



International Cessna 120/140 Association

Issue 401 Winter 2016 Nov/Dec/Jan



Faribault 2016 Convention (story on page 4)

In this issue:

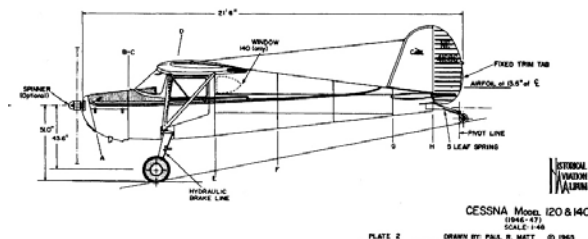
2016 Convention Review

Tech-Talk by Victor Grahm

Introduction to our new
Secretary/Treasurer



September 21-25, 2016
Faribault, MN (KFBL)



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Christian Vehrs Christian.s.vehrs@delta.com

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Scott Ross cessna140driver@gmail.com

Director of Maintenance

David Lowe davidlowe.c140@gmail.com
(270) 929-3776

Technical Advisor

Victor Grahn vaagrahn@att.net
(231) 740-2354

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2016 Faribault Convention Review

...by Christian Vehrs and photos by Ken Tengesdal



Carol and her daughter Christine staffed the registration table.



2016 Faribault Convention Review

...by Christian Vehrs and photos by Ken Tengesdal

Our gracious friends in Minnesota, Bill and Carol Rhoades hosted another great convention. They have their skills honed after hosting 1996, 2006 and now 2016. I asked him about the possibility of 2026, and he didn't throw anything at me, so I guess we can hope ☺



Bill assuming the proper pose for a relaxed convention host, surrounded by the usual suspects.



*Bill's son James provided most of the logistical help for the convention with a couple of his friends.
(The James Gang)*

Weather hampered VFR travel significantly, and we only saw less than a dozen airplanes on the field at any one time. While the weather proved difficult for most, we did have two airplanes from Florida and two from Kansas.



Brett Swartzendruber (Kansas) beside his highly modified Cessna 141A model.

The Poker run on Wednesday was a success. Thursday's Forums were a big hit with presentations from Tannis Heater, along with Alternators, Generators and Magnetos with RBL Accessory Service.

One of the highlights during the forums was a presentation made by the FAA to one of our own members, Fred Lagno. Fred was honored with the Master Pilot Award for his career accomplishments during over 40 years of flying (see Fed and Sue's article in the October/November 2015 issue). Fred chose to receive the award during our convention, and we are honored that he chose to receive this with his good friends in the Cessna 120/140 Association.





2016 Faribault Convention Review

...by Christian Vehrs and photos by Ken Tengesdal

One of my favorite traditions is the First Timers Breakfast where we welcome members who are attending their very first convention. I remember my first convention back in 1996, coincidentally, here in Faribault as well.

This year we welcomed Steve and Lorna Mesner from Wisconsin, David and Bonnie Schroeder from Michigan, and Joseph Belany from Wisconsin.

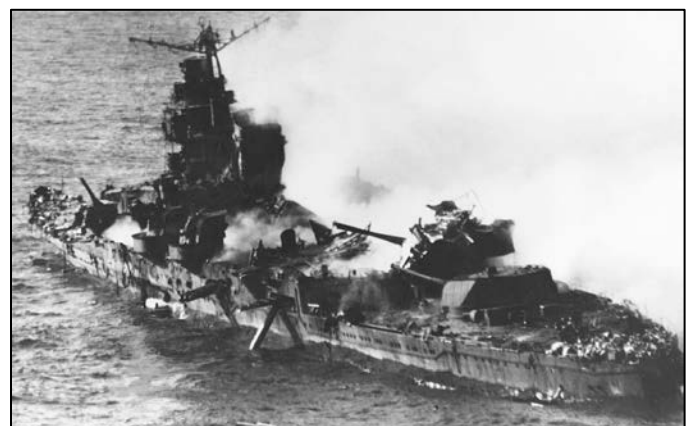


Joseph Belany

After breakfast, we joined the rest of the crew that were leaving for our next fly out activity scheduled for Flemming Field, a short flight north along the Mississippi River.

