



# International Cessna 120/140 Association

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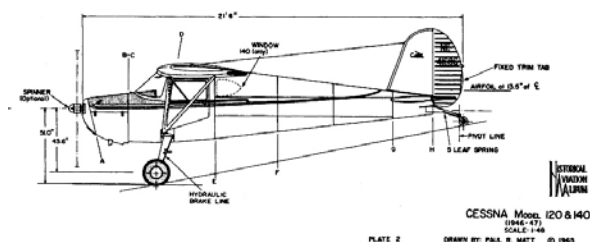
*Klaus Bachmann 1946 Model 140      Bad Neuenahr-Ahrweiler Germany      story page 4*

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Sun-N-Fun 2016 review



Tech-Talk by Victor Grahn



Resurrection of 2494N



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Spring 2016 February/March/April

# My Darling and Me *Klaus Bachmann*



*Photos by Johannes Ruhland*

*Translated by Gabi Aubele*

*Edited by Mike Moore*

At first there was an obsession. Which obsession?

Of whom? Who was responsible? Plane pal Ralf Krist is to be blamed, of course, since someone needs to be responsible. It began some years ago with him juggling the idea of purchasing an ultralight, low budget in operation. As a support for his ingenious plans I asked lovingly and matter of fact: "Have you been on a scale lately?" Okay that did it. Having a friend like me, who needs enemies...

Not only are we both private pilots, but also for the past three decades enthusiastic model airplane constructors, airmen and aircraft fans with neck and crop. Sometime later, on the airfield of our model plane club Eudenbach ([www.mfg-eudenbach.de](http://www.mfg-eudenbach.de)), our second home, we talked about the project. Now however it was discussed somewhat differently: How about a small light aircraft, low budget in operation with acceptable payload? With regards to costs, such a purchase should be within the range of a good Ultralight and feasible to be shared between the two of us. But it has to be a real aircraft and not something made of plastic. I want a Tinkertoy.

To cut a long story short: We ran into a beautiful old-timer, a German registered Cessna 140, built in 1946, with the call sign D-EWUW. In addition and by exemption she is allowed to also bear her maiden name N89831. A second inspection of the desired 140 made our pilots hearts beat even faster, brains became anemic and the handsome device was purchased.



## New Home

Shortly after, D-EWUW moved to her new cozy hangar space on the airfield (EDRA) of the flying club LSV Bad Neuenahr-Ahrweiler ([www.neuenahr-info.de](http://www.neuenahr-info.de)), our other second home. After transfer of ownership with the LBA (German Aviation Authority) we obtained kind support from Schlossbrauerei Maxrain, a German brewery.



When purchasing the aircraft, it was not straightaway to be seen which surprises were to be found in the bodywork which was nice to look at. But one thing I am today certain to say: She was an utter fortune cookie to be found.

This Cessna 140 simply works, is reliable and has a first class ramp appeal, making every plastic glass cockpit high tech aircraft looking pale. Attracting flocks of spectators on various airfields is proof of this statement. She is an aircraft with balanced and comfortable flight qualities. One of her particularities, for modern times of course, is the tail wheel. At first, this was a small challenge for my plane pal with experience only with tricycle gear aircraft. Myself being a flight instructor with literally thousands of tail wheel landings, I was well equipped with regards to tailwheel endorsement and differential training.

# My Darling and Me *Klaus Bachmann*



We had a lot of fun with the aircraft and experienced many an impressive flights, including a flight from a fierce storm front on our way to the North Sea and a journey to Berlin-Tempelhof. Our UW is one of the very last aircrafts allowed to fly into Berlin-Tempelhof (EDDI) shortly before they closed this beautiful airport so rich in history.

## Gear-up

It was March 25th, 2010, which brought an abrupt stop to those amazing flights with the UW. While taxiing on a grass strip, she got stuck with her right gear in a rabbit burrow, spun violently 90 degrees, fell on her wing with a torn-off landing gear leg and lay with broken spine on the grass. The spine of a Cessna 140 is the main spar. It can neither be riveted nor copied, since each wing has a one-piece aluminum wing spar. Only a genuine old spare part could be of help, had it been found during our worldwide search. At Cessna, nobody could identify the part number and tools as its production ceased to exist for decades.



In the beginning we could not anticipate that this accident would result in a grounding of almost 2 ½ years. Our hope for a speedy recovery rapidly dissipated during the global search for spare parts. Eventually we discovered that the chance of finding an airworthy right main spar was almost non-existent.

## “Won’t work” doesn’t work

I became a member of the International Cessna 120-140 Association, committed to the preservation and support of small primal Cessnas, and that is how my full-throated cries for help reached the entire American old timer crowd. “This is a call for help!” was my first sentence in an email to the Association President at that time, Christian Vehrs. Through the association, I received plenty of feedback and cooperation on the part of the American pilot friends. But parts did not materialize.



After it became clear that the right wing could not be restored without a new main spar, I had both wings dismantled by a company expert with metal aircraft, and stored as an assembly set in a big container.

Finally the breakthrough came through Wolfgang Schuele, competent German representative of the Association, who in turn knew Bernie Lewis in Colorado, who from the estate of a deceased aircraft owner sold two Cessna 140 wings. Often in life, grapevine is essential. Via email I received photos of two beautiful wings: major overhaul with new skin of fabric and transparent varnish. A dream, ready to be installed and for a reasonable price! Salvation of our UW suddenly came within reach.



# My Darling and Me *Klaus Bachmann*



Bernie's sales activity developed into extensive support of the project. He organized and mailed other spare parts for the UW, processed the entire paperwork for the dispatch, had transport cradles made from wood and containerized the wings. Without Wolfgang and Bernie, all of this would not have been possible.

