



International Cessna 120/140 Association

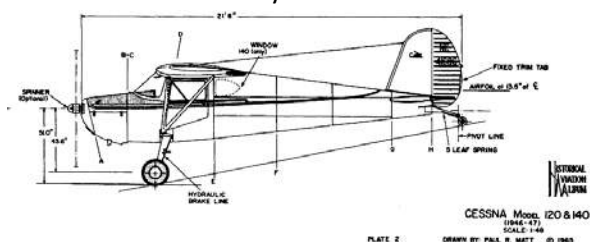
Issue 404 Fall 2017 August/Sept/Oct



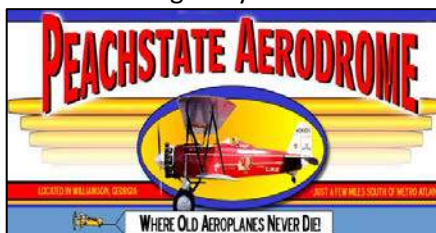
Vintage Dave Lowe and his Oshkosh award winning 140A (Dave & Gayle Lowe, story page 4)

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Tech-Talk by Victor Grahm



Vintage Days Review



Oshkosh 2017 Review



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Any person who maintains, modifies, or otherwise changes an aircraft must do so in accordance with manufacturer's recommendations and all applicable FAA regulations.



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Dave and Gayle Lowe

(cover story by Christian Vehrs)

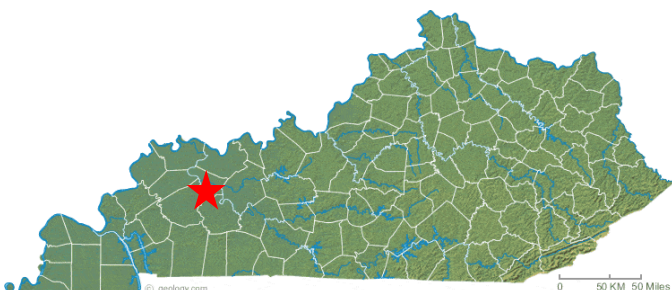
As long as I have been an active member in our association I have noticed that Dave and Gayle Lowe are folks that our members look to for answers and guidance on a wide range of topics. I suspected they have been active members much longer than I (1995), and was curious about their story. If you have ever attended a convention, Oshkosh or Sun-N-Fun, you probably watched Dave host a maintenance forum, and have been greeted with a warm welcome by his wife Gayle.



Dave's airport is easy to find whether you are flying or driving.



I reached out to Dave and Gayle about the possibility of interviewing Dave for this article, and they immediately invited me out to spend the weekend with them. Dave and Gayle make their home in Sacramento Kentucky, where Dave carved out an airport from some beautiful Kentucky farmland.





Dave and Gayle Lowe

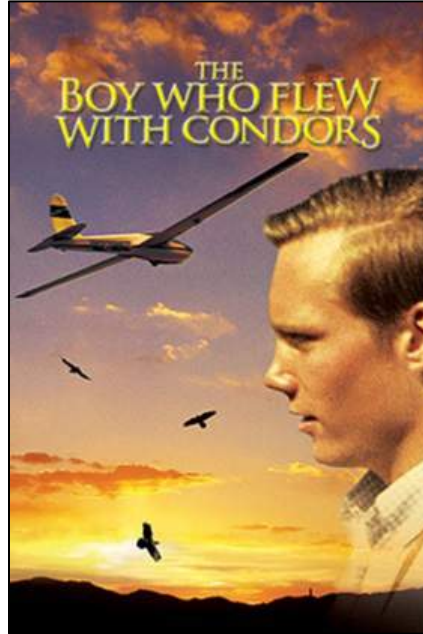
(cover story by Christian Vehrs)

Dave started his aviation career as a teenager in the United States Army. Gayle was kind enough to provide this photo of young Dave while he was in paratrooper training.



Dave served during 1961-1964 and was briefly stationed in Iran to provide a counterbalance effort against Soviet forces in the area.

