

Cessna 150-152 Pilot

Official
Magazine
of the Cessna
150-152 Club.

Nov / Dec 2017

Volume 37 Number 6

www.cessna150152.com



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An important system

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Learn from others' misfortunes

Kittyhawk, NC 1903



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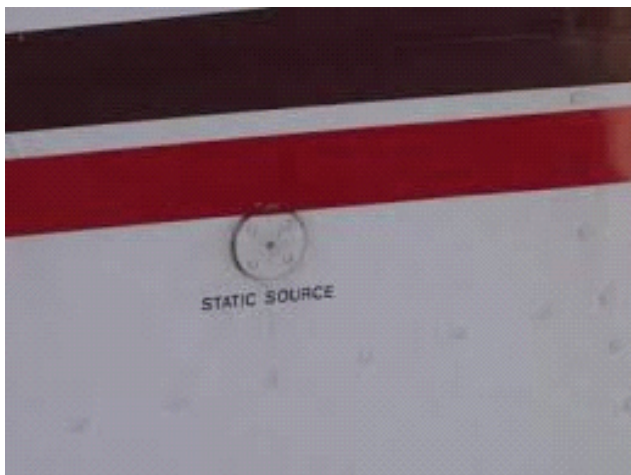


Tranquility Base, Luna 1968

Pitot Envy

The pitot-static system supplies static pressure to pressure gauges, such as the vertical speed indicator, airspeed indicator, and directional gyro. On a nice day, with no chance of getting into IFR or low visibility conditions, the loss of pressure shouldn't be an OMG situation. Even to all but the newest of students the loss of these instruments should make no difference in the pilot's ability to fly the airplane safely in VFR conditions. BUT, most of us have always at least partially relied on these basic instruments and use them for reference, as we were taught to do. The 150-152 has a vacuum pump, but if the pitot static system is impaired the vacuum instruments are adversely affected.

Static pressure comes from the static vent located on the front left side of the fuselage and



Pitot pressure comes from the pitot tube...you know, that tubular thing under the left wing you check before every flight (you do do that, right?)? Personally I have never even once in 40 years forgot to check the pitot tube. Sorry, I've been having trouble telling the truth lately but I'm working on it with my therapist. Actually I know I forgot to check the tube at least once, because after leaving the airplane just long enough to get some lunch I found the airspeed indicator to be inoperative during takeoff. I came back around and landed to find that a



mud dobber had plugged the tube during the hour or so the airplane had been sitting on the ground. I bought one of those little flipper covers after that and never had another problem that way...except of course when the flipper cover stuck closed on occasion and did the mud dobber's job for him. Ah yes, nothing is fool proof I guess. FYI some airplanes have an alternate backup static vent, but Cessna felt that the money was better spent on a rearview mirror.

No checking system is incorporated in the system so you must visually check the pitot tube and static vent. If there is any blockage visible it can usually be removed with something like a toothpick, piece of safety wire, etc. DO NOT blow compressed air into these openings...well, I mean unless you want to ruin some expensive instruments. The 150-152 had the option of a heated pitot, but very few of these airplanes are equipped with one. A heated pitot will eliminate the danger of pitot icing, but the airplanes are not approved to fly into known icing conditions, as we all know. So don't do that :) Don't even fly into UNKNOWN icing conditions...you won't like the results.

I realize that electronics are eliminating the need for some of the basic instruments, or "steam gauges" but until we transition into more advanced aircraft we need to make the best use of the 1940s technology Cessna and the FAA expect us to use!



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Cessna 150-152 Pilot

(ISSN 0747-4712) is published bimonthly, by The Cessna 150-152 Club, 3492 N. Foothill Rd., Medford, OR 97504 Periodicals Postage paid at Medford, OR 97501, USPS 721970.

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Postmaster, Send change of address to:
Cessna 150-152 Club,
PO Box 5298
Central Point, OR 97502

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AVIATION FIRSTS

Continued from previous issue

1918

First U.S. air squadron. The U.S. Army Air Corps made its first independent raids over enemy lines, in DH-4 planes (British-designed) powered with 400-hp American-designed Liberty engines (April 8).

