



International Cessna 120/140 Association

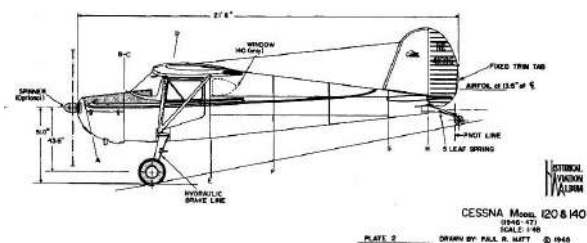
Issue 403 Summer 2017 May/June/July



Scott Ross and the breakfast special surprise. *(story on page 4)*

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Places to Go



Sun-N-Fun Review



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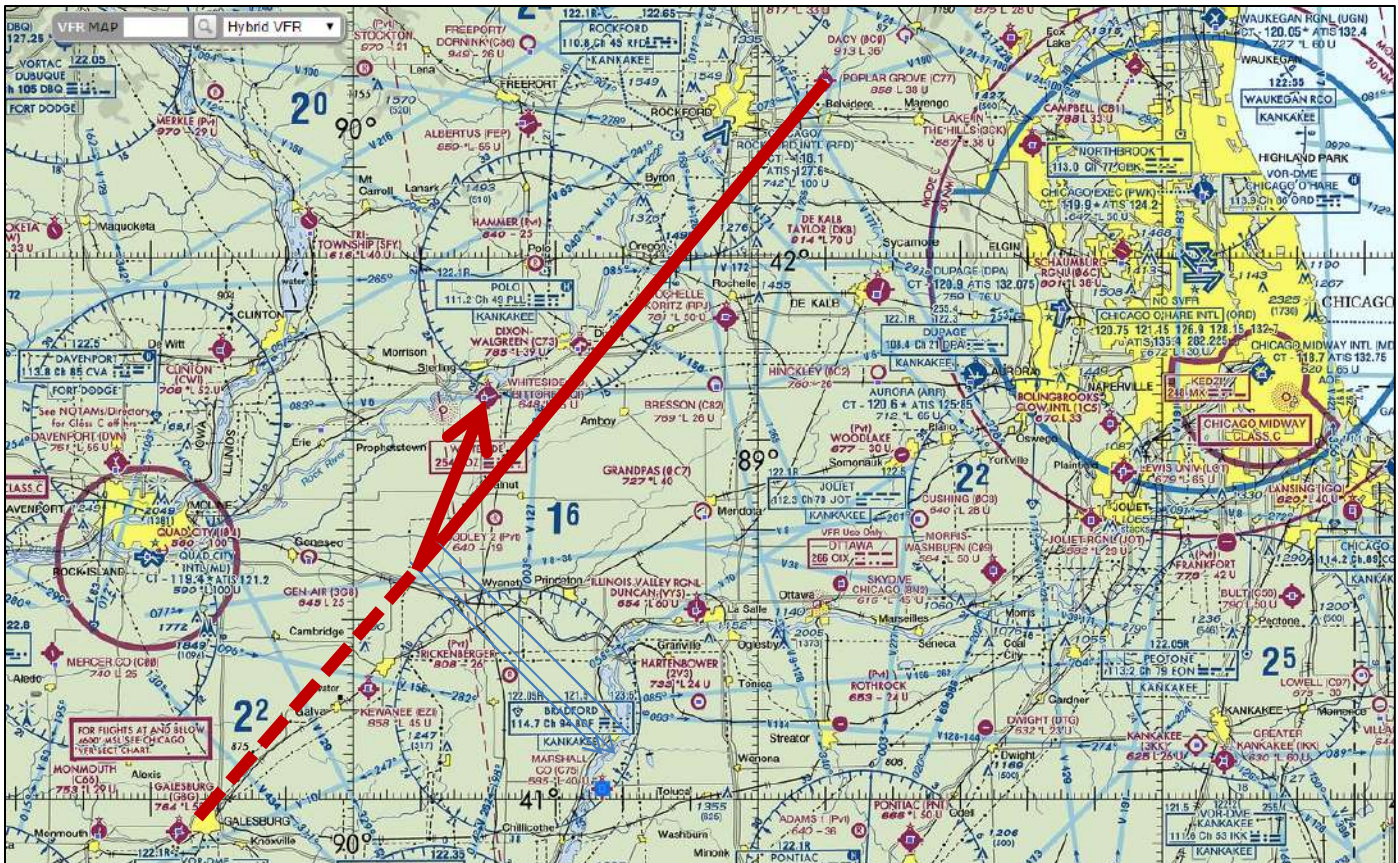
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Scott Ross and the Breakfast Special Surprise. (cover story)

There I was at 2500'... fat, dumb and happy.

It was the first real flight after Annual. Don and Maureen Alesi and I had launched for Galesburg, KGBG for breakfast, about 125 statute miles from Poplar Grove, C77.



Ken Morris was potentially going. As usual our adhoc planning resulted in the three of us leaving around 0700 with Ken barely out of the shower and Charlie, his 140A buried in the back of the hangar. Needless to say Ken was abandoned at the Grove, Lorraine somewhere in the Orient on a trip and the three of us heading to Galesburg in nice WX with about 20 on the tail at 2500'.

The air was smooth, the ride pleasantly peaceful, Don and Maureen scooting along out front and strangely pulling away. Odd... usually I keep right up. The ASI showing around 118 in the cool early morning air with the throttle pulled back an inch or so and just under 2475 showing on the tach. The ground speed on the other hand was a consistent 138 or 139 MPH with the nice push from the winds aloft. Galesburg was going to show up quickly at this rate, although the trip back would be a slow slog.



Scott Ross and the Breakfast Special Surprise. (cover story)

I was thinking how great it was to be flying again after Annual in Dip Davis's 120, contemplating whether or not fuel would be needed at Galesburg and keeping the Alesi's in sight. 116-117 on the ASI... ahh well, we'll be there in 35 or 40 minutes and I can still see them... no big deal.



Yep, Fat Dumb and Happy... and then things got interesting.

Instantly the engine note changed, lots of vibration and loss of power. WTH?