Fleming Field is named for Richard Fleming, a Navy/Marine pilot during World War II. He was posthumously presented the Congressional Medal of Honor for his actions during the battle of Midway.

June 5, 1942, Capt. Fleming led the second division of his squadron in a mass dive-bombing assault on the Mikuma. His plane, hit by anti-aircraft fire, caught fire. Unable to pull out of his dive, Capt. Fleming and his plane crashed into the sea. The Mikuma was sunk during the mission.



Steve and Lorna Mesner



David and Bonnie Schroeder



2016 Faribault Convention Review

...by Christian Vehrs and photos by Ken Tengesdal



Archival photo of Fleming Field - who can resist a beautiful line-up of new Stearmans?



Today, those old hangars are home to the Commemorative Air Force, MN Wing, and Wipaire.



2016 Faribault Convention Review

...by Christian Vehrs and photos by Ken Tengesdal

Because of the weather, most folks elected to ride the vans to Flemming Field. I was lucky enough to be standing in the right place (next to Brett Swartzendruber) at the right time (after he checked the weather radar) and scored a ride in his beautiful Cessna 141A.



Barges on the Mighty Mississippi are a common sight.



These old military bases always have the best approaches

Landing and pulling up on the ramp to the FBO, we discovered that the other plane to brave the weather and make the trip to Flemming was John Kliever, the other Kansas member.



Our time at Flemming Field was hosted by Chris Gardner, from Sierra Hotel Aviation. The morning included a tour of Wipaire, most notably the maker of floats for a wide variety of aircraft. Wipaire has been manufacturing and repairing floats for over 55 years, and their facilities are truly world class.





2016 Faribault Convention Review

...by Christian Vehrs and photos by Ken Tengesdal



After a nice lunch, we walked over to the Commemorative Air Force hangars and got up close and inside some of the very nice aircraft they have.





2016 Faribault Convention Review

...by Christian Vehrs and photos by Ken Tengesdal



After our tour of the CAF hangar, we visited the Ballistic Recovery Systems facility also located on the airport.



BRS has documented 366 lives saved to date by deployment of their recovery systems installed in light general aviation aircraft like our own. The technology of these systems was very impressive and the staff that helped us was wonderful. I would like to do a more comprehensive article on BRS for a future newsletter issue.

After the tour, we headed back to Faribault for more food and fun with the Friday night Bar-B-Que and convention tee shirt contest. Bill and Carol asked us to wear our oldest tee shirt and gave an award to the oldest tee shirt that still fit. We had a pretty good group of old convention tee shirts on display.



Luckily our members are pretty good natured, because the award went to a scrap from a tee shirt from the 1985 Fountainhead convention. Who could say no to a shirt that was cut to make a quilt?



2016 Faribault Convention Review

...by Christian Vehrs and photos by Ken Tengesdal



The prize was a new convention tee shirt ☺

Friday night we were graced with the presence of one of our beloved members - Joy Warren. She and Gus had made the trip to join the convention, and she was welcomed by all who have admired her decades of faithful service.



Saturday morning kicked off in the usual way – a big pancake and egg breakfast inside a sailplane hangar. What could be better than that?



Yum yum – eggs and pancakes



Our breakfast seating provided an excellent venue for Victor's technical maintenance forum.



2016 Faribault Convention Review

...by Christian Vehrs and photos by Ken Tengesdal

One of the greatest benefits we have while attending our conventions is the privilege to have personalized consulting from our Technical Maintenance Advisors, Victor Grahn and David Lowe. Victor graciously moved the forum outside to answer specific questions that our members often have about their airplanes.





2016 Faribault Convention Review

...by Christian Vehrs and photos by Ken Tengesdal

After the Maintenance Forum, we began noticing that some of the locals were taking advantage of the sunshine to open their hangars and come out to join the in the fun.



We even had a guest appearance by “Georgia Bird” shown here with James Rhoades. See article in the Summer 2016 newsletter.

But just as the locals were coming out to play, we noticed a couple of our folks fueling up to leave early. Weather was in the forecast for the next few days, and schedules required some to get out ahead of the rain.



The remaining folks decided they would rather sit in the sun and watch the gliders for the afternoon, so the flying games never took place.

