



# International Cessna 120/140 Association

Issue 397      October / November 2015



International Cessna 120/140 Assoc.  
Annual Convention, 2015  
Tullahoma, TN

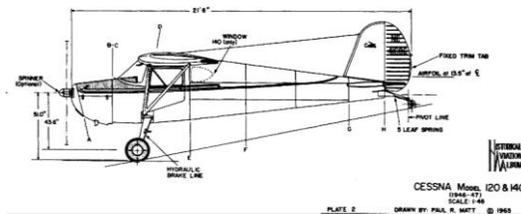
Cover photo by Blake Mathis

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From Our Members



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October / November 2015



# 2015 Tullahoma Convention Review

by Christian Vehrs

Mark down another successful convention for the International Cessna 120 / 140 Association. As with most conventions, all credit goes to our conventions host. This year, it was Chris Rounds and his group of dedicated volunteers who invited us to Tullahoma Tennessee, and made it a pleasure to attend.



Wednesday and Thursday arrivals had beautiful skies with almost unlimited visibility over the field. Arriving Thursday afternoon enabled me to view a very pretty ramp area which was already populated with several beautiful 120's and 140's. Other aircraft in attendance this year were John Von Linsowe's RV-7 from Michigan, and Tom West's Bonanza from Arizona.





# 2015 Tullahoma Convention Review

by Christian Vehrs



It was a pleasure to see longtime friends like Dick and Nicki Acker (previous Secretary/Treasurers) and Marty Lochman (background – 2014 convention host) enjoying themselves in Tennessee.



Chris Rounds really took a page from the convention host guidelines and assembled an excellent team of volunteers to host the event this year. Chris's team provided a wonderful dinner Thursday evening inside a hangar that doubled as our meeting and dining hall for the weekend.



Thursday's activities included a tour of the Jack Daniel's distillery. It is said that the George Dickel distillery is very close by, and folks who visited both each had their favorites.





# 2015 Tullahoma Convention Review

by Christian Vehrs



Jack Hooker, Rob Swanland and Terri Hull looked comfortable waiting for the sun to set and the lighting of the fire pit.



With the Beechcraft museum on the field, everyone had ample opportunity to see some real aviation history. The crown jewel of the museum is the very first Staggerwing, serial number 1. This aircraft has some distinct differences from the rest of the production aircraft. Most noticeably the fixed gear, and the split rudder used as a speed brake in the absence of flaps.



Friday morning saw low clouds roll in, but visibility was greater than 10 miles, so it was time to tap Blake Mathis for some air to air shots over beautiful Tennessee. Blake does the calendars for us, and I'm sure his photos of me turned out a whole lot better my quick snapshots of him 😊



Serial number 1 was delivered on May 24, 1934 at a price of \$11,872. It crashed in low visibility conditions on December 11, 1935. The wreckage remained in storage until restoration was completed in 1990 when it was donated to the museum.





# 2015 Tullahoma Convention Review

by Christian Vehrs



Beech / Travel Air set records and won trophies in the Golden Age of aviation. The museum is the home of the 1936 Bendix Trophy won by Louise Thaden flying an early model Staggerwing. I've never seen a real Bendix trophy before.

Here is something else I've never seen before, a three bladed wood prop. Let's use this as a mystery photo contest entry – does anyone have a picture of one of these on an aircraft, or know the history of this? Send me your answers/photos and we'll include them in the next issue.

I've also never seen a National Women's Air Race trophy before. Here is the one presented to Ms. Thaden in 1929 for her fastest elapsed time flying a Travel Air Mystery Ship from Santa Monica California to Wichita Kansas.





# 2015 Tullahoma Convention Review

by Christian Vehrs



Back at the hangar Friday evening, Chris's team provided another wonderful dinner with live music. That evening, rain moved in and gave all the airplanes out on the ramp a nice shower.



Doug Corrigan's (Illinois) beautiful polished/blue 140 won the heart of my daughter Audrey.



Jeff and Cindy Tourt (Illinois) took home a couple of trophies this year for their airplane, which might have been due to such a great paint job.



Mister Doug was gracious enough to let her fly back from the breakfast with him.

All dried off, the breakfast fly out Saturday morning was to a local EAA chapter about 15 minutes away.



Actually, Audrey got a chance to try out a couple of 140's this trip. Here is Blake Mathis (Alabama) not knowing what he is getting in for 😊



# 2015 Tullahoma Convention Review

by Christian Vehrs



Eight airplanes took part in the games Saturday afternoon. The flying games were coordinated by Tom West, who judged the Nerf ball catch. The Nerf ball catch was won by Blake Mathis. John Von Linsowe lined up the airplanes on the starting line for the short take off competition (won by Doug Corrigan).