As I clicked *nearest* on the Garmin, I announced 'I have a problem' and verifying Dixon Municipal, C73 was nearest I turned on course. Initially Dixon was 9.2 behind me. By the time we were pointed in the correct direction Dixon was 10 miles out. Don and Maureen immediately turned back, started looking for alternates, I indicated I was headed to Dixon... if the engine kept running.

South of Dixon is like a lot of North Central Illinois: corn or soybean fields and little country roads. I could see Dixon up ahead, Don and Maureen were catching up fast, the little taildragger was holding altitude and around 100 mph on the ASI. Oh... that 20 on the tail now became 20 on the nose... ground speed maybe 80 or so.

After fiddling with the mag switches, carb heat, clicking over to the other tank and the vibration buzzing away I decided to leave well enough alone. It's still running, no smoke or oil, gauges are normal and I can see the Airport. Be happy, right?



Scott Ross and the Breakfast Special Surprise. (cover story)

Two out of three things must be present for successful flight: Airspeed, Altitude or luck. Just one out of three isn't enough, so even if the ground speed might be better lower I figured I'd hold off on dropping lower until I absolutely had to!

Anyway with Don in the background reminding all was fine - no smoke, fire or parts falling off after all, it really was an uneventful 10 miles to Dixon. We stayed high and left, the throttle at 100% until the field was made and slipped her down final to a safe landing. Once at parking I ran the carb dry by shutting down the fuel as Dip had taught me 10 years ago or so.

Well, I got to tell you, I sat there in the silent cabin for a minute and said a prayer of thanks before hopping out. When your airplane makes those noises for the first time in over 10 years and 800 hours... it's just a tad nerve wracking!

First the belly, no oil slick. That's good...

Open the cowl... huh... let's check the other side... nothing unusual.

OK... double check the mags/fuel, yep they're off. Let's pull the prop thru. Probably a stuck valve. Compression... compression... compression... nothing.

Crap! So I sent Ken Morris... remember Ken? Yeah the very person abandoned back at the Grove! a text 'Down at C73, dead cylinder'

Ken Morris replied in what seemed like seconds and we switched over to a cell call. We settled on the stuck valve scenario and Kenny jumped in the Spartan Executive that was in the front of the hangar and headed our way with tools, rope and everything needed.





Scott Ross and the Breakfast Special Surprise. (cover story)

Did I mention I am blessed with the best friends anyone could ask for? Meanwhile Don, Maureen and I trooped off to the Airport Office for the bathroom and to let them know we had a problem.

We found the place unlocked, no one home and immediately drained the sumps and gave our respective frazzled nerves a rest.

The Spartan showed up in good order, Don secured the key to the Airport car from the local mechanic in the next hangar over, Maureen was dispatched to McDonald's for coffee and something to eat and we headed back to the plane.

Having a Spartan Executive show up for the rescue with Ken Morris performing his usual high performance approach and landing while that big Pratt wakes up the entire town is inspiring, let me tell you!

We started pulling plugs, and the view down into the left rear jug was all we needed to know. The rope trick wasn't going to be enough. It's a bit terrifying to look in the cylinder thru the plug opening and it looks like crumpled up aluminum foil. Makes the knees weak if you catch my drift! Ken Morris mentioned a spare cylinder back home. He and I headed that way to collect parts, tools and whatever else we might need.





Scott Ross and the Breakfast Special Surprise. (cover story)

Don and Maureen took off first and headed back to Poplar Grove with Ken and I, although the Spartan ran off and left them as soon as Ken pushed the throttle above idle.

That Spartan, for a big, heavy airplane is light on the controls and twitchy until I figured out to just rest my hand lightly on the top of the yoke. The 20 on the nose? Not a factor when you have 450 ponies dragging you along... although the fuel burn will focus your attention.

Back at the Grove we conned Steve Thomas, the Airport owner out of a ring compression tool and loaded up what turned out to be most of what we needed. Note 'most' is not 'everything' ... stay tuned. Ken pulled out his Bonanza and we loaded up and headed for Dixon.

Don and Maureen Alesi were running to McDonald's with Bob Mathews who was delivering our breakfast down to Dixon via his Cessna 180. Imagine airmail delivery, same day parts, tools and breakfast! Things are looking up!