All cleaned up and ready for the Saturday evening banquet. The first thing that was evident was the tremendous effort Bill and Carol put in for soliciting door prizes. The table in the front of the room was filled with all sorts of goodies from a wide range of vendors, as well as gifts provided by our State Reps and Officers.



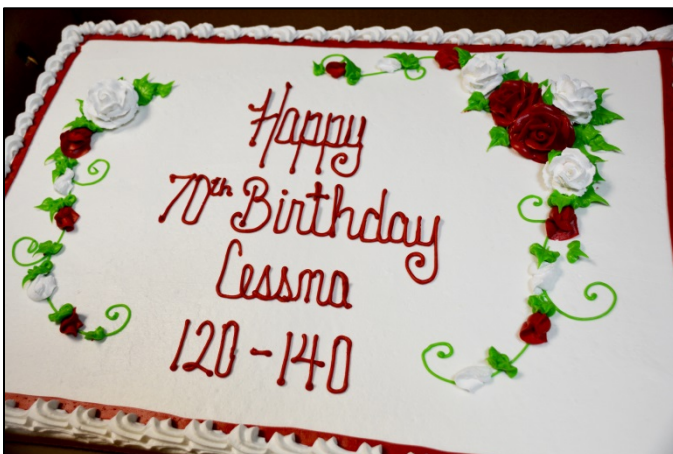
2016 Faribault Convention Review

...by Christian Vehrs and photos by Ken Tengesdal



Gifts included headsets, aircraft tie-downs, a handheld GPS, an aircraft radio, a GPS watch, and even a lamp fashioned from a Continental engine cylinder.

Food was plentiful and tasty, and even included a birthday cake for our airplanes.



As always, the aircraft judging rewarded aircraft in several categories. This year's longest distance flown award went to one of the Florida members.

This year's Glen Usher ward went to Allen Vehrs. Allen was honored for his decades of selfless service to our association.

The award was presented to him by our convention host Bill Rhoades. Bill's presentation was especially meaningful since Bill and Allen have been close friends for over 40 years.



The Officers and Board Members that were elected at this year's convention include another term for Christian Vehrs (Georgia) as Newsletter Editor, Blake Mathis (Alabama) as Vice-President, and Brett and Tory Swartzendruber (Kansas) as Secretary Treasurer.

Gordon Skerratt informed us that he would not be able to finish his term as State Representative Coordinator and Gene Adkins volunteered to serve in his place.

And last but not least, the convention location for 2017 was announced. Brett and Tory Swartzendruber will be hosting us in Newton Kansas, just North of Wichita, home of the Cessna 120 and 140. There is no place like home ☺



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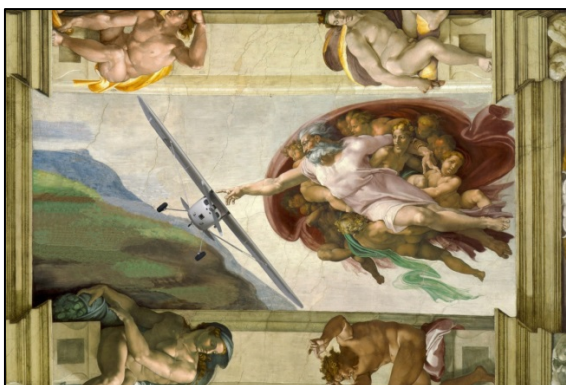
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"Creation of Airplane" from our last issue did not receive any credit since I had a computer glitch. Many thanks to Tony Becker (Northfield, MN) and "Rosebud" (NC2442N, 1947 C120)



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Tech Talk^{by Victor Grahm}

Fuel System Maintenance

It's getting towards fall here in Michigan, the time of year we don't fly much. I've heard the folks in the southern states fly more this time of year, now that the heat and haze quiet down a bit. But I'm getting close to putting the airplane up for a couple of months in anticipation of a blustery winter.

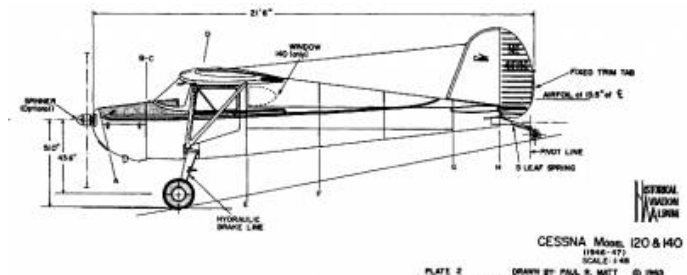
Regardless of your flying season (unless you fly year around), there are a few items that may need maintenance whether you look at them during the annual once a year, or just when they "act up", so here are two that you may want to keep an eye on.