When Dave left the service, he began working at a foundry in the area. I asked Dave about his inspiration to begin an aviation career. He said it came from a Disney movie, "The Boy Who Flew With Condors". He says that his desire to fly gliders caused him to seek his first pilot rating.



Dave began working on his glider license and hanging out at a local airport where he began helping out on the maintenance side. Passing wrenches and performing basic A&P help on such classics like;



1929 Great Lakes



Bucker Jungmann



Ryan PT22



V77 Stinson



...as well as a variety of Champs and Cubs.

Dave must have been a good worker, because it didn't take long before they threw him the keys to a Champ on the field. He began working on his powered rating simultaneously while he was taking glider training. Dave finished his private license 89 days after his first lesson.



Dave and Gayle Lowe

(cover story by Christian Vehrs)

Dave's first airplane was a 1947 Cessna 140 N2216N. While writing this article, I discovered that 2216N is currently owned by one of our members, Ken Girioux in Illinois. Ken graciously sent us this recent photo.



It wasn't long before Dave's entrepreneurial spirit began to show. He purchased a Piper Super Cub with a back pack sprayer to restore, and began spraying local tobacco fields.



Dave's crop dusting business grew. He purchased larger airplanes and built a hangar on a piece of land owned by a friend. This arrangement served as his base of operations until he eventually purchased the land which is now affectionately known as David Lowe's airport.



Home of Lowe Aviation

Dave's life changed while he was attending a pancake breakfast in Sturgis Kentucky. He had flown a Piper Warrior to the breakfast, and suffered a coil/magneto breakdown while at the breakfast. A lovely woman flying her own Cessna 172 provided him a ride back to his airport to gather the necessary tools to make the repair.

Dave and Gayle both love to tell the story of *love at first flight*. Gayle jokes that she couldn't help falling for a man with his own airport. Gayle was a nurse and had such an immediate love for flying that she purchased her 172 after taking just one flight lesson.



Gayle says she used to build solo hours by flying her 172 to local airports selling Mary Kay cosmetics to the women in the offices.



Dave and Gayle Lowe

(cover story by Christian Vehrs)

Dave attended is first Cessna 120/140 convention in 1983. Effingham Illinois was the sight that year and it was hosted by Al Hourigan. Dave began his very active participation in our association by serving as vice-president from 1990-1992, president from 1993-1997, and even hosted a convention in Owensboro Kentucky in 1993.

Dave continues to provide guidance for us by serving as our Director of Maintenance. Dave built his valuable wealth of knowledge from years of involvement with the Cessna 140s.

I pulled an old award plaque off Dave's office wall and asked him about the story. He told me that was an old 140 A model that he had to reskin. It turned out so well that the airplane took Outstanding Cessna 120/140 in 1997 (quite a tribute to Dave's craftsmanship).



Vintage Dave and his award winning Cessna 140A



Dave's first hangar

Dave is probably most well known in our association for two things. His vast store of parts, and his Cessna 150 taildragger conversions.

Over the years Dave has been involved in more projects and stories than you can imagine. It was so much fun listening to his stories and having the grand tour of his hangars and storage facilities. I knew that I couldn't cover all of those in this article, but I did happen to snap a more than a few pictures to document my visit.



Dave and Gayle Lowe

(cover story by Christian Vehrs)



From shelves of brand new Cessna parts (like original door post brackets), to a huge inventory of salvaged flight controls and various parts, Dave could build several 140s just from his inventory.

During our visit, I learned a great deal about the journey to the 150 taildragger conversion. It all started in 1974 when Dave was trying to repair a crashed 140. He purchased an early model 150 fuselage with the intent of salvaging parts for the 140 repair since the early 150s share so many of the same fuselage parts.

Dave quickly realized that converting the 150 fuselage to a taildragger would be easier than repairing the 140 fuselage. Through discussions with a local FAA office, it appeared this would require a simple field approval, and Dave set off to convert his first 150.