One award category is special to our organization, but includes pilots and passengers from several organizations as well. It is given by Jack Hooker, maker of the famous Hooker Harness safety restraint system. Jack awards his Hooker Harness Test Pilot award to anyone who has survived a crash wearing one of his harnesses.



John Von also judged the spot landing contest. The spot landing contest was won by Allen Vehrs airplane, with Christian and Audrey flying. Audrey says she pushed forward on the yoke at just the right time to secure the prize – who could argue?

Saturday evening's banquet included another wonderful meal prepared by Chris Rounds team. Awards for best 120's and 140's were plentiful, as well as recognizing the winners of the flying games earlier that day.

Jack bestowed this award on several Skydivers who survived, and were spared serious injuries in a crash during a skydiving event in Tullahoma a few years ago.



This year, Jack also presented the award to Bill Rhoades on behalf of Bill's son, James. James survived what could have been a serious injury when the airplane James was flying lost power on takeoff and crashed into a cornfield adjacent to the runway. I have asked James to write an article describing that event for a future newsletter.



# 2015 Tullahoma Convention Review

by Christian Vehrs

Wrapping up the banquet awards was the presentation of the **Glenn Usher Award** to Christian Vehrs in recognition of his service to the association.

Announcement of the convention site for 2016 was little surprise to most in attendance. Bill and Carol Rhoades will be the host in Faribault Minnesota (KFBL).



Bill and Carol hosted our convention in Faribault in 1996 and 2006, so many of us were anticipating a 2016 announcement and were happy to hear it.

In addition to Faribault 2016, the association has secured our 2017 location as well. Brett and Tori Swartzendruber will set the stage for us in Wichita, Kansas.



Sunday morning's departures went off without a hitch, although many of us would have preferred more than 900 foot ceilings. Visibility was greater than 10 miles again, so everyone I talked to reported decent flying home.

One of the greatest things about these conventions is flying with a group of friends. Since I fly out of Georgia, I have often flown with the Watermelon Group led by Reddoch Williams out of Florida. I had planned to fly south into Alabama with the group on Sunday and then break off towards Atlanta. But the weather made me decide to make a straight shot home instead of the more westerly route they were taking.

I asked them to send me a picture of their group and they gave me a nice picture from a fuel stop during their trip to the convention earlier that week.



It's pretty easy to imagine the camaraderie of flying together and seeing friends who share our love for these little airplanes. It's one of the things that keeps me coming back every year.

Make your plans now for Faribault 2016. If you have never experienced a convention, I can't encourage you enough to join us.



Christian Vehrs



**Officers and Board Members.**  
(Photos taken at the 2015 convention)



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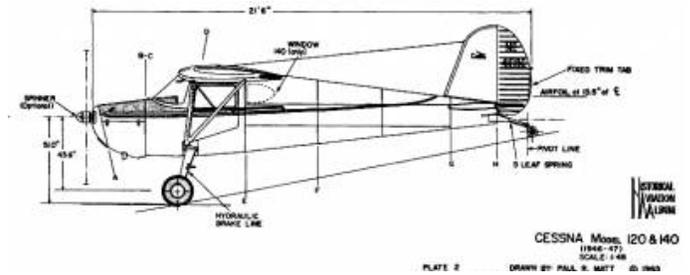


Secretary/Treasurer – Bill & Carol Rhoades



Acting Newsletter Editor – Christian Vehrs  
(With Audrey and Snowball)

# Tech Talk by Victor Grahn



## Finding Those Elusive Parts



As our aircraft age, parts procurement becomes a larger issue. We're not alone here; many airplanes are still being used long after they were made. Not only our little Cessnas, but the 170 and 180 series as well. Not to mention C-190s, 195s, and so on.

Regularly on the Website Forum, or in person at Sun-'n'-Fun, Oshkosh, or a Convention someone will invariably ask me, "hey do you know anybody that has XXXXX part?" Occasionally I do, but more often than not I don't.

Currently one of the best resources you have to find airframe parts is our Website ("parts for sale" and don't forget to watch the "parts wanted"). Occasionally someone will post they want this and that, and by the way, they have these and those they want to get rid of. What I've done in the past when I've seen an ad that lists various parts for our aircraft, it's possible the person has more 120/140 parts and didn't think it was worthwhile to list.