## Transplantation

Ten weeks later, in the fall of 2011, the longed-for day came. A truck brought the container from Bremerhaven sea port and delivered it to the airfield. We were overjoyed when we opened it and saw for the first time the optimally wrapped wings. Forgotten was the delightfully courteous and smooth processing of the past days by the German customs office; "No, impossible, you must come in person and sign. (Travel from one end of Germany to the other for a signature?) And the ambitious question: "Are those parts for a military aircraft?" Finally, the revival of our old lady could begin.

The dedicated crew around Martin Birkmann of the repair shop ([www.flugzeugwerft.com](http://www.flugzeugwerft.com)) in Bonn-Hangelar airfield (EDKB) devoted many hours to create, from body, spare parts and wings our entire aircraft. In summer 2012 with new wings freshly painted, the UW experienced her first flight after a long time.



## Even birds are jealous

Flying our Cessna 140 is more than fun. Not only does she fly better than I have thought a nearly 70-year old lady would. After taxiing to the start with full throttle, the pretzel shaped yoke is pushed until she lifts her tail and accelerates farther on the main landing gear. 85 HP of the Conti engine bring her safely into the air after an acceptable short ground run. Even though the runway in EDRA is only about 1,500 ft long, there was never any problem with that length. On solid ground the UW needs, depending on loading, approx. 750 to 1,200 ft take off run and approx. 750 to 900 ft landing roll. Through the use of flaps for take-off and judicious use of breaks, these take off run and landing roll distances can be shortened.



Flight quality of a Cessna 140 is such of a trainer going by the book. In the USA in the 1940s and 1950s, tens of thousands of student pilots learned to fly with this aircraft. She forgives many aeronautical mistakes, reacts as good as gold on steering commands, has balanced controls and can only be flown into a stall deliberately or dim-wittedly. But she wants to be taken seriously. A weight and balance calculation and fuel management will become prevailing topic for previously pampered pilots of more recent aircraft.

# My Darling and Me *Klaus Bachmann*



## On tour

For a long journey, whether flying alone or with a passenger, the 140 is decidedly suitable, when all occupants travel with light luggage. En route it might become quite “cuddly” in the cockpit, facilitated by mutual affection of the occupants. That is why I love to fly with my wife Birgit, who has long ago made a name for herself as a sentient co-pilot.



Each wing tank of Uniform-Whisky contains usable 12 gallons of fuel. With a consumption of around 5 gallons per hour, the pilot can assume approximately 4 hours ATC endurance. The maximum distance between two gasoline pumps should therefore not exceed 3 ½ flight hours. The aircraft should roll out with a controlled breaking maneuver in front of the filling station, in order not to touch the compulsory ordered and necessary reserve. But usually this is not a problem: after 3 ½ hours sprawling in comfortable seats perfectly adapting to the body shape, the crew grows tired of such amenities and looks forward to exit, like a child looks forward to Christmas.

The Conti engine may according to STC be fed with AVGAS as well as auto fuel in variable fuel ratio. When frequently flying with auto fuel, the code of practice says to fill now and then with AVGAS, in order to provide the valve rods with some lubrication.

## Impelling force

A simple old engine is the installed Continental engine either as model C 85 or C 90. With correct handling of weight & balance, 85 or 90 HP is sufficient to operate the aircraft. Even if there are STCs for the 140 for conversions with stronger engines, I personally see the preservation of the original condition of old-timers as worthwhile. The engine of a Cessna 140 is low in maintenance, uncomplicated and well-priced in operation and repair. Almost all parts are available on the market, which means for a small Conti, no expensive spare part risk is taken.

Being an airplane fan, I very much enjoy the sound of this engine. Even though the UW has a noise certificate within her flight documents, the engine still sounds like a “real” aircraft engine. During engine start and acceleration one can feel the old heavy metal entirely without gear box, hustle and bustle, friction clutch and thyristor ignition going to work. In face of the top modern fuel economy of this old engine, I ask myself with a smile, why bother with the century-long progress of modern day’s engine engineering.

## My Darling

The UW is a real flying darling. One can stroll with her at 70 miles per hour, idly picking flowers, but also make time with 110 mph at 2350 min-1. Outer and inner values persuade both aeronautically as well as financially. She is well suited for a pilot’s lean wallet in order to accumulate flight hours and have fun. Those who flew such a darling once will never forget this experience. And those who have owned such an aircraft will at the end of their pilot’s carrier insist that she will be adopted into good hands to continue to fly.

*Klaus Bachmann*

# Tech Talk<sup>by Victor Grahm</sup>

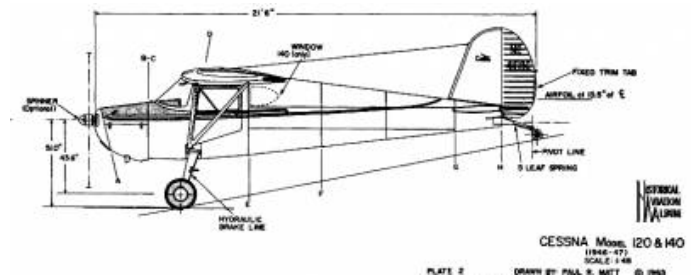
For this Newsletter I have several small topics to cover on our aircraft. If you can imagine, it is sometimes difficult to come up with new material. So, should anyone have an area of the aircraft they would like addressed, explained or just Plane ("plain".....sorry, couldn't resist) highlighted, I would be happy to cover it.

First, a couple of paragraphs about long time member Neal Wright. Tom Foxen has written a more personal note about Neal (which is included in this issue), but I wanted to briefly acknowledge Neal's Technical contribution to the Association.