First regular airmail service. Operated for the Post Office Department by the Army, the first regular service was inaugurated with one round trip a day (except Sunday) between Washington, DC, and New York City (May 15).

1919

First transatlantic flight. The NC-4, one of four Curtiss flying boats commanded by Lt. Comdr. Albert C. Read, reached Lisbon, Portugal (May 27), after hops from Trepassy Bay, Newfoundland, to Horta, Azores (May 16-17), to Ponta Delgada (May 20). The Liberty-powered craft was piloted by Walter Hinton.

First nonstop transatlantic flight. Capt. John Alcock and Lt. Arthur Whitten Brown, British World War I flyers, made the 1,900-mile trip from St. John's, Newfoundland, to Clifden, Ireland, in 16 hr., 12 min. in a Vickers-Vimy bomber with two 350-horsepower Rolls-Royce engines (June 15-16).

First lighter-than-air transatlantic flight. The British dirigible R-34, commanded by Maj. George H. Scott, left Firth of Forth, Scotland (July 2), and touched down at Mineola, L.I., 108 hr. later. The eastbound trip was made in 75 hr. (completed July 13).

First scheduled London-Paris passenger service (using airplanes). Aircraft Travel and Transport inaugurated London-Paris service (Aug. 25). Later the company started the first trans-Channel mail service on the same route (Nov. 10).

First free-fall parachute jump. Leslie Irvin jumped over McCook Field, Dayton, Ohio, to prove that one wouldn't lose consciousness during a delayed free-fall using a manually operated parachute (April 28).

1921

First U.S. black female pilot. Bessie Coleman received license June 15. She was killed April 30, 1926, in a flying accident.

First naval vessel sunk by aircraft. Two battleships being scrapped by treaty were sunk by bombs dropped from Army planes in demonstration put on by Brig.

Gen. William S. Mitchell (July 21).

First helium balloon. The C-7, nonrigid Navy dirigible was first to use noninflammable helium as lifting gas, making a flight from Hampton Roads, Va., to Washington, D.C. (Dec. 1).

1922

First member of Caterpillar Club. Lt. (later Maj. Gen.) Harold Harris bailed out of a crippled plane he was testing at McCook Field, Dayton, Ohio (Oct. 20), and became the first man to join the Caterpillar Club—those whose lives have been saved by parachutes.

1923

First nonstop transcontinental flight. Lts. John A. Macready and Oakley Kelly flew a single-engine Fokker T-2 nonstop from New York to San Diego, a distance of just over 2,500 mi in 26 hr., 50 min. (May 2-3).

First autogyro flight. Juan de la Cierva, a brilliant Spanish mathematician, made the first successful flight in a rotary wing aircraft in Madrid (June 9).

1924

First round-the-world flight. Four Douglas Cruiser biplanes of the U.S. Army Air Corps took off from Seattle under command of Maj. Frederick Martin (April 6). 175 days later, two of the planes (Lt. Lowell Smith's and Lt. Erik Nelson's) landed in Seattle after a circuitous route—one source saying 26,345 mi, another saying 27,553 mi.

1926

First polar flight. Then-Lt. Cmdr. Richard E. Byrd, acting as navigator, and Floyd Bennett as pilot, flew a Trimotor Fokker from Kings Bay, Spitsbergen, over the North Pole and back in 151/2 hr. (May 8-9).

1927

First solo nonstop transatlantic flight. Charles Augustus Lindbergh lifted his Wright-powered Ryan mono-

plane, *Spirit of St. Louis*, from Roosevelt Field, N.Y., to stay aloft 33 hr. 39 min. and travel 3,600 mi to Le Bourget Field outside Paris (May 20-21). Although 91 persons in 13 separate flights crossed the Atlantic before him, he flew directly between two great world cities and did it alone.

First transatlantic passenger. Charles A. Levine was piloted by Clarence D. Chamberlin from Roosevelt Field, N.Y., to Eisleben, Germany, in a Wright-powered Bellanca (June 4-5).

1928

First east-west transatlantic crossing. Baron Guenther von Huenefeld, piloted by German Capt. Hermann Koehl and Irish Capt. James Fitzmaurice, left Dublin for New York City (April 12) in a single-engine all-metal Junkers monoplane. Some 37 hr. later, they crashed on Greely Island, Labrador and were rescued.