So, give them a call anyway, you may be pleasantly surprised.

You should also keep your eye on *Trade-a-Plane* in the "Cessna Parts" section (not everyone is tied into this internet thing).

Lastly, and I've done a lot of this, call every salvage yard in the country until you find what it is you're looking for.

Mostly, the parts that owners need that are hard to find are airframe parts, either flight controls, skins, stringers, bulkheads, wing struts, leading edge, etc.

Cessna sometimes will be happy to make these parts for you, new, but at a price (which you may not like, as many times it's quite high). Cessna still owns the drawings and has the tooling to make many of the parts in the parts books for the various models.

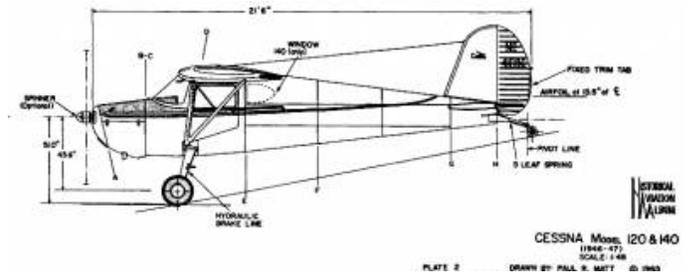
However, to 'tool up' for one part at a time takes time and costs money, thus the high price for "made on demand" parts.

Univair has quite a few Cessna 120/140 airframe parts. While their prices may be high, at least they have "parts."

Currently, \$790.000 for a nose bowl – YIKES!!!



# Tech Talk by Victor Grahn



The problem is not with “generic” parts, the types of things you can find at Aircraft Spruce, Wicks, Wag Aero, and the various aviation hardware companies that are still in business.



These parts would be batteries, tires, lights, pulleys, throttle cables, rod ends, hardware, wiring, bearings, rivets, spark plugs, windshields, switches, instrumentation, and so on. These can be found in sometimes many places or easily enough.

The difficult items to locate these days tend to be the uniquely Cessna airframe parts. So are used or high-priced factory parts your only option?

Not necessarily.

There is another option, and if you are either a serious “rebuilder, repairer, or lastly budget shopper,” you may have another source . . . you, the owner.

CFR 21.9 (remember, they are no longer “FARs”) covers Replacement and Modification “articles” (they don’t even use the word “parts” any more). This section of the regulations requires us to use PMA parts (Parts Manufacturer Approval), with several allowances;

- A. A part that you get from Cessna, Piper or Mooney that was produced under a type certificate.
- B. Produced under an FAA production approval (read PMA or TSO parts).
- C. A standard aviation part such as safety wire, hardware, etc., that is made to a Mil spec or established government specification.
- D. A commercial part as defined in CFR 21.1 (parts utilized in manufacture “ICAs”-- Instructions for Continued Airworthiness).
- E. Produced by an owner or operator for maintaining or altering that owner’s or operator’s product.
- F. Fabricated by an appropriately rated certificate holder with a quality system and consumed in the repair or alteration of a product or article in accordance with part 43 of this chapter.

What we are concerned with is “E”, “owner-produced parts.” Certainly this can be a slippery slope, so before you hop on, it’s best to read up on what you can and can’t do. Our interest in this, of course, is keeping the “aging aircraft fleet” (our Cessna 120s and 140s) flying, without grounding them because a wing rib isn’t available, or because it costs \$5,000 to purchase a new part.

That being said, there is guidance written to help you with the task of deciding how you can make a part for your certificated aircraft. I wish we could re-print the articles here, but I can list them for you and make some quotes.

# Tech Talk by Victor Grahn

The FAA has addressed this issue in Advisory Circulars AC 43-18, dated 6-7-2011, and AC20-62E, dated 12-23-2010.

AC20-62E primarily includes definitions, explaining what the various words used by the FAA mean to the owner, technician, pilot, etc.

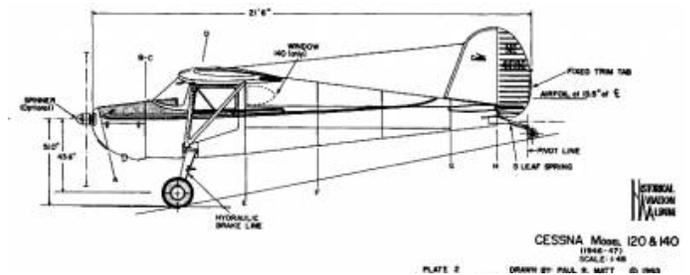
AC43-18 delves more deeply into explaining the process, as opposed to just explaining definitions.

