



# International Cessna 120/140 Association

Issue 396

August / September 2015



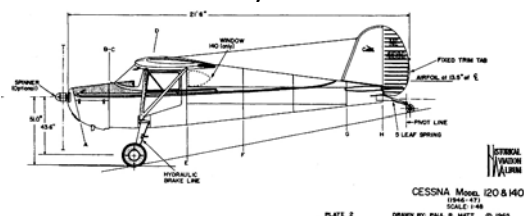
Jurij Posselt and Pia Dirani at the Cessna 120/140 Fly-in at Wershofen, Germany – story on page 6

In this issue;

Oshkosh 2015



Tech-Talk by Victor Grahn



Convention 2015 update





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### **DISCLAIMER**

This newsletter is for educational and informational purposes only.

Readers are reminded that Federal Air Regulations Part 91 places primary responsibility for ensuring the airworthy condition of the aircraft on the owner or operator.

Any person who maintains, modifies, or otherwise changes an aircraft must do so in accordance with manufacturer's recommendations and all applicable FAA regulations.



## A word from our Past President, Christian Vehrs



Over the last ten months, as I looked for my newsletter, I have felt like Charlie Brown waiting for a valentine that never came. I know I am not the only one who feels that way since I have fielded a few questions regarding the loss of our timely newsletters.

After contacting other Officers and Board Members, it seems like our association has experienced a perfect storm regarding a couple of the volunteer positions, including the Newsletter Editor. It took me a while to discover all of the factors which contributed to this. I hesitated to jump in, mostly since the Past President role is somewhat hands off. After several months of head scratching, it seemed like this might be an appropriate time to rally the troops. We wanted to get this information to our members as soon as we found answers and developed a strategy for going forward.

As has been our tradition (and recorded in our by-laws), the outgoing volunteer works with the President to secure a replacement for the position being vacated.

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Ideally, there would be multiple candidates for each position at the time of the voting, which occurs at our annual convention. However, in volunteer organizations, there are times when a single candidate runs unopposed. Worse yet, sometimes when it's a volunteer's turn to step down, we approach a convention vote without a willing volunteer to take over. Such was the case in 2014 for the Newsletter Editor position.

Historically, our association has operated from the network of volunteers that were active at the conventions and other events like local fly-ins, Oshkosh and Sun-N-Fun. These are the places where relationships are built and lifelong friendships are born. However, using the model of friendship networks forged in the conventions and fly-ins limits the potential for finding candidates from the broad ranks of our membership.

During my terms as President, we were actively seeking ways to encourage the new folks to step in. Actually, I needed help finding candidates without having to rely on the old guard. I wrote job descriptions for each Officer and Board Member





## A word from our Past President, Christian Vehrs

position that we ran in the newsletters in an effort to solicit candidates. We urged folks to help out a little so we wouldn't find ourselves in a position where a role falls dormant like it did for the Newsletter Editor at the 2014 convention. With no candidate in the wings, we were left hoping someone from the floor would raise a hand. Tom Hammit was that man.

Tom sent me a letter in July 2015 that he intended to print in the first newsletter that would be published after the Shawnee 2014 convention. For the sake of brevity, I will only include excerpts of that letter describing his perspective on the role of Newsletter Editor.

*When I volunteered, it was with a caveat. The newsletter will not work if it becomes an attempt to imitate consumer general aviation magazines. Nor, at least in my opinion, will the newsletter work if the bulk of the articles have to be written by the same person (i.e., the editor). Few of us, including me, have the wherewithal or the endurance to originate so much material on a regular basis, especially if the newsletter is to be fresh and interesting. The effort by the previous newsletter editors has been amazing, but exceedingly wearing.*

Tom went on to describe the lack of material offered by our members and the burden that placed on him to fill an issue fit for publishing, which led him to make the following decision;

*As for myself, I will contribute articles and photography as I am able. However, under these circumstances, I am unable to serve as our association's newsletter editor, for the same*

*reasons that I gave in volunteering, and in my discussions with many of the members at the convention. Please help the volunteers who are undertaking this role to continue the newsletter by contributing whenever you can, as I will be doing, albeit not in the role I originally anticipated at the convention last year. Tom Hammit*

The other piece of the perfect storm was Joy Warren's decision to take a well-deserved rest from her untiring effort to print and mail out the newsletters. A stroke last year forced her to make the decision to retire from her role. I believe we all owe her an unpayable debt for her work over the many years. What I didn't know was that she was using her personal printing press at her home and was only charging the Association a meager fee.