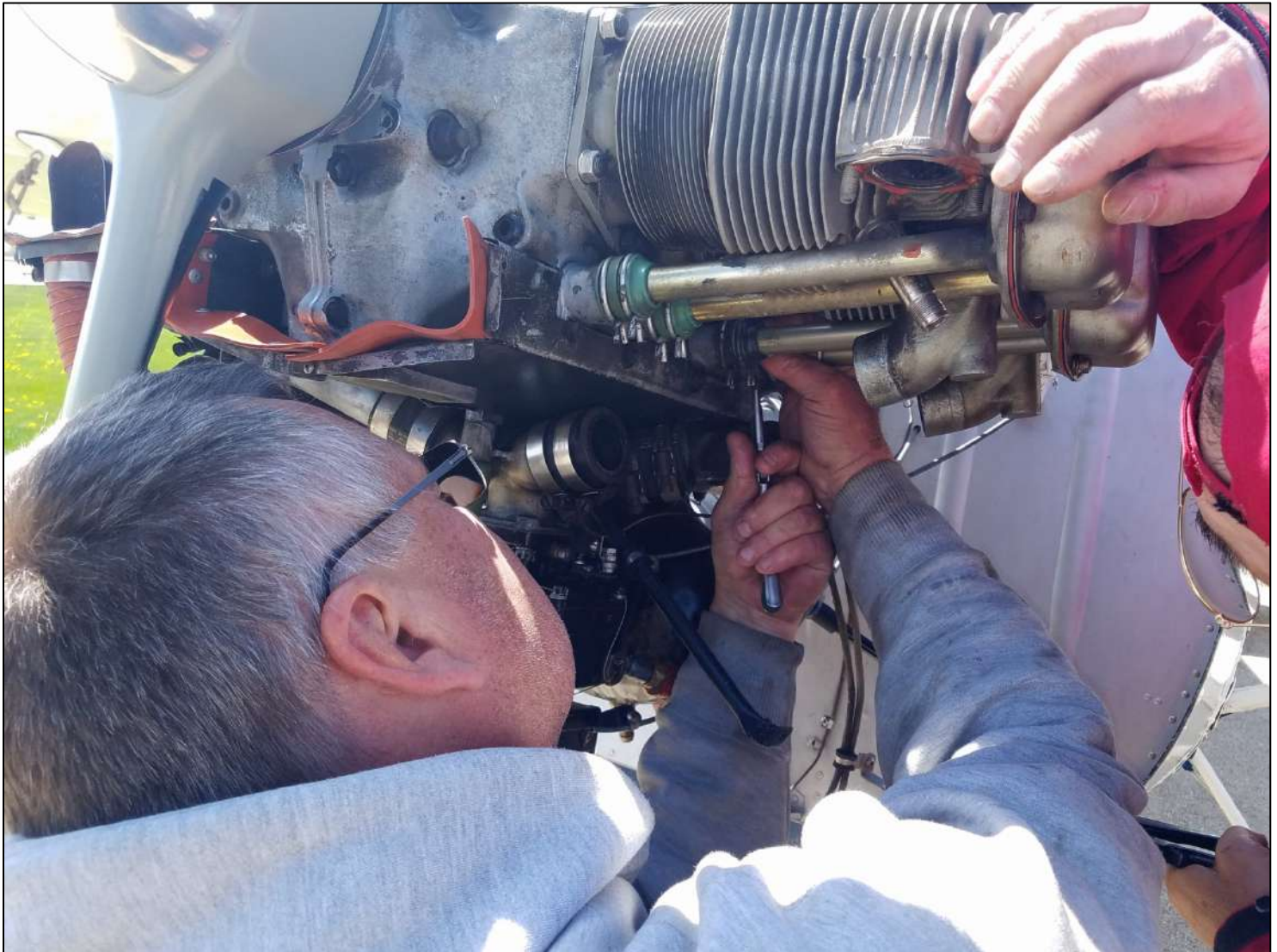
Now that Spartan is a sexy old school beast. Loud, cool as heck and slow compared to Ken and Lorraine's Bonanza affectionately known as the Company Jet. The Bonanza is like a luxury limousine, fast as all get out, smooth and much better vis. 200 mph+ with the tailwind. Not to mention half the fuel burn, although the little wheel is in a non-standard location. Sheeze, we almost got there before we left!





Scott Ross and the Breakfast Special Surprise. (cover story)

Once back to Dixon, it was off with the cowl, baffling, scat tubing, etc and then the battle with the cylinder bolts. I think the same guy who designed the interference fit of the nut by the mixture assembly on the Stromberg designed the center nuts set up on the jugs. Grumble-mumble-frickety-frack!





Scott Ross and the Breakfast Special Surprise. (cover story)

Once the cylinder came off we discovered what we forget...

First off, those compression clamps on the air tubes... 4 each... really need the specialty pliers. Wretched things...

We found one bent push tube...

Here's a lesson for you: if the piston is beat to pieces the spark plugs are as well... duh!

Well Bob Mathews, Don and Maureen Alesi had just showed up with McDonald's and we conned Bob to head right back for a push tube, two plugs, and those special pliers. Bob never even blinked an eye, and off he went with Maureen providing co-pilot duties.

Meanwhile a call to Steve Thomas who kindly opened up his parts room at Poplar Grove Airmotive securing the push tube and plugs. The pliers? Couldn't find any anywhere of course... wretched things!

While all this was going on, Romo Albrecht had come by. She's based at Dixon Municipal, and was offering hangar and anything else we might need. Eventually we sent Romo off on a Hardee's run. What a nice lady. All this mechanic'ing and racing around is hungry work let me tell you!



Bob Mathews got back with the plugs and push tube, and we all had lunch. The re-man cylinder got installed, the wretched compression clamps re-installed despite having the wrong tool, the baffling and about a million other parts back where they needed to be, all under the careful tutelage of Ken Morris.

After a brief run-up, the cowl went back on. After a quick consultation with Ken Morris on power settings and what-not and it was time for the fleet to return to the Grove.



Scott Ross and the Breakfast Special Surprise. (cover story)

Let me tell you, it's an article of faith to push the throttle forward and launch for home after something like this. No issues - normal temps, pressures, lotsa power and back to the home aerodrome in good shape. Seeing the green grass of the Grove did wonders for the nerves and we had the little taildragger in her hangar in a flash.



Once back, the cowl came off, the plug in the sump came out and the oil drained. About a quart of solvent run into the sump and drained, then everything run through a paint strainer. Looking at all those aluminum shavings doesn't do anything for your happiness level I can tell you. The filter was just as bad... nerve wracking might be a better word. I'm told this is all to be expected. We're going to proceed carefully and likely rebuild the engine this winter.

As I think back on the events of Saturday, five days ago, I'm humbled by all the people who literally dropped everything to help out. Ken Morris immediately coming from 50 miles away, twice. Don and Maureen Alesi, who stayed right with me helping out. Bob Mathews making two trips down to Dixon hauling food and parts. Romo Albrecht providing ground transportation and offering hangar, time and support. Steve Thomas making sure we got the parts we needed - no questions asked.

Aviation is special. We're a small community of awesome people who do amazing things. It's humbling and gratifying. I really don't have the words to express my gratitude. Saying 'Thank you' isn't nearly enough. When I think back on Saturday I have to pinch myself...there I was, fat, dumb and happy... and I still am. And very blessed to be!



Photo courtesy of John Kliewer

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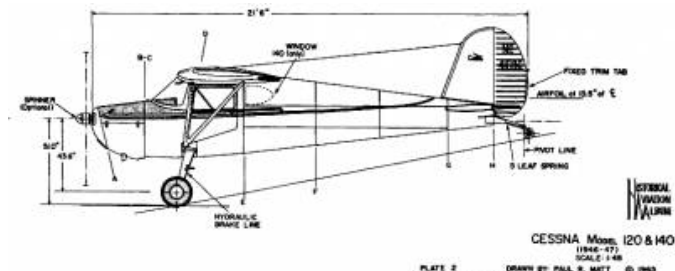
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Tech Talk

Introduction by Victor Grahn

Grimes Landing Light



For this month "Tech" article, one of our members, Tom Macdonald (tommacdonald183@gmail.com) was kind enough to share informative insight on his landing light repair/troubleshooting, along with some fine photos.



