

2022 Cessna 150-152 Fly-In NOTAM



Cover photo taken at the 2006 Cessna 150-152 Fly-In

Welcome to the 2022 Cessna 150-152 Fly-In

Welcome to the 2022 Cessna 150-152 Fly-In. These past few years have been highly irregular, to say the least. So find some normalcy by visiting a small town in middle America called "Cessna, Iowa". As always there'll be old friends, new faces, great conversation and lots of fun flying.

And that's the most important part – this is a FLY-In, where people "still know how to have fun with their planes." Try the spot-landing contest, the famous "Nerf Drop", or the fiendishly simple "Scavenger Hunt". Didn't bring a plane? No problem – there's plenty of pilots with empty seats looking to fill them. And if you prefer your seat on the ground, we've got you covered there, too. You can help judge the landing contest, retrieve wayward Nerfs, or just enjoy the many seminars we'll be offering this year.

Think of the Fly-In as a large family reunion in an outdoor setting – plenty of fun and games, a chance to meet distant cousins, hang out with that crazy uncle that everyone warns you about, but you secretly admire, and reconnect with old family members you talk to online every day but haven't seen in a year. It's a special party we call the Cessna 150-152 Fly-In.

Kirk Wennerstrom

President



Kirk Wennerstrom is an 1,800 hour instrument-rated private pilot, with 1,000 of those in a Cessna 150. He's also a former skydiver with over 700 jumps, several of those at the Cessna 150-152 Fly-In, from a Cessna 150. A former Cessna 150 owner, he currently flies a Cessna Cardinal RG, N7556V. Kirk is a charter member of the Cessna 150-152 Fly-In Foundation, and this year will be his 19th Fly-In. He lives in Norwalk, CT with his wife and daughter. When he's not flying or wrenching on his plane, he works as an IT consultant in the health-care industry.

Everyone, welcome back to Clinton for the 22 nd Annual Cessna 150-152 Fly-In. I'm sure everyone has been looking forward to the Fly-In all year! We are happy to have you all back again!

P&N Flight and Charter is a full service FBO offering flight instructions, air tours, and fueling services ranging from Cessna 150s all the way up to Gulf Stream 650s. We offer our services 24/365 to make everyone's stop the most enjoyable it can be.

You may notice this year a familiar face is missing. Tanner Rau, our former FBO Manager, has moved on to bigger adventures. Tanner took a corporate flying position with Revv Aviation at the Davenport Municipal Airport.

With Tanner moving on, I was offered and accepted the Manager position with P&N. My name is Matt Reed. I've been with P&N going on 2 years. The 2021 Fly-In was the first time I got to experience the event. You may also see Ken Perron helping this year. He's a proud owner of a Van's RV-9 and a Hatz CB-1 bi-plane.

We hope the Fly-In is an enjoyable and memory making event! If anyone has any questions or needs anything, please feel free to ask myself or any of the staff that's helping.

Here's to another great Cessna 150-152 Fly-In!

Matt Reed
FBO Manager

To our 150 Fly-In friends,

Welcome back to Iowa! I would like to take this opportunity to congratulate the Cessna 150-152 Fly-In Foundation and all the participants of the 2022 Cessna 150-152 Fly-In on your 22nd year. We are very excited to have the opportunity to celebrate with you.

It has been our pleasure to host this event for the past 21 years. I have been with the airport since late 2015, making this the 7th year I have been involved with the Fly-In.

The Clinton Municipal Airport is owned by the City of Clinton and operated by a five-member Airport Commission. This year you will meet the following airport staff to assist you with your needs: Roger Blunk owner of a Cessna 120, Tom Paarmann owner of a Piper Warrior, and myself, Marlana Nass owner of a Piper Clipper.

Again, Welcome to Clinton, and the 22nd Annual Cessna 150-152 Fly-In. Please let us know if there is anything we can do for you, we are glad you're here.

Marlana Nass
Airport Manager

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GENERAL AERODROME PROCEDURES

ARRIVALS and DEPARTURES

All runways at CWI are open and active.

Runway 3/21 is the primary runway, and will be used for all normal and contest operations.

