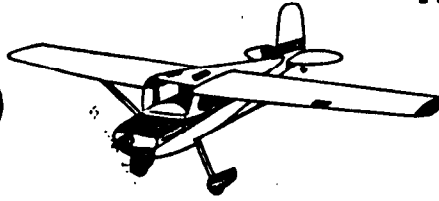


Cessna 120/140



Association

BOX 92

RICHARDSON, TEXAS 75080

ARROWHEAD ANNUAL FLY-IN July 2, 3, and 4 are the BIG days for the ARROWHEAD meet. Arrowhead is an Oklahoma (State owned) resort, just north of McAlester, eastern Oklahoma) and is shown on the current Dallas sectional. This is a very nice new 3,500 foot paved runway with lights and VASI. Arrowhead offers golf, swimming, boating, fishing, tennis, horseback riding, and other activities. Here's the tentative schedule:

- FRIDAY, JULY 2:** Registration, seminars, non-flying activities, evening attitude adjustment hour.
- SATURDAY, JULY 3:** Flying participation (contests), seminars, round table discussions. Evening banquet, meeting, awards, speakers, election of officers.
- SUNDAY, JULY 4:** Fly-bys, round tables, hangar flying.

Starting early, we can obtain national publicity in many of the flying magazines, and you can start planning for this BIG event. We were not able to locate an Ozark resort that was suitable or who wanted us on the date that most of the membership desired. We can make this into a gigantic success with everybody's help. This will be a group effort and everyone will have an opportunity to volunteer for the committee of his choice. They are listed elsewhere in the newsletter, so select a good one early (don't wait for the draft).

The lodge has asked us to handle the reservations, as they're a little complicated, and so we can know how fast they are coming in. July 4 week-end will be an early sell-out, but they've agreed to hold a large block of rooms for us, "for awhile", so lets all get our reservations in early! It's all refundable if you give reasonable notice.

Don't come in on the fumes, only, as (to date) there's no fuel available at Arrowhead. Also, bring your own tie-down kit, as we'll be on the grass.

VOLUNTEERS WANTED FOR CHAIRPERSONS OF THESE ARROWHEAD COMMITTEES:

TRANSPORTATION (LOCAL)
 PARKING/TIE-DOWN/TRAFFIC
 CONTESTS, JUDGING
 ACTIVITIES, NON-FLYING
 ATTITUDE ADJUSTMENT HOUR COORDINATOR
 BANQUET COORDINATOR
 MASTER OF CEREMONY/AWARDS
 PUBLICITY
 REGISTRATION/LODGING
 SPONSORS
 EDUCATION/ROUND TABLES/SEMINARS

REGIONAL FLY-INS

Most of us don't wish to wait til July 4 for a fly-in, so we'll be planning regional or area activities. Suggestion: Plan now for one in the Spring and one in the Fall in each area of the country. Any member can select a site and date and your Association office will cooperate with publicity and coordination.

the West Coast Cessna 120 and 140 Club is having a Fly-In (with the EAA) on April 29, 30, and May 1.

Here are some of our District Vice Presidents and other SPARK PLUGS for you to contact (if there's one near you) to help get a regional fly-in planned:

GUY BONEY 6774 WENDY JEAN DRIVE
MORROW, GA. 30260

EARL ZIMMERLE 717 E.N. 12TH
ABILENE, TX. 79601

RICHARD HARE 41983 SCENIC LANE
NORTHVILLE, MICH. 48167

JOSH HORWITZ 85 LEXINGTON AVE.
MAGNOLIA, MASS. 08130

JACK POPPENHAGER 1042 E. BIRCH
CANTON, ILL. 61520

FRANK RITTERSBACHER 5068 N. OAK
KANSAS CITY, MO. 64118

ED VOPELAK 1320 N. RANDALL
JANESVILLE, WISC. 53545

JOHN CUNNINGHAM 475 ERIE DR.
BOULDER, COLO. 80303

Any member can plan one; the above names are given to help coordinate. Be certain that you check first as to any insurance requirements by the FBO at your selected site. Some now require "AIR SHOW" insurance (approximately \$25 a day) even though you don't charge admission and don't "perform".

