

# Cessna 150-152 Pilot

Official Newsletter  
of the Cessna  
150-152 Club.  
(805) 461-1958

July / August 2010

Volume 30 Number 4

Electronic Edition

[www.cessna150152.com](http://www.cessna150152.com)



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## Supplemental Oxygen in a 150-152? by Dan Meler

Years ago I could fly hour after hour, all day long, then step out of the airplane, sometimes after dark, feeling great. Maybe a little stiff and tired, but all in all... feeling good and eager to do the whole thing over again the next day as I'd wing my way through multiple states enjoying a long cross country trip. That was then, this is now.

Fast forward nearly three decades and suddenly yours truly finds himself feeling a little weary after a flight of only 5 hours or so, such as from Southern Oregon to the Los Angeles area. Having mentioned this to some of my pilot friends, some of whom are older and far more experienced than I, I began to notice a common thread among their comments. Virtually every one of them extol the virtues of using supplemental oxygen, at least part time, on all cross country trips regardless of whether or not the FARs call for it.

Many of the pilots I've spoken with fly simple airplanes similar to what most of us have and seldom exceed altitudes in the 10,000 foot range. These pilots also commented on the insidious nature of hypoxia and how age and health can be major factors in our susceptibility to diminished mental acuity during a long flight, even when not at higher altitudes.

Having a great deal of respect for people of all walks of life who have "been there, done that", I recently made the decision to begin using supplemental oxygen, or as I'll simply refer to it here: oxygen. Now it's been my experience that part of the average pilot's profile seems to include the love of gadgets, technology, and all things cool. For many of us the major obstacle to accumulating all of these must-have items is the perennial shortfall in our discretionary "cool stuff" budgets. I'm not ashamed admitting I'm a member of this monetarily challenged group and therefore found myself a little wide eyed when I priced the oxygen systems offered commercially by those listed in the catalogs published by Aircraft Spruce, Sporty's, Chief Aircraft, and the others. I'm not saying the prices are out of line or unfair. No finger pointing or complaining, but I am saying the minimum buy-in of around \$500 was a deal breaker, so my goal became putting together the best, least expensive, one-place system I could for myself. As a side note I'll mention that my wife, Jo Ann, loves to fly with me but her personal cross country comfort limit is about 3-4 hours, so I did not consider a two-place system. In the event we do a longer cross country trip I'll be delighted to share the cannula with the love of my life.



Thank goodness for the internet! What a marvelous research tool huh? You can learn more than you want to know about a subject in an hour or two right in the comfort of your own home. I found that the major components for a good oxygen system are the tank, tank valve, regulator, and breathing appliance...all of which are available in multiple versions and price ranges. Remember, this was to be a budget minded system. Choices, too many choices to make, but I went ahead and made what I hoped would be the best selections to suit my purpose, buying all brand new components. I went with a size D tank (about 13 cu. ft.) with a post valve, a common brand medical regulator, and the complete Oxsaver setup from Aerox. The whole system cost me just over \$200.

Everything but the Aerox Oxsaver came from eBay and Amazon. The Oxsaver metering valve, flow meter, hoses, and cannula came as a kit directly from Aerox who, by the way, was great to deal with...very nice folks. The kit is made to fit medical regulators. I also bought a low-cost adapter so I can fill my tank from a friend's large shop tank.

Keep in mind oxygen is oxygen, regardless of what you buy it for it's all the same stuff. Same purity, same quality, same everything, but I opted for a #870 valve on the tank which the Air Shops regard as a medical appliance and therefore will not fill the tank without a doctor's prescription. No surprise, I already knew that, but it was a mistake to go that route, for me anyway. If I had it to do over again I'd buy a tank with a #540 valve because as I later discovered you can buy low cost medical regulators for the 540 as well, which I wasn't aware of. The 540 is what's commonly used on welding tanks and any Air Shop will then fill your tank with no problems...at a very low cost. The Aerox Oxsaver setup is essential to conserving the oxygen supply through efficiency. This kit will literally nearly quadruple the pilot-hours from a tank at 10,000 feet. The in-



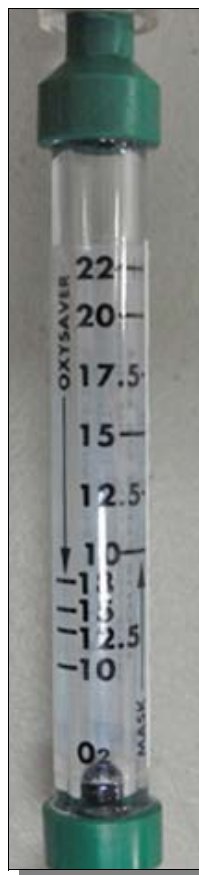
**Refill Adapter**

cluded flow-meter makes it dead simple to adjust the flow because the meter reads in feet, so you simply turn the metering valve until the flow meter agrees with your altitude to get the proper amount of oxygen... couldn't be easier. Additionally I purchased an inexpensive oxymeter so I can check my blood oxygen levels in flight. These little guys cost hundreds of dollars just a few years ago but can now be found for as little as around \$30 on sale. Gotta love it when gadgets become so affordable!

OK, now for the results of this little experiment. I took the oxygen system with me on my trip to Clinton this year as I attended the Cessna 150-152 International Fly-In. This was my fourth year of attendance and the third year I flew my own airplane (*Jo Ann and I both flew commercially last year*). The trip was a series of 2-3 hour legs getting there, then longer legs returning. I used the supplemental oxygen most of the time on the outbound journey and found, not surprisingly, that all my pilot friends were correct. I felt far less weary at the end of each flying day even though the altitudes were generally the same as previous trips.

After returning home I took a night flight locally and stayed up high for quite awhile, then turned on the oxygen and found that true to what I'd read, my night vision almost immediately improved! I couldn't tell it wasn't as good as it should have been until suddenly it was better. Although not quite as dramatic, it reminded me of the time I entered the pattern at home at night after a long flight and was puzzled at having difficulty seeing as well as usual. After landing, while taxiing to the hangar, I discovered that I could greatly enhance my night vision by removing the sunglasses I'd forgot I was wearing.

In conclusion, I'd like to encourage those who fly cross country trips to consider using oxygen, as it can sub-



stantially increase your mental awareness at a time when you may need it the most...at the end of a long flight going into an unfamiliar airport, possibly after dark. There really are no down sides to it other than the slight inconvenience of dealing with the hoses, etc., which can be minimized by a little pre-planning and preparation. The whole system, filled with oxygen weighs, as I recall, in the 12-13 pound range so there's no significant weight penalty and the D size tank I have with the Aerox system is good for about 25 hours at 10,000 feet. That's some pretty long legs on that little budget system.

As a bonus, anytime you can get up high and catch a vigorous tail wind you'll probably find the oxygen system is actually making money for you in fuel savings...so how can you beat that?



**Cessna 150-152 Pilot**

(ISSN 0747-4712) is published bimonthly, by The Cessna 150-152 Club, 5130 San Benito Rd. Suite 618, Atascadero, CA 93422. Periodicals Postage paid at Atascadero, CA 93423, USPS 721970.

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**Postmaster, Send change of address to:  
Cessna 150-152 Club,  
PO Box 1917,  
Atascadero, CA 93423-1917**

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## Are the 1967 & Later Cabins Really Wider?

