

Cessna 150-152 Pilot

Official Newsletter
of the Cessna
150-152 Club.
(541) 772-8601

September / October 2011

Volume 31 Number 5

www.cessna150152.com



2 Clinton 2011

Another Wild Success!

6 A Moment of Reflection

This Thing We Call Aviation

10 A Flight Gone Bad

When Tragedy Strikes

13 Accidental Education

July / Aug NTSB Reports



Confab In The Corn 2011

By Ed Pataky



Clinton, Iowa, 2011. Wednesday, July 27 through noon, Saturday July 30, 2011. The eleventh annual convention of the Cessna 150-152 faithful. There has to be a reason why some seventy-plus aircraft composed of not only the namesake, but of many other makes, and over 120 people annually travel hundreds, indeed, if not thousands of miles to a fairly remote but more-than-adequate airport in America's heartland. To characterize this pilgrimage as merely a meeting of individuals with a shared affinity for a small, two-seat airplane - the youngest over a quarter-century old and the oldest working on the second fifty years, misses the point and fails to describe what it's really all about. It's more akin to a reunion of an extended family, full of fun, flying and the epitome of friendship. But, there's still more to it - something one is hard-pressed to identify. Perhaps a product of the synergy of the people, I like to describe this unique element as "The Spirit of Clinton". Just reading about the annual Fly-In can't do it justice, as the Spirit of Clinton has to be experienced. And those who attend know that spirit! It's felt not only during the event, but for the rest of the year - eagerly anticipated and planned for not only by the organizers, but also the attendees.

Taking the momentum built up by the Cessna 150-152 Club, the Cessna 150-152 Fly-In Foundation added several events and amenities in a successful attempt to not only improve this event, but add to the fun. This was the second year the Foundation planned and executed the event. As usual, the Fly-In informally began several days earlier than planned, with Foundation Officers Ed Figuli and Mark Buchner leaving Pennsylvania and arriving Friday, 22 July. The advance guard was soon joined by Foundation President Kirk Wennerstrom accompanied by Kyle Sundberg by car from Connecti-

cut and New York. Soon, they added Foundation Treasurer Wayne Westerman who flew up in one day in his 182 from Midland, Texas, pausing to stop in Arlington, Texas to pick up Gary Shreve. Over the weekend this contingent and others that arrived handled the initial setup, addressed several critical pop-up issues, and tended to the endless details involved preparing for the annual Confab in the Corn, as it has come to be known. But, as in years past, it wasn't all work. The earlybird arrivals have over the years, created and perpetuated one of the lesser-known, but most-loved traditions of Clinton. The one-on-one interaction and easy-going attitudes interspersed with impromptu flying and lots of laughs for the early arrivals is unmatched anywhere. It's the event before the main event! The Spirit of Clinton was wide awake and on the prowl!

A steady stream of aircraft and people began to swarm into the Clinton Airport over the next few days. 150's and 152's are not the only aircraft at this event. Every



year a variety of aircraft of all makes and models attend. This year, we had Jim Hillabrand arrive in his V35 Bonanza, Greg Hopp in his refurbished 172, Pat Anderson arrived with Brenda Kroening in his tundra tire equipped 180 hp Super Cub, and Jessica Tidd in her Beech Skipper. Among many others, Dave "The Viking" Monskey made it in from Minneapolis. Catherine "Spin Goddess" Cavagnaro in her Cherokee named "Sally" arrived Monday while on vacation with her two sons Jack and Pete in tow, and was soon followed within minutes by a mini-caravan composed of Colorado's Dave Rowland in his 150-horse conversion and and from Houston, Foundation Vice-President Ed "Poobs" Pataky in his much loved Mary Lou. A genuflecting Poobs kissed the ramp, sanctifying the ground in thanks for a safe arrival, and the party was on!

Over the next few days, a number of other caravans pushed on to destination Clinton. The Swampers, an eight-plane squadron arrived in truly inimitable fash-

ion, as did the East Coast Outcasts. Parking was laid out, chairs and tables set up and final preparations completed.

As with any event, the one thing to avoid is "...Failure to communicate!" The small touches, such as a message board (updated daily) in the entrance of the main hangar and a program inserted in the registration packet served more than adequately to keep everyone informed and up-to-date on the events to transpire. Another appreciated improvement was the permanent showers.

Wednesday arrived, and that could mean only one thing - It's Show Time!

Wednesday began with breakfast in the hangar, followed by a full day of seminars and the first of the



contests. After the mandatory briefings, the contests were in full force, run by Colonel Mark Buchner. In addition to the old favorites of the spot landing and nerf drops, an optional poker run was incorporated with the scavenger hunt. Challenging as ever, the last of the scavengers got in minutes before the banquet Friday night. As always, the spot landing contest was again combined with the nerf drop. Since runway 3/21 was closed for construction, runway 14/32 was pressed into service. This actually proved to be an advantage, as the action was a lot closer to the main hangar and the crowd. Contest flights had fewer aircraft which reduced any confusion and congestion, but that was made up by more flights than in years past which allowed everyone who wanted to compete to do so. Things really moved along smoothly and lots of people got to be involved. Our "Wonders from Down Under", Trevor Hurst from Northern Queensland, and Matthew Gray and his daughter Abbey from Sydney scored one of the contests. Talk about going a ways for a walk-about! At first, Green Acres proved as elusive as ever to many, and to nobody's surprise, the Bull's Eye Barrel for the Nerf Drop proved to be the safest place - up to the point when a Nerf came to rest less than six

inches from the tub. Now no place was immune!