After months of work and thousands of dollars, Dave was ready for his first field approved conversion. However, he was not ready for the local FAA office to reverse their decision. When they said it would require a Supplemental Type Certificate (STC), Dave got discouraged and rolled the airplane off into the weeds where it sat for the next 24 years.

In 1998, Dave was contacted by Frank Shea from Vermont. Frank heard that Dave had produced a 150 taildragger and he was eager to have Dave build one for him as well. However, since Dave's first 150 taildragger was still in the weeds, Dave and Frank reached an agreement whereby Frank would provide another 150, and the funds necessary to convert Frank's airplane as well as paying for the STC process.

By this time, Dave had learned to navigate through the STC process by securing the STC for the Continental O-200 carburetor application for our Continental C-85 engines. In just 18 months, Dave was delivering the first-ever, Certified Cessna 150 taildragger to Vermont.



The airplane flies today with its new N-number N26FS (Frank Shea).





Dave and Gayle Lowe

(cover story by Christian Vehrs)

It sure didn't take long for Dave to pull his old 150 taildragger out of the weeds and get it in the air. Dave sold it to a man in Blythe California where it flies today with its original N-number 7769E.



Dave delivered the airplane to California by a detour through the 1999 convention in Poplar Grove Illinois. While at the convention, Dorchen mentioned that she needed a bi-annual flight review. Since Dave is a CFI, he let her fly the 150 to California with him as her check ride.

Dave has completed twenty four 150 taildragger conversions under his first STC which covers the 1959-1963 year models. He has no shortage of 140 gear legs in stock.



One thing that caught my attention was Dave's experience purchasing 140 gear legs. He said approximately 25% of the legs that he buys have cracks that he discovers only after he removes the step and strips the leg for inspection. That might be a good word of caution for the rest of us.



Typical crack in leg begins at the hole for the attach bolt for the step.

Since the 1959-63 model 150s all had the exact same fuselage (fast back with no rear window), it only made sense that these would be the year models to convert to taildraggers. After all, the fuselage was almost exactly the same as the 140.

However, recently Dave was able to expand the STC for the 150 taildragger to the 1964 and 1965 year models. These two years retained the same square tail, but added the rear window. Dave believed that the addition of these two year models would be easy enough, since the rivet patterns and fuselage skins below the rear window were still identical to the previous years without the rear window.



Dave and Gayle Lowe

(cover story by Christian Vehrs)

Approval required a series of drop tests from a predetermined height and a designated load. Dave still has the 1964 fuselage that was used for these tests. Dave and Gayle call it the crash test dummy.



Dave recently completed the first taildragger conversion of a 1964 model 150. He painted it in the old military colors which make it look like a tribute to the Cessna Bird Dog.



The airplane has already sold and Dave has plans for another one – this time in the white and orange Coast Guard colors.

Dave's ingenuity has led to numerous improvements and solutions for our beloved airplanes. Lowe Aviation manufactures laser cut tailwheel brackets and new gear boxes just to name a couple.

Sitting in Dave's office I also noticed something else hanging on the wall. It seems that Dave has taught a few folks to fly at Lowe Aviation.



Kopra arrived on the International Space Station aboard space shuttle [Endeavour](#) on the [STS-127](#) mission.

Dave and Gayle Lowe. Some very down to earth folks with a very extraordinary life that we have been privileged to have as friends.