Photo by John Cooper



Component photos by Tom Macdonald

This article complements various posts over the years on the website and also compliments Neal Wright's extensive article on "Grimes retractable Landing lights" in the technical section also on the website. This link takes you to the page where Neal has posted a link for his article (with several great diagrams) in PDF format.

<https://www.cessna120-140.org/forum/viewtopic.php?f=9&t=2148&p=14797&hilit=grimes#p14797>

First a little background on the Grimes retractable landing light. Grimes made many models, and if you are not familiar with them, they all look pretty similar. The major differences are.....most of them are 24 volt, which will not work with our 12 volt aircraft.

Please note... 28/24volt are the same thing, one being alternator voltage and the other being battery voltage. The same as 14/12 volt systems. Some manufactures label their products 14 volt, other label them 12 volt. Do not be confused. As a general guideline the 28 volt are generally p/n 3600's while the 14 volt are 3602's and 3603's.

The Grimes units all operate very similar to each other and contain almost identical parts. A motor which is gear reduced, and can turn either way. A set of contacts/limit switches that control how far up and down the light travels and a separate contact to power the light. They are pretty robust, and have flown in many different aircraft since WWII and are still used today.



Tech Talk

Introduction by Victor Grahm

They are speed limited for extension. For a little “fun fact”, their max extension speed is 150 kts or so, which is more than our Never Exceed speed.

A quick note, the 140A has leading edge landing lights similar to “modern” aircraft and does not have the retractable Grimes unit installed, so this is only for the straight 120/140 aircraft.

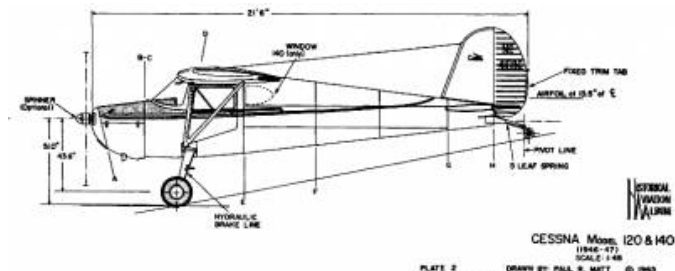


Model 140A with modern leading edge landing light

Initially, you will note that Toms light p/n is a D-3040, while many of us have the G-3602. How can this be? Simple, while the Type Certificate A-768 lists the G-3602 as the approved light. The “Operations Manual” from Cessna lists the G-3602 and the D-3040 as approved “optional equipment” for the 120/140 aircraft.

If you need to know the legalities of the various documents above, I would refer you to Cessna SLN 40 and AD 48-05-04 which cover the fact the Operations Manual really is your “modern flight manual” starting with approximately s/n 13619. Prior to that s/n the old single sheet flight manual is what the aircraft were certified with. Regardless of s/n of your aircraft, technically you should probably carry both. I do.

Several things to keep in mind, a small (small remember) amount of grease on the gear teeth will keep your Grimes landing light happy for years to come. I doubt that many 120/140 fliers do a significant amount of night flying, but still.....don't neglect the landing light.

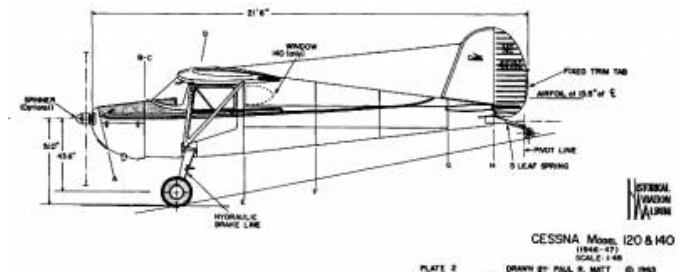


Remove motor to apply grease to gears

Another item for maintenance on these lights; make certain you have a good ground. Nothing seems to burn out the motor faster than a questionable grounding point/wire.

While Tom's article speaks for itself, I thought I would add some more information not covered. Namely, LED lighting. Currently you can purchase a drop in replacement bulb from Whelen, PAR46 (46 denotes the size, equal in diameter to our old 5 inch 4522 bulb) that will fit perfectly inside the mounting cup of the Grimes light.





Tech Talk

Introduction by Victor Grahn

I did purchase the LED bulb, and while my “original 4522” bulb was still working fine. (yes probably original to the aircraft), I felt the light provided with the LED bulb was more useful.

What I mean by that is that the beam covers a wider portion of the runway and I can see more of the landing zone with it. While the previous 4522 bulb, may have been “brighter?”, it’s beam was narrow and focused, while the LED beam is not that much less intensity, it is more “useful” lighting for landing and taxing.

The biggest advantage of the LED bulb is the electrical load. For years I would fly at night with the old 4522, and during the course of numerous touch and goes at night, my battery would be drained due to the massive negative flow out of the battery, In short, my generator could not keep up. If I didn’t charge the battery after a night flight with multiple landings I would end up with a dead battery the next time I went to fly.

Now with LED lighting, the draw is so insignificant, even moderate power until short final will keep the ammeter from going negative. In fact my Nav lights seem to draw as much or more than the LED landing light. (hmmmm, time for some LED Nav lights) There is no draw back to the Whelen bulb, other than perhaps it’s initial cost.



Removal and replacement of bulb can easily be performed while the unit is on the aircraft.

Installation should be straight forward, depending on your A&P, they may want to file a 337 as a field approval to install the bulb.. Others may call it a “minor alteration” and a simple log book entry will suffice. After all it is a FAA PMA’d bulb. In next month’s article I will cover FAA Document AC23-27 which covers the use of older aircraft and “parts substitutions”.