For this Newsletter article I'm covering the fuel strainer (filter at the fire wall) and the fuel selector (on the cabin floor).



Fuel Strainer as mounted at the bottom of the firewall

Normally I wouldn't cover the fuel strainer, I would think it too much of a normal item of an annual or routine maintenance. However I'm finding that some of the long established "tribal knowledge" seems to be getting lost over time. So rather than take it for granted, I thought I would cover it.



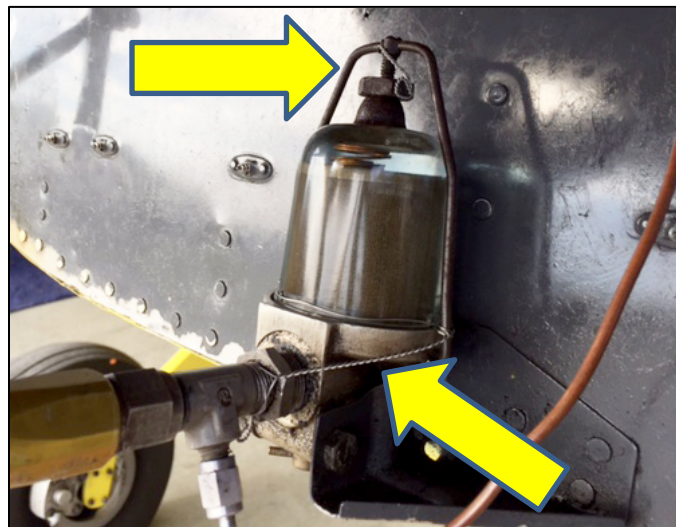
Starting with the glass bowl fuel strainer mounted to the fire wall. I've included two pictures of one to help understand the following explanation.

These fuel strainers (filters may be another term) are very correct for their age. A glass bowl, a fine wire mesh strainer, a fill and then stand pipe, all attached to an aluminum housing.

Imagine if you will what might happen, should the glass bowl loosen up, or leak. First off, it's upside down, as opposed to car and tractor applications of the day. You really can't properly see the sediment that might be lying at the bottom. Worse yet, should this bowl come loose, all your fuel could leak out, without being sent to the carb.

So in the interest of safety, I thought I'd cover something that I thought I would never see.

Recently I found a fuel strainer, where the wire loop that secures the bowl in place, hadn't been safetiedat the bottom.



Wire Loop (top arrow) and typical safety wire (bottom arrow) installed securing the glass bowl to the housing.

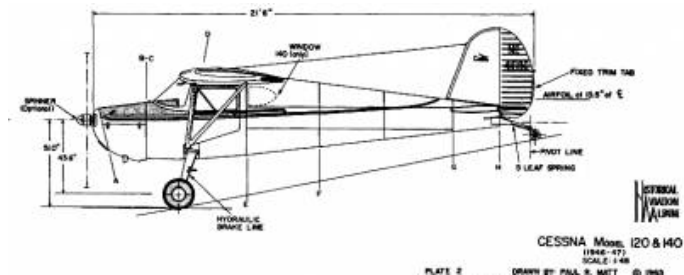
Tech Talk_{by Victor Grahn}

Now most new techs would see the hole in the star wheel at the top that you spin down to put pressure on the bowl against its gasket so it won't leak at the base, and safety that, so it can't back off. But what isn't obvious is that you need to make sure you safety the two end loops of the wire, where they hook into the aluminum housing at the base of the bowl. If that wire were to spread, well, then it could pop out and the glass bowl would leak or fall off.

Not only is this something that you should check after your annual, you can also do it at every pre-flight. Simply look down through the top of the cowling, or up from the bottom through the cooling opening. The fuel strainer is often the lowest point of the fuel system, and is where most of us are taking our fuel samples during pre-flight.