Neal wrote many articles covering our aircraft. Most of them are in the "Technical Article" section of the website. They range across the spectrum of topics, from Tail wheel springs, to Oil pump prime to finding manuals, ensuring you have the proper fuel caps, to diodes that protect the electrical system and so on. In all Neal has around 50 articles posted. If you take the time to read, any or all of them, you will quickly find they are well researched, well written, accurately illustrated/highlighted and very informative. The topics that Neal covered were "everyday situations" that owners or Technicians repairing/inspecting the aircraft would have use of on a regular basis.

A brief note concerning these articles is that they were written 10-35 years ago. In an email to me sometime in the past, Neal stressed, to some degree this is technical archeology, in other words, Neal wrote the articles at the time with the best information he had at the time. New information may come to light in the future that may qualify, quantify, or slightly alter his research and articles. So please keep that in mind as you read and hopefully use his articles.

In summation, I would like to say that the words, diagrams & illustrations that Neal has put down for us on paper will live long after him and help us all to appreciate his hard work and efforts in supporting our



favorite airplane. Blue skies and tailwinds Neal, you will be missed but not forgotten.

## Landing gear axles

Regularly I comment or post on items on our aircraft that require special or additional inspection. Once again we're getting reports in the field of "old Components" breaking and causing damage or at the very least consternation to 120/140 owners.

Recently we've had a couple of axle failures. The axle will crack just outboard of the point at which it bolts to the gear leg. Right in the radius as the axle makes the 90 degree turn from perpendicular to the ground to parallel to the ground. The cracks tend to be difficult to find and cannot be found other than through proper NDT ( "Dye Penetrant Inspection" utilizing the proper chemicals and a black light) Even after the cracks are found (with the Dye Pen process) it can be difficult to see with the naked eye or even with a magnifying glass.



As you might imagine, if the axle were to break on landing (or.....ugh.....take off, perhaps worse) you could very well do significant damage to the aircraft, possibly even totaling it.

Starting with construction and a little history; I've seen several types of material used to make axles for our aircraft.



# Tech Talk<sup>by Victor Grahm</sup>

- A. Thin wall aluminum
- B. Thin wall Steel
- C. Thick wall aluminum
- D. Solid aluminum

Almost all aircraft came from the factory with thin wall aluminum axles. These are the ones we're seeing break off. (or at least show cracks upon dis-assembly and dye pen inspection).

From Cessna Tech support we get the following:

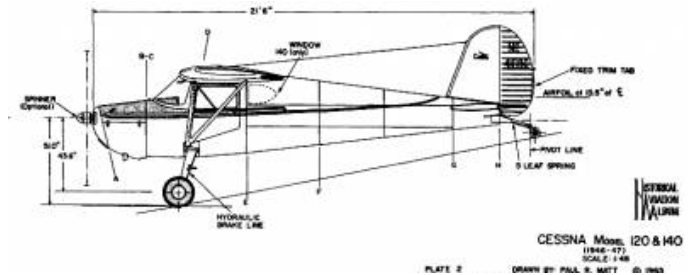
**Main Gear Axles:** According to the drawings, the **0441107** and **0441149** axles differ in that the earlier design was machined from "**24 ST**" aluminum bar (similar to what we now call **2024-T3**) and the later was machined from a **2014-T6** aluminum forging and had four **5/16** inch diameter attach holes replacing the 4 "F" drill bit size holes (**0.257** inch) in the earlier design.

We've included some pictures of several axle types. These are all aluminum. Starting with the standard 1 & ½ inch OD thin wall aluminum axle that most 120/140's had. These had 4 ¼ inch NAS bolts attaching them to the gear leg.

Next up is the later s/n axle after approximately s/n 13400. The difference here is higher strength aluminum and 5/16's holes for the larger bolts.

The last pictures of the solid axles, and you may note they have 2, 5/16's hole and 2, 3/8's bolt holes. These would be found on C-180's. (and occasionally on C-170's and our aircraft)

As noted above, some axles will have 3/8's holes. I don't think you can drill our gear legs to match the 3/8's hole size without compromising edge distance. A safer solution would be to either add bushings to the gear legs, or stick with 5/16's axles. (regarding drilling gear legs to match axle holes, see next section on gear legs)



Why or how can these be cracking? Simply put after almost 70 years of use, they've probably reached their life span. Some axles certainly had a more difficult life than others, and a small amount may have been manufactured with a slight built in defect, or they could have been damaged throughout the years. Regardless, in the interest of safety, you may seriously want to consider either replacing them with new, or going to heavier steel or solid aluminum axle. At the very least inspect them during annual, if not before. It isn't a big task to jack up the aircraft, remove the main wheels to get at this area.

Preventative maintenance spent here may provide a better comfort level and heightened safety for your future flying. I've already decided to pull mine at this year's annual and have them "NDT'd".

## Spring Steel Landing Gear Legs:

I thought as long as we are on the subject of landing gear, I would toss in a quick reminder to check (continue checking?) your landing gear legs.

Mid span up the gear leg are two bolts that hold the step on. If you have a really old airplane, you may have rivets in the holes, holding the steps on. Over the years we've lost a number of aircraft because the landing gear leg snapped in half right though one of the step holes. Usually it's the lower hole and the crack starts on the underside of the gear leg.