First transarctic flight. Sir Hubert Wilkins, an Australian explorer, and Carl Ben Eielson, who served as pilot, flew from Point Barrow, Alaska, to Spitsbergen (mid-April).

First U.S.-Australia flight. Sir Charles Kingsford-Smith and Capt. Charles T. P. Ulm, Australians, and two American navigators, Harry W. Lyon and James Warner, crossed the Pacific from Oakland to Brisbane. They went via Hawaii and the Fiji Islands in a trimotor Fokker (May 31-June 8).

1929

First of the endurance records. With Air Corps Maj. Carl Spaatz in command and Capt. Ira Eaker as chief pilot, an Army Fokker, aided by refueling in the air, remained aloft 150 hr. 40 min. at Los Angeles (Jan. 1-7).

First round-the-world airship flight. The LZ-127, known as the *Graf Zeppelin*, flew 21,300 mi in 20 days and 4 hr. Also set distance record (Aug.).

First blind flight. James H. Doolittle proved the feasibility of instrument-guided flying when he took off and landed entirely on instruments (Sept. 24).

First rocket-engine flight. Fritz von Opel, a German auto maker, stayed aloft in his small rocket-powered craft for 75 sec.,

covering nearly 2 mi (Sept. 30).

First South Pole flight. Comdr. Richard E. Byrd, with Bernt Balchen as pilot, Harold I. June, radio operator, and Capt. A. C. McKinley, photographer, flew a trimotor Fokker from the Bay of Whales, Little America, over the South Pole and back (Nov. 28-29).

1930

First Paris-New York nonstop flight. Dieudonné Costes and Maurice Bellonte, French pilots, flew a Hispano-powered Breguet biplane from Le Bourget Field to Valley Stream, L.I., in 37 hr., 18 min. (Sept. 2-3).

1931

First flight into the stratosphere. Auguste Piccard, a Swiss physicist, and Charles Knipfer ascended in a balloon from Augsburg, Germany, and reached a height of 51,793 ft in a 17-hr. flight that terminated on a glacier near Innsbruck, Austria (May 27).

First nonstop transpacific flight. Hugh Herndon and Clyde Pangborn took off from Sabishiro Beach, Japan, dropped their landing gear, and flew 4,860 mi to near Wenatchee, Wash., in 41 hr. 13 min. (Oct. 4-5).

1932

First woman's transatlantic solo. Amelia Earhart, flying a Pratt & Whitney Wasp-powered Lockheed Vega, flew alone from Harbor Grace, Newfoundland, to Ireland in approximately 15 hr. (May 20-21).

First westbound transatlantic solo. James A. Mollison, a British pilot, took a de Havilland Puss Moth from Portmarnock, Ireland, to Pennfield, New Brunswick (Aug. 18).

First woman airline pilot. Ruth Rowland Nichols, first woman to hold three international records at the same time-speed, distance, and altitude-was employed by N.Y.-New England Airways.

1933

First round-the-world solo. Wiley Post took a Lockheed Vega, *Winnie Mae*, 15,596 mi around the world in 7 days, 18 hr., 49 1/2 min. (July 15-22).