Make sure the two wire ends are safetied together around the bowl as this one is, then tied off to something substantial, such as the fuel outlet. In this case, a secure fuel strainer will ensure fuel stays where it should. This was a normal part of maintenance long before I started working on aircraft, and the reason is (or should be) obvious. So in the case I cited above, either it's "not so obvious" anymore to newer technicians, or possibly someone just forgot?

Next up is the original fuel selector.



An original equipment unit is made of brass (both the cone and the housing). Your fuel selector should move smoothly without binding. Over time, grit or contamination can enter the fuel tanks and may find its way down to the fuel selector.

Grit can get in between the two and cause "galling", where the two pieces will gouge into each other as you move your fuel selector. Typically this results in a difficult to move selector. A worse scenario is that the unit could bind up, or just as bad, become tight enough your handle could break off or round off the shaft. This condition would leave you with a fuel tank selection in-between L& R and no to little fuel flow.

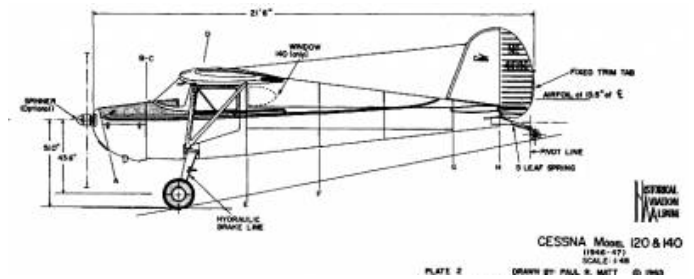
If you have a binding fuel selector, you can do a quick inspection by draining out all the fuel, removing the center cap and pulling out the cone. This can be performed while the unit is still installed in the aircraft.

I have removed this unit from the aircraft for illustration purposes.



Remove small set screw and pull selector handle off.

Tech Talk by Victor Grahm



Unscrew and remove the cap to expose the spring and cone assembly.



Inspect the sealing surface of the cone for galling.



Inspect the sealing surface of the housing for galling.

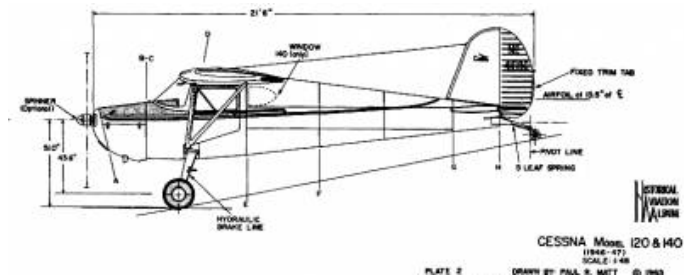
If yours looks something like this you may want to consider replacement. I suppose it's possible to "dress it up", but as bad as this one is, replacement is a better option.

Should you have a fuel selector that isn't in this bad of shape, then dressing it up and then lapping it with "Clover lapping compound", may make it as good as new. Should you opt to do this, then you will need to remove the entire valve from the aircraft so you can clean it thoroughly before re-installation.



If the spring and cone assembly is stubborn, you can reattach the selector handle to pull it out.

Tech Talk_{by Victor Grahm}



Some people use a very small (as in minute) amount of “fuel lube” (a taffy looking substance, with about the same color as caramel) applied on the very bottom and lower sides. This is available from aviation suppliers. IF you do use fuel lube, an extremely thin coating over perhaps 1/3 of the cone is all you will need. You obviously do not want it to enter your fuel system in any quantity.

NOTE: *if you have a Teflon cone, rather than brass, Please consider replacing the cone or possibly the whole valve immediately! Should your cone ever become stuck, your lever mechanism will break off the Teflon ears and leave you possibly with no fuel flow, an identical scenario as above.*

If your fuel selector is a goner and requires replacement, you have several choices.

You can get an OEM valve. They are difficult to locate and may be very expensive from Cessna.

You also have two STC choices. One of our members, Sierra Hotel Aviation out of Minnesota, has an STC to install an Andair valve.



This is a modern valve with a sealing internal ball and positive detents. You will need to change over your fittings to the new valve, but it’s mostly a direct replacement with standard tools. It won’t leak and is a modern replacement to an old situation.