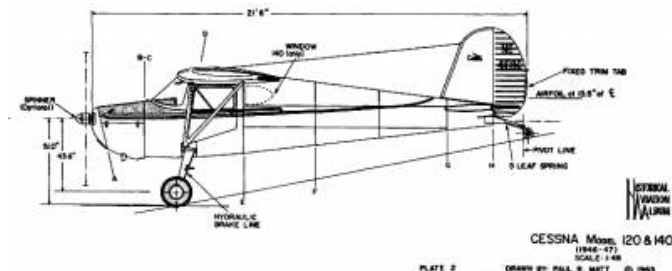
Tech Talk by Tom Macdonald

More Grimes Landing Light Info: The D-3040-A

Some advice to newcomers (like me) to the Intl 120-140 Assn: There's an immense body of technical know-how and advice on best practices buried on our website. Knowledge has been contributed by many true experts with years of 120-140 model-specific expertise and it resides within the Technical Support, Technical Articles and Projects forums. It can take a while to absorb knowledge on specific topics and issues – especially those that reoccur a lot. It seems like someone is always contributing another tidbit, or even a “gold nugget” of information. Noodling around with my Grimes landing light after nine years of membership, I find I'm always learning something.

Taken as a whole, the Forum's excellent technical article on the Grimes landing lights by the late Neal Wright, combined with numerous Grimes landing light posts and threads on the forum, and reference material elsewhere in the Documents Folder of the Library (the copy of the “Grimes Landing Light – Overhaul and Illustrated parts List” (G3600A series only) posted by David Sbur) and the “Operation Manual for Cessna 120 140” (also posted by Davis Sbur), provide a wealth of information on trouble shooting, maintaining and improving the landing light system. In some cases, threads also point to good sources of parts and service for the Grimes light assembly.

After reading the forum threads it can be initially confusing when various contributors discuss their own experiences concerning the internal wiring and the functionality of their specific model Grimes landing lights. When there is no mention in a post of a specific Grimes landing light model or part number, the “fog” of confusion can develop. In the final paragraph of his technical article, Neal Wright warned: “And there are lots of models, with variations of circuits, so be guided by the part number on yours, not by “they should be” per the parts manual.” Both the A-768 TCDS and the 120-140 Parts Manual call out the Grimes landing light P/N as G-3602. David Sbur pointed out on the forum that the D-3040-A is listed as an alternative to the G-



3602 on page 10 of the “Operation Manual for Cessna 120 and 140” (in the Documents Folder in the Forum Library).

One feature of past Forum threads has been the elusive “relay” shown in Neal's article that some of us do not find in our units when we disassemble them. Other intriguing inputs to the threads (Don (pittsdriver) and David Sbur) describe Grimes lights that stay illuminated through the extension-retraction cycles. Those Grimes lights apparently use a brass contact plate on the inside of the Bakelite cover over the limit switch compartment that provides continuous connectivity to a rotating contact point on the lamp position follower arm attached to the sector gear. This feature provides current continuously to the lamp filament during extension and retraction. It wasn't reported which model and P/N light assembly has this feature.

My own experience (1946 C120) has been limited to the D-3040-A model. My D-3040-A's interior wiring and mechanical control details are identical to those discussed in one of the Forum's threads (Carl's post on 8/15/2014 for NC2488N), and it operates the same as his: light only illuminates in the full down position. While I don't know what P/N Carl's unit carries, it appears identical to my D-3040-A.

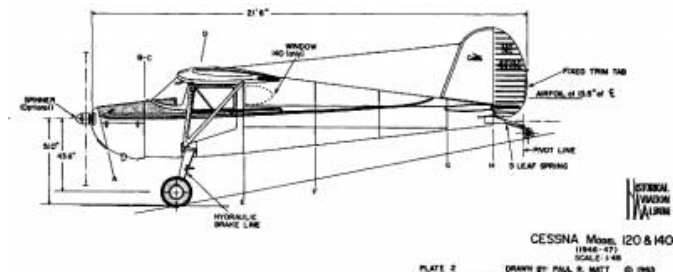
I also note that my D-3040-A does not have an internal lamp relay as the G-3600 series Grimes lights described in Neal Wright's technical article, and from what I could glean from the photo Carl had posted on 8/15/2014, his doesn't either. No matter: the light function is the same with or without an internal relay – in the D-3040-A, current goes directly to the lamp from contact points on the down limit switch rather than through the relay shown in the G-3600 series models Neal described, eliminating one less electrical-mechanical part to fail.

For others contemplating work on their Grimes landing lights, the following are some photos of the D-3040-A light in various states of disassembly, since it isn't explicitly discussed or diagramed in Neal Wright's technical article, and some photos of the bench test set-up I've used for trouble shooting and adjustments.

Tech Talk by Tom Macdonald



Editor's note...some of Tom's pictures were used in the body of these articles and may be repeated here.



M4522 lamp bulb, retaining snap ring and ground wire, disconnected & removed from back shell.



G2905 motor removed, exposing drive and sector drive reduction gears and electrical spring loaded contacts.



Lamp housing back shell ready to extract with mounting screws and washers removed.

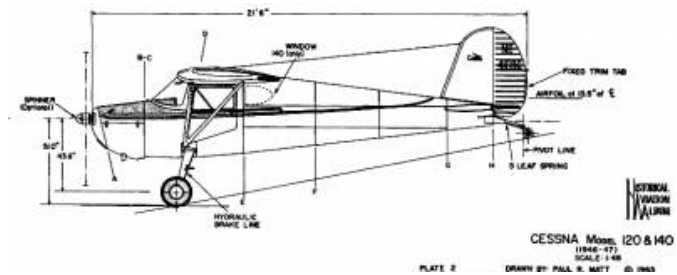


G2905 motor contact markings and drive gear close up.



Sector gear exposed with lamp back shell removed.