We are currently discovering the actual costs for publishing and mailing the newsletters, calendars and membership directories that we have become so accustomed to.

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## A word from our Past President, Christian Vehrs

Not only did she print and mail our correspondence, but her presence at the conventions (along with her portable printing abilities) provided us with all of those convention tee shirts, coffee mugs and aircraft judging awards. If you have one of those, you might consider it suddenly vintage or collectable ☺.

**Without her sacrificial effort, providing printed newsletters will be cost-prohibitive. During the Board meeting held at Oshkosh this year, the decision was made to provide the newsletters for our members using an email attachment to everyone possible. A very few hardcopies will be mailed out to members who do not have access to an email account.**

All of that aside, I have made a commitment to publish at least a few issues to carry us through the 2015 convention where I hope we can identify a candidate to finish out Tom's term.

I love Tom's plea for assistance to lighten the load on the Editor by providing photos and articles. I believe it would be easier than one might think. Simply take a few photos and write a couple of paragraphs about what's going on around you. We have an excellent example of that in this issue from Germany.

Even if it isn't 120/140, I believe members would be interested in anything vintage. Just as an example, not too long ago Allen Vehrs purchased an Aeronca C3. The story regarding his trip to the Florida panhandle to retrieve it would be interesting to most. I have always wondered what other kinds of aircraft our members own.



The last piece of the perfect storm happened when our current President Ken Spivey experienced significant changes in his professional and personal life. These changes rendered him unable to quickly detect and respond to the developing issues surrounding the newsletter publications. Ken will not be seeking a second term, and **Gene Adkins (current V.P.) will be providing leadership as Acting President until the 2015 convention in Oklahoma.** I am very pleased to announce that we have an enthusiastic candidate for the President for the 2015 convention - Virgil Warren from Georgia.

**Rob Swanland is stepping up and will be taking over the Website Coordinator position from John Von Linsowe.**

All in all, I believe we just need a little help to keep things on track. We will require a Newsletter Editor at the 2015 convention. Send questions or comments to me at the email address listed below, or call me at 770-460-6164.

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## ***Wolfgang Schuele – Germany***

This year's Classic Fly-In Picnic is history and with it another Cessna 120/140 Fly-In in Germany. The place of the event was the Wershofen glider site, which is located up in the Eifel Mountains, a volcanic low mountain landscape to border Luxembourg and Belgium.

German regulations require a waiver for landing at a glider site in a powered airplane so every pilot had to send in a registration beforehand. With invitations sent to all known Cessna 120/140 owners in the surrounding countries and all European Int'l Cessna 120-140 Assn. members we had hoped for up to ten C-120/140s. Initially four registrations were received but three more late registrations brought the list up to seven airplanes.

With our 140 sitting in our hangar far away from Germany we had to take the car to Wershofen. Weather looked good when we left our home in the very early morning but after some hours on the Autobahn, coming closer to Wershofen, it clouded over and by the time we arrived clouds were low and it looked like it would start to rain any minute.

A couple of airplanes had arrived the day before and some lucky ones made it in during the afternoon when it improved for some time between showers. At the end there have been only three C-140s and a number of other vintage airplanes which had made it to the Fly-In. One C-140 was reported to be stuck in the Netherlands and others had cancelled their visit right away.

Many thanks go to the Segelfluggruppe Wershofen, the local glider-flying club. The event was a perfect opportunity to join in with a Cessna 120-140 Fly-In. The fly-in was meticulously organized and there was a good spirit in spite of the not very cooperative weather.







The first C-140 to arrive was N1872V - flown in by Jurij Posselt accompanied by his nice friend Pia Dirani the day before. They attracted a lot of attention. With an airplane that looked like new and the two wearing late 1940 fashion (cover photo) the local press had something to write about. I felt sorry for Jurij to see his perfectly polished airplane sit in the rain, knowing how much work has to be invested to get it as bright as it was.





Klaus and Birgit Bachmann were second to fly in. The Bachmanns had the advantage of living not too far away, which made it easy for them to make the short flight while the sky had cleared up. Other pilots had two landing accidents in recent years in D-EWUW.