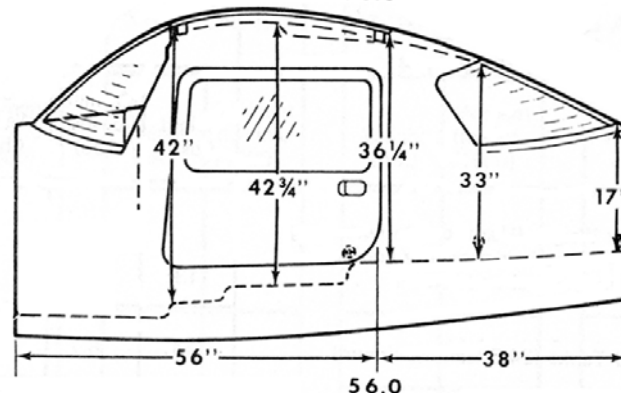
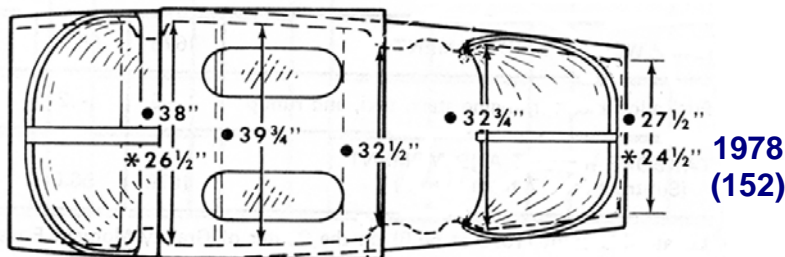
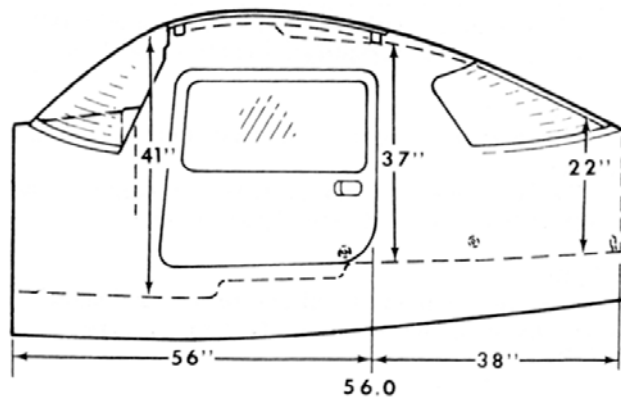
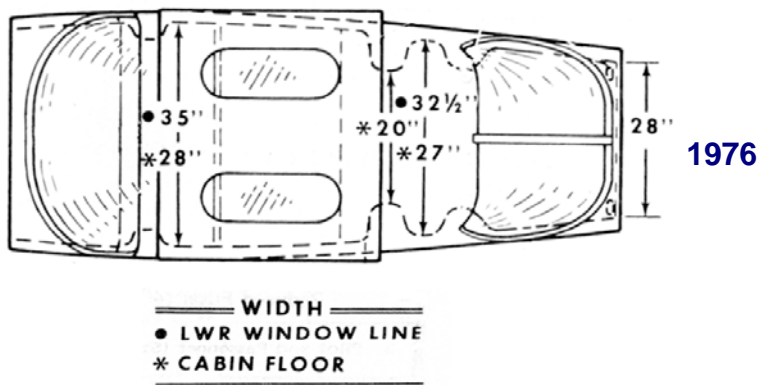
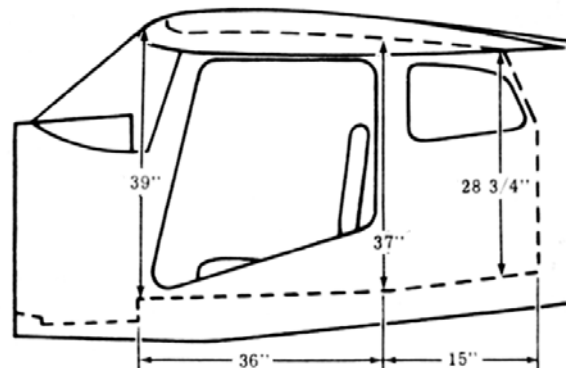
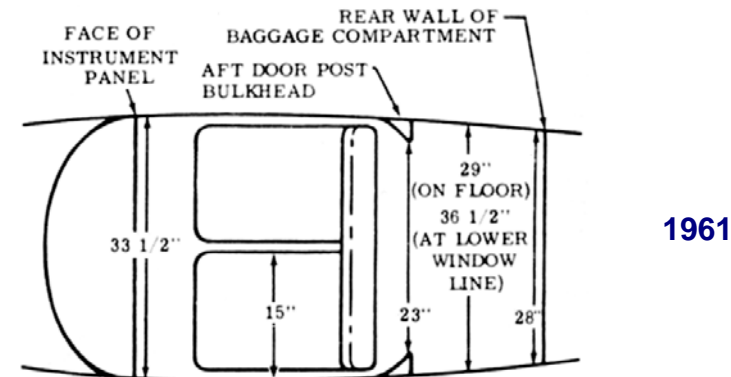
On the cover of the 1967 150G sales brochure Cessna announced the airplane had a "New Wider Cabin." Inside it was described as "three inches wider" and "the largest, most comfortable cabin ever offered in this fine airplane." Is this really true? Over the years there have been unsubstantiated rumors that the C152 was larger than the C150, but our research did not uncover any claim by Cessna that any of the airplanes after 1967 were widened. Naysayers are quick to point out that Cessna achieved the extra width in 1967 by bowing out the doors, as the structure of the fuselage remained unchanged. Cessna began providing cabin dimension drawings in owners manuals in 1961, but sadly neglected to do so from 1964 through 1975.

Since presumably all airplanes after 1967 kept the extra cabin width, we decided to take a closer look at the official cabin dimension drawings to see what the differences might be. One issue is that Cessna chose to publish the dimensions taken at different locations, making comparison a bit dicey. The 1961 drawing is a bit minimal, with front width of 33.5" measured

near the instrument panel, and we have 36.5" shown at the lower window line. Though at first glance the 1976 cabin appears wider, we can see that at the floor the cabin is only 28" and it is widest at the lower window at 35". At best this means the cabin is 1.5 inches wider at the widest point.

When we move on to the 152, it appears we have gained a full three inches at the widest point, but oddly lost an inch and a half at the floor. Since we know that the prototype 152 was a modified 1973 150L (serial# 15075681) it seems unlikely that the cabin dimensions were actually changed in such a subtle way. It seems far more likely that Cessna simply used a slightly different method of measurement, or even (Gasp!) fudged the measurements for marketing purposes.

It's also quite interesting to compare the cabin height dimensions. Like width measurements, Cessna inexplicably measured heights at slightly different stations, making head to head comparison impossible. One might conclude that the 1961 airplane has more headroom than the 152, but like the width, the three quarter inch difference is probably just a measuring procedure anomaly.