# Tech Talk<sup>by Victor Grahm</sup>

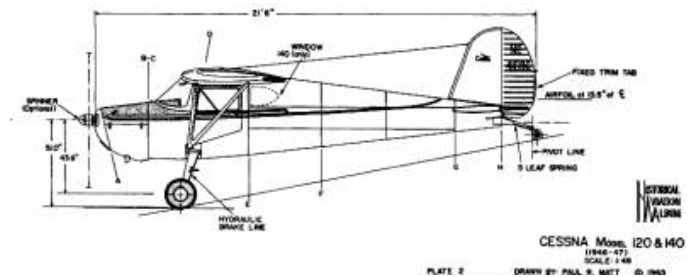
Take the time at annual, or at least on a planned time basis to remove the step and carefully inspect the two holes through the gear leg. You do not want to see any corrosion, rust or cracks. What I have found with many of the gear legs is a very sharp edge to the hole where the drill was used to make the hole. This sharp edge may provide the initial starting point for a crack to start. A very slight chamfering of the hole may be a good idea, or at least de-burr the hole if it has any.

The landing gear leg is a spring steel piece. From Cessna Tech support the material composition is listed below.

**Main Gear Springs:** The steel used for the **0441110**, **0441138** and **0441149** Main Landing Gear Springs on Cessna Models 120 and 140 was a modified **6150**, Chromium-Vanadium, hot rolled and cold finished, steel bar, according to **Cessna Commercial division Material Specification CCM-2**. The manufacture of these “flat gear” springs was originally according to Cessna Specification **204-1** (later replaced by **CES 1041**). This specification for “flat gear” springs called for grit blasting the upper surface and shot peening the lower surfaces after the heat treating and forming operations were completed. The heat treat was **225-250 KSI** Ultimate Tensile Strength (Rockwell hardness: **Rc 47-50**). Heat treating and other information is usually stamped on the bottom.

What I’m writing then is to be careful with it, as it isn’t just “regular steel”, so in regards to painting or any machine work you need to know what you are doing.(and dealing with)

After years of seeing these “step hole” cracks, David Lowe has surmised that you are far more likely to develop a crack if the aircraft (or gear leg) has had a ground loop. The reason being the gear leg is generally flexing out (for landing) then back in to a normal position.



If after years of going through a “Normal motion”, then suddenly subjected to a ground loop, which usually bends the gear leg into the aircraft (opposite it’s normal motion) this is probably a way to start a crack though one of the holes. The lesson being here is to note in your log books if the aircraft ever had a gear box repair, or landing gear leg replacement due to a “landing incident”. You are probably more likely to have an issue with your gear leg than an aircraft that hasn’t.

An interesting fact is that the same gear leg was used on the C-170’s, minus the step holes.

If you are like some owners and want the larger 5/16’s bolts holding your axle on, then please consider using a reamer to enlarge the holes rather than a drill bit. Regardless of what you use, carefully drill the hole and be sure to watch edge distance.

Should you need axles due to cracks, your options are somewhat limited. New Old Stock (NOS) axles are really rare. Used may be available either on our website, or through salvage facilities.

Another option is to buy a new set of solid axles from Grove Aircraft. You do need to realize that their axles are not "FAA PMA'd". What this means is that you will need to get a Field Approval in order to legally install them. Also realize that Field Approvals are more difficult to get than they used to be, so check with your IA and perhaps your FSDO first.

Grove Aircraft does have a copy of a Field Approval (from 2001) on their website, so technically it's possible, but do your research first before installing.

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# Loss of our Friend

## Neal Wright

by Tom Foxen



By way of introduction, I have been a close friend of Neal's for over 30 years. Having said that, and the fact that Neal was a private person, I'm quite sure that there is much more that I do NOT know about Neal than what I can relate. Much of the following is from bits and pieces I heard about over the years and pieced together. Neal grew up in N.W. Iowa. At some point he joined the Air Corp. and was involved with what we know as avionics today. He attended and (I believe) was degreed by U.C. Berkeley in Electrical Engineering. Prior to moving to Northern CA. he worked at North American in the L.A. area and there began his ownership of his Cessna 120 flying out of Hawthorne. In the Bay Area Neal worked in the Silicon Valley in quality control and vendor management.

When I first met Neal he used the club's member list to contact nearby Cessna 120/140 owners. Ultimately five of us bonded into what Neal referred to as a "Mini Club". As members who utilize the Technical Forum know, he became the detailed author and researcher of all issues related to this series of aircraft.

He enjoyed the investigation of issues and then thoroughly and accurately detailed and documented his findings. As others have noted, he spend endless hours in correspondence with fellow pilots literally across the globe. He gathered input, and gave feedback based on what he learned from these e-mails and phone conversations.

In addition to aviation, he persisted in maintaining a late '60s Mercury Cougar with well over 250K miles on it. He was interested in and collected firearms although I never heard that he hunted or even went out to the local shooting range. Neal spent a huge block of time fussing with computers and Apple was the computer of choice. Always way behind on software revisions he had little good to say about the moguls that made changes he disagreed with.

After a series of mini strokes several years ago he gave up active flying for obvious safety reasons but did not sell his plane. Then just about 4 years ago he had a major stroke and was pretty much bed ridden until his passing. I did do some minor rehab prior to selling his plane to a local flight instructor. It is still flying.

He was eventually moved to a facility closer to family in suburbia Sacramento where he continued to correspond on aviation issues. In passing I lost a good friend and as others have said "The Cessna 120 -140 community lost a real asset."



## Neal Wright - Editor's Note

As folks began sending me notices of Neal's passing, I began hearing a reoccurring theme regarding his connection to our association. Neal was a very prolific author regarding Technical Articles concerning our aircraft. A quick survey of our website reveals just how many contributions he made over the years. As a tribute to his love for our association and our beloved airplanes, I would draw your attention to the Technical Articles section on the website.