So . . . you've taken the time to get these two Advisory Circulars and are now reading them . . . what does all this mean?

A good, common-sense explanation was written in *AMT (Aviation Maintenance Technology)* magazine back in April of 2001 by the late Bill O'Brien (now deceased). Mr. O'Brien wrote a regular column for *AMT*, and I along with many other techs regularly read and appreciated his approach to "our world." Entitled "I vs. We," the article addressed questions and answers regarding owner-produced parts, including:

1. Can you make a part for your aircraft and then sell it?
2. How do you write up the log entry for an owner produced part?
3. What happens when the aircraft is sold with owner produced parts on it?

And so on. Unfortunately we cannot reprint the article here for legal reasons. However, it has been reprinted on at least a few of the type club websites and can be found with the following search: "O'Brien Aviation Maintenance Technology 21.303."



Other search terms would probably work, as well. Worst case scenario: contact me, I will send you a copy.

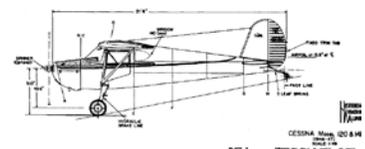
Mr. O'Brien's point in this article is that technicians cannot go out and fabricate parts on their own, such as engine baffling, install those same parts, and then write up the log entry as a "repair." However, if the aircraft owner assists in the design, drawing, fabrication, manufacture and quality control of the part, then the technician can install that part.

For those special cases where you simply cannot find a part, or it's prohibitively expensive, this may be an avenue for you to look into or pursue. I realize that it can mean more reading, effort and work on your part; this may keep your precious aircraft from becoming an expensive object to view but not fly.

NOTE: Since Mr. O'Brien wrote his article in 2001, the regulations have been revised. He refers to 21.303, which is now 21.9, with some re-wording.

Lastly, this is just one possible option for difficult to find parts. Remember that the installing technician (the tech who signs the log book), is the person who is stating that the repair, alteration, installed part, etc., is airworthy (the part that they signed in the logbook).

Ultimately it is the operator who decides if the airplane is airworthy and ready to fly, and this statement in section 21.9 gives the owner/operator some ability to manufacture parts for "their" airplane.



**Tech Talk by Victor Grahn**



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October / November 2015

# From our members...



## Joining the Cessna 120/140 Club

By Sue Lagno

Fred and I were reminiscing the other evening about our initiation into the Cessna 120/140 Association. Flipping through my four large photo albums of members and their airplanes brought back many fond memories.



*Fred and Sue with the USN academy trainers*

When we purchased our 140, AKA Floyd, in April 1975 we had recently married and Fred had just resigned his position as Chief Flight Instructor for the U.S. Naval Academy Aviation Program to fly a Skyvan for a cargo company.



*Fred and F/O Bob Weisman with the Shorts Skyvan*

Over the next few years we attended local fly-ins and learned about the organization from Curley and Bebe Owen. Fred moved on to fly for an airline and also earned his A&P and Inspection Authorization to be utilized in Floyd's care and restoration.

It was in 1981 that we made our first pilgrimage to Oshkosh, and enjoyed our first encounter with the club.



*Fred and Sue in Mecca*

We signed up at the type tent for the dinner, and on the ride over had the pleasure of meeting Glenn Usher and Dorchen Forman, both of whom made us feel welcomed. I noticed in the September 1981 newsletter future friends Vince Jackovich and David Lowe had joined as well. Since then we have attended numerous Oshkosh, Sun 'n Fun and club conventions. Over the years Fred and I have written thirty-two articles, hosted club activities at Horn Point Aerodrome and Easton Airport, co-hosted both the 1993 Quad State Fly-In and the 1994 national convention.

# From our members...



I served as merchandise coordinator for three years and we have been the Maryland State Reps since 1986.

But that is all in the past; we must look to the future. Our daughter, Hannah, 26, is now flying Floyd, flight instructing, and working on additional ratings. Hopefully, she and other members' children will be the future of our club.

The best part of our association with this organization is all of the great people we have met. The sharing of technical information, forming new friendships and the socializing at fly-ins are but a few reasons we need to stay connected. Our airplanes need the attention and valued input from every member to keep them flying and safe for a long time to come.

A hearty thank you to all the past, present and future members who go the extra mile to keep our club active and informed.

I hope to submit more photos in the future of members at various conventions and fly-ins. Look for yourself or someone you know.

