

Cessna 150-152 Pilot

Official
Newsletter
of the Cessna
150-152 Club.

July / August 2013

Volume 33 Number 4

www.cessna150152.com



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2013 Cessna 150-152 Fly-In!

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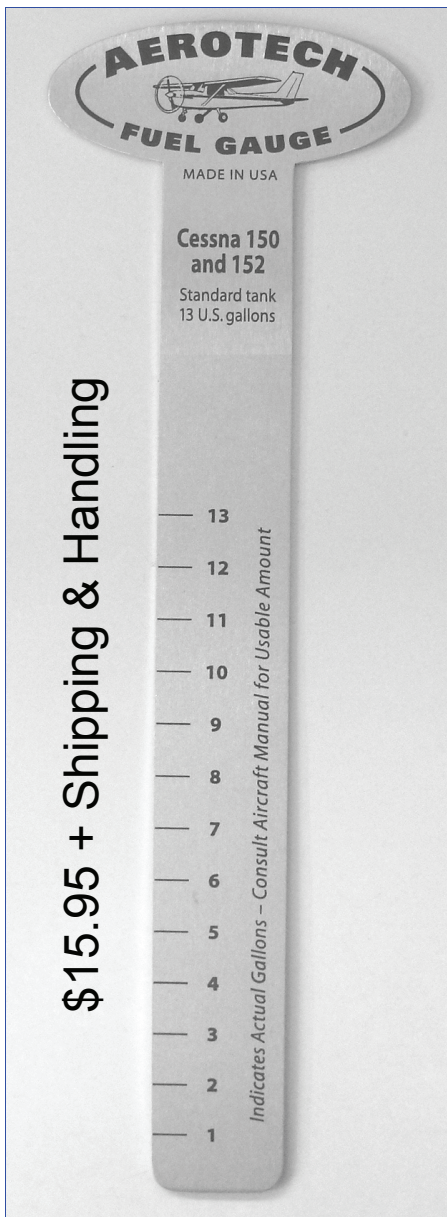
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The 13th Cessna 150-152 Annual Fly-In

By Dan Meler

It's been a week since Doug and I departed the Clinton, Iowa airport after spending four fun filled days at the 13th annual Cessna 150-152 Fly-in. For those of you who have never had the pleasure of



attending one of these events, and even for some who have and are not familiar with it, I'll give you a little Fly-In background information (which I have borrowed from the Cessna 150-152 Fly-In Foundation's website).

Fly-In History

After a few sporadic gatherings in the 1980's the Cessna 150 and 152 were among the few aircraft types that did not have an annual gathering. The 150-152 Club itself was revitalized when Club president Royson Parsons and Lori Colunga grabbed the bull by the horns and injected a massive dose of energy and innovation.

The Fly-In began as an impromptu event in 2001, with a group of 150-152 pilots and others, meeting in Clinton, Iowa to discuss issues and items relating to their airplanes. Over the next few years, the event grew as the word got out. In 2005, and ensuing years, spurred by reports of the fun an ever-growing list of enthusiastic and diverse members, the Fly-In, sponsored by the Cessna 150-152 Club took on a life and synergy of it's own.

In 2009, saddled by the immense tasks of year-round planning for the event, the Club leadership announced that it was no longer capable to plan, staff, and run the Fly-In by itself. A call went out to the membership, and a large group of individuals responded. The Cessna 150-152 Fly-In Foundation was formed - separate from the Cessna 150-

152 Club. Headed by President Kirk Winnerstrom, the Foundation seeks to perpetuate, grow, and improve the annual Fly-In, and make it not only a model to be emulated, but also an event to be anticipated.

The Cessna 150-152 Fly-In Foundation is registered in the state of Illinois under Section 501(c)(3) of the Internal Revenue Code as a non-profit charitable organization. All donations to the Cessna 150-152 Fly-In Foundation are tax deductible. Although the Foundation is a non-profit organization, that does not mean the Foundation has to operate at a loss, or have zero dollars in the bank at the end of the year. Just like any other business, the Foundation can have a running profit - indeed, it must have a running profit in order to remain a viable and growing concern. In a company run for profit, the profits are usually divided up among the owners. There are no owners of the Foundation and all profits are put towards future events or other matters that further the Foundation's goals.