You have another choice and that is Univair markets a similar valve. Internal ball, so fuel will actually shut completely off (and not leak through), along with positive detents. This is a PMA replacement part. That being said, when Univair obtained PMA status, the FAA required that they list on their paperwork the engines directly from the Type Certificate. So if you own an aircraft with a C-85, C-90, or a Lyc 0-290 you can install with no issues.

However, if you own an aircraft with an O-200, then technically you will need to obtain a field approval to use this valve.

Please keep in mind, there are two different fuel valves for our aircraft.

Original 1946 and 1947’s will have Left, Right and Off.

Later 47’s and though the last of production will have a Left, Both, Right and Off valve.

Many OEM (Cessna) valves are the later type, with the “Both” selection. Technically you cannot use this valve in your earlier aircraft. Only aircraft with a vent tube between the tanks can legally use the “Both” fuel valve.

Brett & Tory Swartzendruber Introduction – New Secretary/Treasure

By: Brett Swartzendruber

I was fortunate enough to grow up in a family where aviation was a normal part of life. My grandfather purchased a share N76370 – a 1946 140 - in the mid 60's so my father could learn how to fly. After my father solo'd the week of his 16th birthday my grandfather and my father's older sister, as well as one their cousins used 76370 to earn their licenses. My aunt went on to marry a pilot and they are now also 140 owners and members of the association.

Growing up I remember stories of my dad and grandpa going to Oshkosh and how my grandpa flew in the legendary 88 (165) in '88. As a teenager aviation was something I grew up with and took for granted. At the time my interests were in things with 4 wheels and lots of horsepower so dad's 140 didn't exactly capture my attention. It wasn't until after they sold the airplane that my priorities in life changed and I felt the overwhelming desire to get back in the air.



Brett (left) with father Stan and younger brother Scott.

As I was taking flying lessons I started looking for the perfect airplane. I looked at a lot of experimental types and even considered buying a 172 but just couldn't sell myself on any of them. After dragging a good friend of mine (who happens to be an A&P/AI) to look over a few airplanes and discussing my budget with him he told me about an airplane in a barn 8 miles from my house – but it wasn't for sale. NC89932 (also a '46 140) had been sitting in this barn without moving or running for the last 14 years. Throughout the years at least a dozen people had inquired about the plane, few of which

were even let into the barn to see it, and all were given the same "it's not for sale" response.

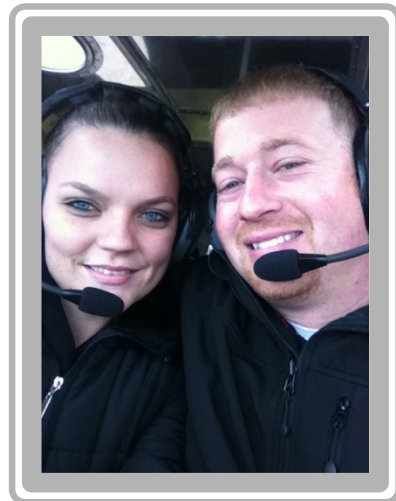


In 1949 Elmer Ratzlaff traded a truck load of wheat in Hutchinson for this airplane and he flew it from a grass strip at his farm until he was in his early 90's. His 3 sons just couldn't part with the airplane as it held so many memories but I soon found out that some of those memories were the very thing

that helped them decide to sell me the airplane. At first I was given the same "it's not for sale" story but apparently I seemed harmless enough that they let me into the barn to see it for myself.

The next morning I talked with my dad and grandpa about what I'd seen. I still couldn't believe there was a 140 sitting so close to home that I'd never known about. Much to my frustration neither of them were shocked at my discovery and started sharing stories of flying with Elmer in the 70's and 80's. I learned some interesting history so the next weekend I drove back out to talk to Elmer's sons. Through sharing stories about our flying memories a connection was made and 6 weeks later I had a voicemail informing me that if I was interested in the plane they would consider selling it to me.

Tory and I met while I was still working on getting the airplane flyable as well as finishing up my flight training in a rented 150. The day after I got checked out in the 140 and received my tailwheel endorsement (I'd had my ticket for a whole 3 weeks) I had to take Tory up with me. She had no clue the real motivation was the ring I'd stashed in the glove box right in front of her! I figured maybe if I proposed in the airplane it'd have sentimental value to her and she wouldn't ever make me sell it... a plan that's worked perfectly so far – she said yes and even agreed to take the plane on our honeymoon.



things clean..... and shiny!

