

Cessna 150-152 Pilot

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An important system

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Or...Is This The End?

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Learn from others' misfortunes

Saturday, January 13



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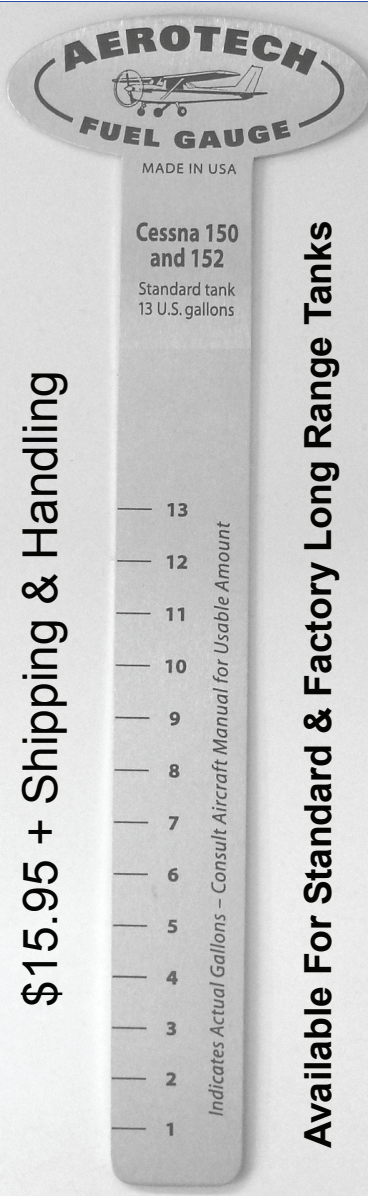
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Sunny With a chance of missiles!

By Dan & Jo Ann Meler

For the past three years Jo Ann and I have been unable to travel together more than a short drive from home due to caring for an elderly parent. One of our daughters lives in Hawaii with her husband who is a high-ranking Naval officer stationed near Pearl Harbor. Naturally, we have wanted to visit the kids for the past two years they've been there, but just couldn't get things lined up to do it.

Finally, we were able to get some stubborn ducks in a row and we headed for Honolulu! With an abundance of air miles we were able to fly first class on a United Airlines Boeing 777.



Personally I had never flown first class, (except in a Cessna 150 of course), and this trip confirmed my lifelong suspicions that I must have been born into the wrong (under-funded) family...because there is no doubt in my mind that I was meant to be a first class passenger when flying commercially. The 777 seats can lay flat into a bed, you have a large individual screen to watch free movies, the flight attendant comes by frequently to inquire about your needs and comfort, the meals were amazing, and there were two lavatories in close proximity for the exclusive use of the privileged few. At one point I glimpsed through a parted curtain into the main cabin and saw the "others" stuffed into tiny seats, elbow to elbow, looking miserable, and I felt a pang of pity, albeit a short

pang. At that moment I fully realized why the upper echelon of society feels disconnected from the rest of us, and why, when they occasionally do see the unwashed masses, they quickly turn away thinking "let them eat peanuts". I returned to my seat to be among my people.

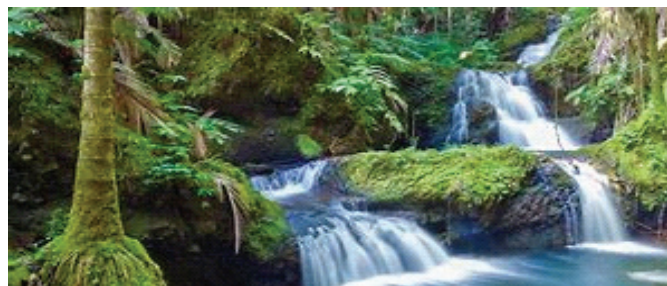
Jo Ann booked our outbound journey to go through Denver as a precaution against the common predicament of getting hung up in San Francisco. Departing Denver in the Triple Seven I reclined my seat and slept for about four hours, then upon awaking there was enough time to do some light reading and watch a good movie. Thank the powers that be for Air Miles.

