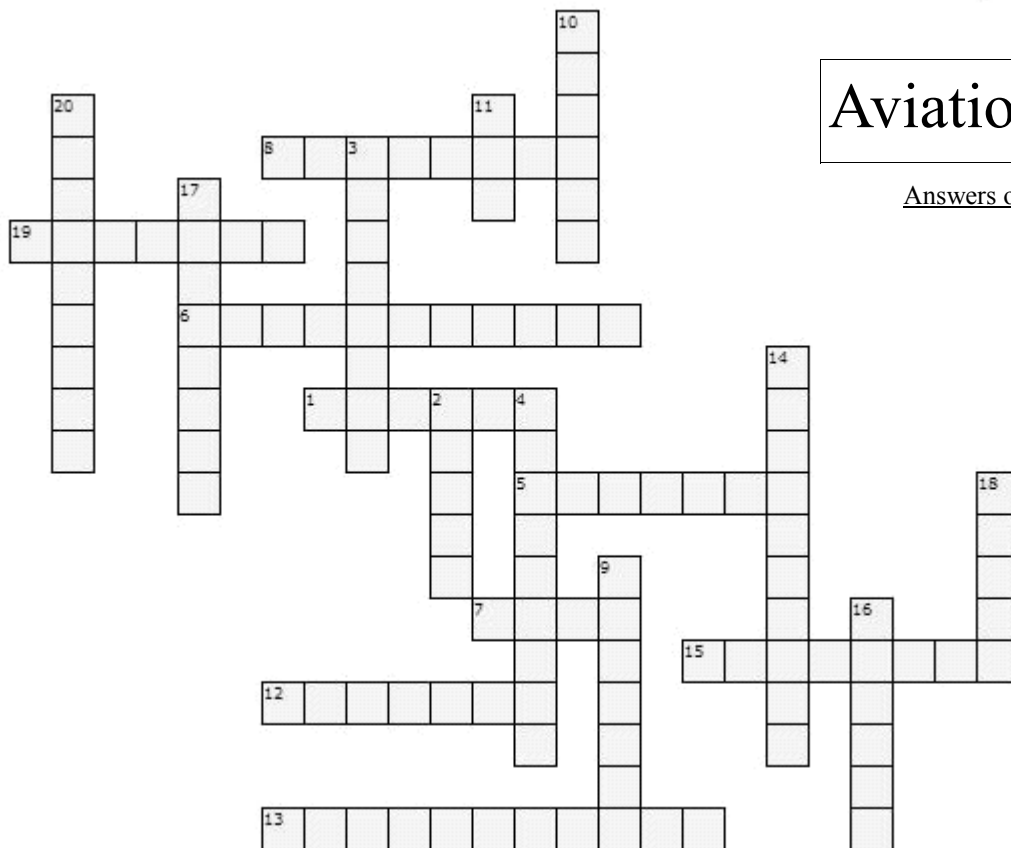
-What did I do to get Murphy mad at me?

We'll see you in Clinton, Iowa! Mark your calendars - 29 July through 2 August, 2013



Aviation Fun!

Answers on page 15



Across:

- 1. RPM at full ground run-up
- 5. Along the way
- 6. $V_a =$ _____ speed
- 7. Typical color of 100LL
- 8. Found at the beach and on the panel
- 12. The G in GPH
- 13. Can't tell up from down
- 15. To toss something overboard
- 19. Wx

Down:

- 2. Normally aspirated, i.e. no _____
- 3. To get the heck out!
- 4. Helps a pilot remember
- 9. Going down
- 10. Cessna's home state
- 11. Typical color of 80/87
- 14. Non adjustable propeller
- 16. Protects engine air intake
- 17. Big name in spark plugs
- 18. Works well on electrical/cabin fires
- 20. Where the runway begins



The real reason why windows on airplanes don't roll down



I'M SURE IT'S NOT MISSING, IT'S PROBABLY RIGHT IN FRONT OF US.

A Few More Photos From The Fly-In

I'd like to express my heartfelt thanks to Robbie Culver for the following photos, so....
THANKS Putt Putt!!



This isn't everyone, of course, but it sure looks like a fine bunch of aviation enthusiasts doesn't it?



The sky was filled with members of the Swamp Squadron as they arrived at Clinton



"They're here! They're here!"



And what would the Fly-In be without a video presentation by member Ed Figuli?



We hope you tried your hand at the spot landing contest. It's a little more difficult than it looks. This is where some pre Fly-In practice would really pay off!



And...there are always some mighty tall tales to be found at CWI...oh, sorry, wrong kind of TAILS... my mistake.