← → <https://www.cessna120-140.org/forum/index.php>

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Moderator: Moderators
- Convention News**  
Official news and information concerning the annual convention
- Cessna 120/140 Pilot Lounge**  
A place to relax and talk about aviation  
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- Cessna 120/140 Technical Support**  
Maintenance, parts and services related to Cessna 120/140's  
Moderator: Moderators
- Technical Articles**  
Cessna 120-140 technical articles  
Moderators: cougarnfw, Moderators, Forum Editor
- Cessna 120/140 Projects**  
Cessna 120-140 project reports. Include aircraft registration (N#, etc.) in main topic.  
Moderator: Moderators



## Neal Wright - Editor's Note

|   |  |
|---|--|
| <a href="https://www.cessna120-140.org/forum/viewforum.php?f=9">https://www.cessna120-140.org/forum/viewforum.php?f=9</a> |  |
| <a href="#">e</a>   | <a href="#">Edit</a>                                     |
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| <a href="#">Stromberg Mixture Control Advantages</a>  | <a href="#">by cougarnfw</a> » Sat Nov 19, 2005 10:07 am |
| <a href="#">Stromberg Fuel Level and Tools</a>  | <a href="#">by cougarnfw</a> » Fri Nov 18, 2005 7:51 am  |
| <a href="#">Marvel Mixture Control Inside the Carburetor</a>  | <a href="#">by cougarnfw</a> » Fri Nov 18, 2005 3:22 am  |
| <a href="#">Throttle Cable to Throttle Upgrade</a>  | <a href="#">by cougarnfw</a> » Fri Nov 18, 2005 2:25 am  |
| <a href="#">Manuals and/or CD's, why, how to get them, and costs</a>  | <a href="#">by cougarnfw</a> » Tue Oct 25, 2005 8:30 pm  |
| <a href="#">Instrument Panel Lighting Systems and Circuits</a>  | <a href="#">by cougarnfw</a> » Tue Oct 18, 2005 8:54 pm  |
| <a href="#">Oil Pressure Lack at Startup and How to Correct Prime Loss</a>  | <a href="#">by cougarnfw</a> » Fri Oct 14, 2005 12:31 pm |
| <a href="#">Mis-using gas caps meant for the 140A on the 120/140 planes</a>   | <a href="#">by cougarnfw</a> » Fri Oct 14, 2005 11:04 am |
| <a href="#">Starter with electric control to replace the Pull Type</a>  | <a href="#">by cougarnfw</a> » Thu Oct 13, 2005 2:51 pm  |
| <a href="#">Tailwheel spring sets and steering springs</a>  | <a href="#">by cougarnfw</a> » Thu Oct 06, 2005 5:22 pm  |
| <a href="#">Pitot static problems and the cure Cessna never told owners</a>   | <a href="#">by cougarnfw</a> » Wed Sep 28, 2005 2:52 am  |
| <a href="#">O-200 Replacing the C-85 or C-90, including Randy Thompson's</a>  | <a href="#">by cougarnfw</a> » Mon Sep 19, 2005 8:26 pm  |
| <a href="#">Fuel Selector Replacement</a>   | <a href="#">by cougarnfw</a> » Sun Sep 04, 2005 8:31 am  |
| <a href="#">Grimes landing lights, swing-down type</a>  | <a href="#">by cougarnfw</a> » Sun Sep 04, 2005 7:26 am  |
| <a href="#">Leading Edge Landing Light Bulbs, 4509, Q4509, Tradeoffs</a>  | <a href="#">by cougarnfw</a> » Wed Aug 31, 2005 8:11 pm  |
| <a href="#">F&amp;M Oil Filter System and Filter Features</a>   | <a href="#">by cougarnfw</a> » Wed Aug 31, 2005 10:23 am |
| <a href="#">Rudder Pedals or Rudder and Brake Pedals</a>  | <a href="#">by cougarnfw</a> » Fri Aug 26, 2005 3:41 pm  |

Neal submitted his articles with his signature by cougarnfw. It is amazing to me how well Neal researched the content of his articles, as well as the quality of the illustrations and diagrams that he often included.

I am also amazed at the variety of topics that he covered - as can be seen by the screen capture from our website posted here to the left.

Neal's love of our organization and the wealth of his contributions makes me feel as if I am the poorer for not having the privilege of knowing him personally.

Our thoughts and prayers are with his family. It has been my pleasure to honor his legacy in this small way.

Christian Vehrs








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Spring 2016 February/March/April



## SUN N FUN – 2016 Review

*...Virgil Warren*

The city of Lakeland, Florida and the Lakeland Linder Regional Airport hosted the 42<sup>nd</sup> consecutive Sun N Fun event April 5-10, 2016. During the event, Lakeland Linder becomes one of the busiest airports in the country with more than ten thousand aircraft movements from beginning to end. This year there were over two hundred thousand visitors from every state in the union and many foreign countries. Although not all were pilots, everyone was an aviation enthusiast eager to kick off the aviation year in style.



This year's theme honored our armed forces and offered recognition each day to one of our military branches. This theme also allowed much more attention to the many warbirds which were flown in for exhibit, and also some modern military aircraft, including F-22s and a static display of the F 35-A joint task force aircraft...the first chance many civilians have had to see this newest military aircraft up close and personal.







*Virgil Warren (President) anchors our spot in the type tent*

Our Association was front and center in the type club tent, a spot we have controlled for many years. I was on site for almost the entire week, and greatly appreciated the help of Bill and Carol Rhoades, Al Vehrs and David Lowe. During the week we had many visitors. Thirty six members signed in at the table and a group of eight of us dined together on Thursday...welcoming the break from the crowds.



*Graham Robson , United Kingdom*



David Lowe led the Cessna 120/140 forum with more than a dozen interested participants



The weather this year was just about perfect. Only one night of rain and plenty of warm sunshine during the day.