## Jan & Amy Pt. 3 England to Australia on 100 HP

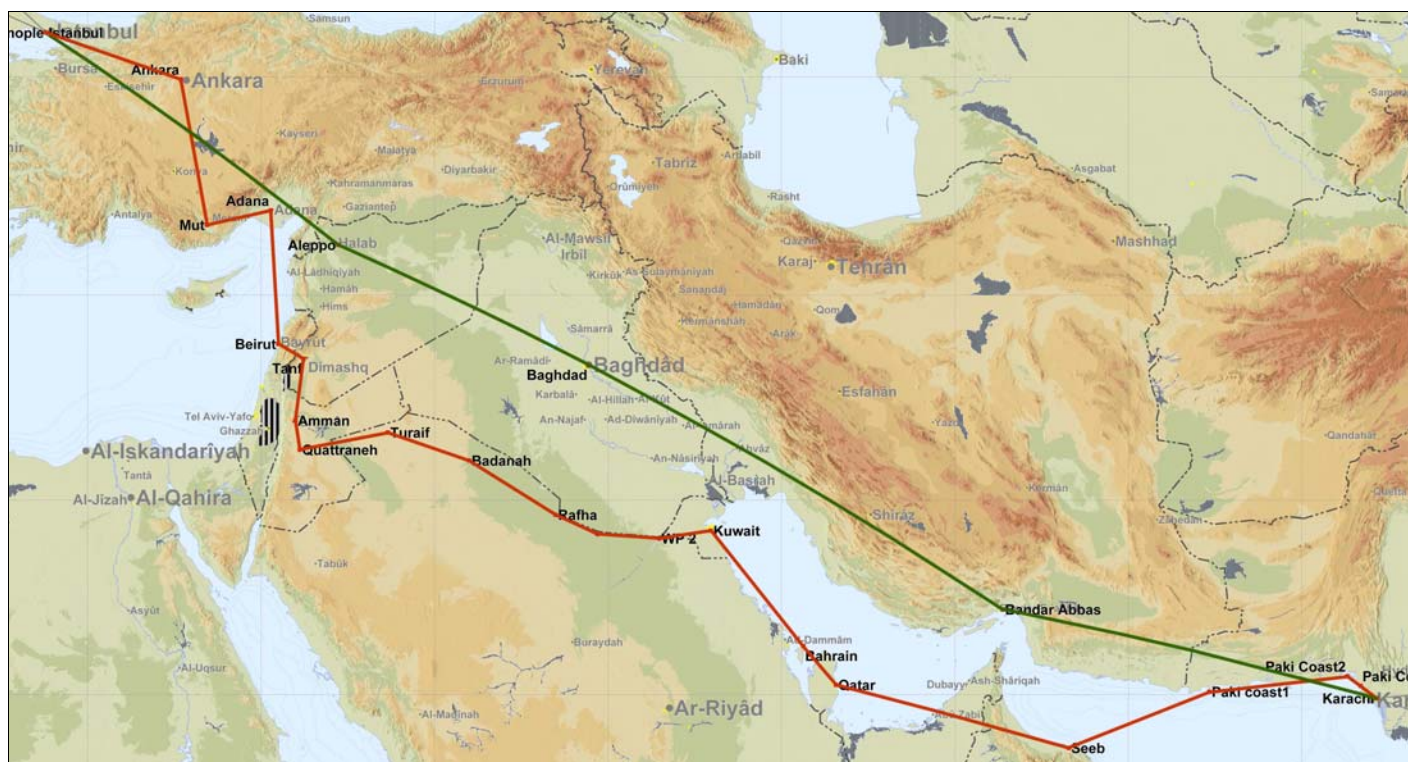
*To Recap where we left off in part 2. Amy Johnson had arrived safely in Karachi, only six days after leaving London. She received a welcome worthy of Charles Lindberg. Amy had broken Bert Hinkler's England to India record by two full days. 50 years later, Jan Schönburg had reached Amman, Jordan on the third week of her journey. Jan was beginning to feel not entirely well, a nagging sort of exhaustion had set in, and terrible leg cramps which she would later learn was the result of salt deprivation.*

The London headlines on May 11, 1930 touted Amy Johnson as "THE GIRL LINDBERG" her life would forever be changed. For better or worse, Amy was now an international celebrity, though her epic flight was only half complete. The next day Amy departed Karachi for Allahabad, India, about a thousand mile journey. After nearly exhausting her fuel supply she landed in a town she took to be Allahabad, but was in fact Jhansi, nearly 200 miles short of Allahabad. Once she discovered the error, Amy took off again, but soon realized she would not have sufficient fuel to reach Allahabad, so she returned reluctantly to Jhansi. When she landed

on a military parade ground, one of her wings struck a barracks building and was seriously damaged. English enlisted men began repairing the airplane while Amy got a rare bath and change of clothes. During her meal Amy told her hosts she had not eaten previously that day, nor slept more than three hours a night since leaving London a week prior. Her airplane repaired and refueled overnight, Amy departed for Allahabad at first light.

Jan Schönburg prepared to press on the morning of May 24th, 1980. It was the start of her fourth week since leaving home. Jan fired up G-AWAW and set out for a 700 mile flight across the deserts of Jordan, Saudi Arabia and Kuwait. The first part of the flight took her south of Amman to Quantraneh, then she headed east towards Turaif, a pump station on the oil pipeline. As she climbed to 9,000 feet, Jan again felt nauseous. She had been taking a dose of an anti nausea/diarrhea medication every two hours to hopefully avoid an unpleasant accident. As she flew through Iraqi airspace towards Kuwait, she was thrilled to make radio contact with a Concorde aircrew passing overhead.

In addition to her stomach upset, another matter of physical discomfort now presented itself. Jan normally  
*(Continued on page 6)*



***A Comparison of Amy's (green line) and Jan's (red line) flight paths between Constantinople aka Istanbul and Karachi. Amy's route here is approximately 2,201 nautical miles, Jan's approximately 2,708. Much of Jan's route was determined by 1980 political realities that were not a factor for Amy in 1930. Many governments and city names had changed in 50 years (and have continued to change until the present day.) Our illustration contains city names for 1930, 1980 and the present day for reference.***



**Jan and Amy** (Continued from page 5)

refrained from drinking liquids prior to long flights, but had accepted an offer of two cups of tea prior to this flight while awaiting a diplomatic delay. Now, several hours into the flight, she was both intently thirsty, and in physical pain because she had no convenient method for relieving herself. Eventually she concluded she would have no choice but to simply pee in her flight suit. She stuffed some extra garments between herself and the seat to try and minimize the mess, and had to concentrate intently to do that which was contrary to her sense of propriety.

With the awkward task finally accomplished, Jan was able to return her attention to navigation for the remainder of the flight. When she finally landed at Kuwait in blistering hot conditions, and made a beeline for the nearest restroom facility to freshen up.

When Jan entered the airport office, bad news awaited. The Kuwait authorities did not approve of general aviation aircraft (*none were based there*) and refused to allow Jan to spend the night in Kuwait. It appeared she would have to get back into the airplane after 11 hours of flying and continue on Bahrain, 3 hours distant. Fortunately, the British Airways station manager interceded on her behalf, and Jan was allowed to check into a hotel to get some rest. It was not a confidence inspiring arrangement.

Feeling that she was on borrowed time, Jan awoke at 1:40 am and returned to the airport by 2:30 hoping to depart Kuwait before running afoul of the authorities who seemed to have it out for private pilots. The next three hours were spent in bureaucratic frustration, Jan was sent from office to office, in a seemingly meaningless tangle of red tape, before finally being given permission to depart at 5:15 am.

On May 12, 1930 Amy Johnson arrived in Calcutta, India, after a mostly uneventful 577 mile flight from Jhansi via Allahabad. The next morning she departed for Burma, and her luck began to take a serious turn for the worse. She flew southward over the marshes of the Ganges delta, and the rain forested coastline towards Rangoon. She knew she would have to cross a line of mountains just inland from the coast, but hoped to transition at the lower elevations near the sea. To her dismay, bad weather forced her to abandon the coastline and reverse course northwest towards Akyab. There she reluctantly climbed above the clouds and headed south-



**Amy Johnson and an local mechanic in Calcutta**

east once again, soon losing sight of the ground and mountains below.

As she threaded her way through towering cloud formations, Amy began to fear that crashing into the mountains was inevitable. After nearly an hour of tension, she calculated that she had passed the range, and began descending through the clouds, hoping for the best. To her great relief, She broke out of the clouds over a river, which she hoped was the Irrawaddy, flowing directly to Rangoon. It began to rain torrents, and the ceiling dropped. Soon Amy was flying so low that she frightened passengers on a train platform. Amy planned to land on a racetrack that served as the local airport in Rangoon, but she had a little problem, she simply could not find it. Amy flew from one end of Rangoon to another, until she was nearly out of fuel and daylight, then decided to land in a small racetrack like clearing.

