

INTERNATIONAL
Cessna 120/140

Association

NOVEMBER 1980

PO BOX 92 RICHARDSON, TEXAS 75080

ISSUE 36

• CONVENTION 80 •

by Betty Merwin

Following the hospitality hour Tom Norton suggested we might want to continue our conversations over dinner. Of course everyone was much in favor and thirty-nine of us jumped in the Association vans and toiled to downtown Newton to the Old Mill Restaurant.

And the 1980 Association Convention began! A very pleasant way to start things off for many of us had not seen each other since the last convention and there was much to catch up on. Delicious food and unobtrusive service added to the evening.

Friday morning came up bright and clear and we all boarded the buses to Wichita and the Cessna factory. We were taken through the plant in groups of six. Because there were so many of us Cessna had to use personnel other than their regular guides. For instance, our guide was Jim Green, the general foreman of manufacturing! It was surprising to note that Cessna was still using the building in which our planes were constructed. In our group we talked to some "old timers" who were there when 140s and 120s were coming off the line!

After the tour many people found their way to the airport to watch for more arrivals and to look over the planes already in. Curley Owen's prize-winning 140 received much attention as did Ralph Campbell's highly modified 140. A lot of hangar flying took place, and then some real flying as a group of us flew to the historic Beaumont Hotel. Jack and Joan Poppenhage were kind enough to offer Jim and me a ride in their 170.

The Beaumont Hotel is really something to see-not to mention the airport?? If you are in the area make sure to stop. Don't worry about transportation from the airport to the Hotel because you can taxi right down the main street. We were the last in the group and it sure looked funny to see seven machines taxiing down the street, stopping at the stop sign and then proceeding to the Hotel "parking lot!" Our group sampled iced teas and cokes—the food is said to be very good—then headed back for the Friday night banquet. Another group flew out Saturday morning for breakfast.

Friday evening's banquet at the motel featured speaker Bill Ackerman of Phillips Petroleum Company. Some things discussed: the problems of getting 80 octane and why it isn't more available, the use of car gas and its pros and cons, (Bill never did endorse this!). He also discussed the



The winners are (front) Duane Johnson, Frank Hancock, BeBe Owen, Jack Cronin; and (back) Curley Owen, Ralph Campbell, Howard Graf, Bob Swinney and Bill Cardiff.

new 20/50 multi-viscosity oil. Bill is a very knowledgeable and personable fellow who understands the problems of owners of older airplanes. It seems that the fact must be faced that we are, with our classics, a very small minority in aviation! Shortages and eventual disappearance of 80 octane altogether seems to be in the future.

All Saturday afternoon the airport was an extremely busy place. Everyone was briefed on the flying events that were to take place. And again Tom Norton and helpers had everything well organized and the short field take-offs, flour bombings, wheel landings, and dead stick landings went off without a hitch. A good showing was made by all competitors with some very close ones to call. And the winners were, as determined by the staff of judges, were: Jack Cronin, Denver, spot wheel landing; Frank Hancock, Anderson, IN, dead stick landing; Howard Graf, Mexico, MO, short field take-off for modified; Bill Cardiff, Katy, TX, short field take-off for stock. Surprisingly enough, Bill's 85 hp job beat all the modifieds!

This year's competition was also notable because for the first time we had a woman competitor! Dorchen Forman made an excellent showing and broke the ice for the gals. Hope we see more of the ladies competing next year.

Behind the scenes, while all the heavy

competing was going on, some very dedicated people served as judges of the planes. And the winners were: Rocky Mapes, Norton, KS, best 120; Curley Owen, Severna Park, MD, best 140; Joe Underwood, Guthrie, OK, best 140A; Bob Swinney, Blue Springs, MO, most original; Ralph Campbell, Kansas City, KS, most modified; Curley Owen, longest distance.

After the flying events and judging everyone retired to the motel and more hospitality! The banquet Saturday evening featured the business meeting during which many items were discussed and election of officers occurred.

The members voted to have the name "International" added so that we now read, "The International Cessna 120/140 Association."

It was agreed that Convention '81 will take place at Anderson, Indiana, during October. Anderson is Frank Hancock's hometown. Frank tried to arrange things at Rough River, KY, again but they were filled for the next two years.

Bob Sutton invited the Association to hold a future convention at Antique Field, Blakesburg, Iowa. He extended this invitation on behalf of the Antique Aircraft Association! We all thank you, Bud, for this opportunity.

Frank Rittersbacher presented an award
(Continued on back page)

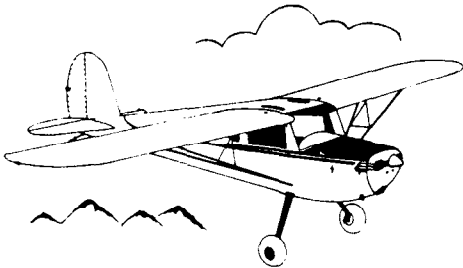
Prop Wash

Roman Gray, 2011 Hilling St., Fairbanks, Alaska 99701, has asked an interesting question, several as a matter of fact. He has just purchased a 140 that has 1327 TTAF and 557 SMOH, and is considering an engine swap to either a 115 or 125 hp Lycoming for better bush performance up there and would appreciate our recommendations or suggested literature.

