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WOW! Is all I can say! The SouthWest Baby Cessna Fly-In (held in Riverside, CA at Flabob Airport), was nothing short of a raging success!

We were all worried about the winds early in the week, as winds 50 mph+ are quite unusual for May. Typically, we’re worried about the coastal eddy, which brings low overcast over the entire Los Angeles Basin, even 45 miles east, where we are. Fairly often, we don’t see the sun until 11-12 PM, or later. Winds cooperated, but the only down-side to the WX, was heat. We reached 97 degrees Friday, but Saturday and Sunday brought a cold-snap, where we were down to 94 and 90 respectively!

It all started Friday, May 2, when we had our first arrivals. Wouldn’t you know that those from the farthest distance were the first ones in! Several 150-152 Club members arrived mid-afternoon, and that started the constant flow of inbound birds. All of the registrants were given ‘goodie bags’ which contained hats, stickers, schedules, meal tickets and shirts if they ordered one... pretty much everything needed.

Friday evening, we fed 25 or so lasagna dinner with all the ‘fixin’s’ and settled in for the night and the big day ahead. A few of the attendees went to the EAA Friday Night Flix...which is a monthly event, where pizza, beer and popcorn can be had, along with an aviation movie, all starting with an episode of Sky King. Event though the evening was warm, we still found lots of campers around
the fire after dark. Saturday morning brought several local 120/140’s and 150/152’s in bright and early. We were all treated with Crystal (sorry I don’t have her last name) parachuting in! She and her boyfriend, Scott Dupuis from El Monte Airport, went to 6500’... where she and Scott each had a first... Crystal never jumping from a Cessna 150, with the door ON by the way!.... and Scott having someone jump from his airplane. They both said that they were nervous and anxious, we all found out after they both landed safely. The last time someone parachuted in other than for our annual Veteran’s Day event, was in 1972!

Thanks Crystal and Scott for that awesome beginning!

With coffee, donuts and muffins in hand, we gathered a group and took them on a tour of the airport. There’s tons of history and activities here every day... but the highlights of the tour were of our DC-3, the ‘Flabob Express’ and a tour of the old ‘Repeat Aircraft’ hangar, where the 1930’s replica race planes are displayed. Many notable airplanes were built in THAT hangar, including 3 of the 4 on display, as well as the Gee Bee flown in the movie “The Rocketeer.” Everyone signed the visitors log, and were very impressed with what the airport has to offer everyone... pilots and non-pilots alike.

Thanks to our ‘burger chefs’.... Paul Baker (along with his 2 sons, PJ and Preston) and Karl Zack. My girl, Roberta, was and is my right hand, and certainly my ‘BETTER’ half, as she organized ALL of the food presentations... including planning and shopping for everything we needed. We all enjoyed every meal because she pays such excellent attention to detail. We cooked 80 cheeseburgers, and everyone had at least 1, along with chips, cold drinks and Roberta’s famous home-made peanut butter cookies.
The Saturday afternoon activities started with a pilot briefing for everyone participating in the ‘games’... flour drop ... and spot landing. With everyone briefed... “Let the Games Begin!” Pilots went up 2 at a time to facilitate a less crowded pattern... and we had 5 heats... the last one with only 1 plane, so 9 gamers, total. The Huntingdon’s from Santa Maria were the judges on the line, and Robert Jordan and Dale Bean judged the flour drop. The crowd got very involved... as everyone cheered and laughed as bombs were away. In the end... we ‘locals’ took the trophy’s... Debbie Cheney flying her beautiful 140, and me and my son Jimmy capturing the “Best Bomber” trophy. Everyone accused us of ‘practicing’... but I assure you, it was my first time participating, and it was Jimmy’s first time bombing! It turned out to be Debbie’s 101 landing in her beautiful 140. Thanks to our 2 college flying team participants from Mt. San Antonio College, we learned fast to ‘throw’ the bombs, rather than just letting them go. (Please note this for future use!!!)

Andy Moffitt was the awards dinner BBQ’r... and cooked the tri-tips to perfection. Along with corn on the cob, and his special recipe of his famous baked beans everyone had plenty to eat. The cake was compliments of Dale Bean, and he took the extra step to have the Round-up’s logo put on it. It looked awesome! Before we said good-bye those who left before the dinner... we counted 28 airplanes on the line.

The awards presentation was a highlight for all attending. Voting was done by all... and there were some definite favorites. Dave Jorgensen took top honors with his 1966 C-150F, N7161F, for both Best Paint, AND Best Interior. Dave has spent the
last 7 years restoring her, and he deservedly won both categories. Jay Rich got the ‘Farthest Distance Traveled’ as he flew all the way from Auburn, CA.