I have had the privilege of making the journey to Clinton several times and without exception each 3400 mile round trip has been a fantastic experience. I've flown alone as a solo aircraft, flown with 2 other airplanes as a trio, flown as part of a large caravan from the West Coast, arrived in a commercial airliner with my wife Jo Ann, and this year did something a little unusual...landed at Clinton riding in a Purple Cherokee 180 (known as Hearts Afire), owned and piloted by my friend Doug Dunn.



The Cherokee's paint scheme and its plethora of modifications always draw lots of attention...so we didn't go unnoticed, and were the victims of lots of good natured ribbing. It may sound like a Cherokee at the 150-152 Fly-In would be unusual, but the Piper brand was well represented with at least 2 other Cherokees, and the low-wing folks were made to feel even more at home by the presence of a Beech Musketeer and a Skipper. Additionally, Club members arrived in 2 Cardinals and a Cessna 120. I hope I haven't left out any of the

non C-150-152 arrivals...but the point I want to make is that the annual *Confab In The Corn* is certainly not exclusive of other aircraft types. Unlike some type-clubs in aviation, the Fly-In and the Cessna 150-152 Club have never been about airplanes as much as they are about people. This is by far the most friendly and inclusive group of folks I've ever seen in general aviation.



Of course I have become accustomed to the family reunion atmosphere of the event, but Doug was astonished that so many people he'd never met before were eager to shake his hand and sit down for a friendly conversation. Yeah, well, that's how family reunions should be!

The percentage is unknown to me, but some of the attendees camp on the field with their airplanes and some take advantage of the many available hotels in the nearby town of Clinton. This year Doug and I stayed at the Wild Rose Casino, which is one of the closest hotels to the airport and also where the Friday night banquet was held. The Wild Rose was chosen mostly for convenience sake, but it turned out to exceed whatever expectations I had and will be my hotel of choice for future CWI Fly-Ins.

It is said that the Campers have the most fun, and I can't disagree with that. Although I've never camped at Clinton, Jo Ann and I have done tons of airplane camping over the years and it really enhances an event like this for those who choose to do it...not to mention the potential savings of several hundred dollars!

Reasonably priced meals are catered at the airport and all scheduled activities are centered there,



enabling participants to fly in, camp, and never have to leave the airport grounds if they don't want to. For those who do require transportation though, there are always shuttle vans available, provided by the Fly-In, to make sure anyone can go into town as needed for any reason, including rides to their hotels, shopping, and of course to the Awards Banquet. Many people rent cars of their own... but it's not a necessity.



The most predictable thing about the fly-in is that you will have a great time, and we did. The least predictable element is the weather and over the years darn near everything you can imagine weather-wise has made an appearance. Heat, cold, mild, rain, sleet, hail, wind, fog, tornado sirens wailing at greenish clouds, low hanging scud and, well, you get the picture...it's a craps shoot. This year the Fly-In began under a low overcast that kept many pilots, such as those of the Swamp Squadron, cooling their heels at various airports,





hoping for conditions to improve and let them complete their journeys to the Confab. Fortunately, Mother Nature smiled upon our friends and half way into Day One the sky cleared and airplanes began arriving like the returning Swallows of Capistrano. Handshaking, back slapping, hugs, and ear-to-ear grins were in abundance throughout the afternoon as new people were greeted and Fly-In veterans spotted one another. All in all, the weather continued to be favorable for the remainder of the gathering, including severe-clear on Saturday, the day most folks headed towards home.