In loving memory of
Oscar Dodger





Photo courtesy of John Kliewer

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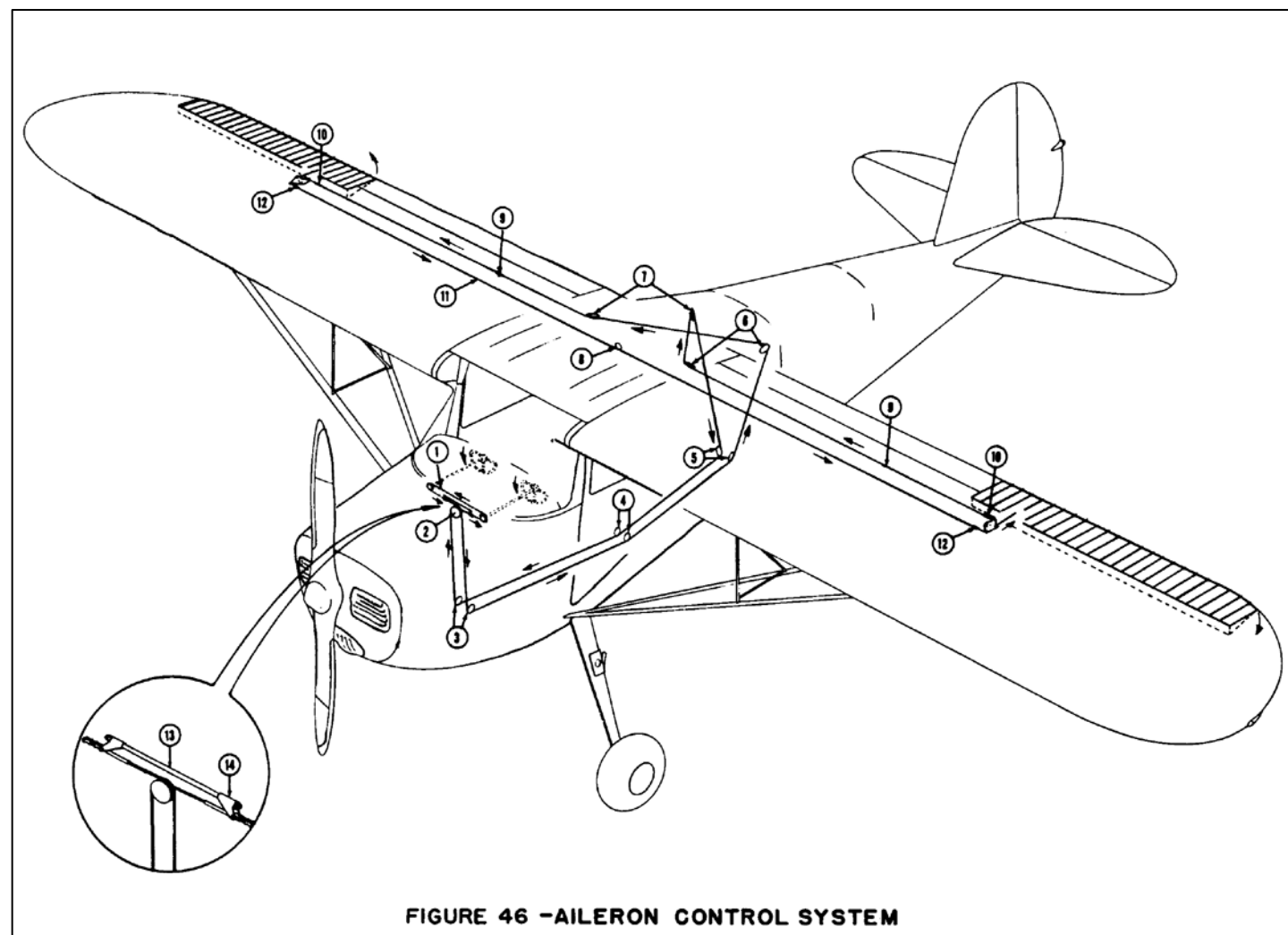
Tech Talk by Victor Grahn

Aileron Control System

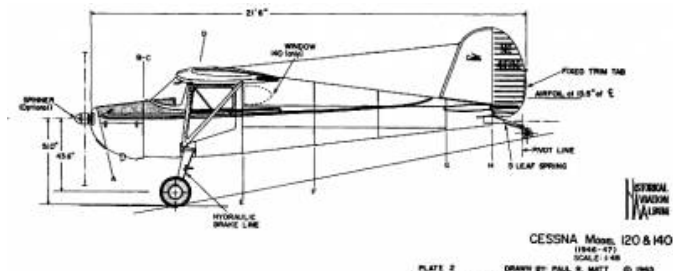
For this session I thought I would cover a unique situation that slips through the cracks on many inspections for the 120/140 aircraft, at least on aircraft I've seen. Specifically, issues related to the Aileron Control System.