Soft Landings,  
Sue & Fred Lagno  
Maryland State Reps

**19th Annual International Cessna 120/140 Association Convention Fly-In**

**INTERNATIONAL CESSNA 120/140 ASSOCIATION**

**HARFORD COUNTY 1994**

Harford County Airport - Churchville, Maryland  
**September 29-October 2, 1994**

**Schedule of Events**

<b>Thursday, September 29</b> 12 pm - Registration Opens 7 pm - Dinner at local restaurants 8:30 pm - Hospitality Room	<b>Saturday, October 1</b> 7 am - State Reps/First Timers Breakfast 10 am - Maintenance Forum 12:30 pm - Lunch at Harford County Airport
<b>Friday, September 30</b> 8 am - Silver Hill Adventure begins 9 am - Inner Harbor Adventure Begins 6 pm - Happy Hour at Aberdeen Officers Club 7:30 - Buffet Dinner at Aberdeen Officers Club 9-12:30 - Hospitality Room	<b>Sunday, October 2</b> 2 pm - Flying Events 5 pm - 12:30 - Hospitality Room 6 pm - Business Meeting Banquet following Farewells

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## Upcoming events...



at

Many of you might remember the article from Germany in our August/September newsletter regarding the Cessna 120/140 fly in at the Wershofen Glider Club.

The **Wershofen Glider Club** announced their next Wershofen **Vintage Cessna Picnic on September 3./4. 2016**. We are invited to join in with a Cessna 120/140 Fly-In again. Since the one we had together last year was a great event (despite having been hampered by bad weather) I would like to let all our members know this date so they can plan ahead. Thank you - Wolfgang

**Candler Field Museum's**  
 9th Annual  
 HONOR OUR  
**VETERANS DAY**  
 Saturday • November 7th

PATRIOTIC CONCERT starts at 1:30pm  
 featuring the FREEDOM BELLES & the  
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FORMAL CEREMONY starts at 2:30pm  
 Guest Speaker, JACK McCORMICK  
 Vietnam Helicopter Pilot

\*See complete program at [www.candlerfield.com](http://www.candlerfield.com)

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 ★ ★ ★ 21 Gun Salute • Recognition of Veterans ★ ★ ★  
 Military Displays

Gates open at 10am • Lunch served at 11am

Proceeds to support Candler Field Museum &  
 Candler Field Youth Mentorship Program

Peach State Airport • Hwy 362 • Williamson GA • 770-467-8318

Georgia State Representative Christian  
 Vehrs invites you to the Veteran's Day  
 celebration/fly-in at Peach State Airport  
 (GA2)



Trevor Duff, 1947 Cessna 140, C-FNEH

DECEMBER 2014						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

**We need your photos for the  
 2016 Calendar!!!**

Please send photos to Blake Mathis  
[blakemathis@yahoo.com](mailto:blakemathis@yahoo.com)



## Summer of Pancakes

When I broke the news to my children that Grandpa (Allen Vehrs) was going to sell the 120, I was surprised when they suddenly showed a renewed interest in flying. One of the things that I had always wanted to do with them was to attend fly-in pancake breakfasts around the state of Georgia. So it was an easy sell to get them to agree to strike out early on a Saturday morning to initiate them into the \$100 pancake club.

The first step was fueling up for the trip. The hot and sometime humid summers in Georgia mean that we keep low fuel levels in the tanks since there are massive Georgia Pine trees on both ends of the runways.

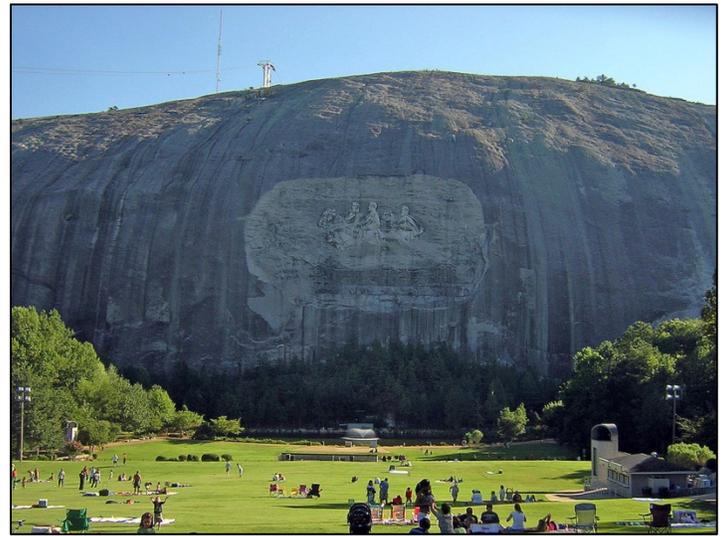


Being based in the south side of Atlanta has its advantages – less traffic. But it does seem like many of the activities are on the north side. Luckily, a straight line to Lawrenceville Gwinnett (LZU) enabled us to slide right under the approach end of the Atlanta Hartsfield runways.





