

On Thursday, September 17, 2015 I flew Cessna-150, N22721 around the Hamilton area and traffic pattern. The flight lasted for a duration of 0.6 hours and consisted of 2 takeoffs and landings. Before the flight I conducted a thorough preflight inspection, checking the condition of control surface attachment points, hinges and operation, wheels and brakes, pitot tube, static port and fuel tank vent openings, air filter condition and oil quantity. All of these items proved to be in working order and within operational limits. I put 5 gallons of 100 Low Lead for the flight in both the left and right wing tanks for a total of 10 gallons and drained a small quantity of fuel from the wing sump points and the belly drain to check for water and sediment. This check showed no evidence of water or sediment. I taxied the Aircraft to the end of runway 350 and performed a runup at 1700 rpm, checking magneto operation and carburetor heat operation. Both were satisfactory. I also checked engine instruments including oil pressure and temperature and vacuum pressure, all of which were within operating limits. I departed on runway 350 and conducted the flight. During the flight, my scan of the instruments showed no signs of abnormal operation. Oil pressure, oil temperature, vacuum pressure and RPM all remained within normal operating limits. Operation of primary instruments including airspeed indicator and altimeter were normal as well. All primary flight controls, checked out and functioned properly and the flaps also functioned properly. Overall it was a normal flight and I saw no signs of abnormal operation.

Bradley Booth

Private Pilot

A&P

9/21/2015