With support from the 120-140 Assn. and a good sheet metal repair shop Klaus got his beloved 140 to the air again and even looking better than before. He told me that friend of his owns a small brewery in Bavaria and makes world class beer so he has put full size beer advertisement on his airplane (in exchange for a supply of the product, I suspect)





The third 140 to land were Peter Sprenger and Benjamin Peacock arriving from Herrenteich, a small airfield near Mannheim. Peter is a CFI in his local flying club and he has trained many of his buddies to fly the 140. N4229N is the second 140 he has brought to Germany from the US. With his experience of crating airplanes I was happy he instantly offered to help us with our airplanes ('46 C-140 and a '61 C-150) to put both safely into a shipping container when we exported them back to the US.



In spite of the occasional showers we enjoyed that one or another rare bird came by once in a while as the Wershofener's Flugplatzfest was going on in the background.

The glider club had put up a tent as a meeting place for participating pilots where they have been offering free breakfast to all pilots who had camped on the field and a variety of free food, coffee and mineral water throughout the day.



This tent was a good place for the International Cessna 120-140 Association flag I had brought with me and we mainly gathered around the tent and tried to keep nearby parking lots free in case someone else might be able to make it through in spite of unfriendly weather.

New member Anja Ascherfeld came in a C-175. She has, too, has brought a C-140 over to Germany from the US. To be able to benefit from free container space she had to have the airplane flown from the east coast to California from where it was shipped – the very long way – to Germany. Anja is a nice, attractive A/P mechanic. She is still busy to get her 140 together but she uses the advantage of having everything apart to restore whatever does not look right. It may take a while but I am looking forward to seeing another pretty C-140 on one of our next C-120/140 Fly-Ins in Germany. Since Anja had never flown a C-140 before Benjamin used the opportunity to make a new friend and took her to fly in 29N.

Jeff Huntoon, another new member, showed up with his family for a brief visit. Jeff has joined the C-120/140 Assn. a couple of months ago but has no airplane, yet. It is nice to see that members come to a Fly-In even if they have to drive in.



As some of you may have noticed two of the three 140s have a US registration. European countries always had a variety of regulations lacking practical relevance but costing a lot of money. In recent years this has got worse to a point where many had to sell their airplanes. This has motivated many aircraft owners and noncommercial operators to seek foreign registrations to avoid hardships.

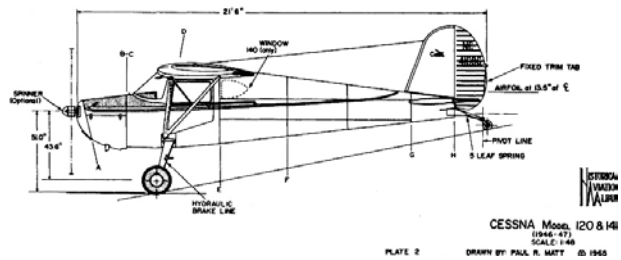


In the late afternoon an award presentation ceremony was held. They had a huge cup for the oldest airplane that went to a '43 Stinson. Other prizes were for the longest distance flown and for the best airplane in three categories. Their prize for the best classic Cessna went to Jurij Posselt for N1872V. This was, also, where the one year free membership award went the Int'l C-120/140 Association had offered for the nicest C-120/140.



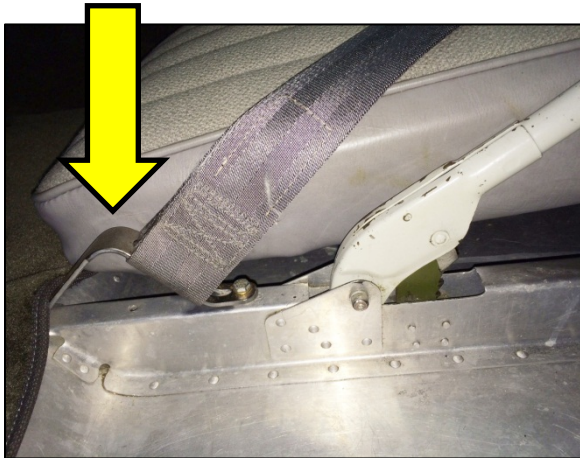
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# Tech Talk by Victor Grahn



Recently Cessna issued a service bulletin, SB25-03 addressing the center seat belt brackets in the C-120 and C-140 aircraft. This comes as a result of several accidents where the seat belt bracket broke.

