



# International Cessna 120/140 Association

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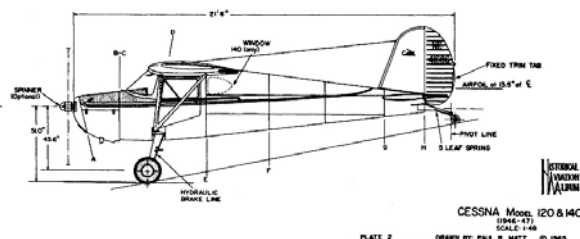
*Nicolas Cambiagno and Samuel Volpin enroute from Argentina to OshKosh (story page 4)*

## In this issue:

OshKosh 2016 review

Tech-Talk by Victor Grahn

Texas welcome for Argentina fliers  
by Glenn Snyder





# INDEX

Texas Welcome to Argentine Fliers – Glenn Snyder (cover story)	page 4
Tech Talk - by Victor Grahn	page 12
2016 Convention Preview	page 14
OSHKOSH Review – Jeff Tourt and Gene Adkins	page 18

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# Texas Hospitality for Argentina Flyers

...by Glenn Snyder



I'm sure that most everyone read in our August 2015 Newsletter about the two Argentina Cessna 140 pilots that flew 8000 miles from Argentina to attend Air Venture 2015 in Oshkosh, Wisconsin.



There's quite a story about their experiences in their flight from Argentina, flying over the Andes Mountains, getting a visa in Mexico City to enter the USA, and (I imagine) hours of boredom. I'll only just tell about their entry into Texas and the welcoming that they received.

Nick and Sam as we called them, made the trip in their yellow 1946 Cessna 140, "Betty Boop", registration # LV-NFP, surely winning the Longest Flown Distance Award.



David Jose, a Cessna 140 owner out of Aero Country Airport in McKinney, Texas, just north of Dallas was in contact with Jose Sinconi in Virginia, who initially made contact with the Argentina guys after hearing about their flight. David kicked off the idea of welcoming and escorting Nick and Sam when they arrived in Texas. He contacted several Texas Cessna 120/140 owners and club members about the idea. Everyone agreed it was a great idea!

Dean Howard in San Antonio contacted Nick and Sam upon their arrival in Texas at their hotel in McAllen. They agreed to have lunch together in San Marcos which was their next fuel stop. Dean departed San Antonio heading South in his 1949 Cessna 140A (N80H) and contacted Houston ATC who vectored him direct to Nick and Sam's flight path over Three Rivers, TX. After lunch, which was Sunday, the week before Air Venture, Dean returned to San Antonio since he had a flight out the next day.



# Texas Hospitality for Argentina Flyers

...by Glenn Snyder



Nick and Sam headed to Corsicana, TX, about 60 miles SE of Dallas, and about 200 miles from San Marcos.

In the meantime, Jack Fleetwood, out of Taylor, TX, (N.E. of Austin), headed to Corsicana in his beautiful 1946 C-140, N89418. Back in the Dallas area, Edward (Bo) Kalabas, took off from Mesquite Airport in his 1946 C-140, N2809N heading to Corsicana. David Jose and Glenn Snyder departed McKinney's Aero Country Airport in 1946 C-140, N1627V and 1046 C-140, N89265 respectively, both heading to Corsicana.

## Texas Hospitality for Argentina Flyers

...by Glenn Snyder



Jack, Bo, David and Glenn arrived in Corsicana a little early and spent a while waiting for the Argentina boys to arrive. Keep in mind; this was mid-July in Texas with the temperature hovering at 100 deg F. To make matters worse, the FBO was locked up tight. No water or candy or air conditioning available. An airport employee and pilot, who was mowing the dry grass, offered us his pickup truck if we wanted to go into town. (Where else but Texas?)!



Nick and Sam arrived at Corsicana by mid-afternoon.





## Texas Hospitality for Argentina Flyers

...by Glenn Snyder



After introductions, there was ample opportunity for lots of photos by Jack Fleetwood.



**Left to Right;** Glenn Snyder, Sam Volpin, Nick Cambiagno, David Jose, Bo Kalabas





# Texas Hospitality for Argentina Flyers

...by Glenn Snyder



After pictures, we all departed Corsicana heading to Aero Country Airport (T31), in McKinney.