As she neared touch down, Amy noticed crowds of people on verandas waving, and took this as a sign that the clearing she had selected was indeed the local airport. But, on short final, she realized that the chosen field was simply too small, trees and football goal posts blocked her path, and she did not have enough distance or power to abort the landing. She barely cleared the goal posts, but then crashed into a ditch, upending the airplane. It was the end of her 8th day since leaving London, and this appeared to be the final catastrophe. Amy Johnson sat in her wounded bird, crying hysterically. As it turned out, the spectators waving were trying to signal Amy that the actual airstrip was just a little further ahead past the line of buildings where she had crashed.

May 25, 1980. Having cleared unfriendly Kuwaiti skies, Jan Schönburg flew onwards over Oman oil fields at 5,500 feet. It was so unbearably hot that the soles of her tennis shoes began to melt and extrude a sticky black mess. Though she planned to fly non stop to Seeb, Oman, the heat was so oppressive that she decided to land at Bahrain to cool off and get an updated weather report. In the airport office she had a dizzy spell and turned so pale that the Senior Air Traffic Controller and his wife insisted she stay in their air-conditioned quarters for the night. She took some medicine, felt much better, and got a good rest before heading back to the airport in the morning.



**Jan with Oman's First Female Pilot, Miriam Al Baluchi**

Jan departed Bahrain for Seeb at 6:30 am and made good progress at first, though the temperature was steadily climbing. She followed the white sand beaches of the Arabian gulf before striking out across the desert of the United Arab Emirates. She planned to cross the mountain range of Jabal Al Akhadar by staying in the center of a low pass. Airliners in the region were reporting severe turbulence thousands of feet above. Unfortunately, the turbulence in the mountain passes was even more severe. For an hour Jan and Sunbird Amy were jerked about in the most severe turbulence Jan had ever experienced. As they emerged on the other side of Jabal Al Akhadar Jan felt her arms and shoulders ached as though she had just been through a wrestling match.

Jan determined her position and reported it to ATC at the Muscat, but soon learned she had misjudged her location, she was actually more than 30 miles short of her reported position. This constituted a near emergency, as she likely did not have the extra half hour of fuel needed to reach Muscat. She tensed up, expecting the engine to stop any moment, and let ATC know she was nearly out of fuel. In short order she found herself accompanied by a military helicopter sent out as her guardian. Jan landed at Muscat on fumes with the engine still running. Awaiting on the tarmac were six fire engines and two police land rovers. It was an extremely close call.

On May 13, 1930, a distraught Amy Johnson climbed from underneath her damaged airplane, sure that her journey was at an end. One wing was crushed, her prop was broken, and the undercarriage was damaged. To her amazement, Amy learned that she had landed on the grounds of a technical college, with professors and stu-

dents were capable of repairing the airplane. The damage was quite severe. One wing would have to be completely rebuilt, not only would students have to rebuild wood wing ribs, there was no canvas on hand to patch the torn fabric. The enterprising students sewed together cotton shirts, a homemade batch of dope like paint was mixed up by a local chemist, and within 48 hours Jason was repaired and ready to fly.

There was one big hurdle remaining, the airplane would have to be moved to the real airfield, several miles away. They hitched Jason to the back of a fire engine, and towed it through town at 5 miles an hour, with a policeman on a bicycle riding ahead to clear the way. This transfer was made considerably more difficult because it took place during a torrential rain storm. It took another full day to get the airplane repositioned at the airfield, where they arrived after dark. Amy had previously enjoyed a two day lead on Bert Hinkler's record, but now she was a full day behind it, and some of her most challenging flying was yet to come.

After Jan Schönburg arrived in Muscat, she got a much needed break. While Sunbird Amy got a thorough maintenance checkup, Jan was interviewed by a reporter sent by a sponsor, News International. Anticipating more rapid progress, the reporter had arrived from London two weeks prior, and so had plenty of time to become familiar with the local sights in Muscat.

Also on hand to greet Jan was Miriam Al Baluchi, Oman's first female pilot. The following day Jan was escorted around Oman, where she was photographed for News International against the local backdrop including climbing a palm tree, and bareback camel and donkey rides.

*(Continued on page 8)*

**Jan and Amy** (Continued from page 7)

The maintenance checkup took three full days, the most serious problem found was a chafed fuel line, which could have eventually spelled disaster. It was replaced.

Jan enjoyed her respite from flying, and did some sight-seeing in the local area with two native guides. She was rested and ready to go when word finally arrived Friday May 30th that permission had been granted to land in Karachi, Pakistan. Advance landing permission was an unusual requirement, so Jan was anxious to leave immediately, less some twist of fate caused permission to be withdrawn. Jan departed Muscat at 7:30 am local time, the temperature was already 91 degrees. Within a few minutes Jan observed that the engine oil temperature was in the overheating range, and the airplane was reluctant to climb above 1,800. Heart sinking, she turned back towards Muscat. She landed once again to the company of fire engines, for the third time since leaving London.

May 16, 1930, Amy Johnson is at last ready to leave Rangoon for Bangkok, Thailand. Like previous days, the weather was absolutely terrible. Amy planned to cross a mountain range through a pass near Moulmein, Burma, which she found completely obscured by clouds. She climbed to 9,000 feet, hoped it was high enough, and entered the clouds. Amy expected the mountain crossing to take less than an hour, but for nearly three terrifying hours she flew in the clouds, expecting to hit a mountain at any moment. When she emerged into clear air on the other side of the range, she was so far off course that her charts did not cover what she saw below. Amy knew that the sea lay somewhere to the south of her current position, and that Bangkok was near the sea, so she headed south.

When Amy arrived in Bangkok she was described by reporters as being "shell shocked," and in a kind of trance, not surprising for someone who had spent much of the day expecting her life to end suddenly without warning. As a newly emerged celebrity, Amy was invited to go into town by train to meet the Siamese royal family, but she declined, electing instead to stay with the airplane. This turned out to be a good decision, the Siam air force mechanics who were servicing Jason were largely incompetent, and neglected to filter the fuel. This meant Amy had to supervise draining the fuel tanks, filtering fuel and refueling the airplane. It was far from an easy process, Amy directed in English, which was translated into French by one interpreter, then translated from French into Siamese by a second interpreter.

The next morning on departure Amy discovered that the mechanics had failed to secure her cowling, it popped

open in flight, causing her to return to Bangkok to secure it. The next leg of her flight to Singapore was more than 1,100 nautical miles. She flew low, following the coastline, in and out of rainstorms. Eyes smarting from raindrops, she decided to land at Signora, just short of the Malaysian border, and 450 miles short of her goal for the day. The airfield was so sandy that Jason nearly flipped over on landing, and it was difficult to taxi. Amy spent the next 5 hours on her daily maintenance routine before finally catching some rest.

The mechanic who examined Jan's airplane at Muscat 50 years later found nothing amiss, and advised that the oil temperature problem was simply a matter of high ambient temperatures. Determined to get closer to Australia, Jan decided to leave once again before daybreak when temperature would be cooler. Cash flow continued to be a problem. Jan reluctantly directed a friend in London to sell her late father's prized stamp collection to finance the flight.

The next morning Jan departed at 4:30 am. Even though the ambient temperature was already 84 degrees, she was able to climb to 4,000 feet without trouble, and headed over the Arabian Gulf for the continent of Asia. Just before 8 am she sighted land, the neighboring shores of Pakistan and Iran. She turned east towards Karachi. When she arrived at Karachi after a seven hour flight, she was dripping with perspiration from the high heat and humidity.

The following morning Jan awoke early, and headed to the airport for her now familiar battle with bureaucracy. It took her nearly four hours to clear customs and get the airplane refueled. At 9:30 she was airborne, headed for Ahmedabad, India. It was blisteringly hot, over 120 degrees Fahrenheit, and the air was so turbulent that Jan became quite airsick.