One day 26 airplanes did a group fly-out to Dyersville Airport and.....



The "Viking" serves as a flag bearer at the internationally famous Clinton Airplane Contests.



...they were welcomed with open arms and treated like old friends...but what's new...that's how aviation is down at the "grassroots" level.



An historic and beautiful aircraft. Clinton Airport's manager, Mike Nass, landing his Cessna 195. What a treat to see this Grand Dame of the Sky!



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 judgments 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 \$3,500.00 (Minnesota)

CESSNA 150/150 TAILDRAGGER

1966 Cessna 150/150 Texas Taildragger, 6362TT, Hangared, LR Fuel, Horton STOL, Wing strobes, Garmin SL40, intercom, AT150 xpdr, Flybuddy Classic GPS, Tinted glass all, Shldr harnesses, All metal panel, Skytec starter, Plane Power alt, Wheelpants, Vernier mix, fuel computer, EGT/CHT. 1850 SMOH but E2D Lycomings routinely go 500 over without problems. Engine very strong, clean oil screen, comp 78/80 all cyls at recent annual, exlnt oil press. This is a tight, rock solid reliable, and pretty airplane. Same owner past 17+ years. \$29,000.00 OBO • Contact Dan Meler, Owner - located Medford, OR USA • Telephone: 541-840-2508 .

Aircraft For Sale: 1967-150G 2463.7TT 765.7SMOH 13.7 STO. Fresh Annual March 2012. 4 New ECI cylinders. 0-200. RT328T Navcom, TKMX11 com, PSI Engineering PMID0016 Intercom. Garmin 295 GPS, Garmin320A 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. New seals front strut. Always hangared. Never a trainer. No damage history. All logs. Well main-

tained. Good, clean, reliable and FUN airplane. Debra (479) 527-6929 DebraDee@cox.net \$22,500.00 (Arkansas)

Aircraft For Sale: 1967-C-150G 2862.0TT 17 Hours on New Engine. Not a Trainer, N.D.H. 2-Narco 12-0 Nav/Coms w/Glide Slope. EGT-CHT. Intercom. New Sky-Teck Push Button Starter. Transponder w/Encoder. Spin On Oil Filter. New Tach. All Logs and Ad's complied with. Wheel Pants. All New glass. Fresh Annual. Paint and Interior 10. Always Hangared. Immaculately maintained. Cabin Covers. Electric Flaps. Spent \$15,000 on Engine and then lost Medical. Has Mo-Gas Paperwork. (Never used). If you are looking for a Pristine Aircraft, this is it! Joe Pellerin (760) 439-1188 Wk (760) 721-4763 Hm \$24,000.00 (D-5 OKB Oceanside, CA)

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)

Aircraft For Sale: 1973-150L 6540TT 870SMOH Excellent condition. Equipment includes two GPS (King 89B & Lowrance 2000C); Digital Narco Navcom (New Display); JPI Fuel Flow (accurate to 0.1 gal); NARCO Transponder; ELT Gage; Intercom; and push-to-talk yokes. Installed new tires, tubes and brakes, new ignition harness, new carb, new rudder pedals, and 150 club belly fuel drain at last annual. Excellent interior and paint. Single owner last 10 years. Excellent flyer. Located at SNA(in front of Lyons Air Museum). Jeffry (714) 742-7879 (949) 642-6777 scarboro@pacbell.net \$19,500 OBO(SNA (Orange County, CA))

Parts: Parting out 1974 150L. Plane was never damaged. As of 7-9-12 all parts are up for grabs. Parts located in So Cal. Perry (714) 376-5917 pcdrum100@gmail.com

May / June 2012 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.

May / June Stats: 7 Airplanes, 11 Persons,
10 Uninjured, 0 Minor Injury, 0 Serious Injury,
1 Fatality

NTSB Identification: **WPR12LA228**

14 CFR Part 91: General Aviation

Accident occurred Wednesday, May 23, 2012 in Tulare, CA

Aircraft: CESSNA 150L, registration: N11428

Injuries: 2 Uninjured.

This is preliminary information.

On May 23, 2012, about 1340 Pacific daylight time, a Cessna 150L, N11428, experienced a total loss of engine power and nosed over during a forced landing to a field in Tulare, California. The student pilot and one passenger were not injured; the airplane sustained substantial damage. The local personal flight departed from Mefford Field Airport, Tulare, about 1300. Visual meteorological conditions prevailed.