Runway 14/32 is available for operations as conditions require.

Extreme vigilance is required at Clinton Municipal Airport (CWI) during the Cessna 150-152 Fly-In. What is normally a sleepy little airport, CWI is transformed into a very busy little airport during the Fly-In. Numerous Cessna 150s and 152s will be arriving, departing, flying in contests, and performing low approaches. In addition, transient aircraft from Cubs to Jets also use the airport.

Proper radio procedures are essential. All traffic must use Clinton Unicom on 122.8. Ensure you announce your intentions, especially entering the runway to back-taxi for takeoff, and turning final for landing or low approaches.

Nerf Drop/Spot Landing contest aircraft are the exception. Contest aircraft will maintain radio silence and listen for instructions from the FAC/GAC, except for safety reasons.

Arriving at night? Pilot Controlled Lighting is on 118.5

AIRCRAFT PARKING

All Fly-In aircraft will be parked on the grass in front of the main hangar, on the grass northeast of the main hangar, or on the grass along the taxiway to the T-hangars.

Aircraft **ARE NOT** allowed to park along runway 14/32, or on the grass along the north side of the main ramp. Parking on the Main Ramp is restricted to aircraft that cannot park on the grass, and only west of the fuel pump.

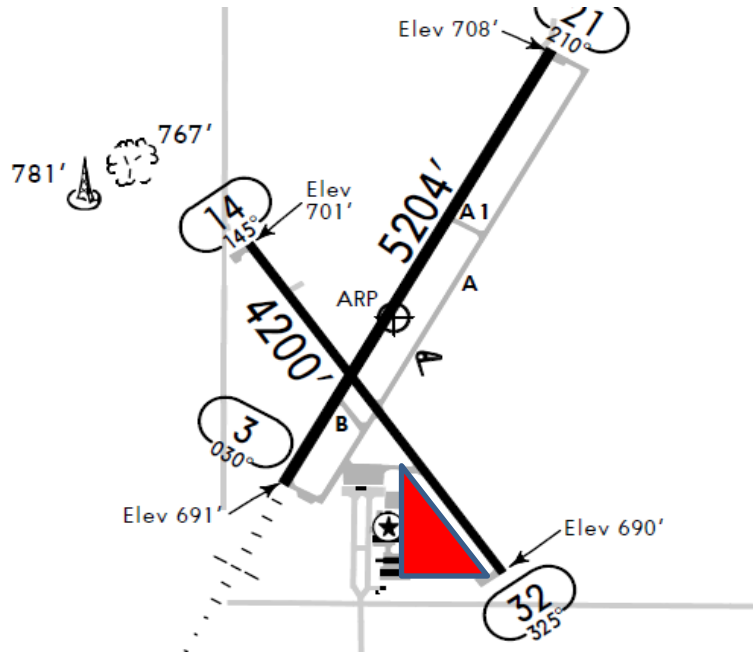
Parking spots are first come, first served. Normally the area northeast of the main hangar fills first, then the area in front of the hangar, then down the line along the T-hangar taxiway.

Camping under the wing is available at all aircraft parking spots. An additional camping area is available in Tent City south of the big hangar.

All aircraft must be tied down in the parking area. Although temporary tiedown stakes and ropes are available at Clinton, we recommend you bring your own tiedown device to secure your airplane.

NO FLY ZONE

Aircraft operating at the Clinton Municipal Airport during the Cessna 150-152 Fly-In must avoid overflying the aircraft parking area, hangars, and ramps.



EVENING FLIGHTS

Ah, after dinner, the perfect time for an airplane ride, especially at Clinton. However, while you are out flying about, some of us are in the hangar listening to the after-dinner program. Please, when flying around the airport on your dusk patrol, make your patterns on runway 3/21. It keeps the noise down in the hangar. When we're done inside, we'll let you know, and you can shift over to 14/32.

FUEL

The self-serve fuel pump is located on the main ramp west of the terminal. That part of the Clinton ramp is a very busy place during the Fly-In and is very congested with transient aircraft and the working crop duster. If you use the self-serve fuel pump, please get in, fill the tanks, and get out. Do not park or loiter around the pump.