The raffle was our only weak spot. We didn’t do a good enough job to let you all know that extra tickets were available, and we now know better for next year. Despite our shortcoming, all of the items so generously donated were raffled off, and many smiles were visible. Please support all of our sponsors. We want to thank:

**Micro VG’s** - $100 Gift Certificate
**Aero LED’s** - Jacket and lighted pens
**Aremco** - Coffee cups and hats
**PSA Enterprises** - SS screw kit and front seal kit
**MacFarlane Ent**. - Hats
**WingMounts** - Lift-strut mounted GoPro mount
**Aircraft Spruce** - Various gifts, flashlight and gift card
**Concorde Batteries** - 12v or 24v Gell-cell battery

**Cessna 150-152 Club** - Fuel level dip sticks, belly drain, hats
**Whelen** - LED landing or taxi light
**AvBlend** - Bags for goodies, and stickers

Most of the locals flew home late in the afternoon Saturday, and Sunday morning when I got there at 7 AM, most campers had their tents down and packed... pretty much ready to head home. It’s kind of a let down for those of us putting this on, knowing it’s all over. The plan is to make this an annual event... so mark your calendars for APRIL 2015 to plan for and register for next year’s event.... May 1-3. We are also thinking of possibly making it a 4 day event... with an optional fly-out on Friday. Planes of Fame in Chino...or to the Palm Springs Air Museum are 2 possible spots. Any ideas? Let’s hear from you.

I want to thank all the people who helped... (Forgive me if I missed anyone...) starting with the ‘airport kids’... Steven and Jarod who helped with parking, Ambar and Griselle who helped at the registration table, Kelsey for taking pictures, Paul and sons along with Karl who where kings of the cheeseburger grill, my son Jimmy, who was always on the spot to do whatever was needed... and to the founders... the folks who endured me and my ideas....Robert Jordan, Dave and Lorene Jorgensen, Dale Bean and son, and my cohort in crime in coming up with the overall idea...Tony Davis. And a very special THANK YOU to my girl... Roberta Phillips... for just being the incredible helper and hostess she is... the greatest partner a guy could ask for!

Thanks again for coming... we enjoyed putting it all together, sharing our airport, and having you with us at Flabob. See you, and many more next year. If you had a good time... spread the word and come back next year!

**Fly safely, Fly often!!!**

*Jim O’Brien*
Hello and welcome to FlabobDC3Experiences.com! Flabob’s very own DC-3 is called the Flabob Express and is a fully FAA licensed aircraft that is flown by highly experienced former airline pilots.

One of the many highlights of my Southern California trip to the SouthWest Baby Cessna Fly-In was getting to tour the beautifully restored DC-3, the “Flabob Express”, that is based at the Flaybob Airport. I doubt there is anyone reading this who doesn’t know what a DC-3 is, but they are rarely seen anymore in most parts of the USA. Here and there one is based and the locals get to see it fly on occasion…but they are few and far between. I snapped a few photos and got the following information from the FlabobDC3Experiences.com website:

You can see the Flabob Express at historic Flabob Airport, founded in 1925 as Riverside’s first civil airport. This airport is rich with history and you can read more about its past and its current denizens at the official Flabob website. The Flabob Express is available for air shows, scenic flights, tours, DC-3 experience flights, and funeral or memorial flyovers.

And of course, if you’d be interested in actually flying our piece of history and would like to know what services we can provide for you
### Across
2. Air that is rough
4. Used to pull an airplane
6. Most widely used brand of aviation oil
7. Connects piston to crankshaft
9. Planes, Trains, and Automobiles
11. Type of modern battery
13. Airshow onlookers
14. Airline personnel wear them
17. Lightning _________
19. Budget minded

### Down
1. The 'S' in LSA
3. Runs high after a near miss
5. Aviation friendly state
7. Popular helicopter maker
8. Home state of John Wayne Airport
10. C-47
12. Birds and gliders do it
15. Wipaire's central product
16. The kind of 'ologist' who studies the wx
18. i.e. Vintage
or your airport, please visit our donations page to get an idea of our costs. We are a 501(c)3 non-profit organization that thrives only on the donations of aviation enthusiasts like you! So if you'd like to see the DC-3 in person, ride the DC-3 yourself, or even take classes to learn how to fly it, please visit our donations page right away!

The DC-3 also had widespread use in many countries around the globe, including Japan, France, Australia, and the former Soviet Union. During World War II, hundreds of DC-3's were re-purposed from civilian use and new variations of the aircraft, including the C-47 Skytrain, served during that period.

