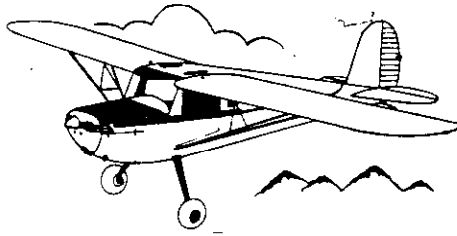


International

Cessna 120/140



Association

OCTOBER 1981

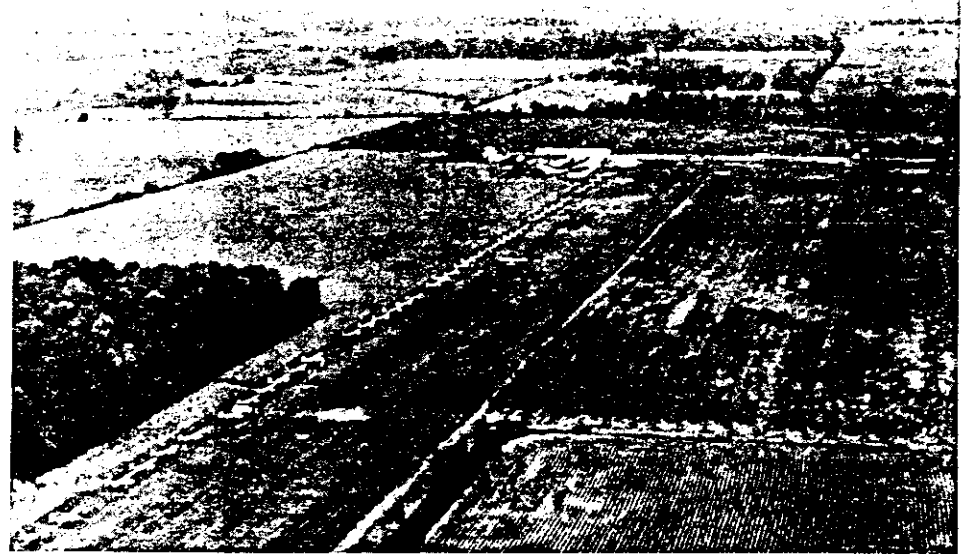
BOX 92 • RICHARDSON, TEXAS 75080

ISSUE 45

THE LONG SHINY LINE . . .

What can we tell ya? A mile of 120s and 140s? Sixty-two machines wing tip to wing tip sitting prettily along the north side of 4,200 feet of Kentucky Blue Grass? Thirty-three planes drop-ping flower bombs; short and long take-offs; wheel landings and landings and landings; dead and live stick land-ings; a great time for all of us. Although the weather south and west was murky the sun shone over Anderson, and the breezes were light allowing us all to walk the line of planes shaking hands, saying "howdy," and "my word, who's is this beautiful machine?" Curley Owen fixing Dorchen Forman's starter cable. Dorchen's yellow bird with the black stripe. Clare Warren in Ralph Campbell's high powered 140 showing us how it should be done, knife edge passes and all! Bill Cardiff lightening his load by handing out his boots before the short field take-off contest. Jack Cronin wheel landing within an inch of the line. Howard Graff punching into the air after two wheel revolutions. Your Ed hitting the fan-tail at the waterline. Jack Cronin bending the grass with three wheels at the mark. David Teegarden videoing away atop the white van. Jack Poppenhager and Jim Merwin and assistants keeping the contests and contestants orderly. BeBe Owen, Jan Norton, Dorchen Forman and Joy Warren showing the menfolk how to fly 140s. Audry Trumbold and Carol Rhoades signing everyone in, collecting for the banquet, handing out name tags, making everyone feel welcome. Frank Hancock keeping things organized. Joy and Clare Warren fumbling for the flour bomb as it falls out the door--Clare's cap as an emergency bomb landing wide of the mark.