Truck service will be stepped up during the Fly-In in the parking areas and on the hangar ramp. Display your prop card with the FUEL side out, and the lineman will stop and fill your tanks.

During the Fly-In fuel is pumped from the truck at the self-serve price for Cessna 150-152 Fly-In participants.

CONTESTS

FLYING CONTESTS

There are several flying contests, and several different crewmember positions, Confab attendees may participate in.

We fly the Nerf Drop/Spot Landing contests seven times, with seven participants in each flight, on Thursday (*weather permitting*). The Scavenger Hunt and Poker Run may be flown anytime Wednesday or Thursday, and Friday until 4:00 PM.

CONTESTS

- Nerf Drop
- Spot Landing
- Scavenger Hunt
- Poker Run

CONTEST POSITIONS

- Nerf Drop Pilot
- Spot Landing Pilot
- Scavenger Hunt Pilot
- Nerf Drop Bombardier
- Scavenger Hunt Navigator

Attendees may fly the Nerf Drop/Spot Landing contest twice, but only once as a Pilot and once as a Bombardier. The Scavenger Hunt may only be flown one time, either as a Pilot or a Navigator.

CONTEST AWARDS

Trophies are presented at the end of the Confab to the highest scoring contestants in the following contest positions:

- Champion Pilot, Nerf Drop
- Champion Pilot, Spot Landing
- Champion Pilot, Scavenger Hunt
- Champion Bombardier, Nerf Drop
- Champion Navigator, Scavenger Hunt

The Top Gun trophy is awarded to the pilot attaining the highest combined score from the Nerf Drop, Spot landing, and Scavenger Hunt contests.

NERF DROP / SPOT LANDING CONTEST

NERF DROP

The Nerf Drop is a skill contest. Aircraft fly over the Drop Zone at an altitude no lower than 200 feet AGL (900 feet MSL) and drop a Nerf on the target. Nerfs are marked at the position they finally stop after they are dropped. The position is measured from the bulls-eye in feet and inches. Drops are scored 0 to 100. A drop outside a 100 foot diameter circle from the target is out of bounds and is scored 100. A Nerf inside the trash can is a bulls-eye and scored a zero. Three drops are attempted, and the three scores are averaged to obtain a raw score. The raw score is subtracted from a perfect score of 300. The highest score wins.

DROP ZONE

The target is a plastic bucket, placed inside a kiddie wading pool. White markers along the centerline lead to the target, and additional markers outline the target in a large "X."



LANDING CONTEST

The landing contest not a technical competition, it is a style and grace contest. The contest is judged by two individuals picked from the spectators. They could be your fellow pilots, or they could be non-pilots. Scoring is 1 to 10, 1 being a really bad landing, 10 a very good landing. The first part of the airplane to touch the runway must do so inside the landing zone, or the landing is considered out of bounds and the landing will be scored zero. Three attempts are made in the contest, and the average score from both judges, for all three landings, is used to determine the winner. Highest average score wins.

GREEN ACRES

The landing zone is known as Green Acres. It is 80 feet long and is marked by red traffic cones at the beginning and end of the zone on both sides of the runway. Additionally, two large flags, one on each side of the runway, mark the beginning of the landing zone.



BTW: The landing zone is known as Green Acres because the lines used to be painted on the runway with a bright green paint. Since the runway was completely resurfaced in 2011 the management does not want their new runway painted with bright green paint. We now use cones and flags, but the name Green Acres stuck and we still use it.

CONTEST BRIEFING

Pilots and Nerf Drop Bombadiers are required to attend the contest briefing prior to flying in the Landing/Nerf Drop contest. Briefings are held one hour prior to the scheduled start of the contest. Check the time on the Daily Event side of the Confab Information Board.

MARSHALING and TAKEOFF

Contest aircraft will move to the Hangar Ramp, fueled and ready to go, at least 15 minutes prior to scheduled takeoff.

When cleared, aircraft will taxi to the runway in trail. Marshallers will lead the airplanes to the end of the runway to launch the contest aircraft flight.

