

My mini photo album...my Cessna 150 and  
upcoming adventures... 😊



I bought N747KY from my good friend,  
George McDaniel, October 16, 2019





Fast forward. April 2022. Required 'Annual inspection' (yearly) being performed.



As part of the 'annual' inspection, seats are removed...



And not much room for baggage. 50# limit.  
It's a 2-seat trainer.





Corrosion found on propeller. Because of the (saltwater air) close to the Pacific Ocean. Not good. Propeller removed and sent out for repair.



Propeller missing.... ☹️



Propeller repaired, painted, being reinstalled 2 weeks later. 😊





Installation continuing...safety wire being installed to keep the bolts secured.



Repaired & repainted propeller with the spinner installed! Looks MUCH NICER with red/white striped tips!! 😊



With engine intake covers in place...keeping birds and bird's nests out!! I've found birds nests...ugh.





Birds are industrious and find a ways to build nests. This inside a canvas cover by the door.



The instrument panel...from the 1970's. ...this is what I learned on...'steam gauges' in 1977.





# Seats removed and more





My BIG summer adventure...flying back to Oshkosh!! Something like this...4 days? Weather permitting...of course.



# FAA's 'official' website for checking 'aviation' weather for pilots. Also call 1-800-WXBRIEF.

1800wxbrief.com

Flight Service

Welcome JOHN S MAHANY Sun May 29 10:53:50 CDT | 15:53:50 Z

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**Flight Plans** (Activate, Close, Amend, Cancel, and View Alerts here) Last updated at 15:53Z  
No current flight plans

**Map Snapshot** (click for Interactive Map)

**Weather Charts** [Edit Charts](#)

**U.S. Weather Depiction**

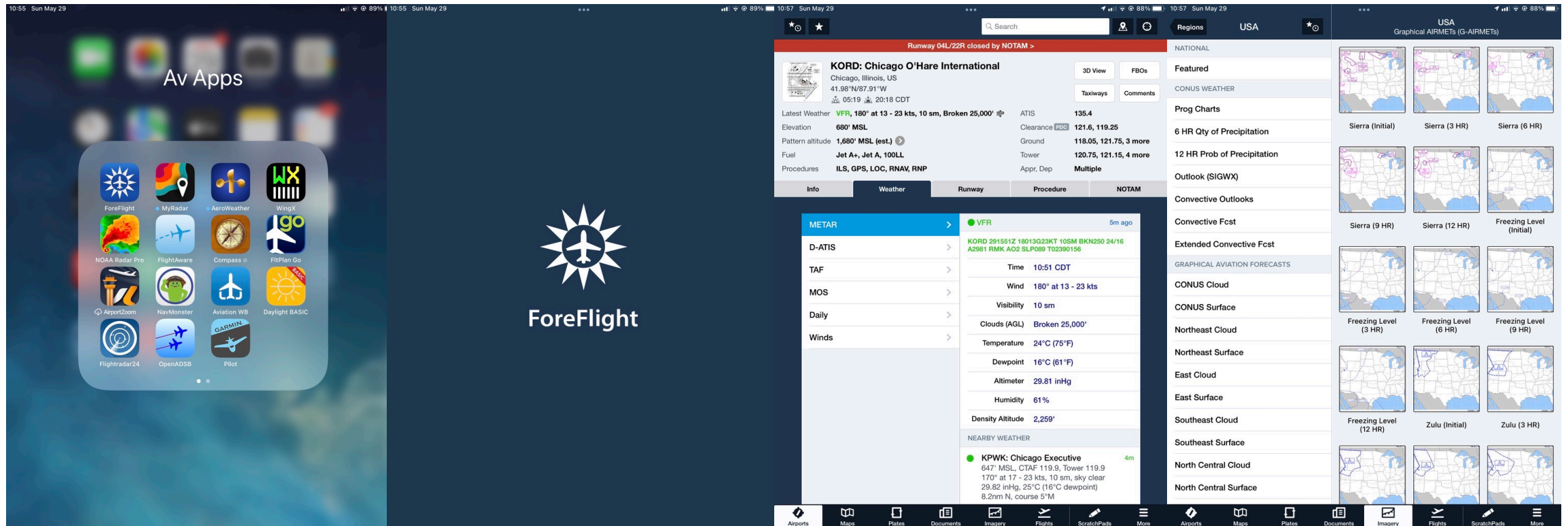
**U.S. Surface Analysis**

**Airport Conditions** [Edit Airports](#)

☒ KLAX ☐ KORD ☒ KMKE ☐ \*Aircraft ID: N747KY ☐ Plain Text [What's this?](#)

