

ASSOCIATION PRESIDENT SHARES FLIGHT EXPERIENCE

Open Letter: A Big Thank You To Some Fine
People in Gothenburg, Nebraska

We had just returned home from a "flying vacation" to attend the International 170 Cessna Convention in Edmonton, Alberta, Canada. Our route was from Canton, Ill. to North Platte, Neb. the first day out; then to Rapid City, S.D. and Miles City, Mont. the second day; through customs at Sweetgrass, Mont. to Edmonton the third day.

On Friday, Aug. 5, we left Canton, Ill. for our first fuel stop and breakfast at Ottumwa, Ia. Just before reaching the Ottumwa VOR, my KX-145 Nav-Com started to develop some type of problem. I had trouble receiving the flight service station. Thinking it was just the speaker or headset, we refueled our 1950 Cessna 140A and took off again. Shortly after leaving Ottumwa, the radio quit cold on the receiving end. Later I found out I could transmit. We were advised to try Gothenburg Avtronics in Nebraska. Landing there about 4 p.m., I hurried to the radio shop, doubting that I could even get someone to look at my radio so late on a Friday.

The owner of the shop, Robert Sitorius, met us and he immediately pulled out the radio and started looking for the problem. We went on to North Platte, about 35 miles west, where we had lodging for the night.

Saturday morning I called Bob to see if he had found the problem. He told me he had returned to his shop Friday evening and found some, but not all of the problem. He assured me he could find the trouble and have it fixed in two or three hours so we were to come back over to Gothenburg.

He did just that. In a couple of hours, he had everything working better than factory specifications. I wanted to share this experience because I hope anyone else who might need some radio work will let Bob Sitorius have a try at it if they are near Gothenburg, Nebraska. He was very considerate, liked the challenge of finding the problem, and charged what I thought was a fair price for the evening and Saturday hours he worked on my radio.

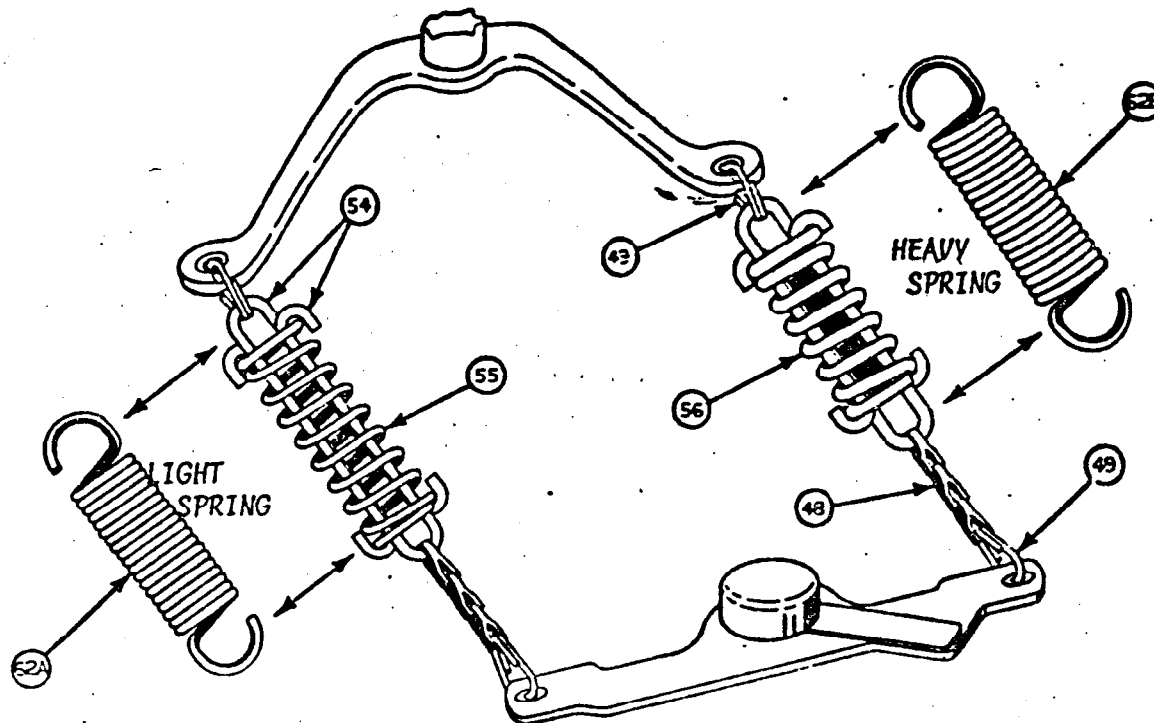
All of the people at Gothenburg were just super. The FBO tied our little 140 down and offered to let us stay in the office. People like these are the biggest asset general aviation has.

Thanks, again, to the people who operate the Gothenburg, Nebraska Airport.

Sincerely, Jack and Joan
Poppenhager

Editor's Note: Many of us often find that a good part of the fun in flying is the nice people you meet. Share your experiences with other Association members. Send your airventures to the Newsletter.

MAULE AIRCRAFT CORPORATION
 MAULE'S ANTI-SHIMMY CONNECTOR SPRINGS
 INSTRUCTIONS



Maule's latest on Tailwheel Connector Springs stops shimmying. A high and low frequency spring is used to upset the frequency of the Tailwheel. The lighter spring is used on the left side.

Compression type complete with Clips and Chairs....	\$12.00 pr.
Tension type complete with Clips and Chains.....	\$10.00 pr.
Chains.....	\$.60 per ft.
Heavy wire clips.....	\$.40 Each

Maule's Anti-Shimmy Connector Springs must be used with Maule's new P8A Tailwheel units as the shimmy dampener as been allimnated.

Things to look for when installing Maule Tailwheel to prevent shimmying.

1. Check all bolts and nuts holding the Tail springs to the fuselage see that they are drawn up snug and no play or side movement in tail spring, loose tailsprings will cause shimmying.
2. Tighten up tailwheel bracket belt snug then back off one seration and install cotter pin.
3. Install Maule Connector Springs using the heavier spring on the right side if commpression springs are used compress light spring 3/4 of an inch, if tension spring are used stretched left springs 3/4 inch.
4. On used Tailwheel units look for "back in forth" play in the steering arm to much play will cause shimmying. If loose a new lock ring and lock pin will be needed.
5. Check the tire pressure in the tire use only 15 to 20 lbs. of air pressure more pressure may be used if your wheel does not show signes of shimmying.