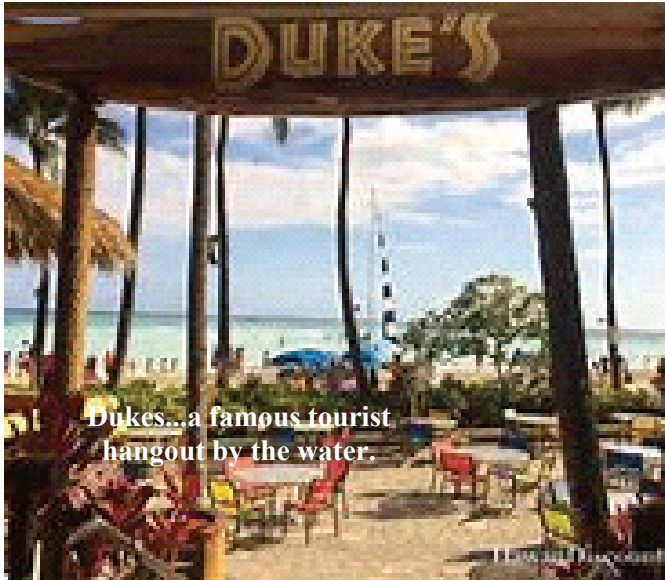
Arriving in Honolulu happy and fully rested we were greeted by 80 degrees of comfortably breezy air. Heaven. Paradise. Cloud Nine. The kids are gracious hosts and travel guides and asked if we wanted to head to the house or get something to eat first. We chose to go the house first, drop our luggage, and get settled. Their house is maybe a



hundred yards from the shore of Pearl Harbor, in a gated area. As any parent would agree, it is always great to see your children happy and doing well, and we were thrilled to be with them.

This was our first day of a weeklong vacation that would include eating at many small places known of only by the locals, visiting waterfalls and beaches, and experiencing an environment where even people on the freeways seem to have all the





Dukes...a famous tourist hangout by the water.

time in the world to get to their destinations. Nobody there was in a hurry...including us. We went to sleep that night with smiles on our faces and minds at peace.

The following morning, January 13th, the four of us were sitting around chatting and enjoying our coffee when everyone's cel phones suddenly lit up. Odd? Yes. The Hawaii emergency broadcast system pushes alerts to radio, TV, and cel phones and our phones said one or more ICBMs were incoming. We all turned to one another with puzzled looks. Then we turned to our son-in-law, who is the resident expert, and Jo Ann asked: "Well how often does this happen?" I can't quite describe the expression on her face when he answered: "Never...this has never happened before." We turned on the TV and sure enough the alert was running across the screen. We were all in a quiet state of disbelief when along came another alert stating we had something like 12 minutes to find shelter. OK, now we took things a bit more seriously, not that it mattered. There was nowhere to go and no time to get there. We moved to the center of the house where hallways come together and no windows are nearby, still sipping coffee, nervously making small talk and wondering if we were about to hear The Big Boom!

The son-in-law eventually called someone at his office to see what was going on and they had no idea, because the military had not initiated the alert. There was nothing showing on any of their

radars, satellites, etc. In other words...there was no threat. Then, 38 minutes after the first alert was sent, the state issued an official cancellation and retraction. 38 minutes. 2280 seconds. Time enough to eat a meal, change the oil in the car, take a short nap, or do any number of things really. Or, seemingly an eternity to those who were in a nearly uncontrolled panic. From what we learned later there were lots and lots of those people.

There were accounts of people driving insane speeds to get to loved ones, people by the thousands attempting to call loved ones on the mainland to say goodbye, parents putting children down manholes for shelter, and other kinds of behaviors you could expect from folks who believed they had seen their last sunrise. One state-level politician was instantly on TV blaming President Trump for the impending destruction of life and property..."Never let a good crisis go to waste" as the ruling class likes to say.

After it all settled down we discussed the unusual event and our personal reactions to it. I asked my son-in-law if we have systems in place there to shoot down ICBMs. His answer was "Maybe", "If" one of the ships was fully operational at the time. As to the probability of successfully knocking an incoming missile at full velocity out of the air...well...that's another "If" and a "Maybe."