Incoming!!!

Despite the Midwest summer heat, the weather cooperated, raining only late Wednesday night and early Thursday morning. Educational seminars continued throughout the week, with each presenter scheduled twice to allow everyone the most opportunity to catch them all. One demonstration hosted by Mark Buchner was literally lighting up the night. A number of airplanes were lined up with different lighting features ranging from strobes, to LED landing lights, to wig-wag lights and any combination imaginable. It was Christmas in July with all the lights on at night! Other seminar presenters included Catherine Cavagnaro's seminar on spins, Terry Dickinson's "Mountain Flying in Alaska", Swamp Squadron Leader Jim Campesi on Formation Flying, Sandy Krier on Electronic Flight Bag Applications, maintenance seminars hosted and led by Alan Core, and a reprise of "Escaping Saigon", by Hung Pham after the Thursday Night Luau. Dale Larson's grandson Aeryk Hurley gave some stunning demonstrations with his R C helicopter.

The Foundation held its annual meeting Thursday afternoon. A drawing was held and two lucky members, Dave Rowland, and Ron Stewart, were reimbursed for a fuel stop.

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

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

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Clinton may be a medium-sized town, but there was no shortage of things to do after hours. An incredibly large percentage of attendees didn't go into town because the undisputed REAL DEAL for attendees was the airport after hours. Tent City, composed mainly of the East Coasters was a hot spot as was the Terminal Building. Dave Roland had his violin, and Gary Shreve and "Viking" Monskey once again brought their guitars along and really delivered the goods into the wee morning hours. Throughout the week, the airport itself proved to be the place to be. The Spirit of Clinton was everywhere.



This year, the Wild Rose Casino hosted the annual banquet with over 120 attendees, and proved it was indeed, up to the task. The Banquet was really special this year, and the food was fabulous! Here, the Spirit of Clinton made its signature mark, touching everyone. Foundation President Kirk Wennerstrom gave a few welcoming opening remarks, and mention was made of the family that couldn't be there - Colorado's Joel Keister and his companion Fury, Club President Dan and Administrator Jo Ann Meler, Gordon Ellis, Foundation Director Mike Marra, Royson and Lori Parsons, and the late Dennis Raddant from Broken Arrow, Oklahoma. New Foundation Director Tom Harvey was elected to fill a vacancy, and winners of the flying contests were announced, with a HUGE number of door prizes given away. Really quality items, too... such as LED landing lights, fire extinguishers, instrument panel makeovers, and many others too numerous to name. Among many other prizes, Bengie Phillips also donated an incredibly beautiful custom - made commemorative clock that was the center of attention. Thanks go out to Bengie for taking the bull by the horns and doing the legwork and procurement! (A list of those companies and people who donated is available on the Club website). Top Gun went to Dan Titus, once again proving what a skilled pilot he is. The Foundation's Gordon Ellis Spirit Award went to Bob McKenzie for his ongoing invaluable legal assistance in the formation and ongoing

operation of the Foundation. And, the Grand Poobah, after an introduction from "Viking" Monskey, performed the annual initiation of first timers to Clinton. But, there was more - LOTS more! Some really special moments characterized the Banquet this year. Beth Cummins (a first-time attendee along with her husband Chris), is quite an accomplished ventriloquist and performing artist. With musical accompaniment on the guitar provided by Gary Shreve, Beth and her little monkey led the entire room in a rendition of "You Are My Sunshine" for Foundation Director and club stalwart Mike Marra's son, Max. At the end, everyone rose from their seats with a spontaneous chant that continued on with a heartfelt fervor. "Go Max, Go! Go Max, Go!" echoed for several minutes. There was nary a dry eye in the house. Finally, it was announced that the Foundation had secured for Gordon Ellis himself the FAA Master Pilot Award, recognizing his fifty-years of safe piloting. A recognition so richly deserved. Foundation and Club members don't have to be physically in attendance to be with us and in our hearts and minds. Once again, it proved that the Clinton Fly-In crowd has the biggest hearts in the world! The Spirit of Clinton was working its magic.

Where was Ed Figuli?

Well, during the week Figuli was everywhere at once, busily taping and assembling the capstone video that has become the highlight of the Banquet. The lights went down, anticipation went up, and it didn't disappoint. For an hour, everyone was treated to interviews and episodes leading up to some of the funniest zingers imaginable. Now it made sense what those questions were that he was asking us about! Talk about funny! Once again, a great piece of work. But, what else would you expect from "FAC" Figuli?