1936

First west-east transatlantic solo flight.. Beryl Markham flew a single-

- engine Vega Gull from London to Nova Scotia in 21 hrs, 25 min. (Sept. 4-5).
- 1937**
First successful helicopter flight. Hanna Reitsch, a German pilot, flew Dr. Heinrich Focke's FW-61 in free, fully controlled flight at Bremen (July 4). Ms. Reitsch was also the first woman civil and military aviation test pilot.
First woman known to fly combat. Sabiha Gokcen, Turkish female army pilot, bombed and strafed Kurdish tribesmen during a rebellion.
- 1939**
First turbojet flight. Just before their invasion of Poland, the Germans flew a Heinkel He-178 plane powered by a Heinkel S3B turbojet (Aug. 27).
- 1940**
First wartime use of military gliders. German commandos made a successful glider assault on Belgium's Fort Eben-Emael during WWII (May 10).
- 1941**
The Royal Canadian Air Force (RCAF) creates the Canadian Women's Auxiliary Air Force. The RCAF is the first branch of the Canadian military to accept women.
- 1941-1945**
Most combat missions flown by a pilot in any war. Captain Hans-Ulrich Rudel of Germany flew 2,530 combat missions during WWII while flying a JU-87 Stuka dive bomber. He survived the war.
- 1942-1945**
Top-scoring fighter pilot of any war. German Luftwaffe ace Maj. Erich Hartmann scored 352 victories all while flying a Messerschmitt BF 109 during WWII. He was involved in 800 dogfights, and flew 1,425 missions. Maj. Hartmann survived the war.
- 1942**
First enemy bombing of U.S. mainland. During WWII, a floatplane launched from a Japanese submarine off Cape Blanco, Ore., dropped incendiary bombs on the Oregon forest in two attempts to start forest fires and terrorize American civilians, but the bombs did little damage (Sept. 9 and 29).
First woman fighter pilot to shoot down an enemy aircraft. Soviet Lieutenant Lilya Litvyak, flying a Yak-1 fighter of the women's 586th Fighter Aviation Regiment, shot down two German planes over Stalingrad (Sept. 13).
First American jet plane flight. Robert Stanley, chief pilot for Bell Aircraft Corp., flew the Bell XP-59 *Airacomet* at Muroc Army Base, Calif. (Oct. 1).
- 1944**
First production stage rocket-engine fighter plane. The German Messerschmitt Me 163B *Komet* (test flown 1941) became operational in June 1944. Some 350 of these delta-wing fighters were built before WWII in Europe ended.
- 1947**
First piloted supersonic flight in an airplane. Capt. Charles E. Yeager, U.S. Air Force, flew the X-1 rocket-powered research plane built by Bell Aircraft Corp., faster than the speed of sound at Muroc Air Force Base, Calif. (Oct. 14).
- 1949**
First round-the-world nonstop flight. Capt. James Gallagher and USAF crew of 13 flew a Boeing B-50A Superfortress around the world nonstop from Ft. Worth, returning to same point: 23,452 mi in 94 hr., 1 min., with four aerial refuelings en route (Feb. 27-March 2).
- 1950**
First nonstop transatlantic jet flight. Col. David C. Schilling (USAF) flew 3,300 mi from England to Limestone, Maine, in 10 hr., 1 min. (Sept. 22).
- 1951**
First solo across North Pole. Charles F. Blair, Jr., flew a converted P-51 (May 29).
- 1952**
First jetliner service. The De Havilland Comet flight was inaugurated by BOAC between London and Johannesburg, South Africa. Flight, including stops, took 23 hr., 38 min. (May 2).
First transatlantic helicopter flight. Capt. Vincent H. McGovern and 1st Lt. Harold W. Moore piloted two Sikorsky H-19s from Westover, Mass., to Prestwick, Scotland (3,410 mi). Trip was made in five stops, with a flying time of 42 hr., 25 min. (July 15-31).

- 1955** **First transatlantic round trip in same day.** A British Canberra twin-jet bomber flew from Aldergrove, Northern Ireland, to Gander, Newfoundland, and back in 7 hr., 59 min. flying time (Aug. 26).
- 1955** **First transcontinental round trip in same day.** Lt. John M. Conroy piloted an F-86 Sabrejet across U.S. (Los Angeles-New York) and back-5,085 mi-in 11 hr., 33 min., 27 sec. (May 21).
- 1957** **First round-the-world nonstop jet plane flight.** Maj. Gen. Archie J. Old, Jr., USAF, led a flight of three Boeing B-52 bombers, powered with eight 10,000-pound-thrust Pratt & Whitney Aircraft J57 engines around the world in 45 hr., 19 min; distance 24,325 mi; average speed 525 mph (completed Jan. 18).
- 1958** **First transatlantic jet passenger service.** BOAC, New York to London (Oct. 4). Pan American started daily service, New York to Paris (Oct. 26).
First domestic jet passenger service. National Airlines inaugurated service between New York and Miami (Dec. 10).
- 1963** **First female pilot to fly faster than sound.** British pilot, Diana Barnato Walker, flew at a speed of 1,262 mph, flying a two-seat R.A.F. Lightning fighter.
- 1968** **Prototype of world's first supersonic airliner.** The Soviet-designed Tupolev Tu-144 made its first flight, Dec. 31. It first achieved supersonic speed on June 5, 1969.
- 1973** **First female pilot of a major U.S. scheduled airline.** Emily H. Warner became employed by Frontier Airlines on Jan. 29 as second officer on a Boeing 737.
- 1976** **First regularly scheduled commercial supersonic transport (SST) flights begin.** Air France and British Airways inaugurated service (Jan. 21). Air France flew the Paris-Rio de Janeiro route; B.A., the London-Bahrain. Both airlines began SST service to Washington, D.C. (May 24).