This is Jo Ann's narration of her reaction: "When I was told that an alert of this type had never happened ... Oh Great ... this couldn't have happened on the last day of our vacation! Then, always trying to look at the upside ... well, at least now I won't have to have that dental work ... Friends asked me how scared I was and I was nervous, but it was more a sense of the surreal that this isn't really happening. Afterward, a feeling of gratitude, relief and a new sense of not sweating the small stuff."

Although there's little doubt that someday we'll be faced with dealing with the growing threat from North Korea...this wasn't the day and the remainder of our vacation was as good as it gets, as was our return trip to the mainland.



Aviation Firsts

Continued from previous issue

1978

First successful transatlantic balloon flight. Three Albuquerque, N.M., men, Ben Abruzzo, Larry Newman, and Maxie Anderson, completed the crossing (Aug. 16.; landed, Aug. 17) in their helium-filled balloon, *Double Eagle II*.

1979

First man-powered aircraft to fly across the English Channel. The Kremer Prize for the Channel crossing was won by Bryan Allen, who flew the *Gossamer Albatross* from Folkestone, England, to Cap Gris-Nez, France, in 2 hr., 55 min. (June 12).

1980

First successful balloon flight over the North Pole. Sidney Conn and his wife, Eleanor, in hot-air balloon *Joy of Sound* (April 11).

First nonstop transcontinental balloon flight, and also record for longest overland voyage in a balloon. Maxie Anderson and his son completed four-day flight from Fort Baker, Calif., to Matane, Quebec, in their helium-filled balloon, *Kitty Hawk* (May 12).

First long-distance solar-powered flight. Janice Brown, a 98-lb former teacher, flew a tiny experimental solar-powered aircraft, *Solar Challenger*, 6 mi in 22 min. near Marana, Ariz. (Dec. 3). The craft was powered by a 2.75-horsepower engine.

1981

First solar-powered aircraft to fly across the English Channel. Stephen R. Ptacek flew the 210-pound *Solar Challenger* at an average speed of 30 mph from Cormeilles-en-Vexin near Paris to the Royal Manston Air Force Base in southeast England in 5 hr., 30 min. (July 7).

1984

First solo transatlantic balloon flight. Joe W. Kittinger landed Sept. 18 near Savona,

Italy, in his helium-filled balloon, *Rosie O'Grady's Balloon of Peace*, after a flight of 3,535 mi from Caribou, Maine.

1986

First nonstop flight around the world without refueling. From Edwards AFB, Calif., Dick Rutan and Jeana Yeager flew in *Voyager* around the world (24,986.727 mi), returning to Edwards in 216 hr., 3 min., 44 sec. (Dec. 14-23).

1987

First transatlantic hot-air balloon flight. Richard Branson and Per Lindstrand flew 2,789.6 mi from Sugarloaf Mt., Maine, to Ireland in the hot-air balloon *Virgin Atlantic Flyer* (July 2-4).

1991

First transpacific hot-air balloon flight. Richard Branson and Per Lindstrand flew about 6,700 mi from Miyakonyo, Japan, to 150 mi west of Yellowknife, Canada (Jan. 15-17).

1993

First woman to copilot a commercial supersonic plane. Barbara Harmer, British Airways, flew as first officer on the Concorde from London to New York City (March 25).

1995

First solo transpacific balloon flight. Steve Fossett made a flight of more than 5,430 mi from Seoul, South Korea, to Leader, Saskatchewan, Canada, in a helium-filled balloon. Also set record for distance (Feb. 18-21, 1995).

1998

First U.S. female combat pilot to bomb an enemy target. On Dec. 16, Lt. Kendra Williams, USN, bombed enemy targets over Iraq during Operation Desert Fox.

1999

First nonstop round-the-world balloon flight. Bertrand Piccard (Switzerland) and Brian Jones (UK) flew 28,431 mi (45,755 km) from Chateaux d'Oex, Switzerland, to Dakhla, Egypt, in 19 days, 21 hr., and 55 min. (March 1-21).