The pilot stated that after departing from Tulare he was maneuvering the airplane in the local area. At an altitude about 1,300 feet above ground level (agl), the engine experienced a loss of power and he configured the airplane for a forced landing in an alfalfa field below. During the landing rollout, the airplane encountered a water-filled ditch. The airplane nosed over inverted sustaining damage to the tail section.

NTSB Identification: **WPR12LA227**

14 CFR Part 91: General Aviation

Accident occurred Saturday, May 26, 2012 in San Diego, CA

Aircraft: CESSNA 150F, registration: N7093F

Injuries: 2 Uninjured.

This is preliminary information.

On May 26, 2012, about 1600 Pacific daylight time, a Cessna 150F, N7093F, landed in San Diego Bay, San Diego, California, after experiencing a loss of engine power. Aerial Advertising LLC, was operating the airplane under Part 91, as a banner tow flight. The certificated commercial pilot and pri-

vate pilot were not injured. The airplane sustained substantial damage during the accident sequence. The local flight departed Gillespie Field Airport, San Diego/El Cajon about 1400.

The airplane had just completed four laps of the bay with a banner in tow. The airplane was on a southeast track adjacent to the coastline, about 500 feet above ground level, with the private pilot positioned in the right seat, and manipulating the flight controls. The commercial pilot made contact with air traffic control personnel, requested a clearance through the San Diego International Airport class B airspace, and the private pilot began to initiate a climbing right turn towards the northwest. He simultaneously applied full forward throttle control, but the engine did not respond and lost all power. The airplane immediately began to descend, and the commercial pilot took control of the airplane. He released the banner, and prepared for a forced landing into the water.

The airplane struck the water, separating the right main landing gear, and causing substantial damage to the forward fuselage and firewall. The airplane began to sink as the pilots egressed. Both pilots reported that they did not have time to perform troubleshooting steps after the loss of power.

NTSB Identification: **ANC12CA045**

14 CFR Part 91: General Aviation

Accident occurred Saturday, June 02, 2012 in Ketchikan, AK

Aircraft: CESSNA 150G, registration: N3235J

Injuries: 2 Uninjured.

The pilot of the tailwheel-equipped airplane reported that he was departing a dry paved runway, which required a correction for a slight left quartering tailwind. As the airplane accelerated, it veered to the left, with full right rudder applied. The airplane turned right, and the left main gear collapsed. The airplane sustained substantial damage to the fuselage. In the pilot's written statement to the National Transportation Safety Board he noted that the accident might have been avoided if he had used a different runway.

NTSB Identification: **ERA12FAMS2**

14 CFR Part 91: General Aviation

Accident occurred Saturday, June 09, 2012 in Atlantic Ocean, AO

Aircraft: CESSNA 150F, registration: N8281S

Injuries: 1 Fatal.

This is preliminary information.

On June 9, 2012 a Cessna 150F, N8281S, did not return to the departure airport and is missing and presumed to be substantially damaged. The certificated private pilot is missing and presumed to be fatally injured.

On June 9, 2012, approximately 1600, a family member reported the airplane missing. A Federal Aviation Administration Alert Notice (ALNOT) was issued at that time. A search was conducted by the Civil Air Patrol and the U.S. Coast Guard, and the airplane was not located. The search

was called off and the ALNOT was cancelled on June 13, 2012, around 1400.

According to recorded radar data provided by the Civil Air Patrol, after departure, the airplane flew an easterly heading for 172 nautical miles until radar contact was lost over the Atlantic Ocean at 1710. A search for the airplane was initiated by the United States Coast Guard in areas off the New Jersey coast, but the airplane or debris was not located.

The pilot, age 77, held a private pilot certificate for airplane single-engine land and glider. His most recent Federal Aviation Administration third-class medical certificate was issued on May 12, 2011. According to his logbook, he accumulated 758.9 total hours of flight time, of which, 2.1 hours were in the past 90 days.

The airplane was manufactured in 1965. The most recent annual inspection was performed on June 30, 2011, and at that time, it had accumulated 2,392 total hours of time in service

NTSB Identification: **ERA12CA396**

14 CFR Part 91: General Aviation

Accident occurred Thursday, June 14, 2012 in Gulf Shores, AL

Aircraft: CESSNA 150M, registration: N9119U

Injuries: 2 Uninjured.

The certificated flight instructor (CFI) stated that he and the student pilot were returning to the airport at the conclusion of a local flight. The student conducted the landing approach, and the airplane touched down "hard" on the runway, resulting in a bounced landing. The CFI directed the student to apply full engine power and initiate a go-around. After increasing engine power, the student continued to pull back on the control yoke and the airplane subsequently stalled at an altitude about 50 feet above the ground. The CFI responded by applying forward elevator and right rudder, but the airplane impacted the runway, resulting in substantial damage to the left wing and engine firewall. The CFI stated that there were no mechanical malfunctions or anomalies with the airplane.