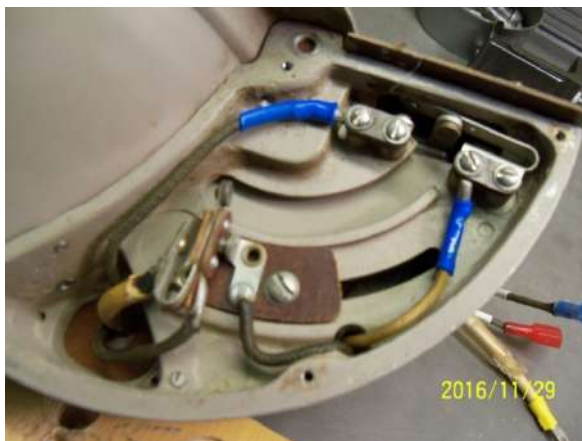
Tech Talk by Tom Macdonald



Close-up of sector gear striker contact arm at mid travel with both Up and Down limit switches closed.



A bench test set-up for trouble shooting, operational checks and adjustments.



Light fully retracted and sector gear contact striker arm holding Up-limit switch open.



Bench test box, top/front view.

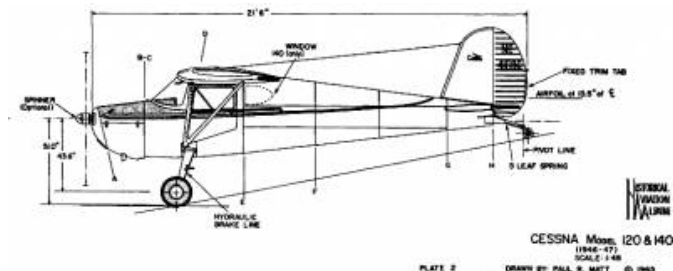


Sector gear striker arm and Up-limit switch close-up.

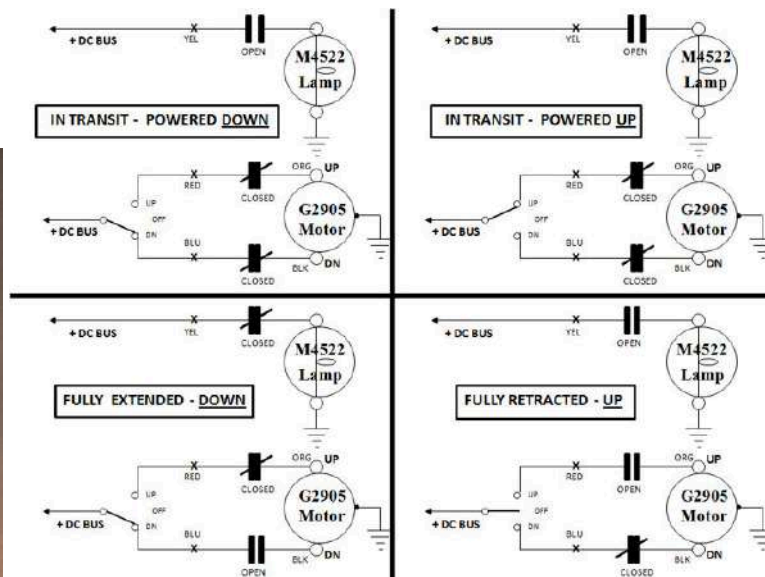


Bench test box, top/rear view.

Tech Talk by Tom Macdonald

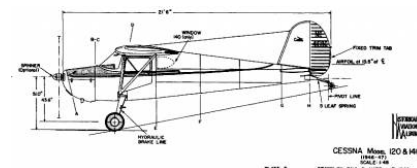


Bench test box interior wiring.



Simplified electrical-mechanical control schematic diagrams.

Tom has a great grasp of the operation and testing of these units as you can see by these pictures and his test equipment. Please feel free to contact Tom if you have any further questions.



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We specialize in overhauling early Stromberg NA-S3A1 & NA-S3B carburetors to like "brand new" condition as per Stromberg Parts & Service Manual specifications. All units are cleaned, inspected for damage, corrosion or missing parts, glass bead blasted, alumina-etched and alodined. All new gaskets, seals, AN hardware, stainless steel needle p/n P14222 and seat p/n P17247 are installed. Proper main metering jet, reducer and venturi sizes are installed. Float level set. Stromberg Factory Service Bulletin #73 installed to raise float bowl vent position to preclude fuel leakage and dripping (very common in a Stromberg). A log book entry sheet is included as to work performed. All work is done by an A&P/I/A mechanic (me).

COST:
\$975.00 to overhaul your carb. - Or - \$1,275.00 outright purchase (includes \$25.00 shipping & handling)

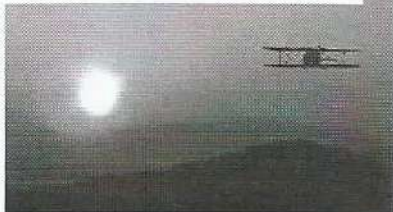
These carburetors fit the early A-65, A-75, A-80, C-75, C-85 & C-90 Continental engines used in J-3s, Champs, Luscombes, T-Crafts, Ercoupes, C120 & C140 and others. With the "light sport" category now in effect, a lot of these early aircraft are being resurrected and restored. It is extremely difficult to find a shop that has the parts and specializes in doing the Stromberg NA-S3A1 and NA-S3B carburetors "PROPERLY"

"THIS IS THE ONLY THING THAT WE DO"

Call: Bob Kachergius 708-267-7111 or "E" mail to uni-tech@earthlink.net

Sarah Parmenter

Gone West



Sara Parmenter (Major, Ret. USAR), age 92, died November 22, 2016 in Virginia just shortly after the death of her husband, Lt. Col. (ret.) Dr. Robert Parmenter, an orthopedic physician. Sara was born in Jackson, Mississippi, raised in Central Florida and

moved to Neptune Beach in 1941 with her parents. During WWII she flew as an observer with the Civil Air Patrol Coast



Patrol flying out of Craig Field. In

1945, she graduated as a Registered Nurse OB/GYN specialist from St. Vincent's Hospital Jacksonville, joined the U.S. Army Air Force, where she met and married Bob, a Medical Corps doctor. While here husband served in the Korean War, Sara came back to Neptune Beach and worked in local medical facilities. Sara left active duty after her marriage but stayed in the Army Reserve until her retirement in 1985. They traveled worldwide in his medical career and after her husband's retirement, they came to Florida to live with her parents in Neptune Beach for a year. She and Bob bought a