2001

First solar-powered flight to shatter altitude records. NASA's solar-powered propeller-driven plane *Helios* reached an altitude of 96,500 ft during a flight over Hawaii, breaking not only the 80,200-foot record for propeller-driven aircraft, but the 85,068-foot mark for all non-rocket aircraft as well (Aug. 13-14).



Helios

2002

First solo nonstop round-the-world balloon flight. Steve Fossett (U.S.) flew from Northam, West Australia, to Lake Yamma Yamma, Queensland, Australia, landing after 14 days, 19 hrs. He broke three balloon records along the way: fastest time around the world, measured by crossing 117° East longitude (13 days, 3 min.), longest distance flown solo (20,483.25 mi; 32,963.35 km), and longest time flown solo (355 hrs, 50 min.) (June 19-July 3).

2004

First non-stop 10,000-mile-plus passenger airline flight. Singapore Airlines launched a non-stop 18 1/2 hour, 10,335-mile flight on the long-range Airbus 340-500 between Singapore to Newark, New Jersey (June 28-29). (To date, the world's longest nonstop commercial flight took place on Nov. 10, 2005. A Boeing 777-200LR Worldliner flew from London to Hong Kong [13,422 miles] in 22 hrs, 43 min.)

2005

First nonstop solo flight around the world without refueling. From Salina, Kansas, Steve Fossett flew the Virgin Atlantic *Globalflyer* 22,878 mi around the world, arriving back in Kansas 67 hrs later (Feb. 28-March 3).

2007

Youngest and first black pilot to fly solo around the world. From Miami Gardens, Florida, Barrington Irving flew a Columbia 400 plane named *Inspiration* around the world in 96 days, 150 hours (March 23-June 27).

**Have You Ever Wondered
How Far Away
The Horizon Really Is?**

The horizon is a distant line separating the sky from the Earth and is most noticeable at sea, where a person's line of sight to it is generally unimpeded. On land, the horizon is often obscured by natural or manmade objects.

An observer's distance to the horizon varies because of the curvature of the Earth and will depend on the observer's height above sea level, as well as his or her location on the planet. The distance to the horizon can be calculated closely by multiplying the observer's elevation by 1.5 feet and then calculating the square root of this figure. For example, if you were 500 feet above sea level, the unobstructed horizon would be about 27 miles away, whereas for someone atop a 100 foot building the horizon would be about 12 miles away. The distance at sea level is about 2.9 miles. Because the Earth is not a perfect sphere, and is larger around the equator, these distances can vary.

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: Perris, CA

Accident Number: WPR18LA056

Date & Time: 12/25/2017, 1325 PST

Registration: N6627G Aircraft: CESSNA 150L

Injuries: 2 None

On December 25, 2017, about 1325 Pacific standard time, a Cessna 150 airplane, N6627G, was substantially damaged when it impacted the ground during a forced landing in Perris, California. The private pilot and his passenger were not injured. Visual meteorological conditions prevailed. The flight departed San Gabriel Valley Airport (EMT), El Monte, California at 1300 and was destined for French Valley Airport, Murrieta, California.

According to the pilot, he departed EMT with about 22 gallons of fuel onboard. The pilot maintained a cruise altitude of 5,500 feet until about halfway through the flight when he experienced a total loss of engine power. He described the power loss as "smooth, but very fast." His subsequent attempts to restart the engine by pumping both the throttle and mixture, and actuating the carburetor heat were unsuccessful. After he selected a landing site, the pilot circled the airplane while he configured the airplane to land. He turned east at a low altitude, flew underneath a set of power lines and landed normally in a soft field. However, once the nose landing gear made contact with the ground, the airplane flipped over and came to rest inverted.

A postincident examination of the airplane by the Federal Aviation Administration revealed sub-

stantial damage to the engine firewall, engine mounts, and empennage. The wreckage has been retained for further examination.