We know there are many prop experts out there who could help Roman, and all of us, for that matter. We know what props will work on the 85 Continental and we know that each of the engines mentioned will accommodate certain props, however which will do the best for a 140 is another matter. We would recommend writing to Continental and Lycoming for their specifications.

Would anyone who can help in this matter please get in touch with Roman or the Newsletter so we can get him going.

Peter Alfonso, 74 Pleasant Valley Rd., Mansfield, CT 06226, says that since he flies 3219N as much as possible he is trying to figure out a way to take her on skiing trips this winter. "But," he says, "how can I get six foot long skis in a 140? I've heard that some planes had clips installed in the tailcones to hold down-hill skis." Peter wants to know if someone knows of an arrangement whereby he can stow his skis. Urgent!



Our new officers Jerry Vaught, President; Frank Hancock, Secretary-Treasurer; and Bill Cardiff, Vice-President.

Thanks Edna

Edna Gardner Whyte, one of the original 99s, racing pilot, transcontinental race winner in her 120 N111J, long time instructor, member of the Caterpillar Club, airbatic instructor, friend of Amelia Earhart, OX-5 Club, and some 14,000 hours in the air, wrote to the Association expressing her regrets that she was unable to attend our Newton Fly-In. Edna recited some of her experiences with N111J and

the races she has won in her pink bird. Because of the annual meeting of the OX-5 Club in Baltimore occurring on the same week-end as Newton, Edna had to choose, to our regret, the OX-5 Club. We are sorry that she couldn't make our bash but hope that many of her friends who flew behind the Curtiss OX-5 engine were on hand in Baltimore. Maybe next year, Edna, our dates won't conflict!

Regional Fly-In at Nocona Lake

Six 140s, three 120s and 15 people braved a 25 mph North wind and marginal VFR weather to make the Nocona Lake, Texas, Fly-In Saturday, Nov. 15. Most had an approximate 150 mile round trip with 1200 foot ceilings and all on the coldest, gloomiest day of the season. The excellent food and atmosphere of the Nocona Lake Country Club helped knock the chill of the low 40s temperature and the raw wind on the runway.

Edna Gardner Whyte and Kelly Bryan came in Edna's pink N111J 120. Wendy Cole and Marti Whitmore arrived in Wendy's 140, Alex Whitmore and daughter Elenor flew their 120. Orville and Rita Spradling in their 140, Dave and Caroline Wilson in their 140 and Ray Testa in his 120 made up a nice covey! The "always present trio" Garland Haskell, Tom and Beverly Teegarden, Glenn Usher arrived in their assorted machines. NO ONE DROVE! We gave no "ground" directions on purpose.

South West Coordinators, Tom & Beverly Teegarden offer a challenge to all other coordinators: "We'll have more fly-ins with more planes - genuine 120/140s - than any other!"

Make them eat their words! The Nocona

Fly-In was within four miles of the Oklahoma border but no "Sooners" were lured southward. "IFR" you say? And yes, it's OK to have an "all Ski" fly in for you snowbirds.

Ah So!

We had an oil pressure problem for a long time. Each time we would take the oil cooler plate off which is on the left side and fill the two little holes—each took a couple of tablespoons—put the plate back on and start her up. It worked all the time, almost. Sometimes we had to do it twice.

Finally, someone suggested that we just had a clogged line to the gage and to put some STP in the oil, in the gage line that is. We haven't had any trouble since. I've added STP once or twice a year since, whenever the gage got sluggish. Also, I find if I just get moving the needle gets jogged and the pressure comes up.

I don't think we ever had a real pump problem. We used to worry it to death, but it turned out to be simple. Hope this helps someone.

From Dorchen Forman. (Thanx)

For Sale

Continental C-85-12, 4000TT, 1200SMOH, 500 STOH, compression 78, 77, 78, 73, uses 1 qt. of oil in 8 hrs. Carburetor, generator, starter, overhauled mags, new shielded harness, running strong when replaced by C-90 in June. All logs included. \$2000

Excello fuel injection system for 4-cylinder engine, brand new with pump, intake elbows, fuel lines, etc. \$500

Maule 8" tailwheel used less than 10 hours. \$85

Cockpit light, red and white in excellent condition. \$40

1946 Cessna 140 windshield, serviceable, no crazing. \$40

Two Eiseman magnetos for a dash 8 engine, very low time. \$50

D. Edward Cleary, 126 Alcott Rd., Concord, MA 01742, (617) 369-9304 day, 369-2063 evenings.

1946 C-120, TT 2350, SMOH 500, Cleveland Brakes, Mk-3 radio, wings recovered 1978, anauald until 5-81, polished aluminum. Excellent condition. Picture on request. \$6600

R. A. Mapes, Rt. 1, Norton, KS 67654. (913) 877-2051.

(ED: Sorry to see you letting her go, Rocky.)