The daily air-shows this year featured Patty Wagstaff, Michael Goulian, Kirby Chambliss, the Breitling Jet Team and the AeroShell AeroStars.



But the real heart of Sun N Fun continues to be the flight line, where thousands of pilots camp under the wing of their bird, living and breathing aviation 24/7 during the event.



Sun N Fun is generally the show where new aviation products are introduced. This year there were more than 500 vendors in place, all offering displays and demonstrations of their wares.



Although Sun N Fun is now a non-profit organization which supports the Florida Air Museum and the Aerospace Center for Excellence, other groups were still in attendance.



During the week, I had in depth conversations with representatives of the FAA, AOPA and EAA to discuss the legislation involving changes to the third class medical regulations and other aviation-related matters. I came away with the impression that the much-needed reforms are going to become law...possibly by the end of this Congressional session.

For me, Sun N Fun still holds a special place in my annual aviation plans. Although I have attended many times, I never fail to get excited when I visit. Lakeland is a place where I renew aviation friendships forged in the past, and make new friends for the future. If you have never attended, put this event into your 2017 bucket list.

... Virgil

P.S.

We have been asked by Sun N Fun officials to provide a show-quality 120 or 140 to be displayed outside the type club tent for 2017. ***See the details noted in the Upcoming Events section of this issue.***



## Make your plans for the 2016 International Cessna 120/140 Convention September 21-25 Faribault, Minnesota Hosts Bill and Carol Rhoades

### Primary Convention Hotel

**Boarders Inn & Suites.** \$85.00 per night.

507-334-9464

*A block of 45 rooms is reserved until August 7th, 2016 – please make your reservations soon.*



### Secondary hotels:

GrandStay Suites. 507-334-2888

Days Inn Faribault. 507-334-6835

Regency Inn & Suites. 507-334-2051

**Be sure to ask for the Cessna 120/140 convention rate when making reservations.**

### CAR RENTALS:

Enterprise Rent A Car (on field) 507-455-1023

Faribault Municipal Airport offices: 507-332-0140



*Boarders Lobby*



*Boarders Breakfast area*





**Make your plans for the  
2016 International Cessna 120/140 Convention  
September 21-25 Faribault, Minnesota  
Hosts Bill and Carol Rhoades**



*Double queen room*



*2 room king suite*



**Convention Airport – Faribault KFBL**



## Upcoming events...



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Terri Hull (419) 375-4704

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Georgia State Representative  
Christian Vehrs invites you to  
**Vintage Days** celebration/fly-in at  
Peach State Airport (GA2)



**September 3./4. 2016**

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**. We are invited to join in with a Cessna 120/140 Fly-In again. Check the website forum for more information.



Speaking of Oshkosh...Jeff Tourt

**The 120 140 Association was approached from EAA to save a group parking area this year to showcase the 120-140's.**

This is --NOT-- to be a group fly in.  
From what I was told that is no longer approved by EAA or possibly FAA too.

I have been in touch with the parking coordinated and he is really excited to have us be part of the 70th anniversary of the 120 140's.

## Upcoming events...

### *Oshkosh- cont.*

From what I was told they would like to know how many will attend so they can hold a group parking lot for us. Some of the exciting reasons to go will be of course our usual dinner but also they will have a spot for us at the vintage hangar for a showing and interviewing of a chosen aircraft and owner.

They also want us to participate in a multiple aircraft flying during airshow time with a knowledgeable announcer for us to describe the aircraft.

Also multiple media's will be there so maybe another great article on our little planes would be big news. Sounds BIG right?

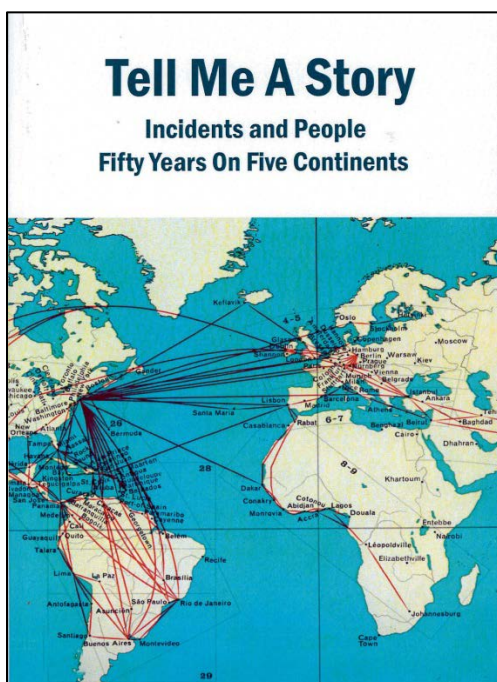
Some things to think about; they would like us to fly in before the show starts. That means Fri.- Sun. there were no restrictions on leaving when you wanted.

Also camping or finding a place to stay you should plan now as we all know it gets crowded fast. My last question to him was how difficult would flying to OSH be? He assured me it was simple fun and easy read all the EAA flying to OSH instructions and NOTAMS and your there. I will be the contact between the Assoc. and EAA for our group number to fly in.

Please get the word out to as many as possibly also as soon as you can because it will be here before we know it. There are a lot of members that are not on the web so we will get this in the newsletter soon too. I will monitor as always the website for your response.

You can also e-mail us as were listed as the Merchandise Coordinators under "Contacts" at the top left of the home page .

Thanks  
Jeff



## Book Sale

"Tell Me A Story" by Richard Reilly is about people; and some are flying people to be sure. The 45 short stories are about engineering flight-testing, small airplane development and long cross countries in small airplanes.