Our travels began at Dallas North in light rain on the way to Lakeview to meet Dorchen Forman. We were to meet David Teegarden at Neosho, MO, and from there we planned to put in at Weiss, SW of St. Louis. We got as far as Rolla International, a giant slab of concrete, well lighted, twenty miles from town, a sleepy FSS man, who turned out to be very entertaining, and the wind was blowing the wrong way! Dorchen's sister-in-law Mary, drove down from St. Louis, took us to town where we enjoyed dinner - not having eaten since the night before take-off. The waitress spied David's "Silver Bullet Band" jacket



and promptly had an attack of the vapors! The next morning Dorchen yanked the starch out of her starter cable, but with an armstrong start we departed for Anderson. We made a stratospheric fly-by and plunked lightly down on the downs. Some thirty planes had beaten us in and the lineup continued to grow during the afternoon, until a total of sixty-two were tied down.

A board of directors meeting was held Friday night, the membership roll was brought up to date, and Bill Cardiff prepared for the meeting Saturday evening. The attitude adjustment hour was running smoothly by seven. Old acquaintanceships were renewed and new ones welcomed. Just as at meetings in the past all the talk was about 120s and 140s. The enthusiasm is always overwhelming, leaving us still running when departure time arrives.

There are many people who contributed to the enjoyable time. Frank Hancock put the whole thing together and a great job he did. The facilities couldn't have been better and the banquet was well attended and the food delicious. Thank you, Frank, for all your efforts. Jack and Joan Poppenhager for organizing the judging of aircraft and helping with the contests, many thanks. Tom and Jan Norton for their assistance, and Jerry and Audrey Trum-

bold, Frank and Naomi Hancock, at the registration table, thank you. And Bob Glover, Bill Cardiff's cross country partner from Katy, Texas, for driving the van so professionally.

Bill Cardiff called the banquet meeting to order with a resounding clank of a water glass. The highlights of the minutes of the Wichita fly-in-meeting last year were delivered by Frank Hancock, and he presented a financial report so that we might all know of the health and welfare of the Association. Joy Warren reported that as of October 10, 1981, we have 697 members on the rolls! since there was no old business Bill Cardiff made two announcements. The first was about the recent AD and amendments thereof on Slick magnetos. Bill stated that Slick would honor claims for repairs on certain mags providing the information is forwarded to Slick. Also, Bill told us that many parts are available from Lester Zehr, Ft. Wayne, IN. If you are interested, drop Bill a line and he'll forward the particulars to you.

As any well organized business meeting knows elections are next. Bill read the nominations presented by the committee: Curley Owen, president; Frank Hancock, vice-president; Betty Merwin, secretary; Jim Merwin, treasurer. Because there were nominations from the floor,

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SHINY LINE - from page 1

the motion to close was made and seconded. Therefore, Curley, Frank, Betty, and Jim were declared our new officers for the year 1981-82.

Charlie Wilson accepted appointment as Convention Chairman for our next fly-in-meeting. Charlie proposed that the site should be Callaway Gardens, 40 miles SW of Atlanta, GA., and that the date be late September or early October. The location and date was enthusiastically accepted by the 160 members and associates present. We feel that it is necessary to make it possible for all regions to participate in the national fly-in. The numbers that came this year indicate that the interest is there, that we are really an association of interested 120/140 owners in many regions. We hope that next year in Atlanta we'll have 100 machines come in. You have no idea what a thrill it is to see nearly a mile long line of 120s and 140s, and to meet all the folks.

Start planning now for **ATLANTA!!!**

Here are the winners of the best machines: Best 140A, John VonLinsowe, N5302C; Best 140, Sarah Allen and Dave Jackson, N89385; Best 120, George Dowell, N72123; Most Original 120/140, Dick Harden, N3516V; Most Modified 120/140, Al Hourigan, N72660. Congrats youall!

The Founders Award, presented on behalf of Tom and Beverly Teegarden who were unable to attend was given to Allan MacDonald, N72885. This award recognizes the efforts required to restore, improve and fly the Cessna 120/140, the aims of the International Cessna 120/140 Association.



Past-President Bill Cardiff gives away a few door prizes.

NEW OFFICERS ELECTED AT ANDERSON



Our officers for 1981-81 are (left to right) Curley Owen, President; Frank Hancock, Vice-President; Betty Merwin, Secretary and Jim Merwin, Treasurer.