Something that is thematic each year throughout the Days of Clinton is education. A goal and mission of the Fly-In Foundation has been to help pilots understand their airplanes, the ATC system, the weather, and maybe even themselves, a little better in order to promote safety and the enjoyment of flying. Seminars are held in the main hangar each day including topics such as medical issues, aircraft maintenance and airworthiness, airspeed knowledge, ATC issues, new piloting technologies, etc. Some of the seminars are conducted by experienced Club members and some are conducted by renowned guest speakers.



Without fail, one or more ailing birds arrive at the Fly-In in need of some TLC. Stuck valves, electrical problems, a bad cylinder...it can be nearly anything, and as most of you know, having a mechanical problem away from home can be a nightmare in terms of time and money. A pilot is sometimes in for a very rough ride as he awaits the bills from people he or she has never met and has no choice but to employ to make needed repairs. This year was no exception. To my knowledge an alternator was replaced, a stuck valve was remedied, and a cylinder was replaced. Three airplanes, three mechanical problems, all work done by top aircraft mechanics who are Club members...and no labor charges. Is that a deal or what? ...and this was a typical year, where any and all were treated like family.

The Cessna 150-152 Fly-In is well known for its contests of piloting skills. There are traditionally a spot landing contest, a nerf-drop contest, and a scavenger hunt. Although I have participated in the spot landings and nerf drops...I cannot claim proficiency in them. In fact, I am relieved to just avoid shaming myself during these contests and have never been a threat to the top contenders. The scores of all contestants are tallied and trophies given for top honors at the awards banquet. The most coveted of these awards is that of "Top Gun", which is earned by the pilot who has the highest cumulative score of all of the contest events combined.

You don't necessarily have to get first place in any event to be eligible for this prestigious award. This year, when "Top Gun" was announced at the awards ceremony I believe I can safely say the audience was both astonished and pleased to find

that Alex Bowley, 12 year old friend of Club member Graeme Smith, was the recipient.



Even a "Top Gun" likes hamburgers

The contest scores were checked, double checked and no doubt triple checked, and sure enough Alex had gone where no 12 year old had gone before! Congratulations Alex.

Job well done, you have our respect. On a personal note, I spent a little time around the "Top Gun" and can tell you that this boy is bright, personable, and displays all of the earmarks of a kid with a future. Time mentoring a young person is never wasted, and I'll betcha Graeme would agree with me on that point!



Graeme Smith
... Mentor

Speaking of accomplishments, a young lady I'd like to mention is teen Amy White. Amy attended the Fly-In and is an incredibly enthusiastic Cessna 150-152 Club member and aviatrix. You go girl!



And now, a little more about the banquet. There was a time when the Awards Banquet, which is the crowning event of the Fly-In, was held at the airport in the main hangar. Eventually it was decided that it would be nice to kick things up a notch and



make the affair more upscale.

This year the banquet was hosted by the Wild Rose Casino and held in their Oakwood Grand Ballroom. A pre-event mixer, including a full bar and hors d'oeuvres, was provided.

2013's Master of Ceremonies was Kirk Winnerstrom and he was aided in various ways by Ed "Poobs" Pataky and Mark Buchner. Besides a great meal and lots of conversation, a highlight of the banquet is the many door prizes and, this year, multiple grand prizes...



all prizes graciously donated by Club members and commercial sponsors. The prizes are far too numerous to list and I can honestly say I've never

attended an event of any kind where individuals and companies show this level of generosity...it's just amazing.



Carrying forward an old tradition, all first-time Fly-In attendees were officially inducted into the fold by Poobs. This is an elaborate swearing in ceremony that forever establishes the inductees' status as Clintonites.



Clinton Airport Manager Mike Nass spoke to our group and had nothing but kind words for the Fly-In and those associated with it. Make no mistake about it, it is we who owe HIM a boat load of THANKS for lending us the airport each year. Mike is our hero and a wonderful friend of the Fly-In.



Mike Nass

Saturday morning came early and Doug and I had to get our stuff to the airport and turn in the rental car. All went smoothly and we were in the air winging our way towards the West Coast by about 7:30 A.M. It's always a bit sad exchanging goodbyes with such good friends...but with a little luck we'll all see one another again in 2014!



