

Weight and Balance

- **Maximum allowable basic empty weight 1,065 lbs**
- **Maximum takeoff weight 1,600 lbs**
- **Service Ceiling of 12,650 ft**

Cessna 150 MOMENT Calculations (STANDARD)

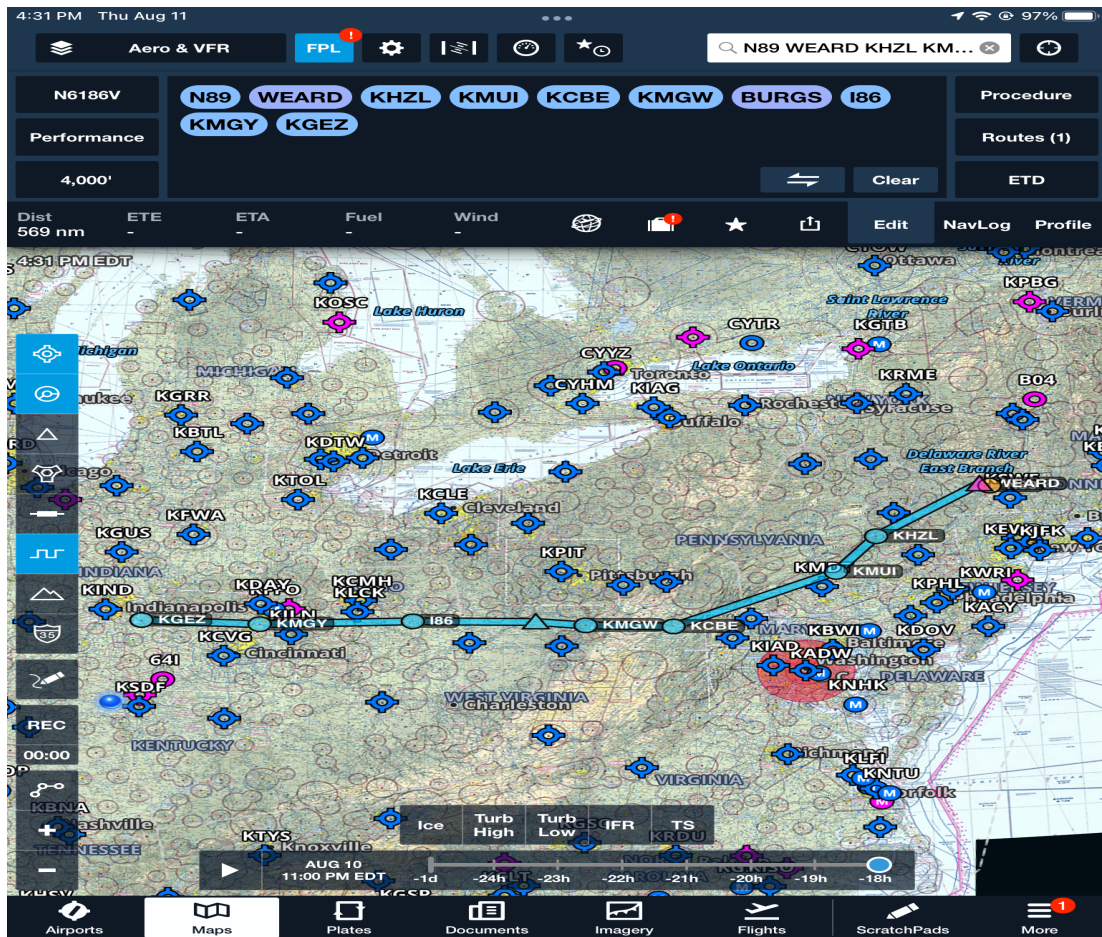
USING GRAPH

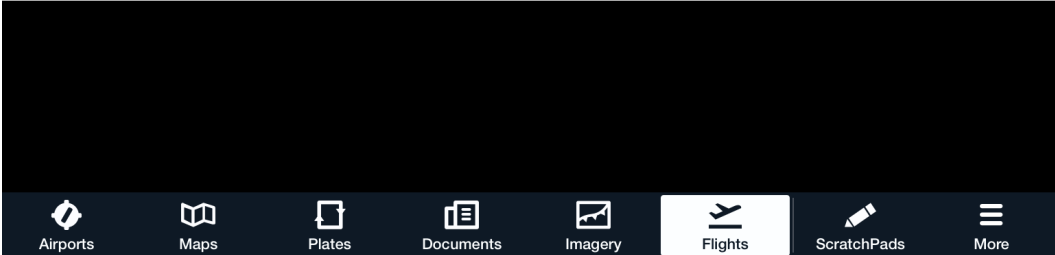
Aircraft weight → 1,065 lbs	(32.8) = 33,128	34,441
Oil → 11 lbs	(-.1)	(-.1)
Fuel → 14 gallons = 84 lbs	(42.2) = 3,545	3.2 (3,200)
Pilot + Passenger → 410 lbs	(39) = 15,990	15.6 (15,600)
Baggage → 25 (2 bags)	(65) = 1,625	3.0 (3,000)
Total = 1,595	Total = 54,288	Total = 56,241

Density Altitude →

- **Pressure Altitude** = (Std. Pressure - Current Pressure) x 1000 + Field Elevation
 - $(29.92 - 30.13) \times 1000 + 292$
 - $(-21) \times 1000 + 292$
 - $-210 + 292$
 - PA = **82 feet**
 - **Density Altitude** = Pressure Altitude + $((120)(\text{Current temp.} - \text{Std. Temp.}))$
 - $82 \text{ feet} + (120)(28-15)$
 - $82 + (120)(13)$
 - $82 + 1,560$
 - DA = **1,642**
 - **Total = 1,642 + 292 = 1,934 ft**
-
- **Plane Crashes**
 - There have been multiple plane crashes in that area due to not being able to climb
 - Should there be weather reporting systems put into place around Resnick Airport
 - The closest weather reporting system is nearly 20 miles away
 - **At 5000 ft MSL and 41 degrees celsius we should have been able to maintain AT LEAST a 440 ft per minute climb**