ALL 120/140 DRIVERS ARE INTERESTING PEOPLE

For instance, here's a few random selections:

IKE HAMILTON lives in Alva, Oklahoma, flies N2945N, was raised on a ranch, was a rodeo contestant, and now is a radio disc jockey and rodeo announcer.

EDDIE SCHUHARDT of Port Arthur, Texas is in the printing business. Eddie designed and printed our new letterheads and envelopes. They are very classy and sharp. Eddie donated all this to the Association and wouldn't take a nickel.

JACK CALVERT of Abilene, Texas, is in the Avionics business and has done some fine work for members flying into Elmdale Airport.

JACK AND JOAN POPPENHAGER of Canton, Illinois, have J & J Hobbies, specializing in model airplane radio controls. Jack is also a tool and die maker.

JOSH HORWITZ of New England, is an electronics engineer. In fact, Josh is the designer of the PACER MARK II.

DALE RUHMEL, Wichita, is a Tool Coordinator in the Cessna Pawnee Division. Dale works in the very building in which your 120/140 was built.

BILL GRAHN, Lynn, Mass., is a High School Math teacher.

Watch for the next issue! We'll tell about our corporate jet pilots, our airline pilots and stewardesses, doctors, lawyers, and others. (We're looking for an Indian Chief at Arrowhead).

's TIPS

When preflighting your 140's (you pilots flying faster aircraft - like 120's - can take a nap on this one) be sure and look, really look, at your flap hinges. After 30 years, many of these original hinge halves (which were extruded, not stamped) are crystallizing, and breaking up. If you have 2 or more hinges that appear questionable, you may wish to buy a standard stock length of MS 20257H3 continuous hinge, cut your own hinges to length, and drill the holes. You could make enough hinges for 3 airplanes out of one length. One length is about the same price of the "official" YOU-KNOW-WHAT part, which is cut out of the same MS 20257H3.

Tailwheel shimmy? Many do! If, after replacing the wheel bearings, the pivot bearing, the dampener, and lubricating well, it still shimmies, try this: Some older 120/140 models had tailwheel springs with two bends (about 15 degrees each), which tend to make the tailwheel set up straighter, and also provides better taxi visibility. Other later models have tailwheel springs with only one bend, allowing the tailwheel to 'lay-back' at an angle, and to caster and shimmy like a supermarket cart gone crazy. It's Tim's belief that putting the second bend in your newer, straighter spring will help. Tim says any good truck spring outfit can do it for \$5 if you tell 'em "it goes on an old boat trailer you're about to throw away." Remember, Tim only has his A & T (air in tires) license, so he can't be quoted, paid, or sued.

RAY NEWHOUSE asks what problems he's likely to run into when installing a pair of fiberglass wheel pants from Wag Aero. Here's one member's experience: His pants came with no cut outs or metal reinforcing. Starting with 120/140 wheel pant MOUNT PLATES attached to the plane, and attaching wheel pants with nuts - the "blank" pants were fit onto the airplane, cutting and fitting around the brakes. Two persons to hold, sight and mark can do it easier. Add metal reinforcement on the inside of the cut out, and on the 'nut' side can then be cut out and riveted to the fiberglass pants. Examine "factory" wheel pants and duplicate the reinforcement procedure. It will take a fair amount of sheet metal worker's tools along with tinnerman nuts, screws, and rivets to accomplish this task. A saw, router, drill press, and riveting tool would be preferable. Before moving the plane, make certain the screws attaching to the mount plate are not so long they reach into the brake clips. Re-flight every time until you are sure they are going to stay on!

MOBIL STAYED WITH US.

Although EXXON is getting the spotlight now for "once again making 80 OCTANE available," let's not forget to show Mobil our appreciation for CONTINUING to make 80 available for those of us who ride behind lesser power. Many light aircraft owners have obtained MOBIL credit cards not only for the purchase of AVGAS, but for their autos, in order to show their appreciation. This may not have been a particularly profitable decision by MOBIL, but indirectly, we feel that they have received untold amounts of good will. Thanks again, MOBIL!

.E: The Association office has notice of various aircraft and parts for sale by non-members. Current policy is to print only info from members, and to let Trade-A-Plane service the non-members. Your input and comments will be appreciated.