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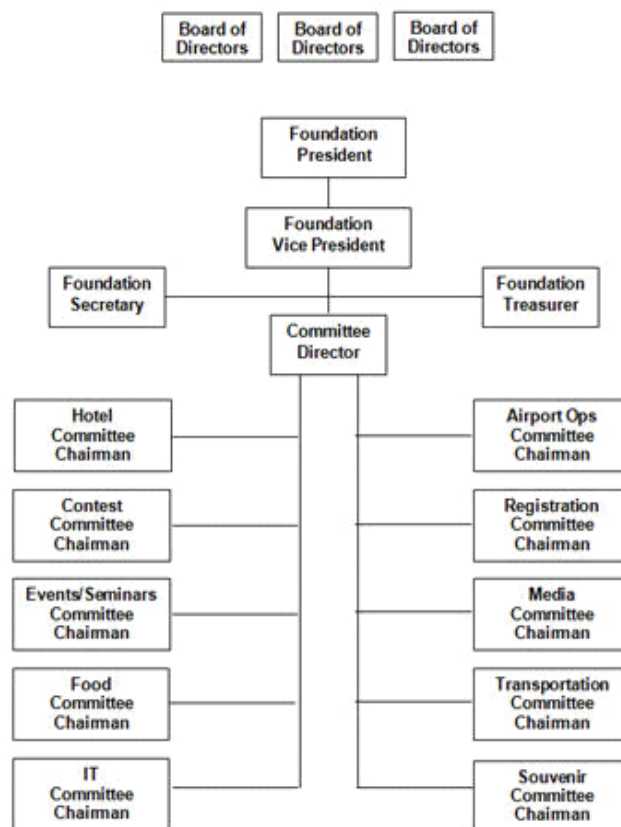
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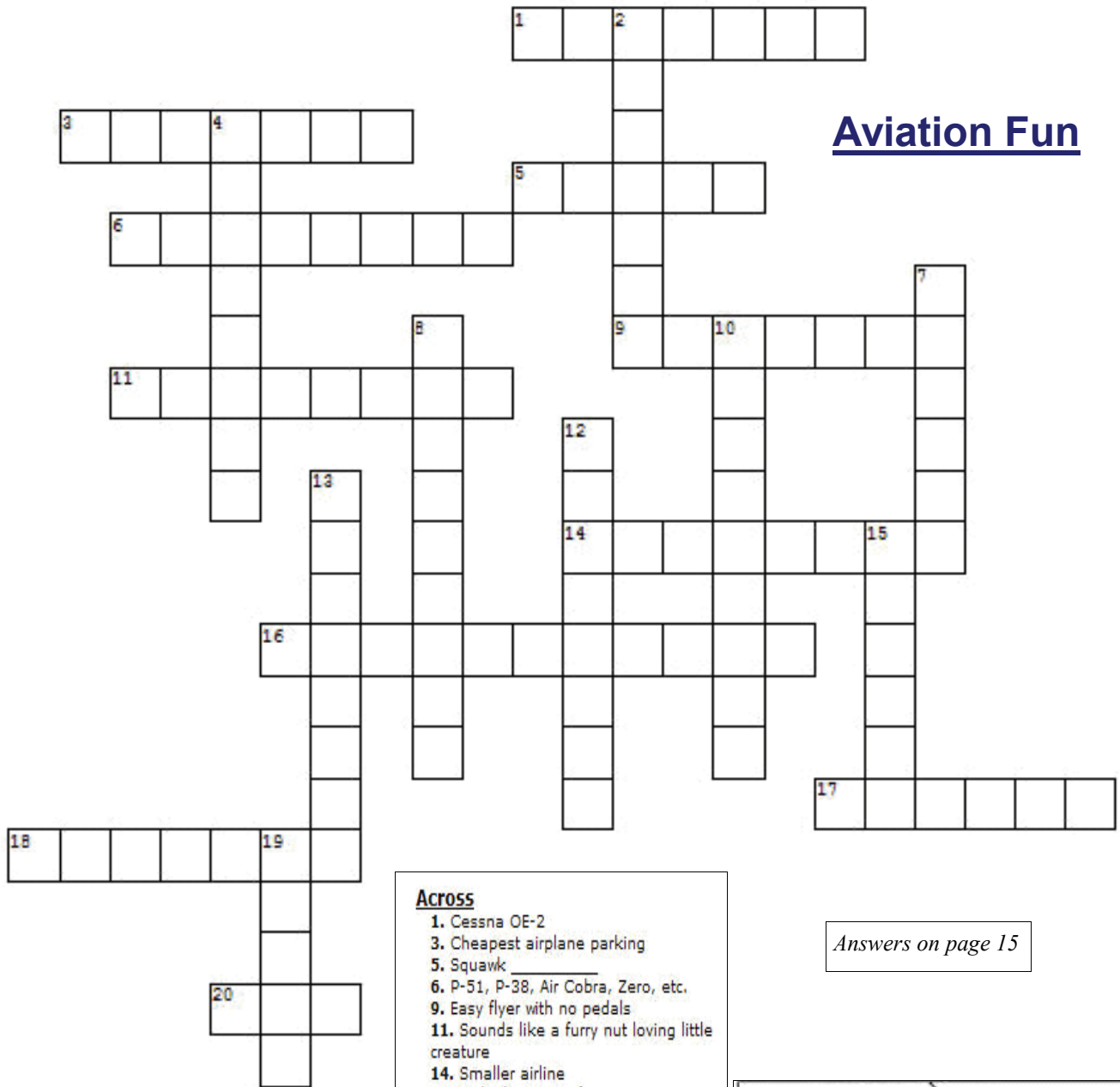
Kyle Sundberg