# Texas Hospitality for Argentina Flyers

...by Glenn Snyder



Jack provided us with some excellent air to air photos.





## Texas Hospitality for Argentina Flyers

...by Glenn Snyder



Jack then headed home to Taylor, while the rest of us escorted Nick and Sam in a loose formation North toward Dallas. Bo dropped out near his home base in Mesquite while the rest of us continued on to Aero Country skirting the DFW Class B Airspace to the East, received transition clearance over the McKinney Class D airport direct to Aero Country on the West side of McKinney. After a high speed fly by over Aero Country, the three Cessna 140's landed and were welcomed by several airport residents.

Nicolas Cambiagno and Samuel Volpin (their full names) stayed at David and his wife's home overnight and rested up a day before heading to Oshkosh via Wichita, Kansas for a private tour of the Cessna factory which was arranged by our mutual friend and Aviation Insurance Underwriter, Eric Vanhoff.

Asked if they were flying the Yellow C-140 back to Argentina, Nick and Sam said , "we might just freight it back home".

Photos by Jack Fleetwood





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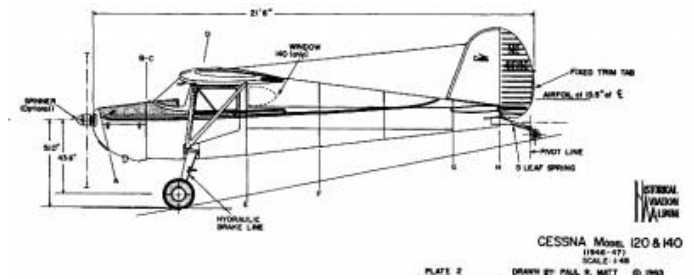
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# Tech Talk<sub>by Victor Grahn</sub>



For this Newsletter we have a slightly different approach. One of our members, Richard Nelson out of both Texas and Canada is attempting to fit a C-150 panel to his C-140.

Richard is interested in this mod, for both instrument flying and instruction, basically aiming for a more modern “6 pack” instrument configuration. Certainly with the C-150 panel this is easier to obtain than any possible cutting and patching of a standard C-120/140 instrument panel.

Part of Richards reasoning of going this route, is the identical parts dimensions of the early C-150’s. With his research, (see associated documentation) the C-150’s up through about the 1966 “F” model utilized identical forward cockpit components. (except for the gear boxes and associated gear leg bulkheads etc) The door posts, instrument panel “shape”, boot cowl area etc. matched the earlier 120/140 series exactly.

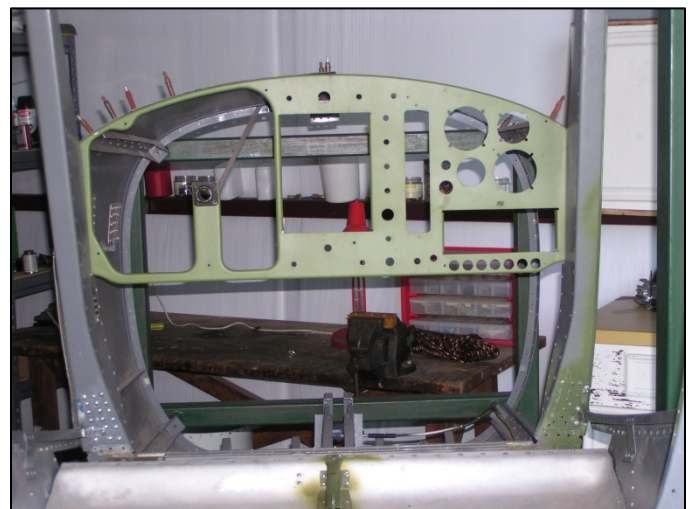


*The first year of the Cessna 150 was 1958. You can easily see the family resemblance to the Cessna 140A model and the common parts that were used.*

Judging by the pictures this is almost a perfect “plug and play” replacement of the instrument panel.