1977

First successful human-powered aircraft. Paul MacCready, an aeronautical engineer from Pasadena, Calif., was awarded the Kremer Prize for creating the world's first successful human-powered aircraft. The *Gossamer Condor* was flown by Bryan Allen over the required 3-mile course on Aug. 23

Continued next issue

And in a period of time shorter than a person lives now on average, these astonishing events took place:

“With a short dash down the runway, the machine lifted into the air and was flying. It was only a flight of twelve seconds, and it was uncertain, wavy, and a creeping sort of flight at best, but it was a real flight at last and not a glide.”

Orville Wright...first flight of a heavier than air aircraft.

“Leveling off at 42,000 feet, I had thirty percent of my fuel, so I turned on rocket chamber three and immediately reached .96 Mach. I noticed that the faster I got, the smoother the ride. Suddenly the Mach needle began to fluctuate. It went up to .965 Mach... then tipped off the scale... We were flying supersonic. And it was as smooth as a baby’s bottom; Grandma could be sitting there sipping lemonade.”

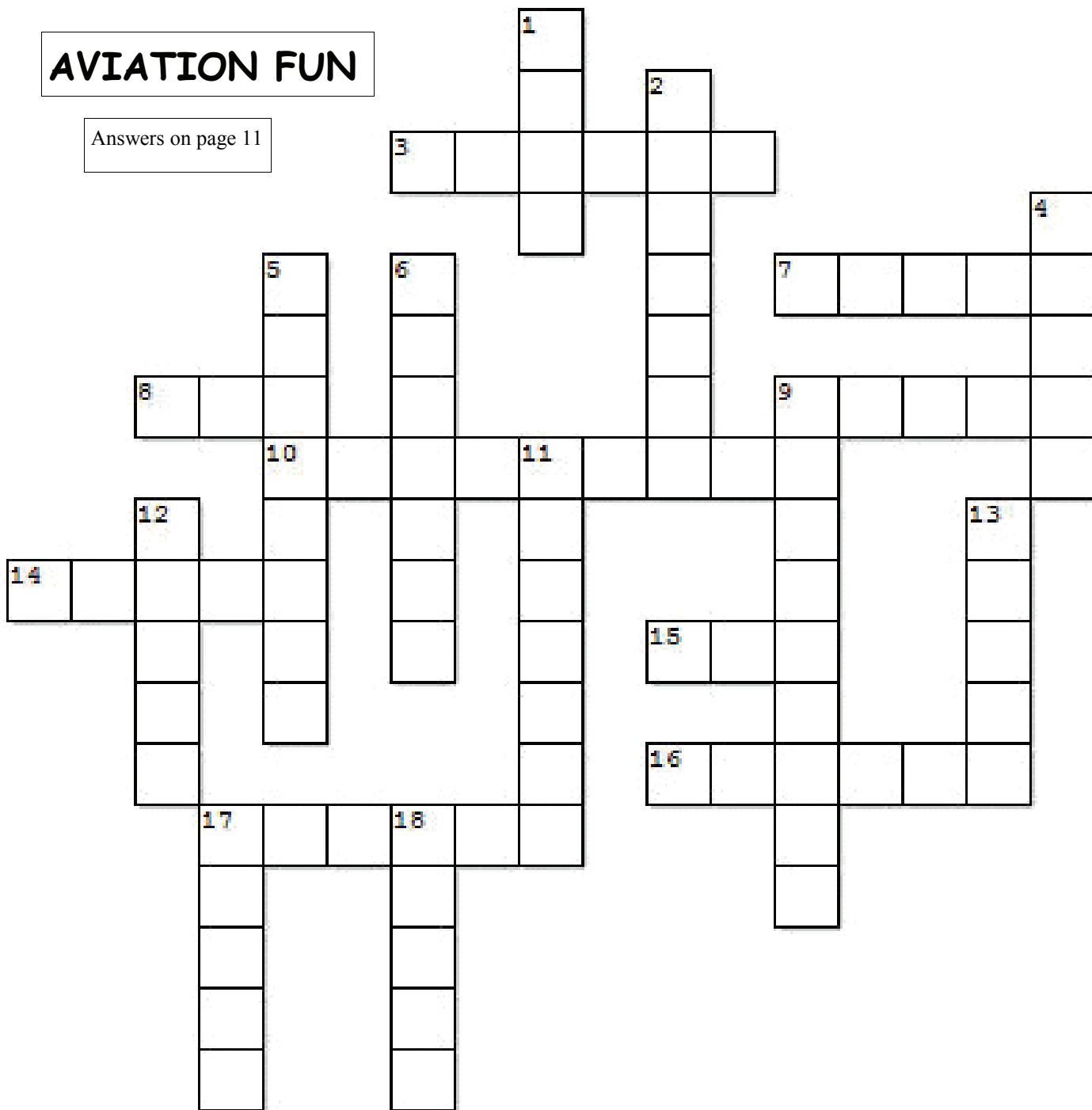
General Charles “Chuck” Yeager, first supersonic flight.