Committee Director

March Buchner



Aviation Fun



Across

- 1. Cessna OE-2
- 3. Cheapest airplane parking
- 5. Squawk _____
- 6. P-51, P-38, Air Cobra, Zero, etc.
- 9. Easy flyer with no pedals
- 11. Sounds like a furry nut loving little creature
- 14. Smaller airline
- 16. Multiple owners form a _____
- 17. Aircraft sales middle man
- 18. Cessna 208
- 20. Written record

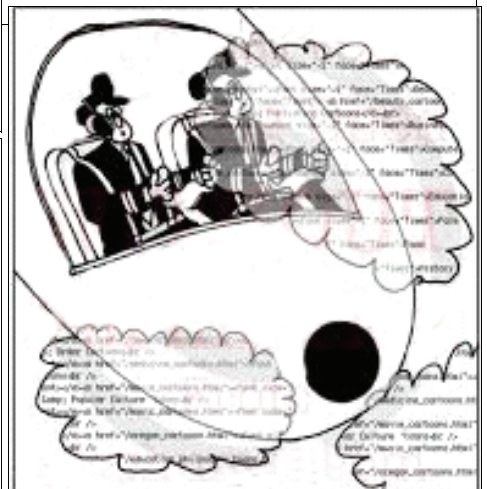
Answers on page 15

Down

- 2. Money held back for future expenses
- 4. Length of a flight
- 7. Non-owned airplane
- 8. The 'U' in CAVU
- 10. Always keep your airplane in top _____
- 12. Machines that fly
- 13. Unwelcome gift from a traffic cop
- 15. Popular Piper product - think Robin Hood
- 19. Major engine conversion company of the past



"You wouldn't believe how much broom insurance is if you've had three measly accidents."



"Flying just isn't the same since people started saving files to the cloud."

CWI...Just For Fun!



This one speaks for itself

The ever popular Bra Flag-Hat.

Available at Victoria's Secret





**The “Skateboarding Professor”
our own Tom Winter**

Can you tell they’re father and son?



**Commemorative Clock
Winner: Ron Twente**



**How to make a
cylinder lighter**



**He’s got
my vote!**



Whaaaaat? Looks like the Feds used the same N-number twice!