It was only a three and a half hour flight to Ahmedabad but Jan arrived feeling exhausted and ill. In an unpleasant turn of events she was instructed to abort her landing and go around, because a military jeep was inspecting the runway. Then when clearing customs the agent demanded to know what happened to her "passenger". After several minutes of impassioned persuasion Jan managed to convince the agent that she had indeed arrived alone. To her relief, she was able to clear customs in less than two hours, and get a ride to a nearby hotel. On her ride to town Jan was moved by the obvious extreme poverty in Ahmedabad. Upon her arrival at the hotel she collapsed for a five hour nap, then arose at 9 pm to get her first meal of the day.

When Amy Johnson prepared to leave Signora, she realized that deep sand on the airstrip made it impossible



to take off in her heavily loaded airplane, so she decided to take off from a road nearby. Unfortunately, hundreds of spectators had shown up, and lined both sides of the narrow road, making her takeoff a hazard for both herself and her unsuspecting admirers. It was impossible to see over the airplane's nose when taxiing, so avoiding the human hedges on both sides of the road meant looking out the sides. Amy usually looked to the right side of the airplane when taking off, this time she had to divide her attention between both sides to avoid hitting spectators. To her horror, she got a full shot of fuel in the eyeballs from the fuel vent on the left side of the airplane. Somehow she got the airplane into the air without hitting anyone, though nearly blinded by gasoline. After that, the 450 mile flight to Singapore was comparatively uneventful. She landed in Singapore on the afternoon of May 18, thirteen days since leaving London.

Fifty years on, Jan Schönburg was in Ahmedabad, India, twenty-nine days after leaving London, sixteen of those days spent flying. Once again, Jan awoke early and departed for the airport at 5:00 am. Once again, she was delayed by inefficiencies and bureaucracy. Getting the airplane refueled was particularly trying. By the time she was back in the air it was after 8:30, and the temperature has already risen to 88 degrees. Jan's flight to Nagpur, India was about 375 nautical miles. Upon arrival, it was hot and turbulent, battering Jan around the cabin as she wrestled Sunbird Amy onto the runway. She was met by a customs officer who liberally sprayed the airplane with insecticide and then sealed the doors with scotch tape, presumably to keep Jan from sneaking any contraband aboard before leaving. Oddly enough, they had to borrow the scotch tape from Jan (*wonder what the procedure might have been if she didn't have any tape.*)

Once again, Jan was feeling terribly ill, she was pale and unsteady on her feet. Customs officers noticed her demeanor and became genuinely concerned about her condition. With their help she was able to procure a ride into town and lodging. Jan ordered a meal delivered to her room, but when it arrived, it did not appear safe.

She borrowed a bicycle, and went to a nearby restaurant for a meal of curry, paratha, and iced coffee. After the meal, Jan felt somewhat better, but as before, she was on the verge of running out of money. She had arranged to have funds sent to Nagpur from England, a complicated transaction that involved transfers between four different banks. When she inquired about the funds at the Nagpur bank the following day, the money was not yet available for withdrawal. Jan would not be able to carry on until the funds arrived, and the weather had

also taken a turn for the worse, thunderstorms and 40 mile per hour winds were forecast. Jan settled into her hotel as the storm hit. Before long the electricity was knocked out. The following day, it was still stormy and unpleasant. Her money had not arrived at the bank either. In a surprising act of generosity, The manager at Jan's hotel offered to give her a short term loan to be settled automatically by the bank when her funds came through. Grateful for his help, Jan was able to make IOU banking arrangements and go to the airport. Once she got to the airport, yet another storm hit, and she was unable to leave, so she had no choice but to the hotel for a third night.

The following day Jan's departure was delayed by additional bureaucracy, "*why had she not left Nagpur earlier as scheduled?*" When she refueled the airplane, there was an additional crisis, a large black scorpion had made itself at home in the cockpit, apparently not deterred by the scotch taped doors. The line boy captured the dangerous pest in a jar, and Jan was able to leave Nagpur at last, headed for Calcutta, India, about 530 nautical miles away.

On departure from Nagpur, Jan made her most serious navigation error of the trip. She accidentally followed the wrong radio navigation radial, heading due east instead of northeast as intended. By the time she realized her error she had flown thirty miles off course. Chagrined, she corrected her flight path, then noticed that the weather ahead looked ugly. She observed that the weather around Calcutta was unflyable, and had to turn back to Jamshedpur.

The landing at Jamshedpur was a challenging one, Jan literally wrestled the airplane all the way onto the runway in severe turbulence. After landing Jan was met by a hospitable group of local pilots, who provided rides and lodging. This was a fortunate turn of events as she was down to less than \$10 of cash, still awaiting transferred funds from England.

As we wrap up chapter 3 of our brave Duo's adventures, Amy Johnson has flown about 6,500 nautical miles in 13 days, and is in Singapore with just under 2,000 nm to go.

Political boundaries and better weather forecasting have more than doubled Jan Schönburg's schedule, it's been an entire month since she left London, with only about half of those days spent flying. Jan has covered about 5,400 nm, and Darwin is still 4,077 nm away.

Both pilots will need more than just daring and good fortune to survive and reach Australia.



*Continued in Sep/Oct Cessna 150-152 Pilot...*

## iFly Yoke Mounting the iPad

In the May/June issue I discussed my first 35 hours of flying experience using the iPad for aircraft navigation. The main points in that article were that I was very impressed with the iPad, but did not yet feel comfortable using it as a primary navigator. Since then I have flown an additional 10 hours or so using the iPad as a primary navigator, mounted to the left side yoke. I have been using four different navigation applications, and am now comfortable recommending the iPad as a primary navigator (*VFR only of course*).



**The RAM© HOL-AP8U, Best iPad Cradle Available**

I'll go into considerable detail about the pros and cons of the various navigation apps in the *Sep/Oct Pilot*. In the meantime if you are considering using the iPad as an aviation navigator, there are two important issues that have to be addressed. First, how do you mount it in the airplane, and second, how do you power it?

The iPad is almost too physically large to be used as a GPS navigator in a Cessna 150-152, it measures 7.5 inches by 9.5 inches. I say "almost" because it does indeed fit on the yoke, and it can be adjusted so it doesn't cover up any instruments.

When the iPad was introduced there weren't yet any well designed vehicle mounts available. I first made do with a kluged together assembly of RAM© mount parts velcroed to a plastic iPad case. It worked, but was far from ideal. A couple of times my iPad came off the yoke when I bumped it with my knees.

If you are not familiar with RAM© components, they are simply the sturdiest and most flexible mounting hardware

available. Even Garmin now uses RAM© parts for their larger portables, and RAM© mounts are available practically every portable electronic device.

The good news is that RAM© now has a well designed iPad cradle, and it isn't expensive (*about \$21 online*). The cradle is the most important component, but in addition you'll need several specialized RAM© parts to mount the iPad in the ideal position.

It took me several tries ordering various RAM© components before I hit upon the right combination that fit the bill. Since it took me several weeks to get it right, and I had to return parts that appeared to be a good choice but weren't. I have decided to save other pilots the cost and aggravation by explaining specifically which RAM© components are needed.

RAM© parts come in several different sizes, for our needs the 1 inch RAM© ball (*which the RAM© company calls "size B"*) is the right size.

First, you need an attachment to the Yoke. Though RAM© makes several c-clamp type yoke mounts, I personally prefer the U bolt style mount, it is smaller, lighter, and far less likely to cover instruments or hit your knees than the c-clamp mounts. The part number for the U-bolt needed is RAM-B-231U, cost is about \$14. A

negative to the U-Bolt mount is that it has a kind of "hardware store" appearance, unlike all the other RAM© components which look more aviation appropriate. Since you will be mounting the U bolt facing upside down on the yoke, very little of it shows.