Location: Castalia, NC

Accident Number: ERA18LA048

Date & Time: 12/16/2017, 1440 EST

Registration: N7929Z Aircraft: CESSNA 150

Injuries: 1 Fatal

On December 16, 2017, at 1440 eastern standard time, a Cessna 150C, N7929Z, was substantially damaged during collision with terrain after takeoff from a farm field in Castalia, North Carolina. The commercial pilot was fatally injured. Visual meteorological conditions prevailed. According to witnesses, the purpose of the flight was to recover the airplane from the field after a student pilot performed a precautionary landing there the previous day. He reported that the airplane would not respond to throttle inputs after a reduction of power and airspeed, and performed a successful landing to the field. The student pilot accompanied his father, an airline transport pilot, along with a mechanic and the accident pilot, who was also the owner of the airplane to the field for the recovery. The property owner also witnessed the accident, and recorded the flight with his cellular telephone. The pilot/owner and the mechanic sampled the fuel, examined and test ran the engine, and determined the airplane was ready for flight. The field was oriented east/west, and was about 1,000 ft long and 500 ft wide. The eastern and southern borders of the field were bisected diagonally by high-tension power lines that were oriented north-east/southwest. The southern border consisted of a small pond and a creek bed. According to the airline transport and student pilots, the pilot/owner "walked the field" and stated his takeoff/departure plan. His intention was to begin the takeoff roll to the west along the northern border of the field, and arc his takeoff path 90° to the south. Once airborne, the pilot would fly the airplane beneath the power lines, over the creek, and then begin the climb to cruise altitude. Review of the cell phone video and measurements taken by a Federal Avia-

tion Administration (FAA) inspector revealed that 300 ft after the airplane began its takeoff roll, the airplane turned sharply left towards the powerlines. After 400 ft, the airplane pitched-up sharply and banked steeply left as it lifted off. The airplane reached the apex of its climb about 50 ft above the ground, in about a 60° left bank, when the camera panned down and the airplane was no longer in the frame. Shortly thereafter, the camera panned back up in time to capture the airplane's collision with terrain. Throughout the takeoff roll, initial climb, and the flight to ground contact, the engine accelerated smoothly, and ran continuously at high power without interruption. The pilot held a commercial pilot certificate with ratings for airplane single-engine land, multiengine land, and instrument airplane. The wreckage was examined at the accident site by two FAA inspectors and all major components were accounted for at the scene. The instrument panel and engine compartments were separated from the cockpit, but remained attached by wires, cables, and floor structure. The propeller was partially buried, and the engine and instrument panel displayed thermal damage from a small post-crash fire. Control continuity was established from the flight controls to the flight control surfaces. One aileron control cable displayed fractures consistent with overstress. The airplane was recovered from the accident site and retained for further examination

Location: Midland, TX

Accident Number: CEN18LA040

Date & Time: 11/26/2017, 0915 CST

Registration: N8637S Aircraft: CESSNA 150F

Injuries: 1 None

On November 26, 2017, at 0915 central standard time, a Cessna 150F airplane, N8637S, impacted terrain during a forced landing following a total loss of engine power near Midland, Texas. The student pilot, who was the sole occupant, was not injured, and the airplane sustained substantial damage. The flight departed the Midland Airpark (MDD), Midland, Texas, about 0900, and was destined for San Angelo, Texas. The student pilot stated the airplane pre-flight, engine run-up, and takeoff were normal with no anomalies noted.

About 15 minutes into the solo cross-country flight, the engine lost total power, and the student pilot performed a forced landing to a mesquite tree covered area. During the forced landing, the airplane impacted a power line and mesquite trees. The airframe and engine were examined by Federal Aviation Administration (FAA) inspectors at the accident site, and after the airplane was recovered. Examination of the airplane revealed oil residue on the back of the engine, lower engine cowling, and the right main landing gear strut. The top mounting nut on the generator was missing, and the two lower mounting nuts were loose. Evidence of oil leakage past the generator mounting gasket was identified after removal of the generator from the engine. A hole in the engine crankcase was noted above the No. 1 cylinder. On the day of the accident, the FAA inspector examined the engine run-up and taxiway area at MDD, consistent with where the student pilot completed his engine run prior to the flight. The engine run-up area contained a large oil stain and residual oil. A review of the engine logbook revealed the most recent 100-hr inspection was completed on February 19, 2017, at an aircraft tachometer time of 4,204.8 hours. At the time of the accident, the tachometer indicated 4,282.3 hours. According to the student pilot, an engine oil change had been completed about 10 hours before the accident. No entry for the oil change was found in the engine records.