Tory and I run a small family owned steel fabrication and welding business so we usually find ourselves with our hands full during the work day. If you try to reach us and you can't during work hours please be patient and I guarantee we will get back with as soon as we can. We're both incredibly passionate about aviation and more importantly about the people in the 120/140 Association – many of whom feel more like family than friends at this point. We can't imagine a more incredible group of people or any organization more deserving of our time and commitment. I personally feel that people our generation (I turned 30 in May and I'm the

As many of you get to know us (hopefully next September at the convention in Kansas) you won't have to look hard to find the strong qualities she developed in her time in the military. She spent 8 years in the Army which included one deployment – where she spent her time manning (womaning?) a .50 caliber machine gun in the turret of a humvee. She's disciplined, incredibly organized, can't stand when something's left unfinished and lucky for me really likes



“old” one in the marriage) owe a great debt of gratitude to the generations ahead of us who have worked so hard to make aviation attainable for people like Tory and I. The only way we know how to repay this is to continue their efforts by helping organizations like this one continue to prosper and to work hard to inspire our friends, peers and children to find a love for aviation as well.

Our soon to be six year old Alyssa is quickly becoming one of my best co-pilots. Most evenings she would rather be at the airport than at home. It’s where she’s learned to ride her bike, play soccer, hula-hoop, and most importantly that if you work hard you can achieve your dreams.

All three of us are looking forward to seeing everyone in Kansas in September as we’re hosting the 2017 Convention at EWK. If you’re in the Wichita area, whether you’re based close by or just traveling through please let us know. Our hangar is at 47K and you can find us there most evenings and weekends so feel free to drop in.

You can reach us best through the Association’s Secretary/Treasure e-mail (s-t@cessna120-140.org). If e-mail isn’t your thing please feel free to call 620-217-9568. Thanks again for welcoming us with such open arms – you’re all an amazing group of people!



“The ultimate responsibility of the pilot is to fulfill the dreams of the countless millions of earthbound ancestors who could only stare skyward and wish.”
- Unknown -



QUICK Q&A:

1: What Is Your Favorite Aviation Memory?

Brett: Flying to 07S with my dad as a kid to get ice cream in his 140.

Tory: When Brett proposed in our airplane.

2: What Is Your Favorite Non-Aviation Hobby?

Brett: Singing.

Tory: Reading.

3: What Is Your Favorite Song?

Brett: Shameless – Garth’s Version

Tory: George Strait – I Cross My Heart

4: Name One Thing That Drives You Crazy.

Brett: People who won’t get off the couch and work to achieve their dreams.

Tory: Disorganization

5: If You Won The Lottery Today What Would You Do Tomorrow?

Brett: Go to work. After work I’d go fly my 140, pour a Jack & Coke and start shopping for a P-47.

Tory: Pay off my debt and go to work.

2017 Convention Update

There's No Place Like Home – Kansas 2017

Where: Newton, KS – KEWK

When: September 19 – 24, 2017

Hotel: Holiday Inn Express & Suites in Newton (Convention rates are still being negotiated)

Tentative Schedule:

Tuesday (19th) – Arrival Day

- Burgers & Brats at the airport starting at 5pm

Wednesday (20th)

- Fly Out / Drive Out to Hutchinson (KHUT) Approx 40 miles
 - o Kansas Cosmosphere & Space Center – www.cosmo.org
 - o Kansas Underground Salt Museum – www.underkansas.org
 - o Lunch at Airport Steakhouse – www.hutchinsonairportsteakhouse.com
- Pizza & Movies in the hangar back at KEWK

Thursday (21st)

- First Timer's & State Rep Breakfast at Charlies Restaurant in Newton
- Tech Forums in the hangar at KEWK
- Fly Out / Drive Out Lunch to Stearman Field (1K1) Approx 35 miles
 - o www.stearmanbarandgrill.com

Friday (22nd)