**RAM-B-231U**

Never less, I put a 2 inch piece of black rubber fuel hose on the U radius. This both improves the appearance and cushions the mount so it grips better with less tightening on the yoke shaft. You may optionally use a larger U-bolt and attach the U-bolt around the base of the yoke itself, which provides slightly better adjustability.

The picture of the HOL-AP8U cradle above shows a RAM-B-202U ball mounted to the back of the cradle. That is misleading, because the 202U is not included with the cradle, and though it only costs an additional \$7, it is not the best part for the job in our airplanes.

Instead, you'll use a RAM-B-125BU, which costs between \$13-\$17 depending on whether attaching screws and nuts are included. I recommend saving yourself some



**RAM-B-125BU**

hassle and paying \$4 extra for the attaching parts, as they are high quality, and exactly the right sizes for the job.

Next, you'll need two RAM-B-201-A socket arms. At 2.5 inches in length, these are the shortest RAM© socket arms. It's tempting to try and use fewer parts and save some money by using a single 5 inch socket arm instead, but using two arms with a double ball adapter is what gives our assembly the "double jointed elbow" flexibility needed for precise positioning. These short socket arms cost about \$12 each.



**RAM-B-201-A**

The final component needed is a single RAM-B-230 double ball adapter, which is a specialized component. RAM© probably doesn't sell many of these,

which might explain its \$16 price, a bit higher than it ought to be given its simplicity. But this B-230 double ball adapter is the secret ingredient that makes our iPad RAM© mount work so well.



**RAM-B-230**



**The combined assembly. You can optionally mount a larger diameter u-bolt around the base of the yoke which moves the iPad closer to the pilot and allows a greater range of adjustment.**

You'll notice in the photo from the left seat that there is very little horizontal clearance between the yoke and the iPad. This is what I meant earlier when I said that the iPad was "almost" too large to be mounted to a C150-152 yoke. It means that you have to adjust your hand position on the yoke, either controlling mostly with your fingertips, or wrapping your hands around the both the rams horn and iPad. I have adopted the fingertip control method, and not found it to be awkward or unsafe.

As you can see in the photo of the combined assembly



**The view from the left seat. The mount can be precisely adjusted until it matches your individual preference without obscuring instruments.**

above, the cradle is mounted upside down. Since the iPad will only run for about 3 hours on its internal batteries, we need to hook it up to an external source of DC power. The iPad's external power cable attaches in the middle at the bottom, which puts it right in your lap, where it can easily be bumped or get in the way. There's an easy fix, mount the iPad upside down so that the power cable sticks out of the top instead of the bottom. The iPad automatically orientates the screen to match whichever side is up.

When it comes to external power, the simplest solution is to use a USB cigarette lighter adapter. The iPhone, iPod, and iPad all use the same power/data cable, which connects to any USB source. However, standard USB output is 1 amp, and the iPad requires a 2.1 amp USB source. You can find standard USB cigarette lighter adapters in most retail stores these days, but unless they provide 2.1 amps of output, they will not charge the iPad. Be sure to get an adapter that is designed for the iPad such as the Scosche brand. The stock iPad power cable is white and 6 feet long, so I bought a 30 inch black iPod cable from Amazon.com (under \$2!) The shorter black cable is both neater and looks more integrated with my black panel.



**Parts Order from [www.ram-mount.com](http://www.ram-mount.com)**

Quantity	Part #	Price
1	RAM-HOL-AP8U	21.12
1	RAM-B-231U	13.52
1	RAM-B-125BU	17.20
2	RAM-B-201-A	23.24
1	RAM-B-230	15.82
Total:		\$90.90



## April/May 2010 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.*

**April / May 2010 Statistics:** 10 Airplanes, 15 Persons, 8 Uninjured, 5 minor Injuries, 2 Serious Injuries, no Fatalities.

**Accident Types:** Landing, Loss of Directional Control: 4, Power Loss: 3, Hand Prop: 1, Snow on Runway 1, Low altitude terrain contact: 1

### Sunday, April 4, 2010 in Winter Haven, FL

**Cessna 150G, N4655X**

**1 Uninjured**

The student pilot completed his first solo flight during the day prior to the accident. On the day of the accident, the student pilot was completing another solo flight in the traffic pattern. During his third landing on runway 5, the airplane bounced once, then landed again and collapsed the nose landing gear. The airplane came to rest on the runway and sustained damage to the firewall. No mechanical malfunctions or failures were reported by the student pilot. The recorded wind at the airport, about the time of the accident, was from 040 degrees at 4 knots, gusting to 16 knots. The NTSB determined the probable cause of this accident was the student pilot's inadequate recovery from a bounced landing in gusting winds.

### Wednesday, April 7, 2010 in Waterproof, LA

**Cessna 150M, N66262**

**2 Uninjured**

The private pilot was landing on a 1,300 foot long dirt landing strip at his rural residence. He estimated the quartering right headwind as 17 miles per hour with gusts to 23 miles per hour during his approach to land. The pilot encountered an "extreme gust of wind" as the airplane touched down. The airplane drifted off of the left side of the runway and into freshly plowed ground. The nose gear impacted a furrow and the airplane nosed over on its back. There was substantial damage to both wings, the vertical fin and rudder, engine mounts, nose gear, and firewall. Both occupants exited the airplane unassisted and reported that they were not injured. The NTSB determined the probable cause of this accident was the pilot's failure to maintain directional control during landing and his failure to initiate a go-around when encountering the strong gusting winds.

### Wednesday, April 7, 2010 in Cooperstown, NY

**Cessna 150G, N4760X**

**2 Minor Injuries**

The CFI stated that after takeoff he flew to another airport and demonstrated to the student a simulated loss of engine power by reducing power then applying carburetor heat. He began a right descending turn and reported clearing the engine (verifying full engine power was available) at least one time

during the descent but added that he should not have left the engine at a low idle condition for more than 1 minute. He approached runway 02 and lowered 10 degrees of flaps while on a short base. The approach appeared normal to slightly high, and on short final (about 100 feet above touchdown zone elevation), the flight encountered a very strong and turbulent gust/rotor that necessitated immediate full power. He applied power and later reported the engine hesitated or stumbled. He removed carburetor heat, and pushed forward on the throttle and mixture controls, and also pumped the throttle in an effort to restore engine power which was unsuccessful. He maneuvered the airplane to a clear space and landed in a wooded area. Inspection of the engine by an FAA airworthiness inspector following recovery of the airplane revealed no evidence of preimpact mechanical failure or malfunction. A surface observation weather report approximately 17 minutes before the accident, indicated the temperature and dew point were 18 and 13 degrees Celsius respectively, (64 and 55 degrees Fahrenheit). According to a FAA Special Airworthiness Information Bulletin (SAIB) CE-09-35, dated June 30, 2009, the temperature and dew point were favorable for serious icing at glide power.

### Wednesday, April 7, 2010 in Santo Domingo, Ecuador

**Cessna 150, HC-CHL**

**2 Serious Injuries**

On April 7, 2010, about 1300 central standard time, a Cessna 150M, of Ecuadorian registration, HC-CHL, registered to and operated by Sky Ecuador Aerolineas S.A., incurred substantial damage during a force landing in rough terrain due to a partial loss of engine power near Aeropuerto Santo Domingo de Los Tsachilas, Santiago Domingo, Ecuador. Visual meteorological conditions prevailed and no flight plan was filed. The pilot and passenger were seriously injured.