After a quick flight planning session, it was off into the early morning smooth air. The route today would take us past two of Georgia's most famous landmarks; Stone Mountain State Park, and NASCAR's Atlanta Motor Speedway.



Just to give you an idea of the size of the sculpture, it is said you can rest a Greyhound bus on the hind quarter of the horse, just aft of the rider.



The ride was so smooth that I was allowed to take my hands off the wheel and snap a picture (but please, no texting while flying).

Stone Mountain is a quartz monzonite dome, and the site of Stone Mountain Park in Stone Mountain, Georgia. At its summit, the elevation is 1,686 feet (514 m) MSL and 825 feet (251 m) above the surrounding area. Stone Mountain is well-known not only for its geology, but also for the enormous bas-relief on its north face, the largest bas-relief in the world. The carving depicts three Confederate figures during the Civil War: Stonewall Jackson, Robert E. Lee, and Jefferson Davis.



Lawrenceville Gwinnett (LZU) is home to EAA chapter 690. Just by first impressions, this looks like a very active chapter. They have a whole host of project airplanes and have a robust Young Eagles program that includes summer camps.



In addition, they can really put out some impressive biscuits and gravy along with the pancakes, sausage and scrambled eggs – all for \$6.

Currently, their breakfasts are held on the first Saturday of each month. Good for me, since I don't want anything to conflict with Moontown Alabama's pancake breakfast held on the third Saturday. But more on that one in another issue.



Don't ask me why Daniel wanted to eat out on the ramp next to the airplane. Perhaps it reminds him of camping.



Coming home, we took a little more westerly route so we could go past the Atlanta Motor Speedway.



The track was established in 1960 and is a 1.54 mile oval. The track speed record to date is held by Geoffrey Bodine who turned in a lap time of 28.074 seconds, averaging 197.478 miles per hour.

Just another 15 minutes flying and we landed back home just in time to see the local lunch crowd.



**Summer of Pancakes**



## International Cessna 120/140 Association

### 2015 Business Meeting Minutes - Submitted by Carol Rhoades

The meeting was called to order by acting President Gene Adkins. Ken Spivey resigned his duties due to personal and work conflicts.

Virgil Warren told about the crystal bowl and card to be signed by everyone and sent to Joy Warren our publisher who had a severe stroke in the spring.

Gene introduced the board members present.

Carol Rhoades presented the statistics from this convention: 81 people registered, 32 planes (not all 120/140's), 5 first timers, 2 new members and 22 states represented with most from FL.

Rob Swanland, our new website person explained some of the issues. He will be working on a single login and password for the website. He solicited photos, stories etc for the newsletter and website. He explained that a newsletter was sent out to all members with email addresses. Those that do not have email received a printed copy.

There was discussion of the chance of getting some of the original drawings of the airplane from Cessna. It is not looking good. Jack Hooker volunteered to pursue thru some of his contacts.

The board had discussed the newsletter schedule. It was decided that there would be 4 emailed ones and a calendar and membership books mailed together in the winter. Since Joy can no longer print and mail the newsletters, the costs have gone up dramatically. A by-laws amendment was introduced that would add an additional \$20 to the yearly dues for those wanting a hard copy mailed. Virgil Warren moved discussion close. Jack Hooker moved to accept the amendment. Tom West seconded. Was carried.

Election of officers: The following were suggested by the nominating committee, and all elected.

President Virgil Warren

Merchandise Coordinator Jeff and Cindy Tourt

Member at Large Scott Ross

State Rep Coordinator Gordon Skarrett

Christian Vehrs took on the responsibility of putting a newsletter together in Aug. and has agreed to complete the existing term of newsletter editor. There are a few states still in need of a State Rep

Conventions were announced: for 2016 in Faribault MN, hosts Bill and Carol Rhoades and 2017 in Kansas, hosts Tory and Brent Swartzendruber

Reddoch Williams move to adjourn.

We proceeded to have our closing dinner with awards and door prizes.

# International Cessna 120 / 140 Association

## State Representatives

### Alaska

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### Alabama

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### Ireland

### Mexico