Airport	Condition	METARs	Density Altitude
KLAX	VFR	SPECI KLAX 291547Z 0000KT 9SM SCT019 BKN200 18/12 A2984 RMK AO2 T01830122	796 ft
KORD	VFR	KORD 291451Z 17014G23KT 10SM BKN250 22/15 A2982 RMK AO2 SLP095 T02220150 58001	2001 ft
KMKE	VFR	KMKE 291452Z 12010KT 10SM BKN250 20/14 A2979 RMK AO2 SLP087 T02000144 58004	1852 ft

# And on the iPad/iPhone...ForeFlight. Av Wx





Last summer my airplane was 'down' with a problem so I rode back with a friend, Charlie, in his airplane, a Cessna 170. Bigger, more power.



# On the way, many stops





Sedona, AZ... Gallup, NM...Amarillo, TX...and more...saw the country, low and slow 😊





En route stop, Clinton, IA for the Cessna 150 Fly-In  
😊 2 days. Fun! Over 70 Cessna 150's flew in.



# The Cessna 150-152 Club

## Cessna 150-152 Club

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# The Fly-In Website

**Cessna 150-152 Fly-In**

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The story; his wife is a ventriloquist, she let him get the airplane if he put this on it...cute 😊





# A highly modified Cessna 150...tailwheel conversion...



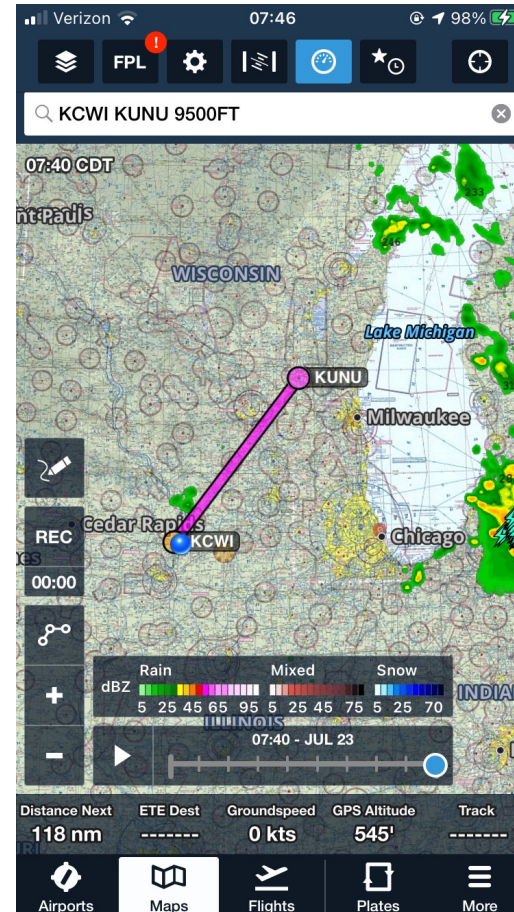


She is one of the few women who is an aircraft mechanic...her shirt says “I am not most women”







Then we flew the 120NM distance from Clinton, IA to Juneau, WI for the 'mass arrival' a group of 115 airplanes.



# The Cessnas2Oshkosh website. This 'mass arrival started back in 2005.

[Click here to learn more about Cessnas 2 Oshkosh](#) [ing](#) [Clinics](#) [Sponsors](#) [FAQ](#) [Contact Us](#) [Admin](#) [Registration](#)



**July 23, 2022**  
**2:30 PM CDT**  
**Oshkosh, WI**

**A Message From Rodney...**  
Updated May 15, 2022 11:10 EDT

Following is an important message from our Director of Training and Operations:


Hello Everyone,

I would like to let you know that there has been a significant change to the Cessnas 2 Oshkosh mass arrival flight that Craig, Gil, and myself feel is important enough to notify you.