Convention 80

(Continued from front)

to Glenn Usher for "outstanding, dedicated service."

Tom Norton was commended for his efforts the past two years.

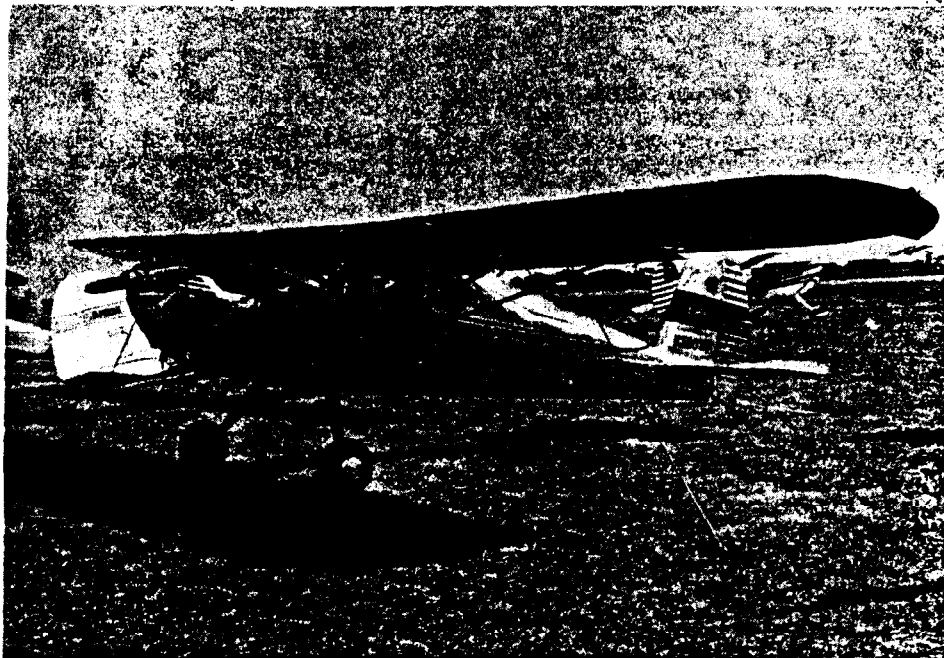
Your new officers are: Jerry Vaught, Marshall, MO, president; Bill Cardiff, Katy, TX, vice president; Frank Hancock, Anderson, IN, secretary-treasurer. Welcome aboard!

New regional coordinators are: Jim Sprigg, 1062 Crystal Bowl Circle, Casselberry, FL 32707, southeast; Ken Scott, 30030 Chestnut Dr., Evergreen, CO 80439, Denver area; Jim Merwin, 663 212st Lane NW, Coon Rapids, MN 55433, north; Don Murphy, RR #2, Box 20, Peru, IN 46970, Indiana area; Ed Tilgner, 3401 Black Hills Rd., NE, Albuquerque, NM 87111, west area; Curley Owen, 525 Lakeview Circle, Severna Park, MD 21146, eastern area; Charlie Wilson, 567 Forrest Avenue, Fayetteville, GA 30214, Atlanta area; Tom & Beverly Teegarden, 505 Salem Drive, Richardson, TX 75080, Texas area.

The regional coordinators have all volunteered to promote activities in their areas but they need your help. See or somehow talk with the person in your area if you're interested in helping.

Door prizes were presented to the following people: from **Wag-Aero**, Cessna floor mats—Don Murphy, Cessna patches—Dennis Fisher; from **Aircraft Spruce & Specialty**, tach checker—Bob Swinney; **Phillips Petroleum**, 8 qts. oil—Frank Hancock, Todd Wilson, John Lindholm, two lithographs—Menford Sutton, Jerry Trumvold; Award to Youth in Aviation—Todd Wilson and Scott Norton; **Aero Sales Supply**, leather lined flight case—Jerry Vaught; **Airtex**, \$25 gift certificate—Joy Warren; **Champion Spark Plug**, Zippo lighter—Jack Cronin, tape measure—Max Ludwig, pen and pocket light—Victor Grahm, cigaret lighter—Wayne Boyd; **Univair**, Wooden prop—Duane Johnson; **Van Dusen Aircraft Parts**, ultra band radio—Howard Graf.

Sunday morning turned out to be another beautiful day and departures started at 6 a.m. with 120s and 140s, 170s and 190s going off to all points of the compass. The activities for the 1980 Convention and Fly-In were concluded.



Above: Curley Owen's prize-winning 140. Below: Duane Johnson, and Betty and Jim Merwin taking advantage of the "attitude readjustment period."



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