NTSB Identification: **WPR12LA272**

Nonscheduled 14 CFR Part 91: General Aviation

Accident occurred Wednesday, June 20, 2012 in Jackson, CA

Aircraft: CESSNA 150F, registration: N524CC

Injuries: 1 Uninjured.

This is preliminary information.

On June 20, 2012, about 1900 Pacific daylight time, a Cessna 150F, N524CC, sustained substantial damage when it exited the runway during landing roll and nosed over at the Westover Field/Amador County Airport, Jackson, California. The student pilot, sole occupant of the airplane, was not injured. The instructional flight originated from the Nevada County Air Park, near Grass Valley, California about 1830.

The student pilot reported that following a normal landing

on runway 1, the nose wheel touched the runway, and the airplane veered to the left. Despite the student pilot's control inputs, the airplane began to swerve and exited the right side of the runway. The airplane traveled down an embankment about midfield and nosed over.

Examination of the airplane by the student pilot revealed that the vertical stabilizer and rudder were bent. The airplane was recovered to a secure location for further examination

NTSB Identification: **CEN12LA388**

14 CFR Part 91: General Aviation

Accident occurred Saturday, June 23, 2012 in Mamou, LA

Aircraft: CESSNA A150K, registration: N8380M

Injuries: 1 Uninjured.

On June 23, 2012, at 1830 central daylight time, a Cessna model A150K airplane, N8380M, was substantially damaged during a forced landing near Mamou, Louisiana.

The commercial pilot, uninjured, reported that the engine experienced a partial loss of engine power after encountering a momentary period of turbulence during cruise flight. He noted that the engine continued to operate smoothly at idle speed, but the engine was minimally responsive to multiple throttle movements. Specifically, a full application of the throttle would result in about 2,100 rpm for about 2-3 seconds before the engine went back to an idle speed. He subsequently engaged carburetor heat, which had no observed effect on engine operation. He proceeded to make a forced landing in a rice field, during which the airplane nosed over. The vertical stabilizer and rudder were substantially damaged during the accident.

The engine, a Continental model O-200-A, serial number 199309-9-A, had accumulated 258.5 hours since its last major overhaul. A post-accident examination was completed by inspectors with the FAA. The examination confirmed internal engine and valve train continuity as the engine crankshaft was rotated. Compression and suction were noted on all cylinders in conjunction with crankshaft rotation. The magnetos were adequately secured to the accessory section and provided spark as the engine crankshaft was rotated. The upper spark plugs were removed and exhibited features consistent with normal engine operation. There were no obstructions of the flexible induction tubing from the air filter housing to the carburetor. Mechanical continuity was confirmed from the cockpit engine controls to their respective engine components. The movement of the carburetor heat control confirmed continuity to the heat-box assembly. Examination of the carburetor and gascolator bowls revealed evidence of water and particulate contamination. The wing fuel tanks also contained water contamination. Additionally, an examination of the pilot/owner's refueling container, located on his private airstrip, revealed water and particulate contamination. The filter assembly installed on the refueling container was also contaminated with particulate debris.

Science, freedom, beauty, adventure: what more could you ask of life? Aviation combined all the elements I loved. There was science in each curve of an airfoil, in each angle between strut and wire, in the gap of a spark plug or the color of the exhaust flame. There was freedom in the unlimited horizon, on the open fields where one landed. A pilot was surrounded by beauty of earth and sky. He brushed treetops with the birds, leapt valleys and rivers, explored the cloud canyons he had gazed at as a child. Adventure lay in each puff of wind.

I began to feel that I lived on a higher plane than the skeptics of the ground; one that was richer because of its very association with the elements of danger they dreaded, because it was freer of the earth to which they were bound. In flying, I tasted a wine of the gods of which they could know nothing. Who valued life more highly, the aviators who spent it on the art they loved, or these misers who doled it out like pennies through their ant-like days? I decided that if I could fly for ten years before I was killed in a crash, it would be a wonderful trade for an ordinary lifetime.

Charles Lindbergh, *The Spirit of St. Louis*

Across

- 1. Static
- 5. Enroute
- 6. Maneuvering
- 7. Blue
- 8. Breakers
- 12. Gallons
- 13. Disoriented
- 15. Jettison
- 19. Weather

Down

- 2. Turbo
- 3. Evacuate
- 4. Checklist
- 9. Descend
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- 11. Red
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- 16. Filter
- 17. Champion
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