A couple of weeks ago I was notified that our procedure during the mass arrival 2021 resulted in our occupying Runway 36 at Oshkosh for an unacceptable amount of time. This was due to the fact that we had an unprecedented number of aircraft in our flight and that two uninvited aircraft decided to break up our

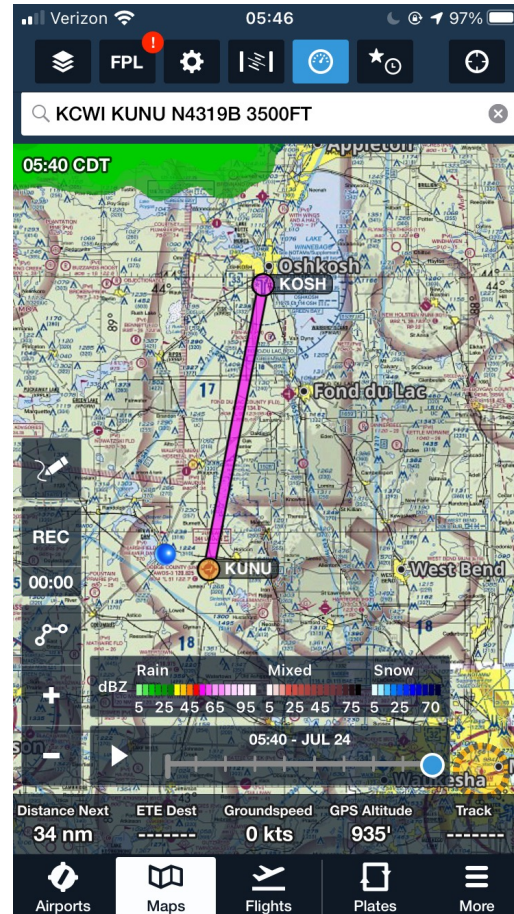
**Time to Mass Arrival**  
**55 Days 15 Hrs 1 Min 34 Sec**

ENHANCED BY Google

**Donate**  


**Registered Pilots: 139**  
**Passengers: 109**  
**List of 2022 Mass Arrival Pilots**

# The route...Juneau, WI to Oshkosh, WI. 34NM





# Our official Cessnas2Oshkosh Attire ☺



Our mandatory hangar 'briefing' and pizza lunch Saturday before the flight....115 aircraft participating. Extensive planning.



lined up in formation on the runway...waiting to takeoff...and then in flight and then arriving





# Final approach runway 36L Oshkosh




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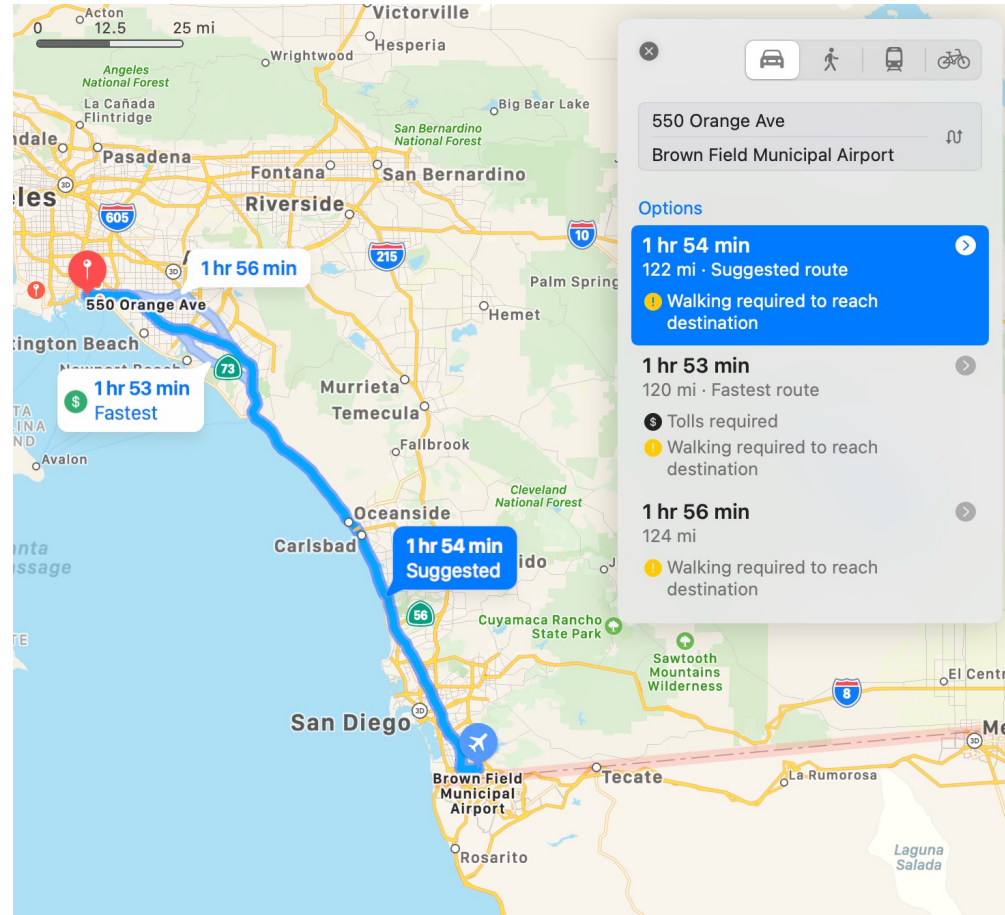