History of the Flabob Express
A DC-3 is a propeller-driven aircraft engineered by the Douglas Aircraft Company that first flew in 1935. It was the third iteration of the Douglas Commercial (DC) line that advertised itself as the "Douglas Sleeper Transport". It's widely considered to be an instrumental milestone in the commercialization of aircraft transports in the United States of America. The inclusion of an in-flight kitchen and sleeping berths on earlier DST models allowed for comfortable coast-to-coast travel in about 15 hours time with few refueling stops. The DC-3's wider fuselage allowed for three to four-wide seating, improving the cost-effectiveness of transportation with fewer trips. Soon air transportation replaced the train as America's most popular means of long-distance travel, earning its place in history for creating a paradigm shift among US Citizens.

The Flabob Express was originally built in 1943 in Long Beach, California. Its model was C-47B, meaning its original purpose was for service in the U.S. Army as a staff transport and was one of 3,364 of this particular model ever built. It was very similar to the C-47A which was equipped for VIP transport, but has a larger fuel capacity than its predecessor. The plate near the cockpit reads that the serial number of the DC-3 is (C/N) 33569; however the Flabob Express' real serial number is 9531. How did it wind up with a phony data plate? In 1952, an American broker, Lee Mansdorf, bought seven C-47s from the Pakistani Air Force. The Flabob Express was one
of the seven. When received by Mansdorf, the aircraft had no data plates; for whatever reason, the Pakistanis had removed them all. Since airplanes need data plates to be registered, Mansdorf simply made bogus plates using a range of serial numbers. To add to the confusion, the bogus number 33569 he chose for the Express had actually once been assigned to another C-47 Dakota that was delivered to the RAF in 1945 as KP267. This Dakota served in South East Asia after World War II then returned to the UK where it was broken up for parts in 1953. So the Express was given the serial number of an aircraft that no longer existed. Mansdorf then returned the aircraft to service and it was eventually registered multiple times in Canada and the US with its fake number.

However, with professional assistance, the trail of this DC-3 has been uncovered. It is rumored that our very own Flabob Express transported Winston Churchill and members of the Royal Family in 1943 during its initial tour of duty. Then the aircraft changed hands several times in India, Pakistan, Canada, and then finally the USA. It was registered as N103NA, and dubbed "Classic Express: Wings of Time" by the DC-3 Aviation museum in honor of its rich history. Flabob decided to only slightly modify the name to "Flabob Express: Wings of Time."

Goodbye To AvGas
Will there be a tax on sunlight?

A California company says it's the first to fly a passenger in a solar-powered airplane. Solar Flight, of Ramona, Calif., launched its Sunseeker Duo from Milan, Italy, with both of the company's founders, Irena and Eric Raymond, in the spacious side-by-side cabin. "Sunseeker Duo is now officially the first solar powered airplane to carry two people," the company said in a news release after the May 30 flight.

Details of the first flight weren't released but the company says the next test is a 100-mile cross country to a neighboring airport in Italy. If they're right, the Raymonds believe the aircraft will have an endurance of 12 hours on solar power.

The aircraft has high aspect ratio wings and most of the upper surfaces are lined with solar cells that feed a battery pack. The 25 Kwh tail-mounted motor draws energy from the battery, which is, in turn, charged by the solar array. It uses battery power alone for takeoff and the sun sustains it in cruise.

Fuel economy notwithstanding, the Sunseeker has some important other attributes, said Irena Raymond. "It's so quiet compared to a normal airplane," she said. "You can speak normally even when the motor is running full power, no headset needed."
One of the many technologies that have taken off like a wildfire is that of the “action camera”. Specifically, in this case, I am referring to the GoPro. I have not personally bought one yet but I know many people who have.

Everyone from mountain climbers to SCUBA divers is using them and they seem to be recognized as THE brand to buy and use. The name GoPro is often used nowadays in a generic sense as a noun rather than a brand name. These cameras seem to have done for action photography what the PC did for computers. Relatively inexpensive (for what they’ll do), we now see thousands of videos all over YouTube and other websites taken with GoPro equipment. Because of its popularity there is no other action camera that has attracted the attention of aftermarket manufacturers like it this one has.