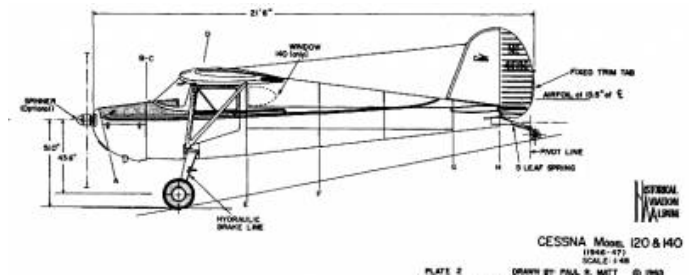
*Typical 1966 Cessna 150F interiors*



*Cessna 150F panel installed in Richard’s Cessna 140*



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



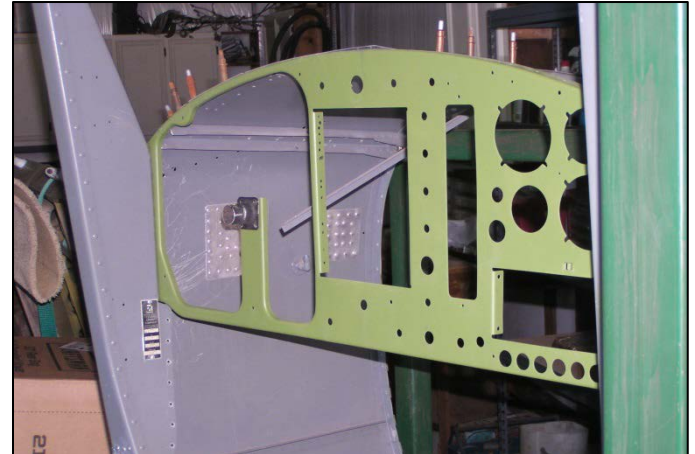
However, there is usually a snag or two and here are several that Richard has come up with so far.

1. The standard C-120/140 series utilizes a "T" control column bar to hold the yokes and transmit the fore/aft motion to the elevator bell crank mounted under the seat.

The C-150 utilizes a "Y" column for the same purpose.

With the C-150 panel, the standard "T" column geometry will not match up with the holes in the panel for the yoke tubes to exit the panel in a level plane. You will have to utilize the "Y" column with a C-150 panel for the proper alignment. Also with the "Y" control column is where the spacing comes from to allow longer instruments in the center of the panel.

2. The second issue that Richard is addressing is that with the "Y" column, the two aileron cables for a stock 120/140 will not match up. The length is too long, almost 6 inches. This winter he is going to mount the wings and figure out the exact length he will require for the two cables.
3. Lastly is approval. Cessna single engine structural engineering has provided a "NTO" letter. "No technical objection" to the parts from a C-150F and earlier being used for this application. However that is not "approval". While it's a great step in the right direction, it's still not an approval to install the C-150 panel, control yokes etc.



Richard is asking for help from the membership. Should you have any relevant information please forward it on to him or you can send it to me and I can forward it on. Obviously this is a very worthwhile upgrade. Other owners at some point may like to convert their panel as well.

I do know from attending conventions in the past and looking over many of our type aircraft that there are at least 6 other aircraft with this type of instrument panel (possibly many more). One of the best examples I saw was at the 2004 St. Louis convention, with basically a new C-150 panel install. The panel looked fantastic, the workmanship, instrument layout, painting was first rate.

So in the interest of assisting anyone that may have this panel change in their future please consider offering any information you might have for the benefit of Richard and quite possibly the association membership at large

Richard can be reached at 972-567-4021.

[Rchrdnelson7@gmail.com](mailto:Rchrdnelson7@gmail.com)