Saturday morning marked the end of the 2011 Clinton Fly-In. After breakfast provided by the Boy Scouts, the

sound of engines springing to life broke the silence. Airplanes singly, and many in groups made their way to runway 14/32, completed their run-ups, and departed, with destinations as varied as their pilots. Each departure left the airport a bit quieter as each plane took with it a piece of the Fly-In. Soon, the airport was vacant. Even the airport seemed to sense that something magical had happened here. There was nothing to betray what happened here, except for a few telltale areas of grass where tents stood or airplanes rolled.

year. But it still lingers on with those touched by it.

If you haven't yet made the Fly-In, the Foundation invites you to be a part of it and to experience the Spirit of Clinton! July 25th through July 27th, 2012 will be here before you know it!



We'll see you there!



The Foundation Directors and Officers meet all year round to plan and pull off a glitch-free Fly-In smoothly and transparently. But, even all this isn't enough without the selfless people who volunteer their time, resources and effort. It simply **WOULD NOT BE POSSIBLE** without these volunteers to conduct the event. Many people volunteered their time and energy to make the event the unqualified success it was. Karen Harvey and Cheryl Titus working registration, Dave Hastings and Norval Gruver parking aircraft, Matt Willett helping set up and clean up, the numbers of individuals that gave their time to drive the shuttle vans, those who helped set up and judge the contests and give presentations, and the never-ending work and can-do of Mark Buckner. Also, any list would of course, be incomplete without recognizing the contribution of the Clinton Airport Manager Mike Nass and his crew. The list goes on. There is no way to even attempt to recognize everyone who contributed without providing a complete list of almost every attendee and those there in spirit.



There are innumerable Fly-Ins throughout the country all year long. Some are smaller, most are much larger, with more people and resources. But nowhere is there an event comparable to the 150-152 Fly-In. Yes... it's the people that make the Spirit of Clinton what it is.



The participants have departed, the Fly-In is in the books, the airport is silent again. But the Spirit of Clinton stays on. Perhaps quiet at the moment, it lays waiting to be awakened once again in a bit less than a

The Dark Side of What We Love

by Dan Meler

This Thing We Call Aviation

I believe that since the dawn of mankind those of our ilk have gazed up into the sky, hands shading brows, watching the creatures of the air. Knowing with a certainty they would never be able to join those whom they must have envied so, I'm quite sure that solitary, visionary souls here and there scattered throughout time have held the hope that if not they, then someone, some day, would conquer the impossibility of human flight.

Sometimes I wonder, why me? Why we? Why now? After thousands of years and so many generations of people staring longingly upward...why are we the ones privileged to live the dream denied so many millions before us?

Like most philosophical questions of this kind, there is no answer to be found. Or if there is an answer, we don't actually need to know it...but it is our nature to ask. Seeking unknowable answers to non essential questions is how we're hard wired, and that is part of what has brought us to this previously only-imagined era of flight.

Every year we are touched by the dark side of this thing we love, this thing we call Aviation. If not affected directly, then for others, we bow our heads, shed a tear, take a moment of silence. Gravity is without a doubt the most relentless force on Earth, and as pilots the best we can hope for is maintaining the uneasy truce with it that allows us to tie the airplane down after a flight and go home to our loved ones.

Today we learned that Mike Castleberry's father, Wayne, did not conclude his flight in the tiedown area, did not drive home to his loved ones.

To Wayne's friends and family, to the friends and families of all who have experienced the loss of a loved one in this and other ways this year... we raise a toast to each of those departed, and wish for them their final journey's destination is the one of their desire.

Pilot's Poem

Unknown Author / Unknown title

*Someday we will know, where pilots go
When their work on earth is through.
Where the air is clean, and engines gleam,
And skies are always blue.
They have flown alone, with the engine's moan,
As they sweat the great beyond,
And they take delight, at the awesome sight
of a world spread far and yon.
Yet not alone, for above the moan,
when the earth is out of sight,
As they make their stand, He takes their hand,
and guides them through the night.
How near to God are these men of sod,
Who step near death's last door?
Oh, these men are real, not made of steel,
But He knows who goes before.
And how they live, and love and are beloved,
But their love is most for air.
And with death about, they will still fly out,
And leave their troubles there.
He knows these things, of men with wings,
And He knows they are surely true.
And He will give a hand, to such a man
'Cause He's a pilot too.*