ORDER of EVENTS

The order of events will be Nerf Drop, Touch and Go, Nerf Drop, Touch and Go, Nerf Drop, Full Stop landing. *(total of 3 landings)*

NOTE

All 3 landings are scored for the contest.

After the final landing in the contest zone, clear the runway as soon as practical.

FAC

The Forward Air Controller (FAC) will be orbiting overhead during the Nerf Drop/Spot Landing Contest. His job is to keep the contest aircraft in order and running smoothly, and keep non-contest aircraft out of the way. Your job is to listen to the FAC's instructions and proceed as directed. Radio calls during the contest are not required. Please stay off the radio unless you are called or have an emergency.

GFAC

If a FAC is unavailable, the contest will run using a Ground Forward Air Controller (GFAC). The GFAC will be on the drop zone during the Nerf Drop/Spot Landing Contest with a handheld radio. His job is to keep the contest aircraft in order and running smoothly, and keep non-contest aircraft out of the way. The same rules apply when we work with a GFAC. Listen to the GFAC's instructions and proceed as directed. Radio calls during the contest are not required. Please stay off the radio unless you are called or have an emergency.

If you have a problem during the contest, announce your position and your problem. The FAC/GFAC will direct you to the runway and clear all other inbound traffic. You have priority. All other contest aircraft, maintain your position in the flight and proceed as directed.

SCAVENGER HUNT

A contest designed to check your navigation skills and level of observation.

Pickup your official Scavenger Hunt Inflight Questionnaire at the Registrars Desk. The questionnaire will lead you on an hour and a half flight around the local area and ask questions about the landmarks. Follow the questionnaire instructions step by step. They will tell you which general direction to fly, and what landmarks to look for. Answer the questions about the landmarks on the questionnaire. Photographs may be taken any time on the course.

You will be instructed to land at two other airports on the hunt. Please be respectful of other traffic and use proper airport traffic pattern and radio procedures. *BTW, the two airports are the same airports used on the Poker Run. **If you're a Poker Run participant, pick up your poker cards while you're there.***

When you return from the hunt, return your Inflight Questionnaire to the registrar. You will then be given a Ground Questionnaire. The Ground Questionnaire tests your memory, and possibly your photography skills. The Ground Questionnaire counts in the overall score. Three tiebreaker questions are also asked and will be used in the event there is a tie between the scores from the questionnaires. Each tiebreaker question will require a numerical answer. The team closest to the correct sum of all three tiebreaker questions will be declared the winner.

When you complete the Ground Questionnaire, return it to the Registrar. Both questionnaires will be combined, graded by a contest official, and scored by percentage correct from 0 to 100. Highest score wins.

Contest aircraft may depart CWI on the hunt at any time. Pilots may fly this contest at any altitude and any speed consistent with the FARs. Answers to all questions can be seen from 1,000 feet AGL. This is **NOT** a timed contest, so there is no need to rush, or cut corners. Be alert for other contest aircraft flying the Scavenger Hunt, especially if you loiter at a checkpoint for an extended period.

POKER RUN

This is a contest of exceptional skill and cunning..... well, okay ... it's really not. It's actually a contest of pure dumb luck.

Contestants may register for the Poker Run at the registrar's desk. There is a \$10.00 buy in.

We use 4 decks and limit the contest to 50 players.

During registration the contestant will get an envelope holding one card. Contestants will fly out to two other airports in the Clinton area and pick up one envelope at each airport. **DO NOT open any envelope.** The final envelope will be handed out at the Clyde Awards Banquet.

All hands will be revealed during the Banquet, when contestants will be directed to open their envelopes, one at a time, to show their hand. The final card will be dealt by the Banquet MC and a winner will be determined. The winner takes half of the pot, and the Foundation gets the other half.

BTW, the two Poker Run airports are the same airports used on the Scavenger Hunt. Why not do both?

FUEL RAFFLE

A non-flying contest designed to ease the hit on your wallet, and to thank you for attending the Confab in the Corn.

The raffle will take place at the Cessna 150-152 Fly-In Foundation Annual Meeting on Thursday evening.