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*Boarders Breakfast area*





**It's not too late to make your plans for the  
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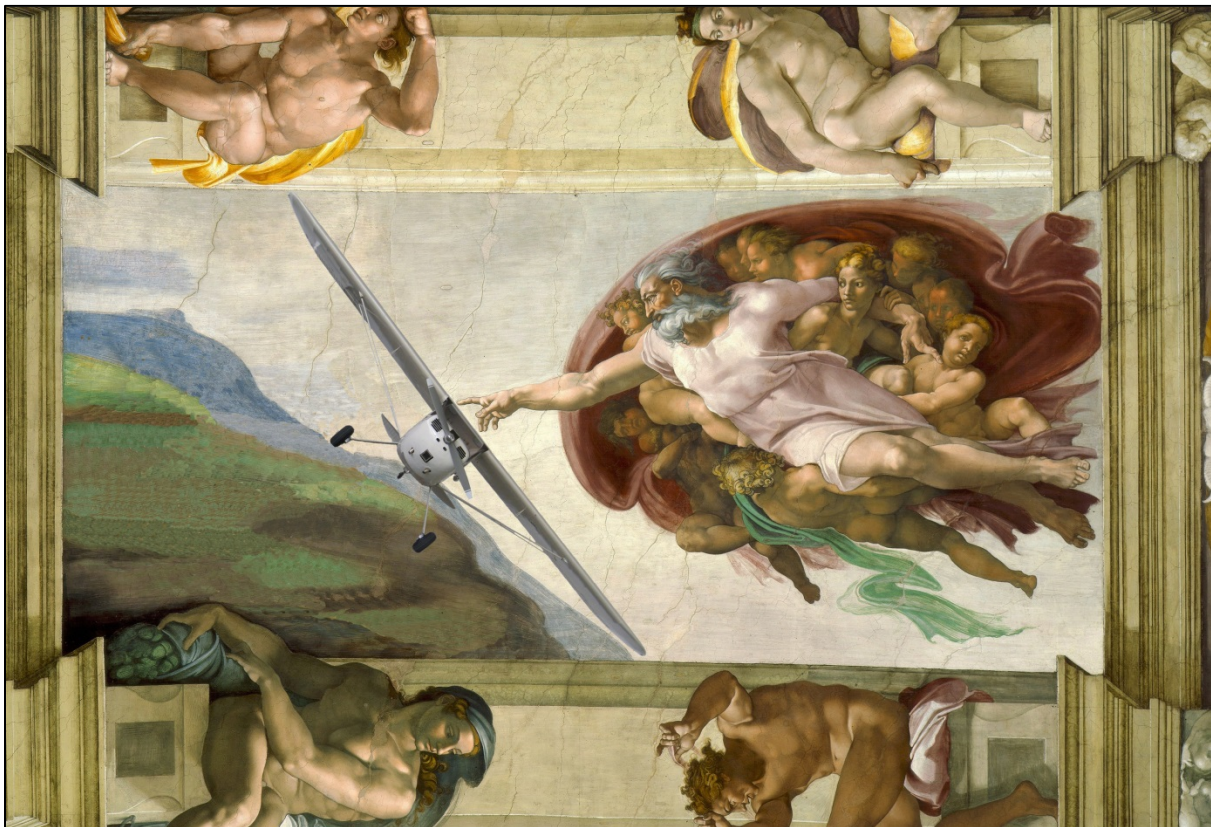
## Looking for a way to serve our Association? We would like to propose two opportunities 😊

Gordon Skerratt is stepping down from the **State Representative Coordinator** and we would like to fill his position at the 2016 convention in Faribault. Anyone who is interested, please contact me at [Christian.s.vehrs@delta.com](mailto:Christian.s.vehrs@delta.com).

We have secured a great proposal for a convention host and location for the 2017 convention. That opens the door for a **convention host and location for 2018** and beyond. Please contact me at [Christian.s.vehrs@delta.com](mailto:Christian.s.vehrs@delta.com) if interested.

Now for something completely different...

Thank you for taking up the gauntlet and submitting another great image for our Photoshop Challenge. This one is entitled Michelangelo – creation of airplane.



Now for my shameless plea for forgiveness... my email was acting up and I lost the name of our esteemed member who submitted this. Please contact me again so I can give proper credit in the next issue 😊






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# OSHKOSH 2016 Review

By Jeff Tourt and Gene Adkins

Jeff and Cindy Tourt

Cindy and I have gone to Oshkosh since the mid 80's but this year would be the first time to fly in. Another first would be the 70<sup>th</sup> anniversary for our 120-140's. I've been excited since I was communicating with the EAA about providing designated parking for our planes to celebrate the anniversary during the event.

Terri Hull and I tossed the idea around of her flying over on Friday and both heading up on Saturday. That worked out great and eased my anxiety of flying in alone (Thank You Teri). We departed early for the 1.5hr flight with a fog covered ground. We made the Wisconsin border with a little cloud cover, so we climbed to 5000 feet. That provided us a great change of temperature, almost as if the 140 had automatic air conditioning.