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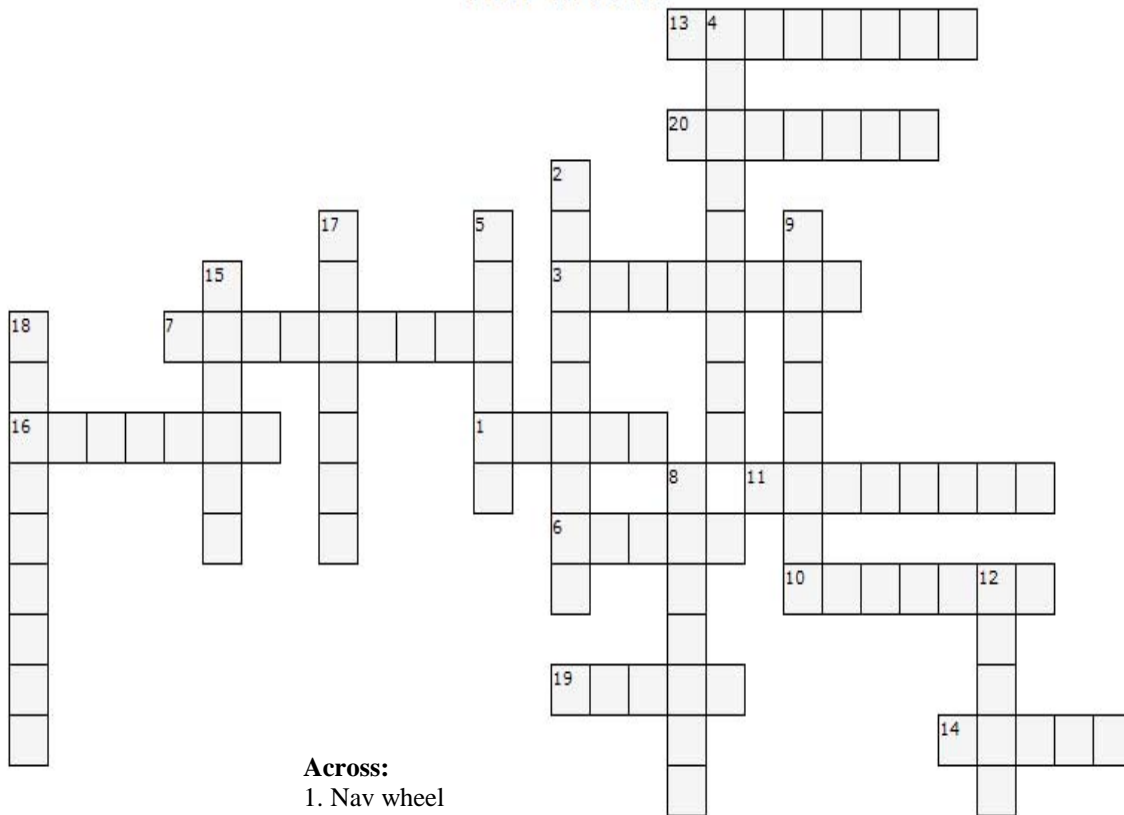
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Av Puzzle Fun !



Across:

- 1. Nav wheel
- 3. Your friend in humid air
- 6. Found not just in Paris
- 7. OSU home...and a Cessna
- 10. What, no pedals?
- 11. Type of beacon
- 13. Scandal
- 14. Jet age newcomer
- 19. Peacocks are famous for it
- 20. A real work saver

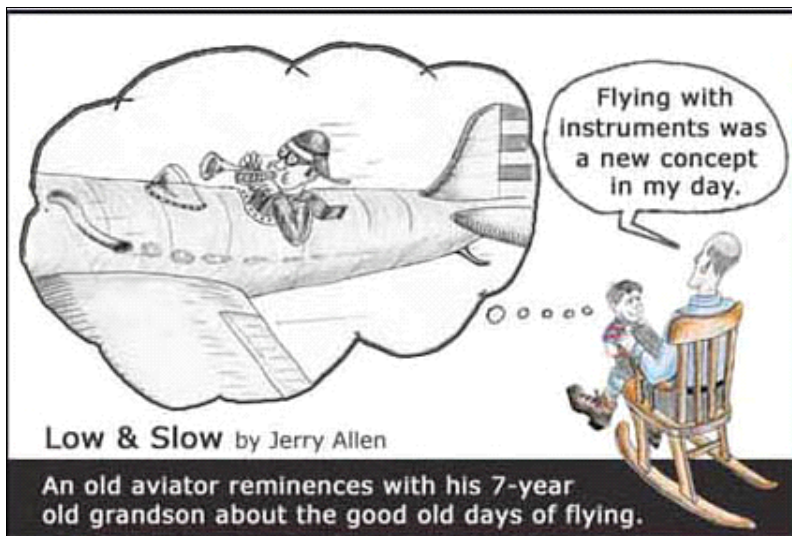
Down:

- 2. A Cessna alias
- 4. Comes in quarts
- 5. King of the switches
- 8. Global racing sponsor
- 9. Always behind you
- 12. Turning point
- 15. Carrier jet
- 17. A force of nature
- 18. Hate to pay, better to collect

Answers on page 15



It was Judy's first time demonstrating inflatable life jackets.



Low & Slow by Jerry Allen

An old aviator reminisces with his 7-year old grandson about the good old days of flying.

Anatomy of a Tragedy

By Paul Knapp

One of our members, Paul Knapp, was involved in a horrendous accident in February of this year. Because I felt through his experience some of us might learn something that one day could save lives, I asked him to write this article. Paul graciously agreed to do it, but asked me to wait a few months to publish it. I want to thank Paul for this, I know it was a painfully difficult thing to do.—Dan Meler

Several people have asked me for more details on the mid-air collision I experienced on Feb. 9. I started writing this out for one individual but realized that it may be helpful in some way to share it with the whole group. Here goes:

What happened is we were in a practice formation flight of 4, in a diamond pattern. I was right wing. During a right turn Donn's (flight lead) airplane and mine collided...how or why we were in the same spot at the same time is still a mystery. I looked up and there he was probably less than 2 airplanes' lengths away and closing very fast. There was no time to react at all and I'm not sure in his configuration (right wing down) he ever saw me.