“I tell you, we’re going to be busy for a minute.”

Neil Armstrong, one of the first transmissions from Tranquility Base

AVIATION FUN

Answers on page 11



Across

- 3. Tie-downs _____ the airplane
- 7. Last check before ready to fly
- 8. Tow _____, used to handle airplane on the ground
- 9. _____ lighter. aka power port
- 10. Voltage _____ protects the electrical system
- 14. Type of fire extinguisher
- 15. _____ gauge. a.k.a. fuel quantity indicator
- 16. Aids cold starts
- 17. Cleans the air and the oil

Down

- 1. _____ of oil pressure can damage an engine
- 2. To warm an engine before starting
- 4. Magnetos make the power for this
- 5. Long expired on our airplanes
- 6. Interior area designed for extras
- 9. This can make landings more difficult
- 11. Wing _____: The most basic auto pilot
- 12. tic toc
- 13. Gets to pay all of the bills
- 17. These protect individual circuits
- 18. It won't fly on empty _____

NTSB Reports

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.

Location: Pottsville, PA
Accident Number: GAA18CA020
Date & Time: 10/22/2017
N22092 Aircraft: CESSNA 150
Injuries: 2 None

Analysis The pilot reported that, during approach, the automatic weather observation station at the destination airport reported that the wind was from 170° at 12 knots. He added that there was "very massive choppy wind, including what could have been windshear, updrafts, and downdrafts." During the landing roll on runway 11, a wind gust blew the airplane off the runway to the left. The pilot attempted to recover, but the airplane impacted a ditch. The airplane sustained substantial damage to the fuselage and right wing. The pilot reported that there were no pre-accident mechanical failures or malfunctions with the airplane that would have precluded normal operation. The Federal Aviation Administration (FAA) inspector reported that a post accident examination revealed that the rudder cable that passed along the left side of the fuselage was separated into three pieces. The rudder cable was covered in debris, which contained red fibers. The rudder cable was splayed and exhibited signatures consistent with tension overload. The airplane's illustrated parts catalog contained a diagram titled, "Rudder Control System Installation," which displayed the cable along the left side of the fuselage cross over the right side of the airplane, in the tailcone section, and connect to the right side of the rudder horn, which provided right rudder authority. The airplane's most recent inspection was an annual, which was conducted 6 months before the accident flight. The FAA inspector interviewed the mechanic who performed the most recent annual inspection, and