When you come to the annual meeting, bring all the fuel receipts you acquired enroute to the Fly-In. We will draw one, or maybe two, receipts from all entries, and the winner will receive a cash award equal to the fuel cost on the receipt (up to a max of 20/30 gallons)

Fuel Raffle Rules

- Winner(s) must be in attendance at the 2022 Cessna 150-152 Fly-In Foundation Annual Meeting.
- Aircraft registration number must be on the fuel receipt.
- Fuel Receipts must be for **your** aircraft, from a fuel stop **you** made enroute to the 2022 Cessna 150-152 Fly-In, or from the Clinton Municipal Airport between July 16th and July 21st, 2022.
- Fuel receipts from your home airport are not allowed.
- Maximum of 20 gallons for Cessna 150/152 aircraft with standard tanks and other aircraft types, 30 gallons for Cessna 150/152 aircraft with long range tanks.
- If we pick two, the winner of the first raffle is not eligible to participate in the second raffle.

2022 Confab Schedule

	Wednesday	Thursday	Friday
0900	Welcome to Clinton	Flying Contest Day	Human Performance
0930			State Of Aviation
1000			
1030			
1100			
1130	PIZZA In the Hangar	Lunch is available In the hangar	
1200			
1230	How to Survive a Ramp Check II	Flying Contest Day	Cessna 150/152 Maintenance
1300			
1330			
1400	The Weather		
1430			
1500			
1530	Website & Forum	Fly-In Foundation Annual Meeting	Clyde Awards Banquet @ Rastrelli's
1600			
1700	BYOB Mixer In the Hangar	Confab Group Photo	
1730		Confab Luau	
1800	Burgers `n Brats Dinner	Ask the Examiner	
1900			
2000	Lighting Demo		
2030			

SEMINAR SYNOPSIS

Have you ever been involved with a ramp check? Chris Mathe has. In fact, he has conducted a few. Chris, the local FAAST Operations Manager, and his counterpart David Hintz, the FAAST Airworthiness Manager, presents "**How to Survive an FAA Ramp Check II.**" This seminar has been updated after questions and ideas they have received over the past year.

Peter Speck from the Davenport NOAA office will stop by to talk about **The Weather**. More specifically, his talk will give an overview of the National Weather Service, as well as aviation products and services.

The Forum is the greatest benefit we offer to members of the Cessna 150-152 Club. However, navigating the website and forum can be a bit intimidating for some of our members. Ron Stewart and George Jameson will discuss the ins and outs and how to get the most out of the club's **Website & Forum**.

Everyone has passed their checkride, but some of you might go through a few more, or still have questions. Well, you're in the right place. Thursday night you can **Ask the Examiner**. Club member Bill Rourke, a certified FAA Designated Pilot Examiner (DPE), will give a presentation on airman and aircraft certification, and will answer your questions.

Unless you're involved in an organized training program, you were probably not routinely exposed to various human performance tools. We're going to fix that. Join Ed Figuli for **Human Performance in Flight**. Safety of flight is important to all pilots in all phases of flight. The tools that Ed will give you will enhance your aeronautical decision making and help you make sound aeronautical decisions.

Are you current regarding the **State of General Aviation** and ongoing aviation safety initiatives? Richard McSpadden, Senior Vice President of the AOPA Air Safety Institute is, and he will deliver information on these topics and answer your questions. After this seminar you will be better informed on both safety and the state of General Aviation.

"**Cessna 150/152 Maintenance**" with our Maintenance Guru Alan Core. Alan will discuss lots of good stuff to help you out with the maintenance of your Cessna 150 or 152, including items that you can perform on your airplane. Alan is full of great information, so bring your questions!

It's been a while since we've done this, and there's some new lighting options on the market. So, when it gets dark on Wednesday, we're gonna turn the lights on! You can walk around the flight line on this guided tour and check out the latest and greatest in "**Aircraft Lighting**," up close and personal. If you thought about new lights, but want to see them first, then this is the place.