As we approached Rippon, the sky and ground cleared (almost as if we planned it that way). Listening to the approach at Rippon, we flew to Fisk where we do the wing wag, and they actually asked what RWY we would like. Arriving early pays off!

So a simple left turn to RWY 36L put Teri on the purple dot - I got the numbers, it was a breeze.



We were the first two 140's on the designated parking area, although I think there were some others parked in the field of planes. Teri informed me that we didn't get the full experience which would have seen 100 plus planes in the pattern and nonstop instructions from ATC. That was not missed by me at all and was very pleased with our quiet early morning approach! ATC did a great job landing and departing they made you feel at ease and wanting to come fly in again.

The first 12 planes Saturday filled up one row. That night, most were camping by their planes.







# OSHKOSH 2016 Review

By Jeff Tourt and Gene Adkins

Since Cindy and I live just 3.5 hours by car, we made plans for my youngest son to drive and meet us there for the day and then drive us home that evening.

Cindy and I drove back to Oshkosh early the next morning with our make-shift camper, an old retired Matco tool truck. It's better than being on the ground with a tent, and it fits right in the "Experimental" category of EAA.

Sunday filled in another 12 slots of our kind including a 120 Piloted by Dane Pruitt of Arkansas. Dane entered the air race and finished 1<sup>st</sup> in his class (Factory 6). With an average speed of 131 mph and distance of 400 miles on 1 fuel stop, all I could say was WOW! Dane also took the award of Outstanding Cessna 120-140 - that's one fast *and* nice 120.

Mike Pastore flew in Saturday. Funny how things go - Mike lives 15 miles east of our home town. We've e-mailed before, but this year met for 1<sup>st</sup> time in person at a Popular Grove fly in, and it was the 2<sup>nd</sup> time we were parked together at Oshkosh. It was nice to put a hand shake to a member from online.

Brett and Torry Swartzendruber tied down behind us with his highly polished 140. They camped beside their airplane as well. Brett and Torry will be the hosts the 2017 Convention in Oklahoma. I'm excited and look forward to that one.

The show started Monday morning with Bill and Carol Rhoades, Gene Adkins and, Cindy setting up our type tent table.



Missed at the table this year was Joy Warren - hope to see her at the convention in Minnesota. Joy's son and family showed up at the type tent good to see them. Nice to see past and new members at the table makes the time really fly wish we had more time as its only once a year to see most members. Britt Day flew in commercial from Oklahoma. It truly is a migration to get here, and fun to hear where and how people made the trip is great.

Monday at camp Scholler around 5 or so you'll find Dick and Nicki hosting a "Margarita Monday". The host makes sure your glass is always topped off, including tacos with all the right stuff - excellent! Thank You Dick and Nicki! We had a great time as always and fun meeting members there.



# OSHKOSH 2016 Review

By Jeff Tourt and Gene Adkins



*Margarita Monday with Dick and Nicki*

The camping at EAA's camp Scholler is exciting to say the least. Being in touch with Don and Maureen Alesi in the days before camping is a plus since they always save us a camp spot next to them. The facilities have come a long ways since the early days there. Cindy can handle almost a full week now 😊 (and having a bus going across the road to the mall helps too).

Night life consists of a scooter ride around the grounds to see the rest camp. As always, the smell of grilling out makes me want to stop at every site to try their food.

The show opens at 9am, but there is so much going on in the early morning hours that you just have to try and see it all. Again, the trip through the campground has the aroma of eggs, bacon, sausage, and hot coffee going. Grab a coffee at the vintage hangar and just walk the line. Those early morning hours provide you the ability see a lot without hundreds of people not in the way.

The Aeroshell Aerobatic Team T-6's wake the rest up around 8am with the impressive sound of their engines and props as they get in some practice before the show.



Weather always on our mind with the 140 and traveling was nothing new at Oshkosh this year. I decided mid-morning Wednesday to head out and beat the afternoon storms forecasted.

After a hour and a half flight home I knew a friend was going up that night so I got a three and half hour ride back up to retrieve the camper and of course Cindy too. Lots of back and forth this year it was well worth it we had a great time. I checked off my "Fly to Osh." on the bucket list.