### April 10, 2010 in Galena, ID

**Cessna 150D, N4296U**

**1 Minor Injury, 1 Uninjured**

The pilot reported that he intended to fly his airplane on a cross-country flight over high mountainous terrain. After take-off, the pilot climbed to 9,500 feet MSL in order to fly over mountains. He subsequently descended to 8,500 feet MSL, and then he attempted to climb back to 9,500 feet to clear additional mountains. This second climbing effort diminished his fuel reserve, so the pilot opted to divert to a 7,160 foot MSL uncontrolled airport short of his destination. While flying over the airport to evaluate its runway's condition, he noted that the runway was covered with snow. The pilot opined that because of the airplane's low fuel state, it was prudent for him to land. The pilot made a soft field landing on the runway. During roll out, the airplane's wheels penetrated the snow covered surface, the airplane nosed over, and both wings and the empennage broke. The NTSB determined the probable cause of this accident was the pilot's encounter with soft, snow-covered terrain while executing a precautionary landing.

### Thursday, April 15, 2010 in Princeville, OR

**Cessna 150L, N6928G**

**1 Uninjured**

The pilot untied the airplane from its tie down. After preflight, he set the parking brake, primed the engine, and got out to hand-start the engine with the propeller. No one was on board to help hold the brakes. He turned the propeller, and the engine started. He entered the cabin, and placed his feet on the rudder pedals. The engine stopped, so he exited the airplane

and hand-propped it again. The engine started and air from the propeller blew the entry door shut. The airplane started to move forward and he was not able to reenter the airplane to apply the brakes. The left wing collided with a hangar about 100 feet away, which spun the nose into the hangar. The left wing was pushed back into the fuselage, and both sustained substantial damage. The pilot said that he did not recheck the parking brake after placing his feet on the controls, and thought that the accident might have been prevented if he had gone back to step one of his hand-start checklist. The NTSB determined the probable cause of this accident was the pilot's failure to ensure that the parking brake was set prior to hand-starting the engine.

**Sunday, April 18, 2010 in Avon Park, FL**

**Cessna 152, N5499B**

**2 Uninjured**

The pilot performed a preflight inspection of the airplane, and verified that there was no water or other contamination in the fuel. The pilot and the passenger departed LAL at about 1000. The pilot turned on course for HWO, but due to unfavorable winds at higher altitudes, he decided to cruise at an altitude of 2,000 feet msl. Once at cruise altitude, the pilot set the power to 2,500 rpm, and leaned the mixture accordingly; the pilot stated that initially, the airplane and engine performance was "perfect." While in cruise, the pilot established communications with ATC for flight following services. About "20 to 40" minutes after takeoff from LAL, while in cruise, the engine rpm suddenly decreased to below 2,000 rpm. The pilot positioned the mixture control to full rich, applied carburetor heat "slowly," and verified that the ignition, master switch and other controls were appropriately set. The rpm continued to decrease, and about 30 seconds after the onset of the rpm drop, the pilot observed that the propeller appeared to be wind milling.

He established the airplane at a "best glide speed of 65 knots," and, based on information from his handheld GPS, he turned towards Avon Park Executive Airport which was approximately 7 miles to the southeast. The pilot informed ATC that he was having engine problems, and that he was diverting to AVO for a precautionary landing. When the airplane was at an altitude of about 1,000 feet, the propeller stopped completely. The pilot executed the "Engine Failure in Flight" checklist, and conducted several unsuccessful engine re-start attempts. He realized that he would not reach AVO, decided to land on a dirt road, and informed ATC of his decision to land on the road. When the airplane was about 500 feet AGL, the pilot noticed some power lines near the selected landing site, and maneuvered to avoid them, but still planned to land on the road. When the airplane was about 100 feet AGL, the pilot noticed power lines directly ahead of him, and increased the airplane pitch attitude enough to climb enough to avoid the power lines. The climb resulted in a speed decay, and the stall warning horn sounded. After the airplane cleared the power lines, the pilot pushed the nose down to gain airspeed, but the airplane touched down "hard," on the shoulder of the road. The airplane came to a stop, and the two occupants were uninjured. The pilot used the airplane radio to contact ATC, and inform them that he was safely on the ground. The pilot and passenger exited the airplane, and the pilot noticed that the left wing was damaged, but it was not immediately clear to him why the wing was damaged. He walked back along the rollout path, and realized that the left wing had struck a fence post. According to the FAA inspector who responded to the event, the accident site was located approximately 5 miles west-northwest of AVO. The left and right wings were dented and torn, and the

left aileron was partially detached from the wing. The rear window was fractured, and some pieces had separated from the fuselage. The nose landing gear was folded under the airplane, but the propeller was undamaged. The inspector stated that the airplane appeared to have slid about 100 feet after the nosegear collapse, and that the airplane came to rest in a ditch. The inspector verified that sufficient fuel remained in the two fuel tanks, that the fuel did not appear to be contaminated, and that the fuel selector valve was properly positioned to provide fuel to the engine. The inspector stated that the fuel selector placard was not installed on the airplane. The 0951 recorded weather observation at BOW, located 25 miles northwest of the accident site included winds from 060 degrees at 4 knots, visibility 10 miles, scattered clouds at 5,500 feet, a broken cloud layer at 8,500 feet, temperature 21 degrees C, dew point 18 degrees C.

**Wednesday, April 28, 2010 in Cross City, FL**

**Cessna 152, N49007**

**1 Uninjured**

The pilot stated that during landing on runway 31, a gust of wind "bumped" the airplane, and the airplane touched down with a "side load." The nose landing gear collapsed, the propeller struck the ground, and the airplane came to rest upright on the runway. The engine firewall sustained substantial damage. The pilot reported there were no deficiencies in the performance and handling of the airplane. Winds reported about the time of the accident were from 240 degrees at 11 knots. The NTSB determined the probable cause of this accident was the pilot's inadequate compensation for the crosswind condition resulting in the loss of directional control while landing.

**Tuesday, May 25, 2010 in Merced, CA**

**Cessna 152, N69254**

**1 Uninjured**

The student pilot was performing his first attempted landing on his second solo flight. He reported that, after touchdown, "the airplane bounced an unknown amount of times" until the propeller struck the runway and the nosegear collapsed. The student pilot stated that "as a result of my lack of experience I was unable to recognize an immediate go-around situation." The aircraft sustained substantial damage to the wing spars and firewall. The NTSB determined the probable cause of this accident was the pilot's improper recovery from a bounced landing.

**Monday, May 31, 2010 in Glasco, KS**

**Cessna 150M, N9388U**

**2 Minor Injuries**

According to the pilot's accident report, he wanted to take some photographs of a building on his farm. It was a "hot (85 to 88 degrees) humid day." He made one pass to the north before turning around to the south. On the second pass at reduced power, the airplane began to settle towards the ground from about 200 feet. He added power but the airplane's wheels contacted wheat on rising terrain. From 95 KIAS the "drag was instant." Despite full power and full back elevator, the airplane struck the top of an incline, the nose gear collapsed and the airplane nosed over. The pilot said the wings were bent, the empennage crushed, and the fuselage buckled. The NTSB determined the probable cause of this accident was the pilot's delay in applying full power to arrest a sink rate at low altitude.



**Classifieds**

Wanted: Stall warning horn for Cessna 150B. Myron Waldrop (770) 891-2063 cell (Club Member)

Wanted: O200 crankshafts and oil sump, run out engines, O200 misc parts. Andy (810) 650-2893 Call or Text rugerr@yahoo.com (Club Member)

Wanted: Looking for a good 1976/77 M model engine mount. Part # 0451120-1 Paul Vinson (770) 488-4640 pev1@cdc.gov

For Sale: Arkansas 1967-150G 2,460TT 11.3 STOH. 4 New ECI cylinders. RT328T Navcom, TKMX11 com, Garmin 295 GPS, Garmin 320A transponder, wheel pants, EZ Heat Pad. 4 Point Harnesses. New seat rails. New mains. New nose tire. Full Flow oil filter. Interior 7, Exterior 7. Always hangared. Never a trainer. No damage history. All logs. Debra Dubois (479) 527-6929 DebraDee@cox.net \$22,500 (Club Member)

For Sale: Indiana 1974-150L 3,713TT 1,340SMOH MX300 Digital Nav/Com, Cessna RT 359 Encoding Transponder, Push to talk switch, Hobbs Meter, Heated Pitot, Auto Fuel STC Exterior: Overall White with Cardinal Red Accents, Interior: Beige Seating with Grey Carpet Indy Aero (317) 335-3200 \$14,750 Call for Details!