While I was in Riverside, CA attending the SouthWest Baby Cessna Fly-In I had the opportunity to see and handle one of the newest aftermarket accessories you can buy for the GoPro. This is a system designed to mount one, or multiple, cameras to a Cessna style wing strut offered by an American company called WingItMounts LLC. The WingItMount is the brainchild of two young men who took their idea from concept to market by sheer force of will. I admire an entrepreneurial spirit and from what I can see this product is exactly what many Cessna pilot-photographers have been looking for. I don’t see how the product could be any more solidly built and I’d feel comfortable trusting valuable cameras to its integrity. I don’t know what the price is for one of these (this is not meant to be a sales ad for them) but if you’re interested you can go to their website: www.wingitmounts.com and see for yourself.
During WWII, U.S. airplanes were armed with belts of bullets which they would shoot during dogfights and on strafing runs. These belts were folded into the wing compartments that fed their machine guns. These belts measure 27 feet and contained hundreds of rounds of bullets. Often times, the pilots would return from their missions having expended all of their bullets on various targets. They would say, I gave them the whole nine yards, meaning they used up all of their ammunition.

Did you know the saying "God willing and the creek don't rise" was in reference to the Creek Indians and not a body of water? It was written by Benjamin Hawkins in the late 18th century. He was a politician and Indian diplomat. While in the south, Hawkins was requested by the President of the U.S. to return to Washington. In his response, he was said to write, "God willing and the Creek don't rise." Because he capitalized the word "Creek" it is deduced that he was referring to the Creek Indian tribe and not a body of water.

In George Washington's days, there were no cameras. One's image was either sculpted or painted. Some paintings of George Washington showed him standing behind a desk with one arm behind his back while others showed both legs and both arms. Prices charged by painters were not based on how many people were to be painted, but by how many limbs were to be painted. Arms and legs are 'limbs,' therefore painting them would cost the buyer more. Hence the expression, 'Okay, but it'll cost you an arm and a leg.' (Artists know hands and arms are more difficult to paint.)

In the late 1700's, many houses consisted of a large room with only one chair. Commonly, a long wide board folded down from the wall, and was used for dining. The 'head of the household' always sat in the chair while everyone else ate sitting on the floor. Occasionally a guest, who was usually a man, would be invited to sit in this chair during a meal. To sit in the chair meant you were important and in charge. They called the one sitting in the chair the 'chair man.' Today in business, we use the expression or title 'Chairman' or 'Chairman of the Board.'

At local taverns and bars, people drank from pint and quart-sized containers. A bar maid's job was to keep an eye on the customers and keep the drinks coming. She had to pay close attention and remember who was drinking in 'pints' and who was drinking in 'quarts,' hence the phrase 'minding your 'P's and Q's'.

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On March 18, 2014, at 1043 eastern daylight time, a Cessna model 150M airplane, N9432U, was substantially damaged when it impacted terrain near Greenwood, Indiana. The flight instructor sustained minor injuries and his student sustained serious injuries. The airplane was registered to a private individual and operated by Jeff Air Pilot Services, LLC, under the provisions of 14 Code of Federal Regulations Part 91, without a flight plan. Day visual meteorological conditions prevailed for the local instructional flight, which departed Greenwood Municipal Airport (HFY), Greenwood, Indiana, at 1015.

According to the flight instructor, the accident flight was with a new student who had about 30 hours of flight experience, but had not flown in several years. He reported that there were no anomalies with the engine operation during taxi and the pretakeoff engine run-up. Specifically, he noted that the application of carburetor heat resulted in a drop in engine speed during the engine run-up. After takeoff, the flight proceeded southeast of the airport to perform basic flight maneuvers between 2,500 and 3,000 feet mean sea level. The student pilot demonstrated slow flight, two approach-to-landing stalls, and one takeoff/departure stall. Upon recovery from the takeoff/departure stall, the airplane experienced a partial loss of engine power. The instructor stated that the application of full engine throttle did not result in an increase of engine power and that the engine continued to operate at a reduced power setting. The instructor took control of the airplane and established best glide speed while he attempted to restore full engine power. He stated that he verified proper magneto operation, that the fuel selector was in the ON position, and that the mixture and throttle controls were full forward. Additionally, he reported that applying carburetor heat did not noticeably affect engine operation. The instructor then focused on performing a forced landing to a nearby agricultural field; however, he did not recall the landing or impact with terrain.

The student pilot reported that after practicing the takeoff/departure stall he completed a couple of turns before the flight instructor told him to turn back toward the airport. He stated that the engine speed was about 1,800 RPM during the turns and, as a result, he lost both altitude and airspeed. He leveled the airplane and attempted to increase engine speed, but the engine did not respond when the engine throttle was advanced to full forward. The instructor then assumed control of the airplane; however, his corrective actions to restore engine power were not successful. The student pilot reported that there was a significant vibration in the airplane as the engine operation continued to deteriorate. The instructor proceeded with the forced landing; however, shortly before flare/touchdown, about 25-30 feet above the ground, the engine power increased suddenly, which caused the airplane to pitch up and enter an aerodynamic stall. The airplane subsequently impacted terrain. Following the accident, the student pilot turned the magneto switch and master electrical power switch to OFF.