\$6 each in paperback – contact Sharon Brown [avhistory2011@aol.com](mailto:avhistory2011@aol.com)

Editor's note – Sharon gave a copy of this book to me and mentioned that the author sent Mort Brown stories to read over the years. These stories have been edited and published. She hopes it might encourage others to write their own short stories.

These stories are not about Cessna 120/140s.

# Georgia Bird

## the resurrection of 2494N...by Christian Vehrs

There I was, minding my own business when the phone rang. At least that's the story I tell my wife.

It was Dick Acker, then Secretary/Treasurer of our association. "How close are you to Moreland Georgia" was his question. "Never heard of it" was my answer.

Dick went on to tell me about a widow who had contacted him about her late husband's 1947 Cessna 120. George Massey was one of our long time members who had passed away, and Miss Massey was trying to find someone knowledgeable that could look at the airplane and prepare it for sale.

I contacted her and had a wonderful phone conversation about her husband's career as a Delta Air Lines Pilot and his donation of a Stinson SR-8E to the Delta museum. I couldn't help but agree to help her. And since I am current Delta employee, I felt an extra connection to her cause.



*George Massey - Retired Captain*

I told her that I have seen the Stinson hanging in the museum and immediately offered to meet her and take a look at the 120. Luckily, the 120 was hangared only about 40 minutes from my house, and I was happy to see how I could help.

2494N was sitting in a private hangar on a grass strip. Although my conversations with Miss Massey led me to believe the airplane had been inactive for a little over a year, the thickness of the dust on the plane should have alerted me that it had been much longer.



Upon further inspection, I found the battery totally dead and the tires dry rotted and flat. The brake fluid had bled out of both wheel cylinders all over the floor, the skylights had cracked out and the headliner was stained with mildew. On the up side, the paint on the wings was very shiny, much more so than the paint on the fuselage. I popped a couple of inspection panels on the wings and found remarkably clean spars and ribs which gave me good reason to believe it had recent fabric. In addition, the prop pulled through nicely, and even offered a good deal of resistance from what appeared to be really good compression. Sitting in the protection of a hangar, I had hopes that she just needed a little TLC to get back on her feet.



# Georgia Bird

## the resurrection of 2494N...by Christian Vehrs



I had concerns over the instruments and radios in the panel. It all looked a little Frankenstein-ish, since it appeared like this was someone's IFR panel from a few decades ago. I figured the basic instruments would work, but surmised that most of the IFR panel would have to be stripped out.

That sparked the next series of decisions that Miss Massey would have to make. First of all, I asked to see the logbooks to see when was the last time 2494N was in annual, in addition to confirming the age of the fabric on the wings and the time on the engine. We agreed to wrap it up for the day and plan a trip to the Delta museum where I would be happy to show her how the museum was displaying her late husband's Stinson. I asked her to bring the logbooks so we could make a plan for the 120.



The Stinson had history as one of the instrument trainers for Northeast Airlines, part of Delta's family tree through previous mergers. Our trip to the museum was personally gratifying to me. I took several pictures of her standing under the Stinson hanging from the ceiling. She seemed very content to see it hanging there in all of its glory, perfectly restored.

The logbooks for the 120 on the other hand, seemed to be pointing in the other direction (in need of restoration). The wing fabric and engine overhaul were accomplished just after George purchased the airplane – 41 years ago. Worse yet, the last annual was performed 15 years ago, which gave me additional doubts about the fuel and electrical systems.

I quickly added up the cost of wing fabric, possible major engine repairs, carburetor overhaul and brakes and realized that it was starting to push the project over the cost of reasonable airworthy condition – especially considering the additional cost of paying someone (not me) to perform the work. The airplane would have to sell for a fire sale price to make it attractive to anyone considering the project.

# Georgia Bird

## the resurrection of 2494N...by Christian Vehrs

Parting it out was the best way to ensure she received the most return on her husband's investment. At this point, I discussed the possibility of parting out the airplane, but that brought strong objections – she said she had to see it fly again.

Well, who could say no? So I struck a deal with her. Let's get it on good tubes and tires, roll it outside and tie it to a tree, borrow a battery and see if it cranks. Then we could discuss further options.

Opening the large hangar door attracted the attention of several neighbors who came over to see what this activity was all about. After rolling it out and tying it to a tree, I climbed in and crossed my fingers. Actually, I was hoping it would throw a cylinder out of the cowl. Mostly because by this time, I had made too many good will trips to the hangar and had my tools scattered out over two counties to jack it up and replace tires, service brakes, replace throttle cables, etc. My wife was starting to wonder if I had purchased an airplane without telling her. I am embarrassed to admit that I was looking for an easy out. A junk engine would force a quick sale and I would be back home.



I gave it one shot of primer and hit the starter. Low and behold, the stupid thing started after just three blades and ran like a top.

I eased the throttle up and felt the brakes slipping, transferring pressure to the straps on the tree. Once I felt confident about the tree, I ran it up to full throttle for several minutes, monitoring oil pressure and electrical output. I discovered a bad generator, but the engine itself was purring like a kitten. Actually one of the smoothest running engines I had ever seen. As I sat there looking out over the grass runway with the wind coming in the windows, I suddenly felt a connection to this airplane. But that would mean several more trips to the hangar.

One of the neighbors offered to contact their local Authorized Inspector (AI) to see if it was reasonable to get 2494N back in annual. Since I was away from my local AI, I consulted with Miss Massey regarding the cost and hopeful outcome. The agreed upon plan was the cost of the AI annual inspection, and confirmation that the fabric would pass punch test and the engine checked out. That would give us a good feel for whether or not 2494N could be sold as a flying (not necessarily pretty) airplane.