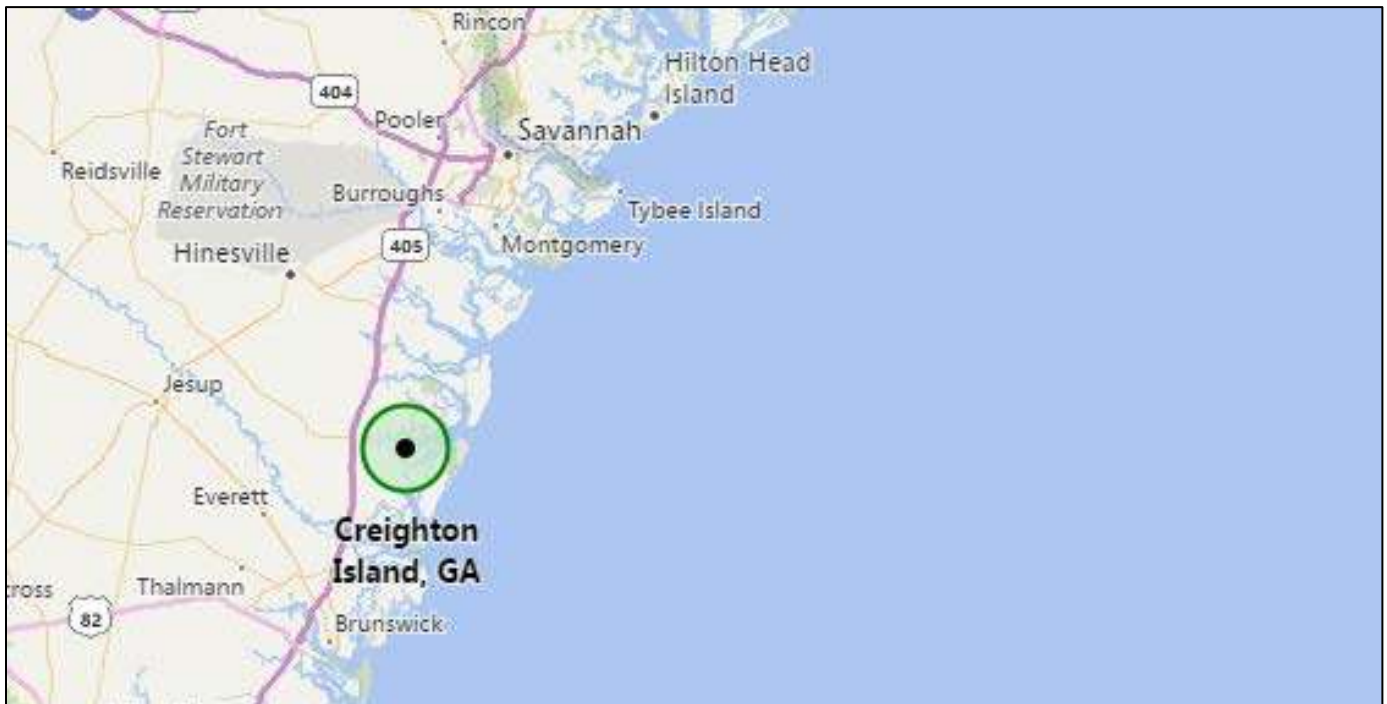
"gentleman's" farm in Cumberland County, Va. to which they moved into and stayed in their historic 100 yr. old house where they raised cattle, hogs, ducks, turkeys, exotic poultry, geese, peafowl and AKC Pekinese dogs.

We knew Sara best as a pilot. She soloed in a Piper J-3 in 1949. An assignment in Germany created a slight delay of game, but she resumed flying in a shared Stinson 108 at Ft. Knox, sold her share, moved again, and finally got her private in 1960 at Ft. Riley, KS. We know Sara by the Cessna 140 that she owned and flew for over forty years...up until last year! Sara received a *Lifetime Achievement Award* from the VA Dept. of Aviation and was appointed an *Honorary Virginia Aviation Ambassador*. She hangered her airplane in Farmville, Va. Sara was a member of the 99s and the International Flying Nurses Assn. Sara was devoted to her pets and critters, nursing, and flying. She has been a fixture at our Fly-ins for many years. She was a role model to us on many levels and we will miss her. Condolences to her family and many friends.



RAF re-opens airstrip on Georgia coast

The **Recreational Aviation Foundation** (RAF) has re-opened **Creighton Island airstrip** on the Georgia coastline. Creighton Island is a privately owned, undeveloped, inner barrier island in McIntosh County and is home to cattle, donkeys, wild pigs, the occasional coyote, and armadillos. The approximately 2,700-foot airstrip is located on the southern tip of the island, but had been unusable until recently, according to RAF officials.



In 2016, RAF Georgia Liaison Eric Davis contacted the owners, who readily agreed to allow the RAF to re-open the airstrip.

Work began last July when volunteers from the RAF and Florida's Sport Aviation, Antique, and Classic Association (FSAACA) filled in holes and cleared brush.

"The owner had all the necessary tools and equipment to get the job accomplished," retired RAF Director Tim Clifford said.

"We landed on the strip three days after Hurricane Hermine and it was in great shape despite receiving more than five inches of rain," explained RAF South Carolina Liaison Bill Repucci.

The volunteers cleaned the shower house, cleared the camping areas and runway of storm debris, and performed additional runway maintenance.

More RAF and FSAACA members met again in mid-January.



“This most recent winter work party was our best yet,” explained Davis. “Sixteen volunteers arrived in 11 aircraft from as far away as Durham, North Carolina.”

The workers improved and repaired the barge dock and cleared trees from the runway. When complete, they’ll have added another 250 feet to the runway length.



“It’s this kind of interest and willingness that’ll keep special places like Creighton available to the pilot population now and in the future,” Davis said.