And now...here's the jet that I have been flying...a  
Cessna Citation 2. Kept in a hangar in San Diego





The 2-hour drive from Long Beach to San Diego Brown Field, 1 mile from the Mexican border.



here's the cabin...passenger seating



It's not easy climbing up and over the center 'pedestal', to get into the pilot's seats...it's easier to get into my 150.





My 'office', flying with a friend Leif Rowe to Houston, in March. I flew over, he flew back.



At FL 'flight level' 350...35,000 east bound  
with the sun in our eyes...





And westbound...homeward bound. Flying with my friend Leaf Rowe...on autopilot 😊

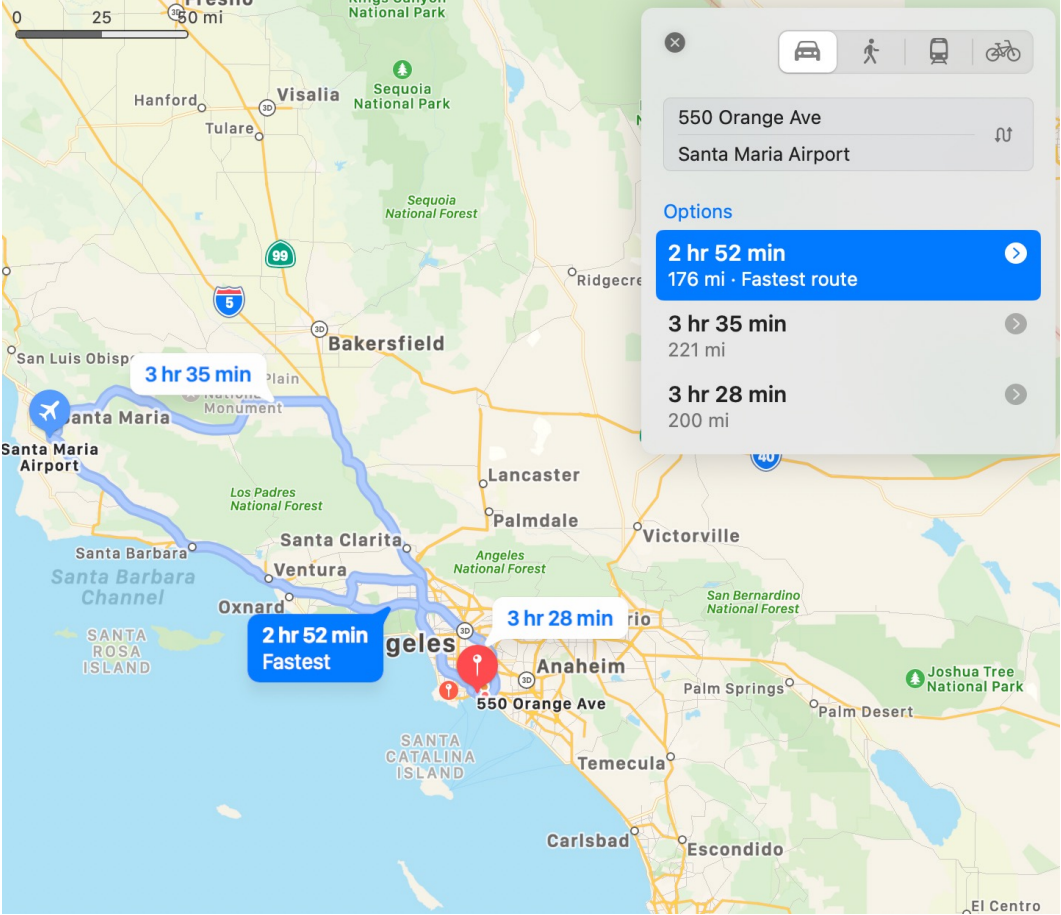




And the other jet I've been flying...a Citation 5.  
Bigger, faster, goes farther. Based at Santa Maria,  
CA. This photo at John Wayne Airport.



# The 3-hour drive Long Beach to Santa Maria



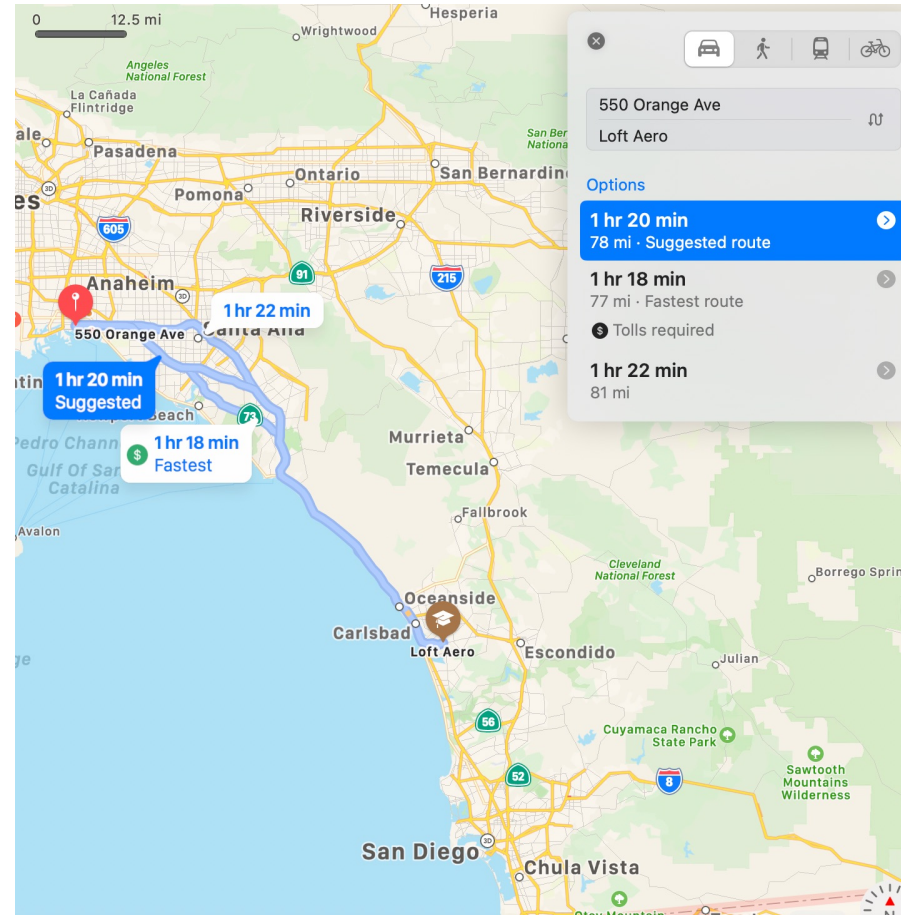


Where I train now to fly the Citation. LOFT  
Aero in Carlsbad, CA.