The mid-air collision itself was horrific beyond all imagination. Donn's right wheel struck the front of my cowling and my prop passed through his tire then sheared off his wheel, cutting the 4 bolts that hold it to the gear leg; my engine stopped dead and the prop never turned from that point on. I thought we were going to clear because he seemed to bounce about 10 feet above me but for some unexplained reason his airplane slowly settled back on mine. It doesn't make sense because he was still making power and I wasn't. He should have continued to pull ahead of me.

After the initial impact we ended up locked together and spun with my airplane pushing on the lower side of his fuselage. Slowly his plane aligned itself with mine and then I was directly below him as his slowly went almost straight nose down. Then I was literally pushing him through the sky. Donn's airplane was literally being torn apart during this time. Both his wings buckled and

folded backwards around my cockpit. During that time I could see only Donn's airplane and a small 8 inch or so section in my lower left window. From that small section I could see the ground below spinning at an incredibly fast rate. I've spun lots of different airplanes but never seen a spin that fast before. We continued spinning like that down about 1000 feet before separating at 500 or 600 feet AGL. I still hear and often see the sounds and sight of wrenching tearing metal, the incredibly loud sound of the air rushing through the airframes...it was like a hurricane...and the sudden almost electrifying springing free. I was sure I was dead and was preparing myself for impact just before we sprung free. There was no fear, I was almost serene as I contemplated what hitting the ground would be like. Eventually I started pushing and pulling on my control column hoping to help us break free, but I doubt it made any difference. Once we did spring free it took me a second to figure out I was actually flying again. Knowing that the airframe was most likely horribly damaged, I didn't think I'd be able to control it, but I very gingerly tried each flight control; I didn't want to stress the airframe any more than necessary. To my surprise everything worked and that's when I knew I'd make it. I picked a field, I was probably down to about 400 feet by then, realized it had a ditch through the middle so made a left turn. I made that turn below the tree tops, which are about 60 to 80 feet in the Fraser Valley and eyeballed my airspeed. It was bang on 60 which is getting slow for a 150 with no flaps...I didn't want to use flaps because of fear of further airframe stress. I lowered the nose for some speed and about five or six seconds later began to flare. As I flared I reached down and shut off the mags and master. The float was fairly long before my wheels touched down probably partly because I wasn't subject to the drag of a windmilling prop and probably because I'd just dived for a little more airspeed to avoid a stall. The grass was wet, about 4" high, but I stood on the brakes and then alternately locked and released the wheels. There was a road and ditch coming up fast but I managed to stop about 300 feet before reaching them. I went back a few days later and measured my tracks. The total ground roll was 360 feet.

By the grace of God, while I managed a perfect landing in that field but Donn and Pat continued to plummet Earthwards and hit a side channel of

the Fraser River at a very high rate of speed. The water was only 3 feet deep so they probably punched right through the water to hit the river bottom; it's a hard sandy bottom. It appears they were in a flat spin at the time of impact. Most of Donn's left wing had already been torn away during the spin. About half his wing and another 5 feet of sheet metal landed on the riverbank 200 feet upstream from Donn's airplane. I believe his wing ripping off is what caused us to spring apart with such force. If that hadn't happened I'm sure we would have gone down together. As we sprung apart, Donn likely went inverted because my left wing punched through his rear window on the pilot side. As it pulled out it tore part of his fuselage away and ripped the wingtip and a couple of feet off of my wing. Donn's entire tail section (empennage) also separated possibly during the spin but more likely when they hit the water. Almost all the rivets popped at the fuselage joint just forward of the horizontal stab. Only 2 or 3 rivets actually held and tore sheet metal when the empennage separated. The leading edge of Donn's vertical stab was badly damaged and abraded by metal on metal contact but we never could explain how. The bottom of his airplane was also severely damaged, some from contact with my airplane but most from impact with the water.

My airplane is a total write off. In hindsight I don't know how it flew so well and how I made it down. The TSB investigators were amazed that I could even control it given the damage to the aileron and missing feet from the left wing. I know many of these details because I spent 2 days with the TSB (Transportation Safety Board - Canadian equivalent of the NTSB) investigators very carefully going over the wreckage of both planes, reconstructing every moment of the incident. You have no idea how meticulous these guys are. They'll spend a whole hour looking at one tiny scratch. They said afterwards that without an eyewitness account they would never have been able to explain how and why much of the damage occurred as it did. Truthfully, I don't think anybody will ever understand how or why Donn's airplane was so horrifically damaged and how mine was not. I can't help but believe that there's more to this than simple physics; I can only attribute it to the hand of God.

Once we broke free I believe what helped me is I spend a lot of time on grass and gravel strips and I almost never fly conventional circuits (patterns in the US). I fly a lot into one-way strips where a go around is not possible so I'm comfortable with the concept of only one shot at the landing. I also train engine out approaches on a regular basis and I typically fly them down to about 20 feet AGL. And, I regularly land my airplane with different flap configurations, sometimes none at all. All those things helped because I didn't have to think about them, they were second nature. I've also had the experience of an engine out landing before so I knew the glide would be better without the prop wind milling. I believe that continuous training and practice helped me land that airplane, but I also believe I had a lot of help from the big guy upstairs.