TRANSPORTATION

SHUTTLE VAN

A free shuttle van operates every day at the Confab. The van is available to all attendees for transportation between the airport and the town of Clinton, IA. It can be used to commute to area hotels, shopping, the laundromat, or local restaurants. The van is not allowed to leave the local area.

The van runs "on call" from 7:00 am thru 9:00 pm during the Fly-In. If you need a ride, give us a call and we'll be on the way. The phone number is in your Registration Packet and is also posted on the information board in the hangar.

In addition to being "on call," we will also run scheduled service to Walmart several times every day. The schedule is posted on the Confab Information Board. Just be at the Airport Van Stop at the prescribed time, and you're on your way.

The airport van stop is on the ramp, just northeast of the hangar, under the checkered flag.

The van is free, but it does rely on the generous contribution of our volunteer van drivers. It's one of the best volunteer jobs at the Confab. You get to sit in the cool, air-conditioned van for a couple of hours, and you get to meet some of those cool Cessna 150 and 152 pilots you've seen on the Forum all these years.

RENTAL CARS

A number of attendees over the last few years have rented cars for their personal use while at the Confab. The Clinton Enterprise Rent-a-Car offers Cessna 150-152 Fly-In attendees a discount on your rental during the Fly-In. Reserve your car thru the Enterprise website or 800 number, at the normal price. When you pick up your car in Clinton, mention the Cessna 150 Fly-In and your discount will be applied.

The Clinton Enterprise is a small office and they do not have excess cars. It is imperative that you reserve your car early. The longer you wait, the smaller the chance you will get one. And if you do not have a reservation, and walk in expecting a car, you may be completely disappointed.

FOOD

WEDNESDAY, THURSDAY, & FRIDAY BREAKFAST

Breakfast

We have cold cereal and milk, fresh fruit, and coffee and doughnuts in the hangar. Did I mention it's FREE!. For those of you living in a hotel, if your hotel won't feed you, come in and eat with us, or the Shuttle Van will stop on the way in so you can grab something to eat. For those of you camping at the airport, the Shuttle Van is available for a downtown breakfast run

WEDNESDAY LUNCH

Pizza in the hangar

A FREE pizza lunch kicks off the Fly-In thanks to our host the Clinton Municipal Airport. A great way to start the festivities.

THURSDAY & FRIDAY LUNCH

Lunch is available in the hangar

We have all the fixins you need to build a great sandwich, along with sides and drinks.

WEDNESDAY DINNER

Burgers and Brats

It's our annual Burgers and Brats dinner. Served with coleslaw and all the trimmings. Dinner provided by Clinton Boy Scout Troop 642. The Fly-In is their biggest funding event of the year and all of the proceeds from this dinner go to the Scouts.

THURSDAY DINNER

The Cessna 150-152 Fly-In Luau

Put on your loudest Hawaiian shirt and join us for the annual Confab Luau. We're roasting a pig, and we've got buttered Iowa corn, salad, and desert. Save your ticket, we will give out some door prizes. Dinner served by Clinton Scout Troop 642, who share the proceeds.

FRIDAY DINNER

The Clyde Awards Banquet

It's the social event of the season. Last chance to dine with all your fellow 150-152 buds. Contest awards are presented, and there are door prizes too. This event is held downtown in the airconditioned comfort of the Tuscany Special Events Center at Rastrelli's. Dress is casual. Cocktails at 5:00 Dinner at 6:00

SATURDAY

0700 – 0900 Fly Away Breakfast

Refuel the plane, then come in and refuel yourself with free coffee and doughnuts in the hangar. Provided by your Cessna 150-152 Fly-In Foundation.

ON THE AIRPORT

WHERE IS EVERYTHING?

WELCOME TO CLINTON

After you land, dial up 122.75 and taxi toward the main ramp. The Fly-In Follow Me Golf Cart will pick you up and lead you to parking on the grass between the hangar and runway 32, or if you get here late, it may be down the hangar line on the grass next to the taxiway.



REGISTRATION

Go in the Main Hangar, and you will see a table next to a flag with a banner on front. There will be two nice Registrars sitting there. They will take care of everything to get you signed in, get you a badge, sell you a t-shirt, and answer your questions.