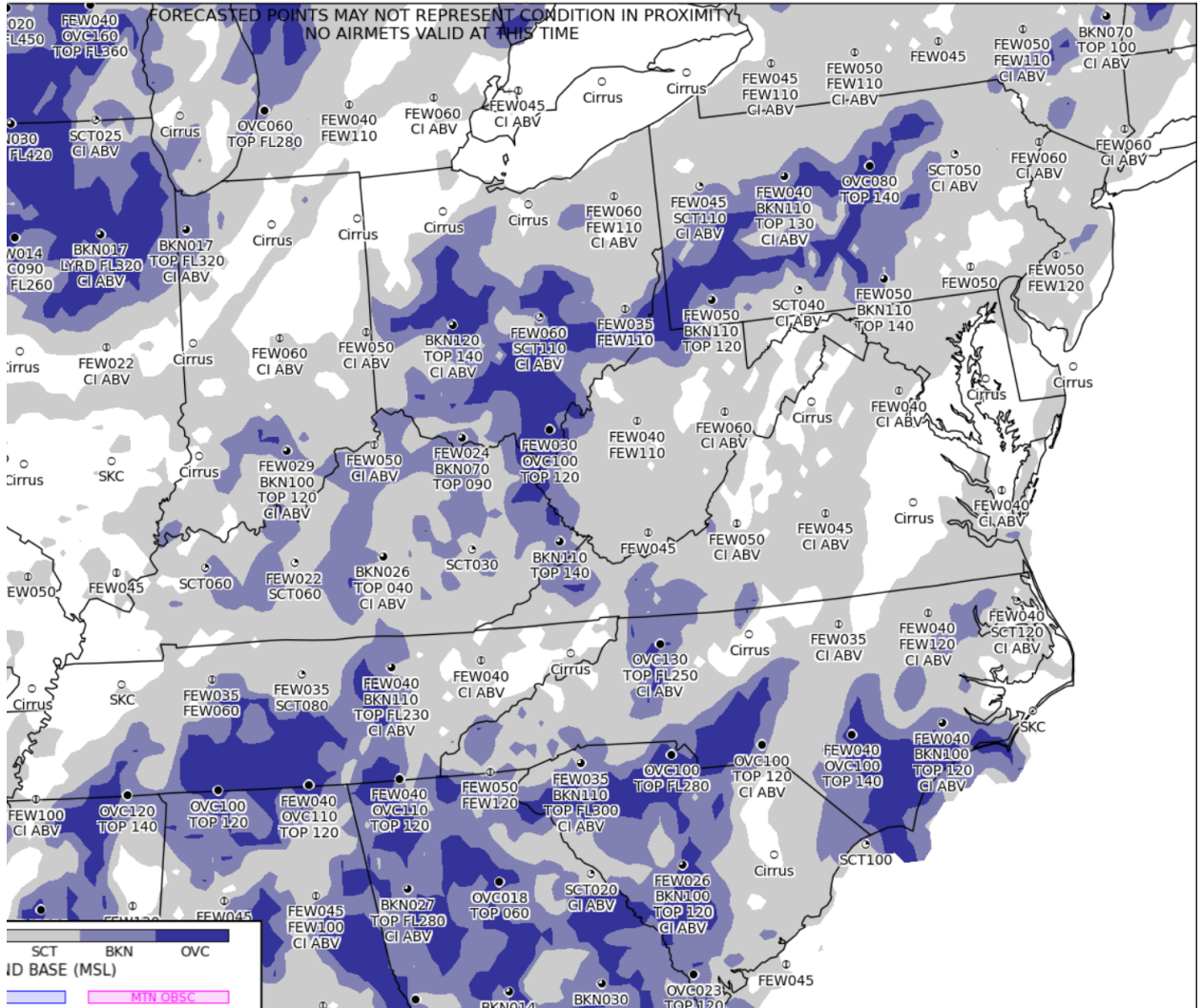
- Weather





Briefing

VALID AT 1800 UTC SUN 07 AUG 2022



IWS/NCEP)

ISSUED AT 0402 UTC SUN 07 AUG 2022



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METARS

DEPARTURE

VFR

N89

070354Z

METAR KMGJ 070354Z AUTO 21004KT 10SM CLR 22/21 A3018 RMK AO2 SLP216 T02170206 \$

ROUTE

?

UNKN

20N

070435Z

K20N 070435Z AUTO 00000KT 10SM 25/22 A3015

VFR

KMGJ

070354Z

METAR KMGJ 070354Z AUTO 21004KT 10SM CLR 22/21 A3018 RMK AO2 SLP216 T02170206 \$

VFR

KSWF

070445Z

KSWF 070445Z 00000KT 10SM SKC 26/21 A3019

VFR

KPOU

070353Z

METAR KPOU 070353Z AUTO VRB03KT 10SM CLR 27/21 A3016 RMK AO2 SLP207 T02670211

MVFR

KHZL

070415Z

KHZL 070415Z AUTO 15004KT 10SM BKN010 OVC015 24/22 A3028 RMK AO2

VFR

KMSV

070356Z

METAR KMSV 070356Z AUTO VRB03KT 10SM CLR 23/21 A3024 RMK AO2 SLP229 T02280211

VFR

KFWN

070353Z

METAR KFWN 070353Z AUTO 00000KT 10SM CLR 24/22 A3020 RMK AO2 SLP223 T02390217 \$

VFR

1N7

070434Z

1N7 070434Z AUTO 00000KT 10SM SCT220 24/23 A3018

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NEXT: [PIREPs](#)

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Briefing
N89 to KGEZ

TAFS



1200Z

- VFR **KSWF** 070303Z 0703/0806 VRB03KT P6SM SCT050 BKN150
- VFR FM071300 25007KT P6SM SCT050 BKN150
- VFR FM071900 23010G16KT P6SM SCT050 BKN100
- VFR PROB30 0719/0724 TSRA BKN050CB
- VFR FM080000 24006KT P6SM BKN050 NOT SKED

1200Z

- VFR **KPOU** 062328Z 0700/0724 20004KT P6SM FEW060 SCT100
- VFR FM071700 22009KT P6SM VCSH SCT060

1205Z

- VFR **KAVP** 062340Z 0700/0724 20006KT P6SM SCT050
- VFR TEMPO 0703/0706 -SHRA OVC050
- VFR FM071500 22007G13KT P6SM SCT060
- VFR PROB30 0717/0721 -TSRA OVC040CB