Two of my friends, Donn Hubble and Patric Lob-singer, lost their lives in this accident. I will live with that for the rest of my days. But I've got one more part of the story to tell. A couple of days after the accident I went out the site where Donn's airplane had come to rest in the river, by then it had been removed to a TSB hanger. It's a pretty site, well down from the road and lined with tall big leaf maple and cottonwoods. The river is low this time of year and the banks are sandy almost beach like. I squatted down on my haunches on the bank just trying to come to terms with what had happened and to mourn my friends. While I sat there on the far side of the river a young bald eagle landed in a tall cottonwood tree. He looked at me for quite awhile and then he began to sing. He didn't sing like an eagle...they don't really sing...he sang more like a songbird. I'm a hunter and fisherman so I know our west coast eagles well and I've never heard an eagle sound like that before. He sang for quite awhile, probably 3 or 4 minutes and then he slowly circled up and flew away. I knew from that moment that Donn and Pat, wherever they were, were OK. I told that story to both Donn and Pat's families and later at Donn's memorial service. A lot of people said afterwards it helped them come to terms with their deaths. I go back to that site often, at least once a week and sometimes more. Strangely, it's the only place where I can find any peace. I still can't write this without tears rolling down my cheeks.



Classified Ads

Aircraft For Sale: 1960-150 5433TT 95SMOH Hangared, Bendix/King xpndr, newer sigma-tek gyros, VOR w/ Glideslope, intercom, MoGas STC, Spin-on oil filter, Belly Drain, oil sump heater (not installed), cover, gold window shades, All logs and STC/AD/337 paperwork, Engine overhaul included new crank, cam, ECI nickel+carbide cylinders and much more, very nice interior/exterior. Chris Hendrix (614) 467-0242 95tangooh@gmail.com \$ \$21,500 (Ohio) [Club Member](#)

Aircraft For Sale: 1964-150D-150hp 6646TT 1911SMOH 150hp O-320 Lycoming E2-D, Collins Nav351 with glideslope, Collins Com251, Collins AMR-350 audio panel w/mkr bkn, KT-76A Xpndr, ACK 30 encoder, EDM700 engine analyzer, Panel mt 2place intercom, Garmin 295, Horton STOL, Sen 60" pitch prop, AeroFlash strobes, O&N Aux Fuel tank 14.6 gal, Monarch fuel caps, AVTEK Pulsar collision light, M-20 air/oil separator, Paint (7), Interior(8), Aero Fabricator harnesses, Belly Drain, LED rudder beacon, Pointer 3000 ELT, Rosen visors, Bruce's airplane & wing covers, AD-LOG maintenance system, Ken Shapiro (727) 379-2555 triple555khs-C150@yahoo.com \$15,000.00 OBO (Florida) <http://www.cessna150forsale.net/> [Club Member](#)

Aircraft For Sale: 1965-150E 3385TT 635SMOH Located at Boonville, NY, which is having a fly-in on 8/13, TT3385, 635 SMOH - Factory Reman, LR Fuel, HD Nose Gear, Shoulder Harnesses, Narco Mk12D navcom w/GS, Narco DME w/Nav head IDME891, Terra TX720 com, Terra TN200 nav w/GS, Terra TriNav indicator, RST-521 mkr bcn, King KT-76A xpndr, Encoder, Narco ADF 141 w/indicator, 60 amp alt, Key start, Whelen SACF tail strobe, New updated panel & gyros, fuses converted to circuit brkrs, New headliner kit - needs installation. Paint 8-9, Interior needs TLC. Annualed June 2011. William Davis (941) 730-4350 eyefly150@frontiernet.net \$17,000 (NY) [Club Member](#)

Aircraft For Sale: 1967-150G 2463.7TT 13.7SMOH 4 New ECI cylinders. RT328T Navcom, TKMX11 com, Garmin 295 GPS, Garmin320A 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. Fresh Annual. Always hangared. Never a trainer. No damage history. All logs. Well maintained. Good, clean, reliable and FUN airplane. Click on following <http://link> for more photos. Debra (479) 527-6929 DebraDee@cox.net \$22,500.00 (Arkansas) <http://debradubois.com/Site/3316Juliet.html> [Club Member](#)

Aircraft For Sale: 1967-150G 3588TT 360SMOH No corrosion. Logs since day one. Have purchased a 172 so, sadly, am going to sell my 150. Radios are a 300 nav/com and a brand new Narco AT-165 transponder w/mode C. The loran is still in the panel; can be removed and replaced by new owner. Has an external oil filter and a Niagra sprag clutch. Annual 3/11. This is a very clean good flying 150. Rodney Wren (580) 513-8253 r_wren@wfec.com \$20,000 (Oklahoma) [Club Member](#)