“You can get by with only your sleeping bag, towel, toiletries, and food,” Capozzi added. “There are three bunkhouses, a shower house, bathrooms, an outdoor pavilion with tables, sink, propane stove and fire pit. The water on the island is drawn from a 600-foot well and is the best tasting coastal water you’ve ever experienced.”

Access to the island is by permission and only after **review of a pilot safety briefing**, available on the RAF website. Pilots can contact Eric Davis at edavis@theraf.org to learn more about scheduling a visit or to volunteer for future work parties.

For those interested in knowing more about the island’s past, Jeannine Cook provides a historical interpretation on the **Creighton Island website** where she writes: “The Island’s long, diverse history combines with great natural beauty to represent a unique microcosm of Georgia’s coast. Today’s owners deeply respect the environmental importance of their island sanctuary.”

Sun-N-Fun 2017 Review

...by Virgil Warren



PRESIDENT'S SUN N FUN REPORT

Tuesday April 4, 2017 dawned clear and cool in Lakeland, Florida as the 43rd annual Sun N Fun fly-in and exhibition opened to the public. Traditionally, this event kicks off the annual aviation calendar. It is an event looked forward to by aviation enthusiasts all over the world.



Our association set up shop in the type club tent, just across the taxiway from much of the vintage aircraft parking and camping. We were joined in the tent by other type clubs, including the Cessna 170 Association, the Short Wing Piper Club, the Swift Club, and others. This is the one event where all of us get to spend time together in the south and many old friendships were renewed during the week. Harley Pickett, who is a member and past president of the Cessna 170 Association, but also has a long history with our little Cessnas helped me man our table during the week.



Over the years, the focus has moved away from home-built aircraft. Now, the flight line is filled with war-birds, conventional aircraft and many restored examples of civilian aircraft from the past.



This year, thirty-four folks dropped by our table to say hello, and sign in. Memberships were opened or renewed, and several walked away with the first examples of the new t-shirt promoting our upcoming national fly-in and convention this September in Kansas. We had visitors from fourteen states, Canada and England.

Sun-N-Fun 2017 Review

...by Virgil Warren



Tuesday's opening flying exhibition was by the French Jet Team flying French Alpha jets. This team is similar to the Navy Blue Angels and the Air Force Thunderbirds. It was their first appearance in the United States in thirty one years, and they gave a demonstration of precision formation flying and aerobatics that was a great way to start the week. Later in the week, they were followed by the Navy Blue Angels who flew in the weekend air shows.



During the week, I had some time each day to walk the flight line, attend seminars and to engage staffers from AOPA, EAA and the FAA in conversations about issues affecting our aircraft and our ability as pilots to continue to exercise our flight privileges. The hot topic this year was the new regulations which will affect thousands of pilots who fly under a third class medical certificate. Watch for an in-depth article on this subject in a future newsletter.

Dave Roy, from Prescott, Arizona stopped by the table on Friday to say hello. He is a member and owner who has just joined the AOPA staff and will soon be relocating to Maryland with his family. His responsibilities will involve AOPA participation in all events, including Sun N Fun and AirVenture. It's great to have members in high places!



Association treasurer Brett Swartsendruber (in the hat) reviews pictures of an on-going Cessna 120 restoration by member Bill Scott of Spring Hill, Florida. Bill promised to provide an article about his restoration when he finishes 😊

Sun-N-Fun 2017 Review

...by Virgil Warren

Sun N Fun coordinators indicated more than 200,000 guests from the United States and sixty foreign countries came through the entrance gates during the week. Three thousand volunteers were on hand to manage the crowds and direct folks to their destinations. There were 510 exhibitors on the field representing just about every aviation product or supply you could ever desire. Most major aircraft manufacturers had display space, including many LSA aircraft. During the week, more than 9,000 aircraft movements took place on the field.



David Lowe, our maintenance director, brought his beautifully-restored Cessna 150 tail dragger to Florida. He won two awards with the plane and was asked to present a special program on Friday detailing his work. The Cessna was restored to represent an L-19 birddog and was a beautiful example of David's skill and expertise.

I've been attending Sun N Fun (on and off) for the past fifteen years. Although I wish the emphasis at the event was still more focused on home built, classic and vintage aircraft, I recognize the changes that have affected the general aircraft industry.



Education has always been a big part of the week at Sun n Fun. This year 5,900 folks attended 331 forums. This included the twenty four attendees who joined David Lowe, our maintenance director, on Thursday for the annual maintenance forum. An additional 3,228 people attended the 56 workshops that are put on by sponsors at the event.



These changes are bringing in a younger pilot who is more comfortable with composite air frames, glass panels and engine manufacturers who start with letters other than "C" or "L". I'm already looking forward to next year's event.



David Lowe presented the annual maintenance seminar to twenty four attendees on Thursday.



1947 C140 photos (Dorothy) Rosenberg, TX (Houston area)
-Lou Landucci



Martin Tanguay (C-FJAR)
Montreal, Quebec, Canada



John Roske, 1946 Cessna 120, N89809

**We need
your photos
for the 2018
calendar!!**

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

Please send photos
to Blake Mathis
blakemathis@yahoo.com



2017 Convention Update



Convention hotel in Newton Kansas. Make reservations by calling **1 (316) 804-7040**





2017 Convention Update

There's No Place Like Home – Kansas 2017

Where: Newton, KS – KEWK

When: September 19 – 24, 2017

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 (O75) – www.beaumonthotelks.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



2017 Convention Update



Kansas Cosmosphere



Kansas Underground Salt Museum



Kansas Aviation Museum



Upcoming Events...

Vintage Days June 3rd 2017
Peach State Aerodrome (GA2)



Our Georgia State Representative invites everyone to join the fun for the Vintage Days celebration at our home airport. (GA2) is the home of Peach State Aerodrome, Candler Field Museum, and Barnstormer's Workshop. What could be better than that?

Last year we had 8 Cessna 120/140's fly in. It was a great time to see a wide range of vintage vehicles, as well as visit our friends from around Georgia, Alabama, Tennessee and the Carolinas. See you there!! Christian Vehrs



International Cessna 120 / 140 Association

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