- VFR **KABE** 062329Z 0700/0724 21007KT P6SM FEW040 BKN150

1236Z

- VFR FM070100 20004KT P6SM SCT060 BKN200
- VFR FM071300 23006KT P6SM SCT120
- VFR FM071600 23010KT P6SM SCT040 BKN150
- VFR FM072100 22010G18KT P6SM VCTS SCT045CB BKN200

1301Z

- VFR **KMDT** 070305Z 0703/0724 18003KT P6SM BKN200
- VFR FM071500 23005KT P6SM SCT040

NEXT: [Wind Chart](#)Briefed: Aug 7, 12:38 AM EDT
2 months ago

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N89 to KGEZ

TAFS

VFR **KCKB** 070406Z 0704/0724 00000KT P6SM VCSH SCT030 BKN050

MVFR TEMPO 0704/0707 BKN025

MVFR FM070900 00000KT 5SM BR BKN070

1525Z

VFR FM071200 00000KT P6SM BKN040

VFR FM071900 23007KT P6SM VCTS SCT050CB BKN100

VFR **KHLG** 062320Z 0700/0724 21005KT P6SM BKN150

MVFR FM071000 20004KT 3SM BR BKN010

1530Z

VFR FM071400 23005KT P6SM BKN035

VFR FM071800 23008KT P6SM VCTS BKN035CB

VFR FM072200 23005KT P6SM SCT035

VFR **KZZV** 070057Z 0701/0724 20003KT P6SM SCT150

MVFR FM070500 00000KT 3SM BR BKN150

IFR FM070700 00000KT 2SM BR SCT007

1606Z

VFR FM071400 21005KT P6SM BKN035

MVFR **KPKB** 070406Z 0704/0724 00000KT 5SM BR SCT080

VFR TEMPO 0704/0707 6SM BR

1626Z

VFR FM071400 21004KT P6SM BKN100

VFR **KCMH** 070143Z 0702/0724 17005KT P6SM SCT025

MVFR TEMPO 0702/0704 BKN025

VFR FM070500 17003KT P6SM FEW035

1649Z

VFR FM071400 22007KT P6SM SCT040



NEXT: Wind Chart

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WINDS ALOFT TABLE

Winds Aloft Table

ONLY ALTITUDES WITHIN 4,000FT

ON

N89	3000 500 FT	4500 2000 FT	6000 3500 FT	6500 4000 FT
WEARD	255° 20kts 20°C	250° 21kts 18°C	246° 23kts 16°C	245° 22kts 14°C
KHZL	256° 19kts 20°C	250° 20kts 18°C	248° 21kts 14°C	245° 22kts 14°C
KMUI	242° 15kts 20°C	241° 17kts 18°C	240° 18kts 15°C	239° 18kts 14°C
KCBE	240° 14kts 20°C	240° 15kts 17°C	240° 13kts 15°C	239° 17kts 14°C
KMGW	234° 8kts 21°C	238° 10kts 18°C	242° 13kts 15°C	240° 12kts 14°C
BURGS	229° 10kts 20°C	241° 11kts 18°C	251° 13kts 15°C	250° 13kts 14°C
I86	230° 10kts 20°C	244° 11kts 18°C	263° 11kts 16°C	256° 11kts 15°C
KMGY	237° 9kts 21°C	246° 10kts 18°C	256° 11kts 16°C	255° 11kts 15°C
KGEZ	242° 12kts 22°C	246° 13kts 19°C	248° 14kts 16°C	250° 13kts 15°C
	245° 12kts 23°C	258° 12kts 19°C	270° 12kts 16°C	270° 12kts 15°C

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NEXT: [Departure NOTAMs](#)

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- 3 Stops along our route of flight
 - 1st stop (KMUI) Fort Indiantown Gap
 - 2nd Stop (KMGW) Morgantown
 - 3rd Stop (I86) Perry County
 - Destination (KGEZ)
- There was weather in middle Pennsylvania so we decided to travel South then fly directly across to Indiana to avoid the low-level ceilings. We were prepared to make additional stops for fuel or weather if needed. We were also prepared to push back times again if needed for weather once landed at fuel stop airports.