Location: Everglades City, FL

Accident Number: ERA18LA050

Date & Time: 12/16/2017, 1320 EST

Registration: N95550

Aircraft: CESSNA 152 Injuries: 2 None

On December 16, 2017, about 1320 eastern standard time, a Cessna 152, N95550, experienced a total loss of engine power and impacted terrain prior to the runway at Oasis Ranger Station – US Government Airport (9FL7), Everglades City, Florida. The airplane sustained substantial damage and the two private pilots were not injured. According to the pilot flying, they departed TMB and climbed to a cruise altitude of 4,500 ft mean sea level (msl). He reduced the engine power, leaned the mixture, and approximately 5 minutes later, the engine lost total power. He declared an emer-

gency and elected to try to land at 9FL7, which was nearby, and began attempting to restart the engine. The airplane continued to descend, they entered the base leg of the traffic pattern, and he "secured the cockpit for landing," by leaning the mixture, pulling the throttle fully aft, turning the carburetor heat off, and the electrical equipment off. According to the pilot not flying, while on final approach to the runway, they unsuccessfully attempted to restart the engine "one last time," but the propeller "only spun three times and then stopped." While on short final, the airplane struck an airport perimeter fence prior to impacting the ground just short of the runway. The airplane came to rest upright in a grassy area. An examination of the airplane revealed that the fuselage was substantially damaged. In addition, the landing gear were impact damaged aft. The engine was retained for further examination.

Location: Everett, WA

Accident Number: WPR18LA042

Date & Time: 12/03/2017, 1325 PST

Registration: N714TD

Aircraft: CESSNA 152 Injuries: 2 Minor

On December 3, 2017, about 1325 Pacific standard time, a Cessna 152, N714TD, sustained substantial damage during a forced landing after a loss of engine power near Snohomish County Airport - Paine Field (PAE) Everett, Washington. The certified flight instructor and student pilot sustained minor injuries. The flight departed PAE about 1240. According to the flight instructor, after conducting local area work, they returned to the airport to conduct practice touch and go landings. On the first approach, the airplane was high on the glide path and a go-around was initiated. During the go-around, about 150 ft above ground level, the engine sputtered and lost power. The flight instructor stated that they were unable to make the runway, and elected to land in a nearby field. During the landing sequence, the airplane struck a tree and a utility pole. Post-accident examination of the airplane by the Federal Aviation Administration, revealed substantial damage to the wings. The airplane was recovered to a secure storage facility for further examination.

Location: Fullerton, CA

Accident Number: GAA18CA076

Date & Time: 11/30/2017, 1140 PST

Registration: N417CB

Aircraft: CESSNA 152 Injuries: 1 None

The flight instructor reported that, during the student pilot's solo flight in the traffic pattern, after completing a series of takeoffs and landings, the student decided to practice a soft field takeoff. During the takeoff, the student applied back pressure and full throttle; however, he did not add sufficient right rudder. Subsequently, the airplane veered off the runway to the left, struck the Precision Approach Path Indicator lights, and came to rest off the runway. The airplane sustained substantial damage to the fuselage and engine mount. The flight instructor reported that there were no pre-accident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