Aircraft For Sale: 1970-150K 1900TT 416.72SMOH Commuter, All cylinders in 70's/80's, Full Flow spin on Oil Filter, AutoGas STC but never used. 1 Val NAVCOM, 1 Radair NAVCOM, Transponder, EBC ELT w/new battery, Belly Drain, belly Strobe, Never trainer, Always hangared, NDH, Wheel Pants, All logs since new, New Paint, 3rd Owner since new, has been re-registered and renewed. Next annual due Nov 2011, based TN 96. (Tennessee) [Club Member](#) Aubrey Shelton (615) 444-6121 \$22,000 Firm(Tennessee) [Club Member](#)

Aircraft For Sale: 1973-C150L 4125TT 315SMOH NO damage history, New ECI cylinders w/pistons 140 hrs., all 78/80, Spin on oil filter, new plug wires, new custom TN Wings leather seats, custom TN Wings carpet, (5) Whelen strobes, custom 3-color paint 2007, VGs, Kevlar steering boots, complete custom all-metal panel, Warren Gregoire grips w/PTT, Goodyear Flight Custom III tires w/Michelin Airstop tubes, new pads and rotors. PS 3000 intercom w/music input, KY-197A COM, Xponder. Garmin 396 installed in panel and included. Always hangared. Cabin cover available. Many extras. E-mail for more info and pics. John Vargo jmv1@comcast.net \$27,500-offers [Club Member](#)

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.

July / Aug 2011 Stats: 9 Airplanes, 13 Persons, 6 Uninjured, 2 Minor Injury, 3 Serious Injury, 2 Fatality.

NTSB Identification: **ERA11CA387**

14 CFR Part 91: General Aviation

Accident occurred Saturday, July 02, 2011 in Weirsdale, FL

Aircraft: CESSNA 150C, registration: N1953Z

Injuries: 1 Uninjured.

According to the pilot, he was taxiing to the runway for takeoff. The airport was a private, uncontrolled fly-in community and the roads were designated taxiways. The pilot observed a truck and trailer coming towards him, and noted that the driver had pulled to the side to let him pass. The pilot looked inside the cockpit to check his power setting, as the taxiway was on an upslope. He thought he had adequate clearance from the trailer; however, the left wing struck the top of the trailer as he passed, pulling the airplane to the left. An inspector with the Federal Aviation Administration inspected the airplane and reported structural damage to the left wing.

NTSB Identification: **ERA11LA383**

14 CFR Part 91: General Aviation

Accident occurred Monday, July 04, 2011 in Plymouth, MA

Aircraft: CESSNA 150L, registration: N150ET

Injuries: 1 Uninjured.

On July 4, 2011, a Cessna 150L, N150ET, was substantially damaged during a forced landing to a cranberry bog, following a partial loss of engine power during takeoff from Plymouth Municipal Airport (PYM), Plymouth, Massachusetts. The certificated commercial pilot was not injured. Visual meteorological conditions prevailed.

The pilot reported that during initial climb, the engine began to run rough and experienced a partial loss of power. The pilot elected to land straight ahead into a cranberry bog. During the landing, the landing gear, propeller, and engine firewall sustained substantial damage. The engine was retained for further examination.

NTSB Identification: **ERA11CA377**

14 CFR Part 91: General Aviation

Accident occurred Tuesday, July 05, 2011 in Ridgeway, VA

Aircraft: CESSNA 150M, registration: N9416U

Injuries: 2 Serious.

According to the flight instructor, he and the private pilot under instruction filled the fuel tanks, performed a preflight inspection, taxied to the runway and completed an engine run up. They began the takeoff roll, with the flaps set at 10 degrees, from the 3,000-foot-long, upsloped, turf runway and the airplane became airborne about one-third down the runway. The airplane climbed slowly and the flight instructor realized that it would not be able to clear the trees at the end of the runway. The private pilot applied the left rudder in order to turn the airplane and stay clear of the trees, but soon the instructor took the flight controls because he realized that the airplane was going to impact the trees. The airplane struck the trees approximately 20 feet from the tops, impacted the ground, and came to rest inverted. During the accident sequence, the fuselage, wings, and empennage were substantially damaged. The flight instructor reported there were no preexisting mechanical anomalies with the airplane. Weight and balance calculations revealed that the airplane was at or slightly over the maximum takeoff weight provided by manufacturer. Also, the owner's manual stated that the best rate of climb was with flaps up and that the "use of 10 degrees of flaps is reserved for minimum ground runs or for take-off from soft or rough fields with no obstacles ahead."

NTSB Identification: **WPR11CA312**

14 CFR Part 91: General Aviation

Accident occurred Wednesday, July 06, 2011 in Mesa, AZ

Aircraft: CESSNA 150G, registration: N2878S

Injuries: 1 Uninjured.

A student pilot was conducting touch and go pattern operations during her second supervised solo. The pilot said that on the second touch and go she touched down on the runway to the right of centerline after a normal approach. The pilot then added full power, began retracting the flaps, and tapped the left rudder to correct the airplane back to centerline. Suddenly the airplane swerved to the left and the pilot added right rudder pedal but the airplane did not respond. The pilot then added brakes in an attempt to stop but the airplane continued to veer off the runway to the left. The airplane subsequently hit a lip on the taxiway and nosed over, coming to rest inverted. An FAA inspector examined the airplane following the accident and the nose gear steering linkages and brakes appeared normal.