After some rather extensive research on the part of Cessna Structural Engineering (and the help of the International Cessna 120/140 Association) it came to light that many aircraft left the factory with a center bracket made of aluminium. In the subject accident aircraft most if not all of the center brackets were made of aluminium.



The result of this service bulletin to alert all 120/140 owners to check their seat belt brackets for the most current part, which should be made of steel and not aluminium. Basically, it's pretty easy to determine the composition material of your bracket, all you need is a magnet.

If the magnet sticks to your center bracket, your aircraft is in compliance with the service bulletin, if the magnet doesn't, stick you aren't.

Now before I get into some deeper explanations, and background information I will set the record straight in that this is a Service Bulletin. You do not have to comply with Service Bulletins (in the USA) if you do not want to. You DO have to comply with AD's (Airworthiness directives).

Currently this is not an AD.....yet.... but it may be, so stay tuned. Until that time, this information is advisory. However I will state that steel is stronger than aluminium in an application such as this, so depending on your flight conditions, and personal preferences you may want to order and install the latest part regardless of mandatory, or service bulletin admonitions.

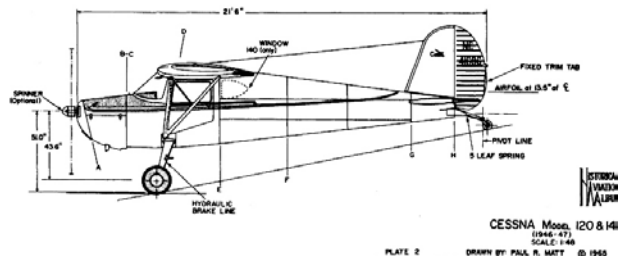
A little background history on the seat belts in the 120-140 aircraft...

Many of the early aircraft had a single lap belt that held both occupants. With only an attach point at either side of the cockpit. As you can imagine some of these brackets pulled loose under various situations, such as real accidents, or even "nose overs" and ground loops. Thus one of the very early AD's against our aircraft was AD 46-44-02 which was to install three additional larger diameter rivets to the two outer seat belt brackets.

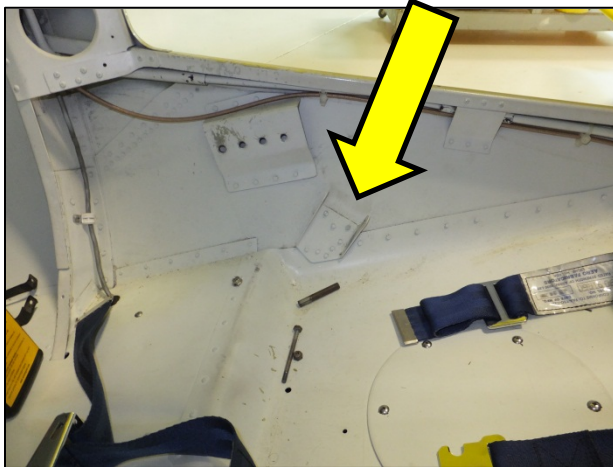


# Tech Talk

by Victor Grahn



I have included a picture of these brackets, the three oddly spaced forward rivets in the bracket, closest to the seat belt attach points are the added rivets.



SLN-10 covers this situation as well. Supposedly starting with s/n 8775 at the factory all aircraft subsequent had this mod done right out of production. Oddly enough I've found later s/n aircraft that didn't have the mod, so be vigilant and check this regardless.

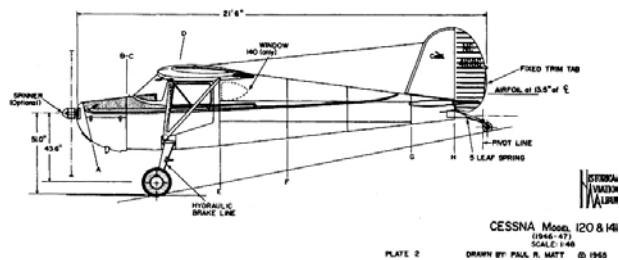
To continue on with this "single lap belt story", it's possible today to occasionally find an aircraft with this configuration.

IF you do have an aircraft with the single belt, please contact David Lowe. He worked out an arrangement with Cessna Tech support and the FAA to come up with an STC to install a center bracket, thus allowing you to install lap belts, one full set for each occupant. As you can surmise, this makes your seat belts at least twice as strong, a really good idea, especially if you do not have shoulder harnesses.