Summer months bring flying in the upper 48 and (generally?) the annual inspection. One of the items that should be checked during annual is the aircraft flight control cables. A technician is typically looking for cable tension, frayed cables, pulleys that are worn or won't turn, incorrect flight control deflections and, if nothing else, lube everything that "moves".

First, a brief summary of the control system for our ailerons before I launch into the "area of concern".



Tech Talk by Victor Grahn



Starting in the cockpit you have two yokes connected behind the panel by a 2/3 loop chain, with a short tensioning turnbuckle & stabilizing rod between the yokes at the top (12 o'clock position).

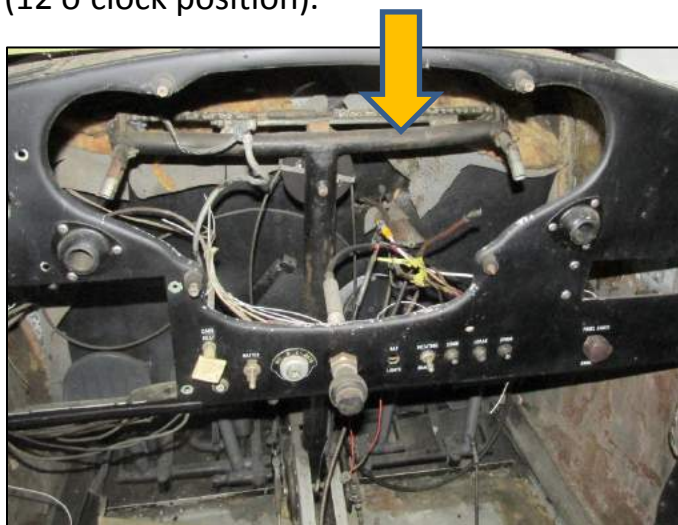


Photo from the Vehrs garage showing the control column assembly behind the panel.



Freshly restored (and for sale) control column assembly. Note chain loops, turnbuckle and cable routing.

From there, two cables attach to the ends of the cable and are routed to the aileron bell cranks in the wings, via numerous pulleys.



Aileron control cables come up from the floor and crisscross behind the headliner and baggage shelf before exiting to the wings through the top of the cabin.

A “carry through cable” attaches the two bell cranks together and keeps them “timed”. Rod ends and a short torque tube attach the bell cranks to the ailerons.

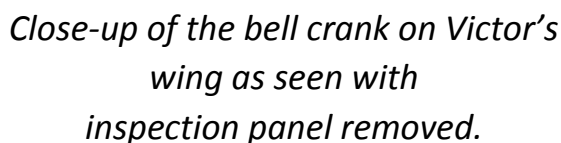
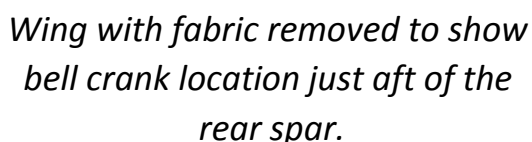


Carry through cable and small pulley.

Side view technical drawing of the Cessna 120/140 aircraft. The drawing includes the following labels and dimensions:

- Overall length: 21' 6"
- Wing span: 31' 0"
- Wing chord at root: 43' 6"
- Wing chord at tip: 5' 0"
- Wing area: 110 sq ft
- Wing structure: B-C
- Window
- Fixed trim tab
- Airfoil: 15.8" of E
- Post line
- 3 Leaf Spring
- Hydraulic Brake Line
- Ground Clearance

CESSNA, Model 120 & 140
(1944-47)
SCALE: 1/8" = 1'-0"
DRAWN BY: PAUL S. WITT © 1963

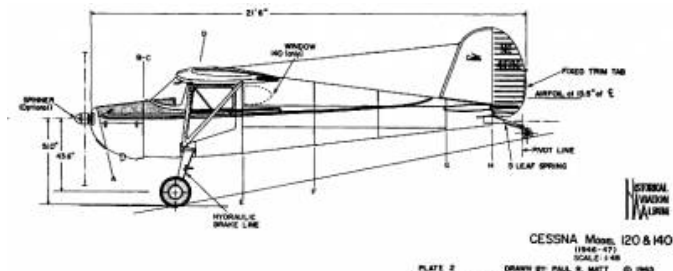


- For general information on the aileron system the following points should be noted.