NTSB Identification: **WPR11CA327**

14 CFR Part 91: General Aviation

Accident occurred Wednesday, July 13, 2011 in
Wheatland, WY

Aircraft: CESSNA 150J, registration: N60060

Injuries: 2 Minor.

After takeoff the pilot noticed that the airplane's battery was not operating and elected to continue the flight without the use of his left and right fuel gauge indicators, as required for flight under visual flight rules. The pilot reported that 12 miles to the south of his intended destination, his engine sputtered and quit. The pilot initiated a forced landing to a road and the airplane touched down nose wheel first and nosed over, coming to a rest inverted. The fuselage, wings, and rudder sustained substantial damage. According to the FAA inspector who examined the airplane post accident, the fuel caps made a hissing noise when initially removed and there was no fuel in the fuel tanks. The pilot reported that there were no pre-impact mechanical malfunctions or failures with the airframe and engine that would have precluded normal flight.

NTSB Identification: **CEN11FA479**

14 CFR Part 91: General Aviation

Accident occurred Thursday, July 14, 2011 in
Silverton, CO

Aircraft: CESSNA 150L, registration: N1539Q

Injuries: 2 Fatal.

On July 14, 2011, at an undetermined time, a Cessna 150L, N1539Q, was substantially damaged when it impacted mountainous terrain near Silverton, Colorado. The airplane was registered to a private individual and operated by the pilot. The private pilot and the passenger were fatally injured. No flight plan was filed for the local flight that had originated at an undetermined time from Animas Air Park (00C), Durango, Colorado. Visual meteorological conditions prevailed. On the same day, about 0900 mountain daylight time, several persons driving off-road vehicles through the mountain pass discovered the wreckage at an elevation of about 12,570 feet mean sea level (MSL). The airplane had impacted nose down in a nearly wings level attitude and came to rest partially inverted 38 feet from the initial impact crater. There was a fuel spill, but no post-impact fire.

NTSB Identification: **ERA11LA411**

14 CFR Part 91: General Aviation

Accident occurred Wednesday, July 20, 2011 in
Elizabethtown, KY

Aircraft: CESSNA 150M, registration: N8576U

Injuries: 1 Uninjured.

On July 20, 2011, a Cessna 150M, N8576U, was substantially damaged following a loss of engine power and collision with terrain at Addington Field Airport (EKX), Elizabethtown, Kentucky. The commercial pilot was not injured. The airplane was registered to and operated by Pro Air Enterprises, Inc. as a banner tow flight. Visual meteorological conditions prevailed and the flight was destined for Louisville, Kentucky (LOU).

The pilot reported the following. Shortly after takeoff, he was attempting to pick up a banner. The engine lost power and the airplane stalled. He made a partial recovery from the stall; however, the left wing struck the ground and the airplane collided with a ditch.

An inspector with the Federal Aviation Administration responded to the accident site and examined the wreckage. The left and right wings and the fuselage received structural damage. There was evidence of spilled fuel at the accident site. The wreckage was recovered to a storage facility where a detailed examination of the fuel system and engine will be performed.

NTSB Identification: **CEN11CA516**

14 CFR Part 91: General Aviation

Accident occurred Tuesday, July 26, 2011 in Har-
bor Beach, MI

Aircraft: CESSNA 150F, registration: N3050X

Injuries: 1 Serious.

The pilot stated that while crossing Lake Huron at an altitude of 3,000 feet, the engine began to lose power. The pilot contacted flight watch and informed them of the situation. He moved the fuel selector handle and enriched the fuel mixture to no avail. The pilot stated he applied carburetor heat, moved the throttle, and fuel selector switch again, but by this time he was about 100 feet above the water and 15 to 17 miles off shore. He contacted flight watch again to provide a position update and to tell them he was ditching in the lake. The pilot stated that engine power was regained just prior to

the airplane contacting the water; however, by that time he was unable to avoid the ditching. The pilot exited the airplane which sank soon after contacting the water. The pilot was able to tread water for approximately 18 hours prior to be picked up by a pleasure boat. The pilot was hospitalized for several days following the accident. The airplane remains at the bottom of Lake Huron in about 210 feet of water. The outside air temperature was 73 degrees Fahrenheit and the dew point was 57 degrees Fahrenheit. According to the FAA Icing Probability Chart, these conditions were conducive for serious icing at glide power. The pilot reported he did not recognize the symptoms of carburetor ice and that he should have applied the carburetor heat sooner.

NTSB Identification: CEN11LA575

14 CFR Part 91: General Aviation

Accident occurred Sunday, August 14, 2011 in Sabetha, KS

Aircraft: CESSNA 150H, registration: N6953S

Injuries: 2 Uninjured.

On August 15, 2011, at 1038 central daylight time, a Cessna 150H, N6953S, impacted terrain during takeoff from Sabetha Municipal Airport (K83), Sabetha, Kansas. The private pilot and passenger were not injured. The airplane sustained substantial damage to both wings. Visual meteorological conditions prevailed for the flight. The local flight was originating from K83.

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