- Breakfast Fly Out to Beaumont, KS (O7S) – www.beaumont-hotels.com
- Wichita Day (events we're working on)
 - o Cessna Factory Tour
 - o Cessna Pawnee Flight – the plant our planes we're built in
 - This is tricky since it has to be coordinated with McConnell Airforce Base as it's right off the end of their runways but we're working on it.
 - o Kansas Aviation Museum – www.kansasaviationmuseum.org
- Evening BBQ Dinner & Business Meeting in the hangar back at KEWK

Saturday (23rd)

- Fly Out / Drive Out to Moundridge (47K) Approx 20 Miles
 - o Tory & I will be serving breakfast at our hangar starting at 8:00 am
 - o This is where we'll be holding the flying games & maintenance forum
- Saturday Evening Banquet & Awards

Sunday (24th) – Departure Day

International Cessna 120 / 140 Association

State Representatives

Alaska

Jason Mayrand
Alaska120@gmail.com

Alabama

Blake Mathis
blakemathis@yahoo.com

Arizona

Rob Wiener
rkW55@msn.com

Arkansas

Donis Hamilton
hamilton@grnco.net

California

Randy Thompson
thompsonsair@tds.net

Colorado

Jack Cronin
croninjl@gmail.com

Connecticut

Doug Halley
dhhlmh@sbcglobal.net

Michael & Louise Silvester
Mjvs35@aol.com

Delaware

Florida

Mike Smith
mshpcfl@comcast.net

Georgia

Christian Vehrs
christian.s.vehrs@delta.com

Hawaii

Idaho

David Hoffman
david@cockpitlights.com

Illinois

Don Alesi
n2084v@comcast.net

Indiana

Lawrence Benson
Lebjer.1@hotmail.com

Justin Pallas

Cessna120@pallasdesignstudio.com

Iowa

Vince & Denise Jackovich
vbifly@aol.com

Kansas

Brett and Tory Swartzendruber
brett@hesstonmachine.com

Kentucky

David Lowe
davidlowe.c140@gmail.com

Louisiana

Maine

Maryland

Fred Lagno
fredlagno@yahoo.com

Massachusetts

Steve Johnson
Stevejohnson02780@gmail.com

Michigan

Dick & Nicki Acker
dnacker@gmail.com

Minnesota

Tom & Jan Norton
ltomasnorton@hotmail.com

Mississippi

Missouri

Montana

Nebraska

Mark Peterson
flyfast140@gmail.com

Nevada

Geary Keilman
N2422v@aol.com

Josh McDonald
joshcfi@gmail.com

New Hampshire

New Jersey

Debbie Schrek
Debs28@verizon.net

New Mexico

New York

Eric Saliba
ejaliba@gmail.com

North Carolina

Mac Forbes
wefly140@aol.com

North Dakota

Mike Paulson
mpaulson@fargojet.com

Ohio

Terri & Bob Hull
xipilot@gmail.com

Oklahoma

Brad Depee
braddepee@yahoo.com

Oregon

Timothy Mix
cessnafixer@yahoo.com

Pennsylvania

Richard Duncan
Wingthing1@aol.com

Michael Knefley
topcubs@hughes.net

Rhode Island

Bob Berlyn
bberlyn@cox.net

South Carolina

Bo Mabry
swiftbo@islc.net

South Dakota

Bruce & Christine Bowen
bbowen999@aol.com

Tennessee

Brad Haslett
flybrad@yahoo.com

Texas

Ken Dwight
kdwright@swbell.net

Orville Winover

owinover@aol.com

Bob Parks

captbp@gmail.com

Texas (cont.)

Vic White
vwkestrel@gvtc.com

Utah

Vermont

Robert Desrochers
Robert@fairbanksmill.com

Virginia

Jamie Barnhardt
Innovative65@gmail.com

Washington

David & Cathy Sbur
sbur@hei.net

West Virginia

Bill Motsinger
wmotsinger@suddenlink.net

Wisconsin

Matt & Carole Rybarczyk
mattryb@live.com

Wyoming

Frank Mommsen
frank@wyocarb.com

International Reps

Australia

Mike & Virginia Dalton
dalts@bigpond.net.au

Canada

Martin Tanguay
tanguaymartin@videotron.ca

Germany

Wolfgang Schuele
wedees@gmx.net

United Kingdom

Iain & Sarah Macdonald
morayflyinggroup@gmail.com

Graham Robson

graham-robson@btconnect.com