Location: Tehachapi, CA

Accident Number: WPR18FA035

Date & Time: 11/19/2017, 1756 PST

Registration: N24987

Aircraft: CESSNA 152 Injuries: 1 Fatal

On November 19, 2017, about 1756 Pacific standard time, a Cessna 152, N24987, was destroyed when it impacted terrain shortly after takeoff from Tehachapi Municipal Airport (TSP), Tehachapi, California. The private pilot received fatal injuries. Night visual meteorological conditions prevailed. The pilot had rented the airplane from Barnes Aviation. According to a certified flight instructor (CFI) who was employed by Barnes, the pilot had reserved the airplane for a few hours in the afternoon of November 19. About 1522, the CFI was asked by another Barnes employee to pull the airplane out of a hangar for the pilot, which he completed about 1530. That was the first time that the CFI had met the pilot. The two introduced themselves, and, in response to the CFI's query, the pilot told the CFI that he planned to fly "to Rosamond then maybe up north for a little while." About 1535, the pilot started his preflight inspection. About 1545, the pilot started the engine, and the CFI saw him take off. Airport

surveillance imagery from three collocated cameras at TSP captured the airplane taxi into and stop in the transient parking area about 1628. The pilot secured the airplane and walked to a nearby restaurant to obtain some food. He returned to the airplane about 1738. By that time it was dark; local sunset occurred at 1646. The pilot started the engine about 1749, and taxied from the parking spot about a minute later. A set of lights presumed to be the airplane was observed to depart from TSP runway 29 about 1755. The airplane executed two sequential right turns consistent with right crosswind and downwind leg turns for runway 29. Two of the cameras then captured a descent, but the night image quality, in combination with the airplane distance from the cameras, precluded any determination of airplane attitude. Multiple witnesses saw or heard the descent and/or impact, and telephoned 911 to report the accident. A ground search, aided by law enforcement helicopter searchlight illumination, located the wreckage in a ranch pasture just north of TSP. The initial impact point was located about 350 feet west-northwest of, and offset about 2050 feet north-northwest of, the runway 11 threshold. The main wreckage came to rest about 250 feet, on a bearing of 138° true, from the initial impact point. The main wreckage consisted of the engine, wings, empennage, and most of the fuselage. Several items, including the propeller, some engine accessories, and some fuselage fragments, formed a debris field between the initial impact point and the main wreckage. Several high-density items such as the battery and the alternator core came to rest several hundred feet beyond the main wreckage. There was no fire. The wreckage was recovered to a secure storage facility for subsequent detailed examination. According to a representative of Barnes Aviation, the airplane had been topped off with fuel, and then flown for about 1.4 hours prior to its pickup by the accident pilot. The accident pilot did not fuel the airplane before his departure from WJF, or after his arrival at TSP. The investigation has not yet determined where the pilot flew, or whether he landed at any other airports prior to his arrival at TSP. A handheld GPS was recovered on scene, and was sent to the NTSB Recorders Laboratory for possible data download. The pilot held a private pilot certificate

with an airplane single-engine land rating. At the time of the accident, the pilot had logged a total flight experience of about 152 hours, including about 12 hours of night time. He had previously flown solo from WJF to TSP and back at night, in the accident airplane, on October 8, 2017. His most recent flight review was completed in August 2017, and his most recent third-class Federal Aviation Administration (FAA) medical certificate was issued in April 2016. FAA information indicates that the airplane was manufactured in 1977, and that it was registered to the current owner in November 2011. The airplane was equipped with a Lycoming O-235 series engine. Maintenance records indicated that the airplane had accumulated a total time (TT) in service of about 11,168 hours, and that the engine had accumulated a time since major overhaul (SMOH) of about 2,795 hours. The most recent annual inspection was completed in April 2017, and the most recent 100 hour inspection was completed in September 2017. TSP is located just north of the city of Tehachapi; both are situated in an elevated wide valley surrounded by highlands. The area surrounding TSP and the city is primarily ranchland, with very sparse illumination. TSP is equipped with a single paved runway, designated 11/29. The runway is 4,040 feet long, and airport elevation is 4,001 feet. TSP is not equipped with an air traffic control tower. Runway 29 is designated as having a left-hand traffic pattern. The moon was a waxing crescent, with 2% of its disc illuminated. Local moonset occurred at 1802.

Please know I am quite aware of the hazards. I want to do it because I want to do it. Women must try to do things as men have tried. When they fail their failure must be but a challenge to others.

Amelia Earhart, in her last letter to her husband,
1937

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Ooooooo Scratch My Belly!