**“Build it and they will come”
...and so did we!**

Last year a group of Clinton Fly-In folks decided to take an excursion to Dyersville, IA because located there is one of the most picturesque, quaint, and friendly turf airports you’ll find anywhere. Looks like the outing is now an annual tradition because this year about 30 pilots made the under-an-hour flight to experience this little piece of heaven. Some were second time visitors, and for some it was a brand new adventure. Airplanes lined both sides of the runway and everyone stood around doing what pilots do best... laughing and telling one another stories of questionable authenticity.



The airport manager was contacted before hand and volunteered to host a pulled-pork luncheon on site in the hangar. Well, you know the thoughts of landing on grass and chowing down on pulled pork are (nearly) every pilot’s fantasy...so the signup sheet filled pretty quickly. One, the airport needed to know how much food to prepare and two, the sheet had times in ½ hour increments so that everyone wouldn’t arrive at the same time creating a zone of



Airport manager’s beautiful Ercoupe, and a hangar full of pilots chowing down

chaos over the small Iowa town (as had happened in 2012).

Besides one heck of a tasty lunch (no charge, donations only), it was prearranged that anyone who wanted to visit one of the town’s main attractions would be shuttled in and back.

After Kevin Costner’s blockbuster success “Field



of Dreams” was filmed circa 1989 the movie set was left intact and continues on today as a tourist attraction in pristine condition.

I've seen a number of movie sets over the years and most have been, well, less than you'd expect...underwhelming to be blunt, sometimes interesting but almost always a reminder of how a



director and a cameraman conspire to deceive the audience. It's a little like knowing the secret behind a magic trick, which takes the fun out of it.



Something this place can do is bring out the kid in you. Here's Doug Dunn looking to steal second base.

The Field of Dreams location is everything you'd hope it would be. As is the town of Dyersville itself, this attraction is absolutely beautiful. The natural beauty of the farm setting, the corn, the manicured ball diamond, and the white picket-fenced farmhouse are all visually pleasing. One gets the eerie feeling that time just quietly hovers here, unwilling to spoil anything.



Surprise...A souvenir shop!



Some interesting "Field of Dreams" trivia:

The movie was based on W.P. Kinsella's novel 'Shoeless Joe'; Movie budget \$31M, box office earnings \$84M+; Site has about 65,000 visitors annually; At filming, the property was owned by local resident Don Lansing; Literally hundreds of farms were scouted for the perfect location; The famous porch swing used in the movie was rented from a family in Dubuque then returned after filming; The identity of the person who provided "the Voice" is listed in the credits as "himself" and is a closely guarded secret; Moonlight Graham was a real person and holds the distinction of having the shortest major league career on record; Then unknown, Ben Affleck and Matt Damon are among the thousands of extras in the Fenway Park scene, and are unaccredited; The shot of the line-drive knocking over the bag of baseballs next Kevin Costner was sheer luck off the bat of Ray Liotta; Ranked #6 on the American Film Institute's list of the 10 greatest films in the genre "Fantasy" in June 2008; The red dirt of the ball diamond shown in the movie had to be dyed for the desired visual appearance.



May / June 2013 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: 3 Airplanes, 5 Persons,
5 Uninjured, 0 Minor Injury, 0 Serious Injury,
0 Fatality

NTSB Identification: CEN13CA343
14 CFR Part 91: General Aviation
Accident occurred Monday, June 10, 2013 in
Franklin, OH
Aircraft: CESSNA 150G, registration:
N3718J
Injuries: 2 Uninjured.

The student pilot reported that he checked the airplane's fuel tanks and estimated that each tank was about a quarter full, or about 6 gallons of fuel total. He then added 3 gallons of fuel to each tank. The flight instructor reported that he did not check the fuel tanks after refueling, but the student stated that they had two hours of fuel on board. The flight then departed and conducted practice maneuvers for about an hour. After completing a maneuver, the engine started to sputter and then lost power. The instructor conducted a forced landing in a field. Examination of the airplane revealed that the airplane sustained substantial damage to the engine firewall and the nose wheel collapsed during the landing. Examination of the fuel tanks and lines found only residual fuel.