Jan Norton announced the winners of the afternoon's flying competition - Short field take-off, modified—who else but Howard Graff in N76128, 93 yards! Short field take-off, stock, Dick Harden in N3516V, 110 yards! Wheel landing, Mike Shey in 89400. Flour Bombing, Bill Cardiff. Power off three-point landing, Jack Cronin in N9405A. Longest distance to the fly-in was flown by Jack Cronin. Jack arrived from Denver, CO!

Door prizes were numerous, and many were the result of Bill Cardiff doing a lot of arm twisting and work. We urge all those who were winners to write to the donor so that they know their gifts were received. Curley Owen received some ashtrays, Wendell Wear some goblets, and Joy Warren some coffee mugs, all from VanDusen Airparts, Houston, TX. John Cochrane, a 23" wooden prop from Univair. Sarah Allen, a portrait in oil of her airplane, donated by Frank Hancock's Trucking Co. Bill Rhoades, a windsock from DuPont. Jack Poppenhager, a flight computer from Cruise Aviation, Houston, TX. Jim Merwin, aviation books from Wag-Aero. Ernie Clay, Jack Kromer, Darrell White, George Dowell, Chuck Leusen, Dorchen Froman, all received eight quarts of their favorite engine oil donated by the Association. Al Hourigan and Joe Rostron, Met-All. Manual Witt, Jim Ferrell, and Jack Cronin, cowling locks donated by Bill Rhoades.

This meeting was brought to a close and all gathered in the hospitality room to view David Teegarden's video of the day's proceedings. Little did we know what op-

portunity would present itself to really study the film!

Sunday bloomed fair, and after a leisurely breakfast most of us headed for the strip to pack up and head for home. Our group was made up of Dorchen Forman, David Teegarden, Bill Cardiff with Bob Glover and your Ed. We all got in the air nicely and headed southwesterly along a course that would take us just south of St. Louis, then on to Neosho, MO, and with some luck to Dallas, and Houston. Dorchen decided that she would put in at Weiss Airport on the southwest side of St. Louis so that she might spend some time with her sister-in-law who had treated us so well at Rolla on the way up. The remaining three ships tooled on to Lebanon, MO, where we decided to put in for the night, Sunday night that is. The primary reason we decided to do this was because we could no longer find the interstate we had followed. We refueled and tried but found that 400 ft. and 2-3 miles was inadequate for our purposes. Monday, Tuesday, Wednesday, and most of Thursday afforded equally inadequate weather. Thursday afternoon we managed to get 110 miles down the line to Neosho, MO. Friday afternoon on our second try we got airborne and found visibility to be 15 miles, could almost see Tulsa, David's home port. David turned off toward Tulsa in a rather clear sky, but found that within five miles all that changed. It was adequate for his purpose, however, and David found that his hat didn't come back out after he threw it

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● FOR SALE ●

Sheet Metal Parts: George Mock, State Rd. 32, Chesterfield, IN 46011, (317) 378-7430.

Tons of 120/140 Parts. Also, 120/140 Wheel Pants-exact copies of originals except .008 heavier aluminum-the only new ones being made at \$395 per pair. Raceway Equipment, RD 2, Box 92K, Riverhead, NY 11901, (516) 727-6191.

140, 1948, C-90-12F, all metal, Escort 110 radio, regularly flown, hangared at Bowman Field, Louisville, KY, \$5,900 or trade for M4/M5 Maule. Eddie Lang, (502) 459-5751, Louisville, KY.

Fiberglass wheel pants. Original 140 design. Were on a 140 with gear extenders. Excellent condition. \$100.00. Dave or Scott Littfin, 923 Dodd. Rd., W. St. Paul, MN (612) 451-9342.

● HELP ● HELP ●

Herman W. Rose, 205 Carman Ave., Loves Park, IL 61111, says he needs a door latch repair kit, hasn't had much luck finding one for his 1947 140. (This is really a tough one Herman-might find one by calling Cessna in Wichita. Also, try Morey Airplane Co., Middleton, WI.)

Herman says he has an O-200 installed in his machine. He will gather all the info on the STC used and send it to us! Thanks much!