# The ~1 1/2-hour drive from Long Beach to Carlsbad, CA.



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# CJ and Citation Training at LOFT

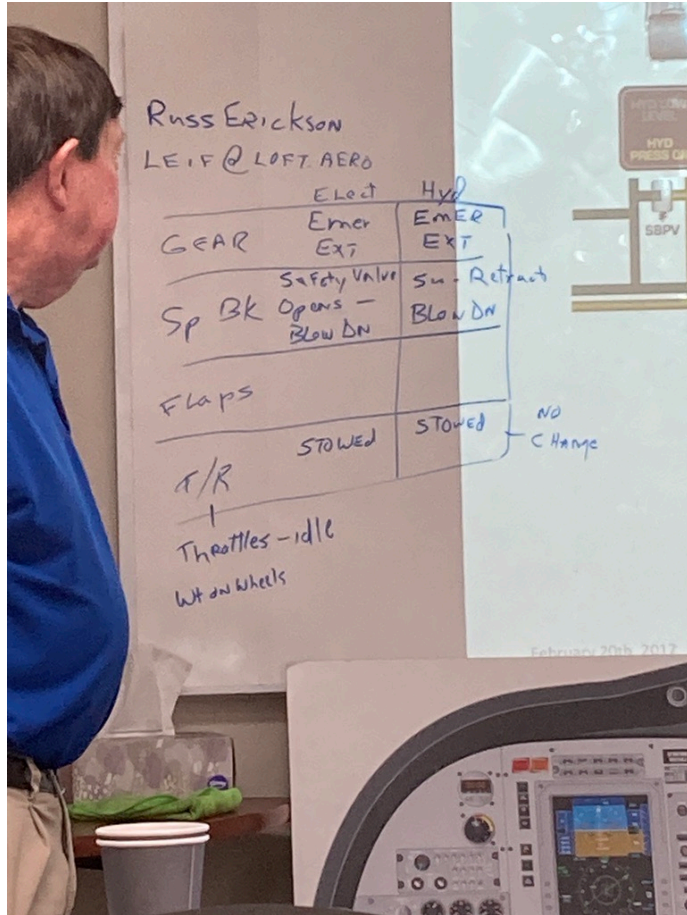
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# Classroom and Level 'D' simulators, on hydraulic jacks for the required 6° of 'motion'



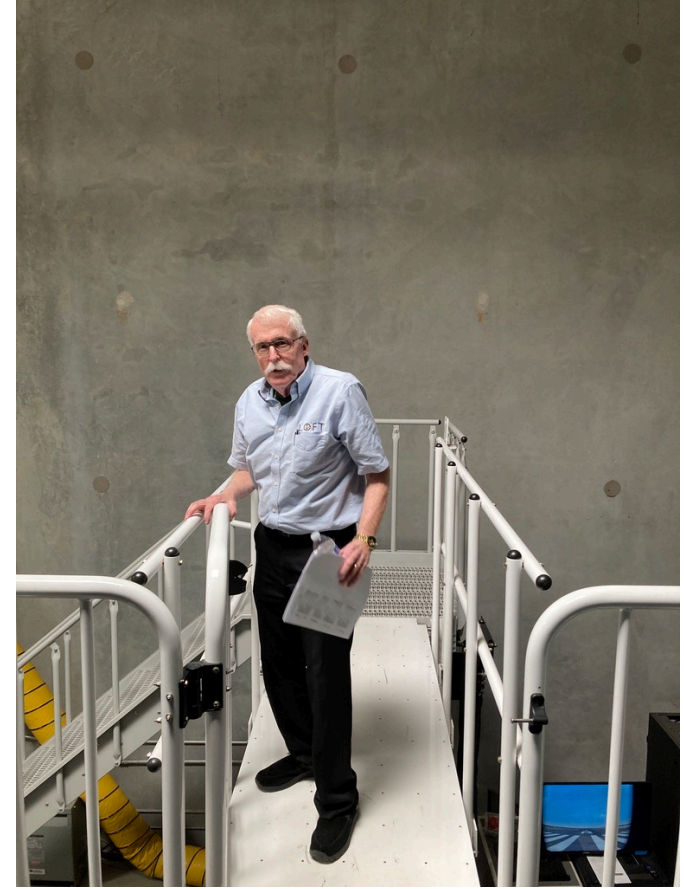


The sim. SLC; Salt Lake City, UT. Scenario: 'Hi/Hot'.  
'Landing currency' to carry pax. per FAA regs.  
Every 90 days. This applies to all pilots.