the mechanic reported that, during inspections, he used manufacturer data and FAA Advisory Circular, AC 43.13-1B, "Acceptable Methods, Techniques, and Practices – Aircraft Inspection and Repair." He further reported, multiple times, that he should probably "tighten up" his inspections. AC 43.13-1B contained a section titled, "Cable System Inspection," which stated the following: "Aircraft cable systems are subject to a variety of environmental conditions and deterioration. Wire or strand breakage is easy to visually recognize. Other kinds of deterioration such as wear, corrosion, and/or distortion are not easily seen; therefore, control cables should be removed periodically for a more detailed inspection. At each annual or 100-hour inspection, all control cables must be inspected for broken wire strands. Any cable assembly that has one broken wire strand located in a critical fatigue area must be replaced." Page 2 of 4 GAA18CA020 It further stated the following: "Close inspection in these critical fatigue areas, must be made by passing a cloth over the area to snag on broken wires. This will clean the cable for visual inspection, and detect broken wires if the cloth snags on the cable." It is likely that the red fibers found on the rudder cable were from a red cloth used to inspect the rudder cable during the annual inspection. It is also likely that, sometime during the flight or landing sequence, the right rudder cable separated, which subsequently restricted the pilot's ability to recover from the loss of control during landing

Location: Willmar, MN
Accident Number: CEN18LA015
Date and Time 10/18/2017
N50609 Aircraft: CESSNA 150J
Injuries: 1 Minor, 1 None

On October 18, 2017, at 1045 central daylight time, a Cessna 150J airplane, N50609, nosed over during a forced landing in Willmar, Minnesota. The certified flight instructor received minor injuries and the private pilot was not injured. The airplane received substantial damage to the wings and fuselage. The airplane was registered to an individual and was operated by the CFI as a 14 Code of Federal Regulations Part 91 instructional flight. Visual flight rules conditions existed near the accident site at the time of the accident, and a flight plan had not been filed. The local flight departed from the Willmar Municipal Airport (BDH),

just prior to the accident. The instructor stated they checked the magnetos and carburetor heat during the engine runup, at 1,500 rpm, and both functioned normally. They initiated the takeoff on the grass runway which was soggy due to rain. He took control of the airplane during the takeoff and lifted the nose off the ground because they were getting "bogged down" in the soft terrain. The airplane became airborne about 2,000 ft down the 3,000 ft long runway. The instructor stated he lowered the nose in ground effect to gain airspeed, but the airplane did not accelerate. The instructor stated there was a road and a field on which to land. He turned the airplane, but had to level off because he was concerned the airplane was going to stall. He stated that during the landing in the plowed field, he flared too high and the contacted the terrain hard on the main gear. The nose gear dug into the soft terrain and collapsed when it settled to the ground. The airplane then nosed over. The instructor did not notice the tachometer, but he reported that the private pilot stated the rpm never increased above 1,900.

Location: Medina, OH

Accident Number: GAA18CA008

Date & Time: 10/08/2017, 1645 EDT

N7313G Aircraft: CESSNA 150

Injuries: 1 None

The solo student pilot reported that, during landing, the airplane landed hard and bounced. He added that the airplane porpoised before coming to rest on the runway. The airplane sustained substantial damage to the engine mounts. The student pilot reported that there were no pre-accident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

Location: Rhine, GA

Accident Number: ERA17FA330

Date & Time: 09/20/2017, 0605 EDT

N3875J Aircraft: CESSNA 150G

Injuries: 1 Fatal

On September 20, 2017, about 0605 eastern daylight time, a Cessna 150G, N3875J, was substantially damaged when it collided with terrain shortly after takeoff from a private airstrip near Rhine,