Here's an interesting one from Dave Farrell, 2125 McBride, Independence, MO 64050. "I'd like to know if it is legal to install late model gear boxes in 1946/1947 fuselages? The 1949/50/51 models have the gear boxes that slant to bring the legs forward and no extensions on legs are necessary. The legs look alike, I have talked to several AIs and none of them seem to know about this. Has anyone done this and if so, where did the information come from?"

(Ed note: According to the parts book, the main landing gear assemblies vary between Serial 8001-9174, Serial 9175-13399, Serial 13400-14306, Serial 14307 and up. It would seem hardly worth the effort unless one had the box all apart and the parts available. As you know, most machines are flown without the canted gear legs or wheel extensions. Any comments?)

(We do not have specific repair information for cracks at the lower end of the door post except for Serial 8001-8799. Generally if a crack is less than 3/4 inch repairs can be made by an AI, if greater than 3/4 inch the post must be replaced. Again, any comments?)

Joe Stahl, Flying Heart Ranch, Route 6, Box 230, Waco, TX 76706, writes that his 140 flipped over on its back and that he needs the following parts: fin assembly, rudder, lower cowling, windshield, engine mount, induction spider, and carb heat box. (We would like to suggest Univair for the fin and rudder, Trade-A-Plane for the windshield, Wag-Aero for the induction spider and heat box. That is if no member has used parts available).

● Welcome New Members ● ●

A.L. Burdette, Box 281, Guntersville, AL 35976 - N76337
 John D. Kirby, 7717 Friars Road, Ste 250, San Diego, Ca 92108
 Kathie A. Paige, P.O. Box 5298, San Mateo, CA 94402 - NC4135N
 Russell Saunders, Box 82, Truckee, CA 95734 - N89965
 Arthur and Connie Schmidt, Jr., 1420 E. Terra Mar Drive, Pompano Beach, FL 33062 - N4089N
 Barbara McKinnon, 608 Locust, Twin Falls, ID 83301
 Ralph Peifer, Box 155A, Nokomis, IL 62075 - N89307
 Hugh B. Horning, Box 312A, Hills Pt. Cover, RD 3, Cambridge, MD 21613 - N4059N
 Chester A. Troy, Jr., 18610 Frederick Rd., Parkton, MD 21120 - N72942
 Lloyd D. Junker, R #3, Box 338, Bronson, MI 49028 - N1671V
 John M. Raymond, Box 13, Rogers City, MI 49779 - N72310
 Peter & Lin Fichuk, 6194 Lynwood Blvd., Mound, MN 55364
 Ted Irons, 832 W. Burkhardt, Moberly, MO 65270 - N1965N
 Charles R. Haygood, 616-59th N.W., Albuquerque, NM - N1840N
 Tom A. Mathews, P.O. Box 192, Trinway, OH 43842 - N89775
 William F. Thompson, 4053 Rose Garden Drive, Toledo, OH 43623
 J. Richard Frazier, 13800 Chandelle Dr., Newalla, OK 74857
 Lynn Gray, 223 E. Hollis, Hollis, OK 73550
 William L. Terliński, RD #6, Box 209, Wellsboro, PA 16901 - N90161
 Jerry Nicolay, 1401 Suburban Drive, Sioux Falls, SD 57101 - N89663
 Phil Elrod, 1408 Jennifer St., Richardson, TX 75081 - N72107
 Carl Maas, 507 Huntington, Euless, TX 76039 - N10534
 Joe Stahl, Flying Heart Ranch, Route 6, Box 230, Waco, TX 76707
 N. J. R. Empson, 15-15A St. Matthew's St., Ipswich 1P1 3EL, England - G-BHLW
 Wesley A. Bloemker, 4574 Jason Dr., Fort Wayne, IN 46815 - N1752V
 Myron Marsh, 511 E. Hefron, Washington, IN 47501 - N77372
 Hugo W. Fuegen, 345 Shawnee Dr., Carol Stream, IL 60187 - N2582N
 Dutch Brafford, 735 Weadock St., Lima, OH 45804 - N89728
 Michael A. Shade, 2421 Co. Rd. 313, Bluffton, OH 45817 - N89400
 Jackie Hearld, 723 Eloise St., Huntington, WV 25704 - N1956N
 George Jeffrey, 510 W. 63rd St., Indianapolis, IN 46260 - N89848
 Irvin H. Thielking, RR #1, Box 257, Angola, IN 46703 - N2666N
 Bryce L. Allison, 2826 E. 10th St., Anderson, IN 46012 - N2666N
 Carl J. Fuderer, 9790 Old Mill Rd., Spencer, OH 44275 - N7200V
 Jerry Brown, 700 International Dr., Franklin, IN 46131 - N3717V
 Foster Dell, 239 No. 2nd St., Kalamazoo, MI 49009 - N76275
 Ron Kling, RR #7, Dystrup Ave., Lemont, IL 60439 - N76952
 Richard & Jan Domeyer, 7506 120th St. W., Taylor Ridge, IL 61284