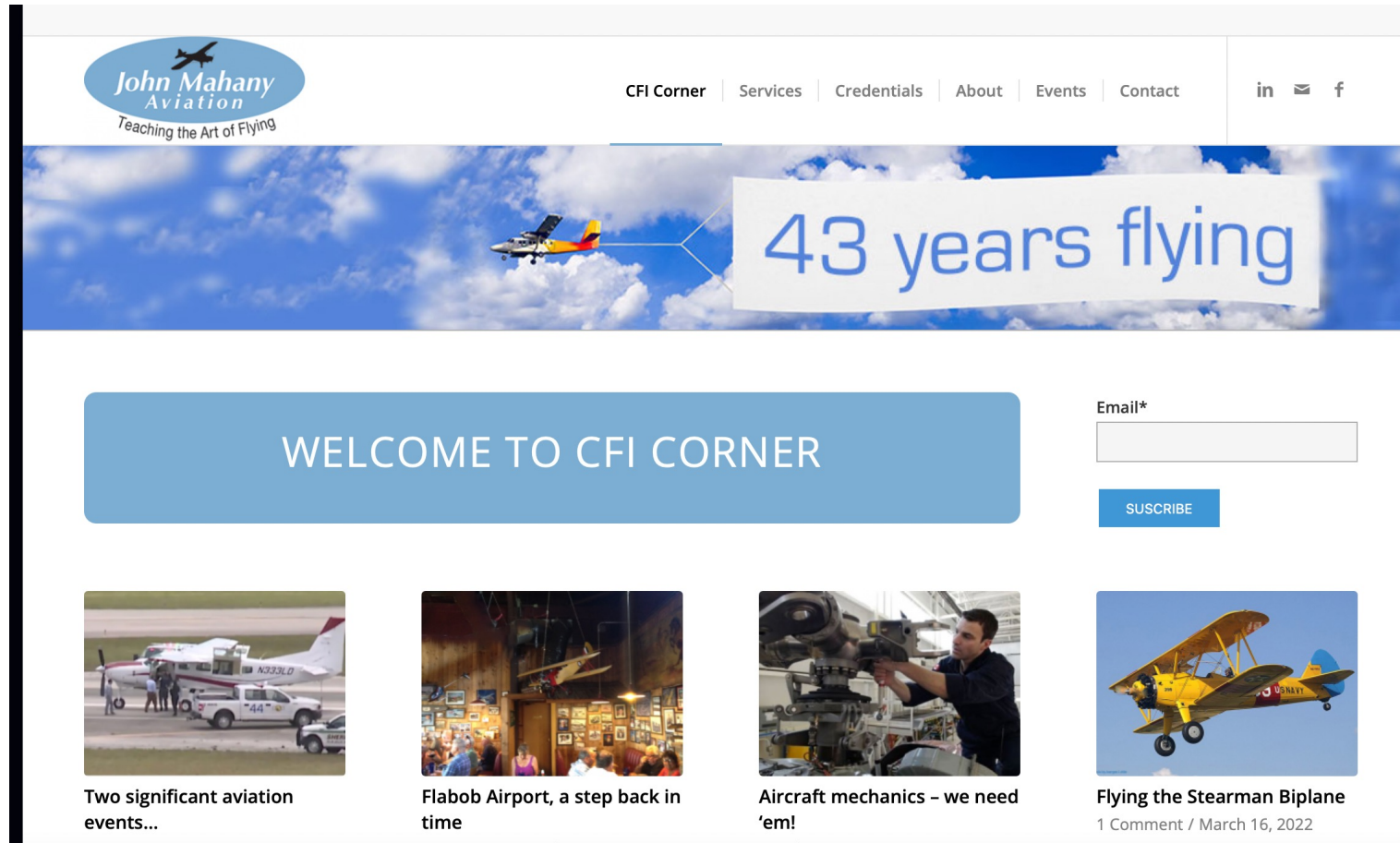




My instructor for this, and his 'simulator' controls in the back. What I used to do. 😊



And finally, here's my  
website...johnmahanycfi.com ☺





The End! Hope you enjoyed the 'show' and a  
glimpse of my world 😊