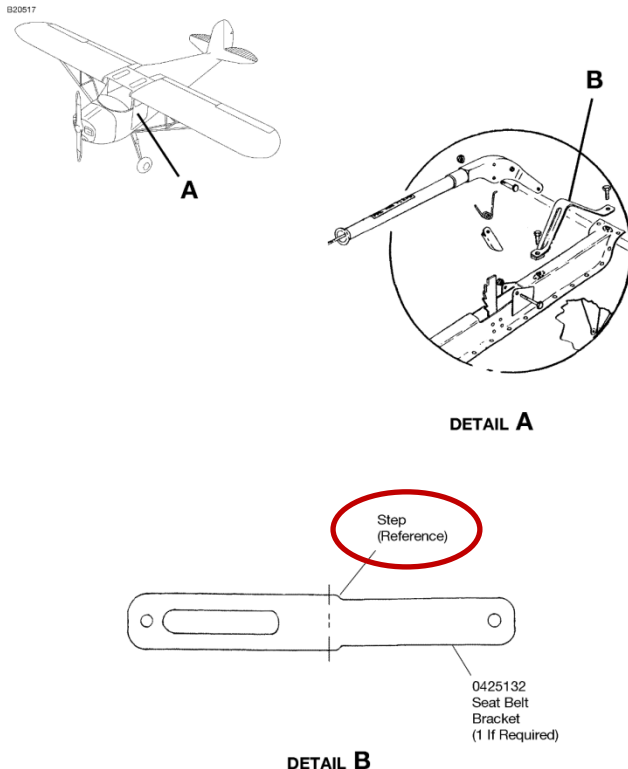
Moving on to later production aircraft. Most if not all C-120 aircraft had a center seat belt bracket, many early C-140's did not, so anyone with a C-140 prior to 10070 should check to see what if anything they have for center seat belt brackets as Cessna didn't really provide for anything in this instance.

Many of these early C-140's have little "ears" that stick out the side of the flap handle box if you will. These brackets are usually steel.

# Tech Talk by Victor Grahn



Post s/n 10070 C-140's should have a center seat belt bracket similar or identical to the C-120. This is the bracket that is addressed by the SB.



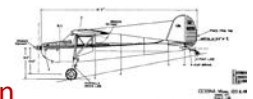
Many early steel center brackets did not have a “step” that is referred to in the SB. Does this matter that a step is not present? No. Steel is steel regardless of the step. The reason that Cessna identifies the “step” is that none of the aluminium brackets ever had the step. So, even without a magnet, you can just look at the bracket and see if you have “the right one”. However you can’t be certain you’re in compliance if you don’t have a step, as some steel brackets didn’t have a step, then you will still need a magnet.

Conversations with Cessna Tech support indicated that their research showed the latest version of p/n 0425132 had a step. Earlier versions of the same part number did not. . The reason for the "step" is the last part to be manufactured under the part number listed in the SB was for the early Cessna C-150's.....(up through about 1965? Basically any Cessna 150 with a tapered door).....many of the early steel brackets, per Cessna drawings had the same part number, although they didn't have a "step". The step came later for two reasons, one to add extra material to the two "fingers" that the seat belt loops around and also for a design clearance on the C-150's.

One more piece of interesting information concerns the outer seat belt brackets riveted to the side of the cabin. Prior to about s/n 14,000 all outer brackets were made of aluminium.

So if you really want to get good strength out of your seat belt system, you may want to search for later s/n outer brackets, or perhaps find some old C-150 brackets out of a salvage yard.

Recently the FAA has turned out a SAIB CE-15-13 that also covers this situation. It’s actually a little better written than the SB. Please refer to both for exact wording and information and also refer to the pictures for a view of the parts installed and what they look like, along with their location.



Tech Talk by Victor Grahn



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August/September 2015



## Oshkosh 2015 Update

By Gene Adkins

Oshkosh this year was great.

EAA president Jack Pelton called it an "incredible week," which it was, and much more. Highlights included the debut appearance by the Lockheed F-35, Airbus 350 and Goodyear's new *Wingfoot One* airship as well as a Boeing B-52, replica Junkers F13 and a rare fly-by of a P-51 Mustang, P-38 Lightning and F-22 Raptor, not to be outdone by a dozen P-51s, a Lancaster bomber and a Mosquito.