A wreckage examination was completed by Federal Aviation Administration (FAA) inspectors at the accident site and after it had been recovered to the departure airport. Their examinations established that the airplane sustained substantial damage to the fuselage, empennage, and both wings. There was flight control continuity from the cockpit controls to the respective flight control surfaces. There was fuel located in both wing fuel tanks, the fuel strainer/filter, and in the carburetor float bowl. The carburetor inlet fuel screen was not obstructed with excessive debris.
The cockpit throttle and mixture controls were full forward and the carburetor heat control was extended and bent down. The engine produced suction/compression at each cylinder in conjunction with crankshaft rotation. Additionally, valve train continuity and proper magneto function were verified in conjunction with crankshaft rotation. The upper spark plugs were removed and exhibited features consistent with normal engine operation. The carburetor throttle arm, mixture control cable, and the carburetor heat control cable were found separated from their corresponding components; however, the observed separations were consistent with damage associated with ground impact. The examination of the engine did not reveal any evidence of preimpact mechanical malfunction or abnormalities that would have prevented normal engine operation.

The nearest aviation weather reporting station was located at Indianapolis International Airport (IND), Indianapolis, Indiana, about 12 miles northwest of the accident site. At 1049, the IND automated surface observing system reported the following weather conditions: wind 160 degrees true at 13 knots, visibility 10 miles, broken cloud ceiling at 1,800 feet above ground level (agl), temperature 4 degrees Celsius, dew point -1 degrees Celsius, altimeter setting 29.93 inches of mercury.

The carburetor icing probability chart included in FAA Special Airworthiness Information Bulletin No. CE-09-35, Carburetor Icing Prevention, indicated that there was a serious risk of accumulating carburetor ice at cruise and descent engine power settings. The FAA Pilot's Handbook of Aeronautical Knowledge stated that when conditions are conductive to carburetor icing that carburetor heat should be applied immediately and should be left on until the pilot is certain all the ice has been removed. Additionally, if ice is present the application of partial carburetor heat or leaving heat on for an insufficient time might aggravate the situation.

On the morning of the accident, about 0945, an aviation mechanic at the departure airport was performing an engine run on another Cessna 150 airplane to verify that the electrical system was charging properly. During his engine run, at about 1,800 RPM, he noticed the onset of carburetor icing symptoms when the engine speed dropped about 200 RPM. The mechanic applied carburetor heat and the engine speed recovered within several seconds. The mechanic reported that he encountered symptoms of carburetor icing at least two additional times during his engine run.

In a follow-up interview, the instructor confirmed that carburetor heat had not been used during any of the training maneuvers that were completed at reduced engine power settings (slow flight, two approach-to-landing stalls, and one takeoff/departure stall). Additionally, the instructor noted that he had not previously experienced carburetor icing in the accident airplane make/model. However, he did report having a similar loss of engine power event in the accident airplane during the previous month. A review of maintenance records indicated that the previous loss of engine power was attributed to an excessively low ground-idle throttle setting. Additionally, the records did not reveal any additional reports of engine anomalies since the engine ground-idle speed adjustment was completed.

NTSB Identification: CEN14LA144
14 CFR Part 91: General Aviation
Accident occurred Thursday, February 13, 2014 in Galion, OH
Aircraft: CESSNA 150 - G, registration: N3882J
Injuries: Unavailable

This is preliminary information, subject to change, and may contain errors.

On February 19, 2014, about 1130 eastern standard time (EST), a Cessna 150G, N3882J, made a forced landing near Galion, Ohio. The pilot and passenger were not injured. The airplane was substantially damaged. The personal flight was operated under the provisions of 14 Code of Federal Regulations Part 91. Visual meteorological conditions prevailed, and no flight plan was filed for the flight, which originated from Galion Municipal Airport (KGQQ) in Galion, Ohio.

According to the FAA, the pilot reported no abnormalities were observed during the pre-flight inspection. He described the takeoff was smooth until about 400 to 500 feet above ground level when the engine misfired. The pilot stated he checked the carburetor heat and verified the fuel selector valve was on 'both.' The engine then experienced a total loss of power. He established a glide speed of 70 knots and continued his left turn, landing the airplane in a corn field.
Just One of the Benefits of Flying Commercially!