I met the AI at the hangar. My plan was to simply oversee the process from a distance with a glass of ice tea. I should have known this wouldn't go well when he did the compression check cold and didn't even open up the wing fairings, remove the seats, or open up the tail. After just a couple of hours, he confirmed the fabric passed the punch test, but stated that he would have to see the generator fixed and the brakes hold secure. I agreed and asked him how much? He stated that he only inspects airplanes in annual and doesn't have any interest in performing the required repairs, then handed us the bill.



# Georgia Bird

## the resurrection of 2494N...by Christian Vehrs

I told him that he came recommended from all of the neighbors standing around watching this unfold. He offered to come back out to sign it off after someone had made the repairs.

Augh! On one hand I had made a commitment to help Miss Massey, and on the other hand I could see several more trips out to the hangar performing repairs that I thought I had hired someone to do. I took the logbooks home and started contemplating my next move.

Sitting at home pouring over the history of the airplane, I noticed that its original owner was Jesse Dobbins of Atlanta. Marietta Air Force Base in Atlanta was renamed Dobbins Air Force Base on February 15, 1950. This change was in honor of Captain Charles M. Dobbins of Marietta, who was killed July 11, 1943, when his aircraft was mistakenly shot down by friendly fire as he returned from his third combat mission of the day off the coast of Italy. It was Dobbins's eighty-eighth combat mission of the war. On April 29, 1950, Dobbins's brother, Captain Patman Dobbins, his niece, Beverly, and his mother, Ethel Dobbins, formally dedicated the base.

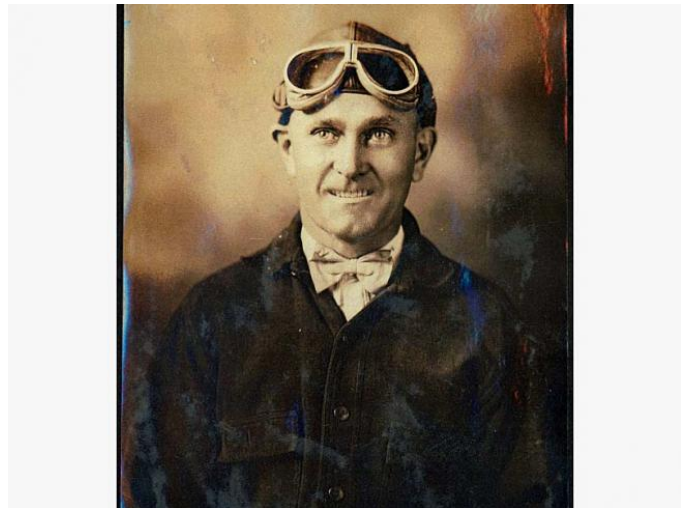
I never could completely make the connection of the air force base to the original owner, but what really caught my eye was the Inspector who signed off the first few annual inspections – Ben Epps, one of Georgia's pioneer aviators.

Like the Wright brothers, Mr. Epps had a bicycle shop where he built and repaired bicycles. And like the Wright brothers, he built and flew his own airplanes.

As early as 1905, Ben Epps was at work on a flying machine. In 1907, he was photographed outside his shop with the first plane he had completed.



*Ben Epps with his first airplane in 1907*



*Ben Epps – Georgia's first aviator*

Ben's son Pat went on to start Epps Aviation in Atlanta, still in business today. Whoever purchased this airplane would have a few famous signatures in their logbooks. All of this confirmed my resolution to get this airplane back in the air, or at least in the hands of someone who could. I reasoned that I could replace the generator and overhaul the brake cylinders without too much difficulty. So I started making phone calls.



# Georgia Bird

## the resurrection of 2494N...by Christian Vehrs

The first call was to Bill Rhoades in Minnesota for help on the generator. He had a great source for generator overhauls, and he asked me what I was working on. It took me about an hour to tell the story, and at the end of the conversation, he had made an offer to purchase the airplane.

It wasn't my intent to sell him an airplane, but he said that he felt good about it based on my description. Besides, since his airplane had just been pulled out of a crash landing in a cornfield (see article in spring 2016 newsletter), he needed something to fly.

I quickly presented Bill's offer to Miss Massey, who agreed to sell the airplane AS IS, with the only stipulation was that Bill promised not to part it out, and to get it flying again.

Bill's plan was to attend the 2014 convention in Shawnee Oklahoma, then drive his RV to Georgia for an estimated week long project getting 2494N ready for the trip back to Minnesota. Since Bill is an AI, it seemed like a good plan to me. Bill planned to carry a new instrument panel with him along with a generator. My part was to help Bill by stripping out the headliner, replacing the skylights, draining the fuel and pressure-washing the tanks, and replacing the seals in the old Goodyear brakes so they would hold secure. Hopefully I could get all that done before he got here.

I readily agreed, since now I could see light at the end of this tunnel. Besides, I figured it would be fun working with my Dad and Bill getting this project back in the air. My wife was still convinced that I had bought an airplane and wasn't telling her.



Draining the fuel made me realize that it must have been a miracle that the engine even ran at all. The gunk that came out of the tanks would certainly have plugged the lines and fouled the carburetor given enough time.

Just as Bill planned, within a week of his arrival, 2494N was making its first flight in 15 years with his son James at the controls. They even gave me a chance to take it around the pattern a couple of times just to seal the deal.



Bill gave me first right of refusal when he sells her, but if he keeps putting money into her, it's going to be hard for him to let go at the agreed upon price from 2014 ☺

Come to the Faribault convention this year in September. Bill and Carol Rhoades are the convention hosts, and you can see Georgia Bird in all her glory. Also, if you're ever in Atlanta, give me a shout and we'll run up to the Delta museum – well worth the trip.

# International Cessna 120 / 140 Association

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