Application for Membership

International Cessna 120/140 Association

BOX 92 - RICHARDSON, TEXAS 75080

Your Name _____

Street or Box No. _____

City _____ State _____ Zip _____

I am a future owner _____, Past owner _____, Present owner _____.

If present owner please give the following information:

120 _____, 140 _____, s/n _____, N _____, Year _____, Engine _____

Wings—Fabric _____, Metal _____, Finish—Painted _____, Polished Aluminum _____.

Your prime interests in joining: Maintenance _____, Engine Mods _____, Parts _____.

Fly-Ins _____, Others (specify) _____

Annual Dues: \$10.00

(Subscription rates \$5.00 per year included in the annual membership dues)

1981-82 OFFICERS

President - Curley Owen

Vice-President -

Frank Hancock

Secretary - Betty Merwin

Treasurer - Jim Merwin

Regional Coordinators

Jim Sprigg - SE

Ken Scott - Denver Area

Jim Merwin - North

Don Murphy - Indiana Area

Ed Tilgner - West

Curley Owen - Eastern Area

Gene & Nancy Hyatt - NE

Charlie Wilson - Atlanta Area

Tom & Bev Teegarden -

Texas Area

Newsletter Publisher -

Joy Warren

Newsletter Editor -

Glenn Usher



We gathered in the hospitality room and watched video tapes of the day's flying events.

THE LONG SHINY LINE - from page 2

in his front door! Bill suggested we stop at McAlester, OK, for fuel, and proceed from there. As we crossed the Red River into Texas I sang "The Eyes of Texas" to Bill and Bob, but got no appreciative response. I tried again with the same results. Soon it was noticed that the ammeter needle was on zero! Obviously the radio had quit radioing and that was the reason for no raves over the song. We looked west to see Bill's light flashing away, his wings wagging as he headed SW of Sherman, TX, on his way to Cleburne for the night. We managed to have enough landing light to get safely on the ground at Plano about 8:30 Friday evening.

At Lebanon we studied each contestant's performance in minute detail to the extent that we plan to win all events

next year! We watched Clark Gable, Spencer Tracy, and Myrna Loy fiddle around with a Seversky P-35 until we were able to count the rivets and recite the dialogue. We learned more about playing the drums, gin rummy, Wag-Aero price lists, foul weather and language than we wanted to. It must be said, however, that we have never traveled with more congenial, pleasant, interesting people. It was a pleasure. See you all next year!

P.S. We understand that Dorchen Forman was the scourge of the St. Louis bridge clug sassiaty! Also, we were evicted from the Lebanon truck stop after overloading on beans, weiners and sauerkraut set afire with Louisiana Hot Sauce! Rather than worry about 80 octane fuel, it was decided that any respectable

IFR kit should contain a list of "dry" towns, "how to win at gin rummy" instructions, plus Greyhound Bus IFR tickets.

The International Cessna 120/140 Association Newsletter is published monthly by Joy Warren, 1009 Porter Rd., Milford, MI 48042. Subscription rates \$5.00 per year included in the annual membership dues. Application To Mail At Second-Class Postage Rates is Pending at Milford, Michigan 48042. POSTMASTER: Send Address changes to THE INTERNATIONAL CESSNA 120/140 ASSOCIATION, 1009 Porter Rd., Milford, Michigan 48042.

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