NTSB Identification: CEN13LA354
14 CFR Part 91: General Aviation
Accident occurred Monday, June 17, 2013 in
Carrizo Springs, TX
Aircraft: CESSNA 152, registration: N49108
Injuries: 2 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. NTSB investigators may not have traveled in support of this investigation and used data provided by various sources to prepare this aircraft accident report.

On June 17, 2013, at 1440 central daylight time, a Cessna model 152 airplane, N49108, was substantially damaged during a forced landing shortly after takeoff from Dimmit County Airport (KCZT), Carrizo Springs, Texas. The commercial pilot and his passenger were not injured. The airplane was registered to and operated by Alpha Tango Flying Service, under the provisions of 14 Code of Federal Regulations Part 91, without a flight plan. Day visual meteorological conditions prevailed for the positioning flight that was destined for San Antonio International Airport (KSAT), San Antonio, Texas.

The pilot reported that the purpose of the accident flight was to reposition the accident airplane from KCZT to KSAT. After completing a preflight inspection of the accident airplane, the pilot requested that the accident airplane topped-off with aviation fuel. The airplane was then fueled with 21 gallons of 100 low-lead aviation fuel by the airport's fixed-base operator. After being refueled, the pilot completed another preflight inspection, which included straining the fuel and rechecking the engine oil. The engine started without hesitation and after a few minutes the pilot taxied the airplane to runway 13 (5,003 feet by 75 feet, asphalt). The pilot reported that there were no anomalies with engine operation during his before takeoff engine run-up or during takeoff; however, during initial climb, about 300 feet above the ground, the engine experienced a loss of engine power. The pilot was unable to restore engine power as he maneuvered the airplane toward a nearby dirt road for an off-airport landing. The airplane impacted terrain following the right wing colliding with tree branches. Following the accident the pilot and his passenger were able to release their restraints and extricate themselves from the wreckage.

A post accident examination of the airplane's

fuel system was completed by a Federal Aviation Administration (FAA) airworthiness inspector with the assistance of several aviation mechanics. The fuel selector was found in the OFF position; however, the pilot had indicated that he turned the fuel selector OFF during the forced landing. Several fuel samples were collected by draining fuel through the gascolator outflow line. A visual inspection of these fuel samples revealed a significant amount of water contamination. The airport's fuel service truck was checked for water contamination; however, no water contamination was present in the post accident samples. The FAA inspector reported that his examination of the engine did not reveal any preimpact anomalies that would have prevented normal operation.

The nearest aviation weather reporting station was located at Cotulla-La Salle County Airport (KCOT), Cotulla, Texas, about 37 miles east of the accident site. At 1453, the KCOT automated surface observing system reported the following weather conditions: wind 170 degrees true at 5 knots, visibility 10 miles, sky clear, temperature 36 degrees Celsius, dew point 22 degrees Celsius, altimeter setting 29.91 inches of mercury.

NTSB Identification: ERA13CA246
14 CFR Part 91: General Aviation
Accident occurred Tuesday, May 14, 2013 in
Oxford, NC
Probable Cause Approval Date: 07/23/2013
Aircraft: CESSNA 152, registration: N4844H
Injuries: 1 Uninjured

The student pilot was performing a supervised solo flight in the airport traffic pattern. Following an uneventful circuit around the traffic pattern, and while on final approach to the runway, the pilot held the airplane in a nose-low attitude in order to avoid losing airspeed. The pilot then flared the airplane "too late," and the nose landing gear impacted the runway hard, resulting in substantial damage to the engine firewall. The pilot did not report any pre-impact mechanical anomalies of the airplane, nor were any discovered during post-accident examination of the airframe by a Federal Aviation Administration inspector.

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