CONFAB INFORMATION BOARD

Inside the hangar, near the front, we have set up an information board. Today's schedule is on the ramp side, and lots of good to know stuff is on the hangar side. The Official Confab Schedule, Today's Weather, Today's Menu, important phone numbers, and lots of other stuff.

SIGNUP SHEETS

If you want to fly in our Nerf Drop and Landing contests, you gotta sign up first. Pick a time and sign up on the clipboard attached to the Information Board

VAN DRIVER

Would you like to help out? One of the most important jobs at the Fly-In is the Van Driver, and it's an all-volunteer position. It is also one of the best jobs at the Confab. You get to sit in air conditioned comfort for a couple of hours and meet some of the nicest people around, your fellow Cessna 150-152 pilots. Signup sheets for Van Driver are on the Information Board. Pick a day and time and help out.

SEMINARS

Seminars are free and open to all. No signup required, just come on in and sit yourself down. Seminar times are posted on the Information Board, and the Confab Schedule. If you have an FAA Wings account make sure you sign the attendance sheet at each seminar and we will apply the credit.

HUNGRY?

Right here on the airport we have free cereal and milk, fresh fruit, and coffee and doughnuts for breakfast. You can build your own sandwich from our sandwich bar for lunch. Then be sure to stay for our catered theme dinners. Want something different? Our Shuttle Van is available to take you into town to that perfect dining spot.

RESTROOMS

One restroom is located in the FBO, one in the old hangar, and we have two porta-potties in the aircraft parking area.

INTERNET

You can connect to the internet in the FBO, in the Hangar, and in some spots out in the main parking area. The password is on the Information Board

SHOWERS

If you are camping on the airport, there are two showers available. One in the old hangar and one in the FBO. Both are first come, first served. Bring your own soap, shampoo, and towel.

VAN STOP

If you want to go to town, the Shuttle Van Stop is just outside the northeast corner of the Main Hangar, under the checkered flag. Vans leave the airport every half hour during the day, as required.

ICE

Are you one of those Clinton Campers that must head into town every day or so just to pick up some ice? Well, you don't have to make that trip, unless of course you want to. We sell ice by the bag to our Fly-In Campers. Ice is in the freezer behind the Registration table. Grab a bag and put the money in the can. It's that easy.

STILL CAN'T FIND IT?

Just ask someone. More than half of the people here, have been here before, and they are more than happy to help the new guy. Don't be shy, ask around.

If you still can't find an answer, if you see something that needs immediate attention, or you have a complaint or a solution, you can take it straight to management. There's several of us around. We're the ones with the white name tags that say **FLY-IN STAFF**. Or call the Air Boss. His number is on the Information Board.

KEEPING YOU INFORMED

SOCIAL MEDIA

Oh yeah, we're connected:



GMAIL

Got a question, comment, or concern? Drop us a line at our new address flyin@cessna150152club.org



FACEBOOK

You can keep up with Confab happenings year round, and even join in and post your comments and photos on our FACEBOOK page ***Cessna 150-152 Fly-In***.



ZENFOLIO

You can view photos from Clinton on our photo hosting site at cessna150flyin.zenfolio.com. So far we have over 8,000 pictures and videos from all 19 Cessna 150-152 Fly-Ins. While 8,000+ may seem like a lot of pictures, **we are always looking for more.**

We appreciate any contribution to make this photo history complete. If you have pictures or videos from past events, bring them with you to Clinton. If you take pictures at the fly-in, we can download them anytime.



Have you ever wanted to be in the movies? Here is your chance to make it onto the big screen! Record video of your trip to The Confab and we'll include it in the Banquet Video. If you are using your phone be sure to hold the phone in the landscape (sideways) position as that is better for viewing. Video should include selfies while flying, gassing the plane, goofy faces, and anything interesting from the air. When you arrive at the Fly-In see Ed Figuli and he'll work it into the "I Made It to The Fly-In Video".