Georgia. The student pilot, who was also the registered owner of the airplane was fatally injured. Night visual meteorological conditions prevailed for the personal flight conducted under the provisions of 14 Code of Federal Regulations Part 91. No flight plan was filed for the flight that was destined for Turner County Airport (75J), Ashburn, Georgia. The student pilot was scheduled to take his private pilot checkride the following day in St. Simon's Island, Georgia. On the morning of the accident, he planned to pick up his flight instructor in Ashburn before flying to St. Simon's. Witnesses, who were employed by the pilot and worked at his business adjacent to the airstrip, reported that they heard the airplane depart his private grass airstrip to the southeast about 0600. They said the airplane made a left 360° turn before they turned their attention away. Another witness heard the airplane depart followed shortly after by the sound of a crash. The student pilot's cousin and uncle, who were both certificated pilots, initiated an air and ground search and located the airplane via the airplane's emergency locator transmitter (ELT) about 0710. The student pilot co-owned the private airstrip from which he departed. According to a family member, the private grass runway was about 4,200 ft long, oriented southwest/northeast, and partially lit with solar lights placed every 200 ft. The student pilot was known to taxi to the end of the runway and depart to the southwest. After departure, he always made a 360° left turn over the runway for safety purposes before turning on course for his destination. The airplane came to rest in wooded terrain just north of the private airstrip. The initial impact point was an approximately 80 ft tall pine tree. As the airplane descended, it continued to impact trees until it came to rest about 70 ft from where it first contacted the trees. Several tree branches were strewn along the wreckage path. Several of these tree limbs were fractured and exhibited 45° angular cuts. These cuts were flat and exhibited black paint transfer marks. The main wreckage came to rest upright with the tail section bent over the top of the airplane. All major components of the airplane were accounted for on-scene. Both wings sustained extensive leading-edge impact damage. The center section of wing had partially separated from Page 2 of 3 ERA17FA330 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. the airframe. A small section of the right outboard wing, along with

the tip, separated from the wing and was found adjacent to the right wing. The left-wing tip separated and was found several feet from the main wreckage. Flight control cable continuity was established for all flight controls to the cockpit. The rightwing aileron cable was found separated. The fractured ends were frayed consistent with overload stresses. The flaps were fully retracted. The elevator trim tab was positioned 5° tab down (nose up). The right and left-wing fuel caps were secure, but the right-wing fuel tank was breached. Fuel was noted draining from the airplane when it was recovered. A fuel receipt found in the airplane revealed the pilot had purchased 20 gallons of 100LL aviation gasoline from a local airport the day before the accident. The fuel selector was in the "on" position. The gascolator remained attached to the firewall. The gascolator bowl contained some fuel and the screen was absent of debris. The carburetor was removed from the engine and the bowl was empty of fuel. The four-cylinder engine remained attached to the airframe and the two-bladed propeller remained attached to the engine. One blade was bent aft and exhibited distortion at the blade tip. The other blade was bent aft. The pilot held a student pilot certificate. His last Federal Aviation Administration (FAA) thirdclass medical certificate was issued on April 13, 2017. A review of his logbook revealed that he began flight training on April 4, 2017. As of September 19, 2017, he had logged a total of 236 flight hours, all of which, were in the accident airplane. The student pilot logged 8.3 hours of night time; however, none of those flights included taking off or landing at his private airstrip at night.

NTSB Identification: CEN17WA370

On September 20, 2017, about 2036 eastern daylight time, a Cessna 150J single-engine airplane, Canadian registration C-FHPU, serial number 15070602, crashed in Lake Huron about 1.1 nautical miles west of Goderich Municipal Airport (CYGD), Goderich, Ontario, Canada. The pilot and passenger were fatally injured. The airplane was registered to and operated by the pilot. The cross-country flight departed from Brampton-Caledon Airport (CNC3), Caledon, Ontario, destined for CYGD.

The investigation is under the jurisdiction of the Canadian government.

The 10 Most Produced Aircraft of All time

Cessna 172, 1956–present, 44,000+

Ilyushin Il-2, 1941–1945, 36,183

Messerschmitt Bf 109, 1936–1958, 34,852

Piper PA-28 series, 1960–present, 32,778+

Cessna 150 / 152, 1958–1986, 31,500+

Cessna 182, 1956–present, 23,237+

Across

- 3. Secure
- 7. Runup
- 8. Bar
- 9. Cigar
- 10. Regulator
- 14. Halon
- 15. Gas
- 16. Primer
- 17. filter

Down

- 1. Lack
- 2. Preheat
- 4. Spark
- 5. Warranty
- 6. Baggage
- 9. Crosswind
- 11. Leveler
- 12. Clock
- 13. Owner
- 17. Fuses
- 18. tanks



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