For Sale: Mississippi 1967-150/150G 3,095TT 985SMOH Equipped with 150 HP Lycoming O-320. ## # (662) 526-1700 \$22,900

For Sale: Missouri 1976-150M 7,100TT 625SMOH Digital IFR. Garmin 155XL, 2 MX300/LOC\_GS & LOC, KT76C Xponder, Cessna 300 ADF. Electric Tach, New Alternator and voltage regulator, new interior panels and instrument panel. Wheel pants. Rudder and stabilizer AD complied with (terminated). Belly drain, Sigtronics 400 Intercom, Bendix Marker Beacon. Plus I just installed the magnetic door stops. Powder coated the spinner "Chrome".# Ron Twente (636) 441-3373 alwaystwente@yahoo.com \$30,000 (Club Member)

For Sale: New Jersey 1970-150 K 5,540TT 119SMOH Times approximate, Annual completed August 2010, Mechanically sound, In last Four years the Windshield, Brakes, Spinner and Seat Rail bearings have been replaced. King KX175B Nav/Com with a KI 211 C Glide Slope Indicator, Narco at 50A Transponder, SPA400 Intercom, Interior and Paint need to be Redone, Mark Delodzia (908) 559-7328 \$17,500 OBO

For Sale: North Dakota 1965-150E 5155TT 810SMOH Steene Aviation Leading Edge STOL kit. No Corrosion. Great Paint & Interior. King KX-175 Nav/Com. Narco AT-50A Transponder. Chad Hanson (701) 400-1113 \$19,500

For Sale: Texas 1970-150K 7,000TT 42SMOH New: Mil cyl, cam, wet vac, dual oil separator., leather interior, carpet, side panels, ceiling, Garmin 430/TAWS. Garmin 196, traffic scope. Recent: Flint long range tanks, \$5K no squawk annual, VG's, vertical compass, all logs, NDH, hangared KJSO, True long range IFR. \$46,000 invested. Jackie (903) 894-6000 maxwell\_jackie@yahoo.com \$29,000 price reduced (Club Member)

For Sale: Texas 1966-150F 4,391TT ADs have been complied with. Next annual due June 2012. MX170B 2 Vors, Narco AT 150 Transponder. Aircraft is currently hangared at KDCY Washington, In, Formerly hanger at Sioux Falls, S.D. Recently flown from S.D. to Indiana. Ron or Dee Coleman (281) 415-6145 \$14,000 OBO

For Sale: Texas 1976-150M 4,545TT 180SMOH New Glass all Around, Collins AMR -350 Audio Panel, King K1-201C KX-170B 820 Channel NAV-COM, ICOM ICA200, KT 76 Transponder, SPA-400 TSO Intercom, Avionics Master Switch, Push To Talk both Yokes, Hobbs Meter, Droop Wing Tips, Strobes, Wheel Pants Sidney Hale (903) 583-0101 \$25,500



**Portable LED Panel Light** The stock overhead instrument light is not really up to the task, it uses a flaky dimmer switch that is super expensive to replace, and relies on a single light bulb. Here's the solution. This battery powered LED light mounts to the headliner. It produces brighter, more even light, and has it's own built in dimmer. It also includes two precise aim-able white map lights. Available with Red, Blue or Green LED's. Designed by a Cessna 150 owner for the Cessna 150. **\$124.95 ea + Shipping**





**Acrylic Fuel Tank Dipstiks** with Cessna 150-152 Club calibrated measurements. Frustrated because you cannot find a fuel dipstick calibrated for your C150? We have them available for both C150's and C152's with both standard and long range tanks. Unlike the *Fuel Hawk* brand, our dipstiks do not artificially compress measurements in order to add an arbitrary safety "fudge" factor. Best of all, you can personalize your dipstick with your name or N number, making it less likely to be permanently "borrowed." **\$24.95 ea + shipping.**



**STC Belly Fuel Drain** Do you know that most water, dirt and rust in your fuel system ends up trapped at a low point between the fuel shut off valve and gascolator? No matter how much fuel you run out the gascolator the contaminants stay

behind, waiting to cause you grief. You're supposed to clear out all the junk from this low fuel point at annual, but we have a better idea. Our STC Belly fuel drain allows you to remove fuel system contamination prior to each flight. In fact it's such a good idea that Cessna offered these as an option for late model 152's. **\$47.50 ea + Shipping**



**Rubber Tipped Door Latch** Tired of a those sharp metal daggers under your wings? These replacement latches are made of a special high tech rubber. They not only protect your forehead, they hold the door open better too. Easy to install. **\$39.95 a pair + shipping.**

**Cessna 150-152 Stuff : Prices include US Shipping**

Description	Quan	Price ea	Subtotal
Clinton 2009 Fly-In DVD 50th Anniversary Celebration		\$19.95*	
Blue Sky Door Latch Kit (Pair)		\$45.95*	
Ashtray Insert Pen & Flashlight Holder		\$25.95*	
Pilot Light Pro (Circle Desired Color) Red, Green, Blue		\$130.95*	
Map Light Pro		\$80.95*	
Luggage Scale with tape measure		\$12.95*	
LED Finger Light, (Batteries Included)		\$6.55*	
Book: Owning Buying or Flying the Cessna 150/152 By Mike Arman		\$31.90*	
MT101 STC Belly Drain For 1966-1985 C150-152's		\$52.45*	
MT101-1 STC Belly Drain For 1959 - 1965 C150's		\$52.45*	
Fuel Dipstik for C150 with 13 gal tanks Free Personalization. Available for Liters		\$32.00*	
Fuel Dipstik for C150 with 19 gal tanks Free Personalization. Available for Liters		\$32.00*	
Fuel Dipstik for C152 with 13 gal tanks Free Personalization. Available for Liters		\$32.00*	
Fuel Dipstik for C152 with 19 gal tanks Free Personalization. Available for Liters		\$32.00*	
<b>Order Total:</b>			

\* prices include shipping in the USA. For all other countries email sales@cessna150152.com or see club online store for rates.

See color photos of these and additional C150-152 items at www.cessna150-152.com

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 Atascadero, CA 93423-1917  
 (805) 461-1035 fax or see store at www.cessna150-152.com

## VH-RWM : Worlds Highest Time Cessna 150-152?



This 1962 C150B was imported into Australia by Rex Aviation in March 1962, with the registration VH-RBS. It was sold to the Royal Aero Club of West Australia two months later and reregistered VH-RWM. The Royal Aero Club sold the airplane to "Cardabia" Station, out of Carnarvon West Australia. The earlier photo was taken at Jandakot in July 1973. Other than the Snoopy on the tail, it was still in stock Cessna livery.

It flies today out of Raglan, Australia. Current owner Allan Andrew reports that the airplane now has more than 22,000 hours total time, of which about 19,000 hours was spent mustering sheep in Western Australia.

The airplane has been upgraded with a 180 HP Lycoming, tail wheel, and STOL kit, and has been recently repainted. Andrew reports that the airplane handles beautifully, cruises at 134 kts at 2,400 rpm and stalls at 25 kts indicated.

Andrew also owns a mint Cessna 182 but says he prefers flying the C150.

To the best of our knowledge this would make VH-RWM the highest time C150-152 currently flying.