The Board of Directors and Officers of
The Cessna 150-152 Fly-In Foundation
remind you to

Think Safety First

**In the air, and on the ground,
safety is the first priority.**

At the Cessna 150-152 Fly-In we follow these 5 basic rules:

- ✓ **Aircraft** always have the right of way over vehicles and pedestrians
- ✓ **You** are responsible for your safety and the safety of those in your group
- ✓ **Please** be responsible and courteous around the aircraft
- ✓ **Make sure** your lawn chairs are attended or secured so that they do not blow away and cause damage to aircraft or injury to people
- ✓ **Please** mind your camera, belt buckles and other clothing or accessories when around aircraft to avoid damage to aircraft and paint

If you see anything unsafe, or anything that requires our attention, contact the Air Boss. His number is on the Confab Information Board in front of the hangar.

The Cessna 150-152 Fly-In

After a few sporadic and scattered gatherings in the 1980's, the Cessna 150 and 152 were among the few aircraft types that did not have an annual gathering.

The Fly-In began as an impromptu event in 2001, with a small group of Cessna 150 and 152 pilots and others, meeting in Clinton, Iowa to discuss issues and items specific to their airplanes. As the word got out the event grew. In 2005, and ensuing years, spurred by reports of the fun and ever-growing list of enthusiastic and diverse members, the Fly-In, sponsored by the Cessna 150-152 Club took on a life and synergy of its own.

In 2009, saddled by the immense tasks and cost of year-round planning for the event, the Club leadership announced that it was no longer capable to plan, staff, and run the Fly-In all by itself. A call went out to the membership, and a group of individuals enthusiastically responded to preserve the Fly-In.

As a result, The Cessna 150-152 Fly-In Foundation was formed as an entity separate of the Cessna 150-152 Club. Your Foundation Officers and Directors meet throughout the year to plan, organize, and conduct the event. This core group seeks to perpetuate, grow, and improve the annual Fly-In, and to make it not only a safe event to be eagerly anticipated and enjoyed, but also a model to be emulated.

Gordon Ellis Award

The Gordon Ellis Spirit Award is presented annually as the capstone of the Cessna 150-152 Fly-In Foundation's Fly-In Banquet. It is the Foundation's highest honor, going far beyond any piloting skills. Established in 2010, the Foundation's inaugural year, the Ellis Award seeks to not only recognize, but to thank the Foundation Member who has displayed the highest levels of enthusiasm and Esprit-de-Corps for not only the Foundation and other pilots, but also for projecting a positive image of General Aviation among the non-flying public. These qualities were the essence of Gordon Ellis. Ever-friendly, helpful, with a positive "can-do" approach and personality.

After over 50 years of active aviating, Mr. Ellis flew west in March 2014.

Your Foundation management solicits and reviews nominations, and votes with unanimous consent on the recipient(s).

Gordon Ellis Award recipients:

- Jim Hillabrand (2010)
- John Lapham (2010)
- Robert "Bob" McKenzie (2011)
- Bengie Phillips (2012)
- Edward Figuli (2013)
- Charles Hanna (2014)
- Mike Nass (2015)
- Alan Core (2016)
- Hung Pham (2017)
- Robert Omlid (2018)
- Dave Hastings (2019)
- Susan Twente (2021)

SPONSORS and DOOR PRIZES

The following list of companies have provided the Cessna 150-152 Fly-In with their products to give away as door prizes during our previous event. As of this writing a lot of them have contributed to this year's Fly-In. If you're in the market, please consider their products. If you win one of our door prizes, or if you purchase their product, please thank them for their support of the Cessna 150-152 Fly-In.

Adventure Pilot



AeroLEDs



Concorde Battery



David/Clark

Electronics International



Flight Outfitters



FlyTies

iPad Yokemount



JPI

Rapco



Red Canoe



uAvonics



Whelen Aerospace Technologies



We thank you for attending the
Cessna 150-152 Fly-In, and hope you
enjoy your time at the Confab in the Corn.

Cessna 150-152 Fly-In Foundation

Cessna 150-152 Club



Cessna 150-152 Fly-In



Cessna 150-152 Fly-In Foundation
PO Box 1701
Springfield VA 22151

flyin@cessna150152club.org