A thunderstorm struck the area in the early morning hours the Saturday before opening. After that, the temps were in the low 80's and sunny.

One interesting item was brought out that should encourage type club participation: NTSB statistics show that in an older airplane, you are 8 (eight) times more likely to be in an accident if you are NOT a member of a type club. Final report is due out in the next month and we hope to have excerpts in the next newsletter.

There were changes in the Type Club Building this year. As we get older, we tend to resist change, and I did at first. Once I saw what the changes were doing, I became more comfortable with them.

Saturday before the show opened, I was in the Type Club Building talking to one of the men in charge. When I mentioned I was with the Cessna 120/140 Assn, he commented "oh, you guys have always been good to us." Apparently someone, (or more than one someone) has been a positive influence. I joined the VAA as a thank you, and encourage you to do the same. The Vintage people have made a lot of changes over the years to our benefit.







## Oshkosh 2015 Update

Thursday morning we held our maintenance forum and I would guess there were about 80 people there, when I asked for a show of hands, nearly all indicated they were members of our association.

Thursday evening was our dinner with about 40 who attended. The highlight was that one of the young men (21 yrs old) who flew a Cessna 140, 8,000 miles from Argentina was there and spent time answering questions. His flying partner got lost and was late getting there. He thanked us (thanks to Dick Acker) for raising well over \$1,000 in their behalf.

Chris Winter, one of our members, presented him with a new set of Nav Strobe Lites.

We will try to get him to write an article for an upcoming newsletter. I'm sure he has plenty of unique pictures.

I want to thank those who manned the table in the Type Club Building, Jeff and Cindy Tort, Bill and especially Carol Rhoades who was there almost continually. Dick and Nicki Acker who have been there for years were missed, and Joy Warren who has always been there was missed this year too. Prayers for Joy's recovery.



# 2015 International Cessna 120/140 Convention Update



## KTHA TULLAHOMA, TENNESSEE

**International Cessna 120-140  
Association**

**40th Annual Convention  
September 23-27, 2015**

Primary hotel is the Baymont  
\$62.00 per night. 931-455-7891



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**Start making your plans now!**

**September 23-27, 2015**

**Enjoy meeting old friends and  
making new ones.**

Secondary hotel is Hampton Inn  
\$102 per night. 931-461-5222  
Mention 120/140 for rate when  
making reservations.



Payless Rent Cars (931)-455-6066  
Tullahoma Airport (931)-455-3884



# 2015 International Cessna 120/140 Convention Update

## Schedule of Events

Wednesday, Sept 23,  
Arrivals begin

Thursday, Sept 24  
Jack Daniels tour (10 miles away)  
Beech Aircraft Museum, on field,  
open daily  
Evening meal TBD

Friday, Sept 25  
First Timers Breakfast  
Fly out to Swift Museum  
Fri night BBQ at the airport

Saturday, Sept 26  
Fly/Drive to Shelbyville airport for  
fly-in breakfast  
Games held at Shelbyville late  
morning  
1pm Maintenance Forum at  
Tullahoma airport  
Evening Banquet

Sunday, Sept 27  
Depart for home



## ■ ACTIVE STC's ■

C-85 Carburetor STC  
David Lowe - 270-736-9051

Continental O-200 120/140  
Gary Rice - 361-441-3754

Continental O-200 120/140/140A  
Randy Thompson - 530-357-5440

Alternator Installation  
Fred Lagno - 410-827-7896

Cessna 150 Exhaust  
Ken & Lorraine Morris - 815-547-3991

Shoulder Harness Installation  
Jack Hooker - 815-233-5478

Vortex Generators  
Cub Crafters - 887-484-7865, Ext. 209

Cowl Fasteners  
Ken & Lorraine Morris - 815-547-3991

Wing Fabric Attach Rivets  
Ken & Lorraine Morris - 815-547-3991

Leading Edge Landing Light  
John Nichols - 845-583-5830

120/140 Fuel Selector Valve  
Sierra Hotel Aero - 651-306-1456

Lycoming O-235, O-290D, O-290D2  
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Right Hand Lift Strut.....	U0422340-9.....	\$1,733.02
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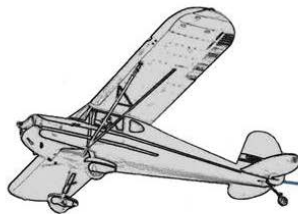
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August/September 2015

INTERNATIONAL CESSNA 120/140 ASSOCIATION  
GENERAL MEMBERSHIP MEETING  
SHAWNEE, OKLAHOMA  
October 10, 2014

The meeting was called to order by Vice President Gene Adkins at 6:48 p.m.