The icing on the cake was a text from Scott Ross. The text read "I hear you got an award" I thought he was joking, but then Cindy got some face book posts of the news. We were awarded Custom Class B 81 to 150hp. We were really surprised and thankful after seeing all the nice aircraft there.





# OSHKOSH 2016 Review

By Jeff Tourt and Gene Adkins



*Custom Class B award - 81hp to 150hp*

So the little Cessna 120/140's made a good showing with Reserve Grand Champion Silver Lindy going to Richard and Elaine Harris of New York with their stunning original 1947 140.



They were showcased in front of the Vintage hangar what a perfect setting for the 70<sup>th</sup> anniversary year of the 120/140's.



Two more awards for Outstanding 120/140 and air race 1<sup>st</sup> by Dane Pruitt with the 120.

3600V has really been a lot of fun and the people we've met and place's we've traveled are unbelievable. Hope to meet new friends and fly for long time. The people in the association are fun hope to see old and new at Faribault this coming convention.  
by Jeff Tourt

Gene Adkins

I would like to include a special thanks to Carol Rhoades who sat at our table in the Type Club Building daily. Also to her husband Bill and Jeff and Cindy (who had no voice) for helping out. I counted 64 who signed in, and we didn't get everyone. Two were from Australia, one that just joined, and one from France.

The forum this year was held in the Type Club building which was a change from the 'Forums' area we were usually in. Victor Grahn and David Lowe were once again the moderators of the maintenance forum and we appreciate their vast knowledge.





# OSHKOSH 2016 Review

By Jeff Tourt and Gene Adkins



*Maintenance Forum led by Victor and David*

One request from the Vintage Aircraft Association (VAA) was that we poll our members to find out how many are members of EAA, and more importantly of VAA as well. It was felt that if we and the other type clubs have a strong showing of VAA members in our organization, it will give us more clout with the VAA board (who may have the feeling they are doing us a favor by letting us use a building that could possibly be used for other purposes). If it hasn't already been done, there should be an email sent out soon to ask members if they are also members of VAA.

Thursday evening was our annual Association dinner, and once again, I want to thank Sec/Treas, Bill and Carol Rhoades for setting up the caterer. Food was good and as usual there was a good variety and enough for everyone. If I recall correctly, there were nearly 50 tickets sold for the dinner.

Since I am also a member of the Commemorative Air Force, I had a second volunteer job at Oshkosh as well. The C-47, 'That's All Brother,' that LED the D-Day invasion of France on June 6, 1944 was discovered to still exist and was sitting at the airport in Oshkosh waiting to be converted into a BT-67.



*Historic C47 waiting her fate*



*Making history as the lead aircraft*







# OSHKOSH 2016 Review

By Jeff Tourt and Gene Adkins

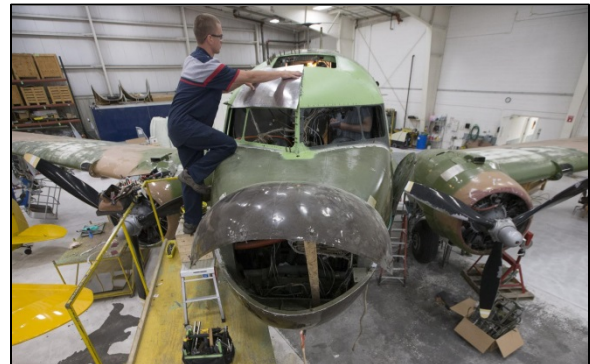


The CAF ended up giving money and another C-47 for it, and last year it was taxed to Aeroshell Square and put on display.



I volunteered with it last year, and it was there again this year, and I volunteered again. That airplane is a special piece of history and came within weeks of being converted and lost forever.

Intentions are to have the airplane restored to its D-Day configuration and flown to Europe in 2019 for the 75th anniversary of D-Day.



For more information, please visit the CAF website;

<http://commemorativeairforce.org/root/airplanes/thatsallbrother-project>

As usual, the airshows are awesome, and the night airshows are spectacular. There seemed to be more vendors this year and some of the vendors have expanded their facilities. Parts, bargains, and information were available everywhere, not to mention lots and lots of airplanes to look at.

Respectfully submitted,  
Gene Adkins

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