Gene read a letter from President Ken Spivey thanking the volunteers on the board. We then took a short recess because the thunder and rain on the hangar roof made it impossible to hear!

**SECRETARY'S REPORT:**

A motion was made by Marty Lochman and seconded by Bob Parks, to waive the reading of last year's minutes and accept them as published in the newsletter. The motion was passed and the secretary's report was accepted.

**TREASURER'S REPORT:**

Income for the year was \$44,515; expenses were \$52,307.91 for a net loss of \$7,792.91. Our bank balance at the end of fiscal year 2013 was \$24,342.41. A detailed financial statement is available for members who wish to see it.

We currently have 1,166 members, compared to 1,253 at the time of last year's convention; we lost 222 members, but gained 135, for a net loss of 87.

A motion was made by Jack Hooker to accept the treasurer's report, seconded by Marty Lochman. The motion was passed and the treasurer's report was accepted.

**OLD BUSINESS:**

There was no old business.

**NEW BUSINESS:**

The web site has gone through a major rewrite by Seth Ludwig, a contracted computer service provider. We were at a point where major updates and security changes were necessary; our old software was obsolete and not supported. The new web site is updated and secure, and will be fully functioning soon. The revamped web site looks different from the old one, but the same information is available.

John vonLinsowe announced his retirement from the Website Coordinator position, a job he has done for the past 12-13 years; the position was added to the Board of Directors in 2012. Website Coordinator is an appointed position and is appointed as required by the remaining Board of Directors. The Website Coordinator provides the technical expertise required to maintain the association's website, to include, but not limited to, the software used for the membership database and the online store. The new website is set up so that a "layman" can handle it; we are looking for a person(s) interested in taking over.

John vonLinsowe proposed a year ago that the association try to get the 120/140/140A drawings from Cessna. He is very concerned that we could lose a lot of information that Cessna has. John stressed that what we really need are COPIES, not to be used for profit, just to ensure that this vital information doesn't "get lost" over the years. Ken Spivey has offered to check with his FAA contacts regarding our intent and if anything can be done to obtain copies, but there is nothing to report yet.

The convention First Timers were welcomed--we hope this is just the first of many conventions they will attend. Don't forget the First Timers Breakfast tomorrow morning at Cracker Barrel. Shuttle vans will leave the hotels at 7:30.



The location/date of the 2015 convention was announced: Tullahoma Regional Airport (THA), Tullahoma, TN, Sept. 23-27, 2015. Hosted by Chris Rounds.

#### **2014 ELECTIONS:**

Nominees for this year's elections were presented.

**Vice President:** Current Vice President, Gene Adkins, has offered to serve a second term if elected. Bruce Bowen, Doug Corrigan, and Geary Kielman were also nominated. Nomination requests were offered to the floor with no additions. Jeff Tourt made a motion to close nominations, seconded by Victor Grahn. Gene and Doug left the room and a show-of-hands vote was taken. **Gene Adkins** was re-elected by a majority vote.

**Secretary/Treasurer:** Bill and Carol Rhoades were nominated. Nomination requests were offered to the floor with no additions. Donis Hamilton made a motion to close nominations, seconded by David Lowe.

**Bill and Carol Rhoades** were accepted by a unanimous vote. Thank you to Dick and Nicki Acker for their past four terms as Secretary/Treasurer.

**Newsletter Editor:** There were no nominations for Newsletter Editor so nomination requests were offered to the floor. Tom Hammitt volunteered. Dick Acker made a motion to close nominations, seconded by Bob Burnet. **Tom Hammitt** was elected unanimously. Thank you to David and Deirdre Dickson for their past term as Newsletter Editors.

A motion to adjourn the meeting was made by Lorraine Morris, seconded by Donis Hamilton. The meeting was adjourned at 7:55 p.m.

Respectfully submitted,

Dick and Nicki Acker  
Secretary/Treasurer



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