- A. Cable tensions per the book are 30lbs. (all cables incidentally, not just the ailerons) However the book does not specify where to take this measurement.
- B. Realize you have 3 distinct cables in the aileron system. Two more or less identical cables that attach to the chain under the yoke and travel back, crisscrossing above the baggage compartment and terminate at the aileron bell cranks.
- C. You then have a “carry through” cable that attaches at each bell crank and travels directly behind the rear spar. **Note:** there is a small pulley at the back of the rear carry through spar that keeps this cable from rubbing on the fuselage and various other points. This pulley is often neglected.
- D. Due to the design of the bell cranks, the carry through cable is typically twice the tension of the two cables that travel from the yokes to the bell cranks.

Tech Talk

by Victor Grahn



- E. If you were to measure either yoke attach cable under the cabin floor, or behind the baggage compartment or even in the wing, just short of the bell crank you will note these cables are always approximately $\frac{1}{2}$ the tension of the carry through cable.
- F. The bell crank attach point “arm” for the carry through cable is shorter, thus the higher tension for the carry through cable.
- G. Typical tensions to start with when rigging or checking aileron cables are for the two yoke cables to be around 20 lbs and the carry through cable to be at about 40 lbs. This should be close enough to work with. You should have good positive aileron control without being too tight.
- H. Realize that these tensions are figured for a standard 60 degree day. If you have warmer consistent temperatures you will want higher tensions and colder OAT temps require lower tensions.

Also note as you see in the pictures, you may have shorter or longer turn buckles to make up distance and get your aileron cables to fit.

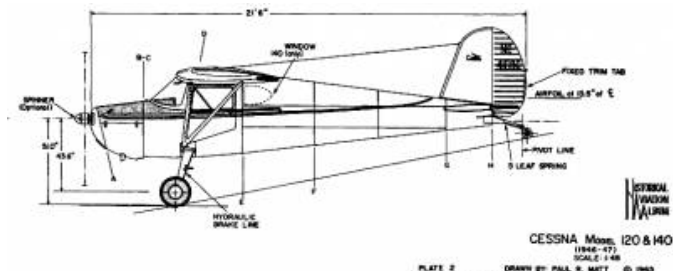


As with any older aircraft, (and sometimes, aircraft period) we have a special areas that should be looked at.

Within the Aileron control system, where the carry through cable turn buckle attaches to the aileron bell crank, there is a unique circumstance. The attach terminal point at the bell crank is an “eye” rather than a fork.

The question now arises on how to safety wire an “eye”. Often when I view this situation in a wing, the tech (probably many years ago) pulled the safety wire tight around the eye. Since an eye is rounded, the safety wire will slide up or down and will not stay in the center.

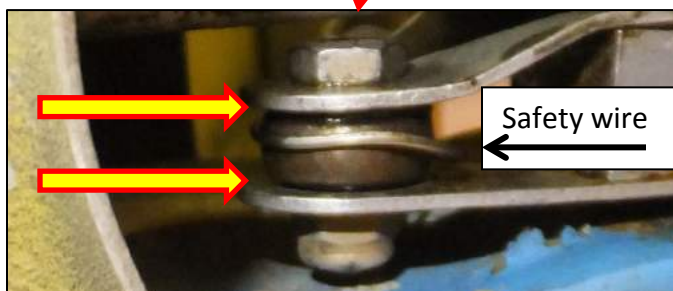
Tech Talk by Victor Grahn



Once the wire is tightened about the eye, the safety wire will wedge in between the top/bottom of the eye and edge of the bell crank. When this occurs, you will be “gouging” your bell crank every time you move your ailerons (pictures below).

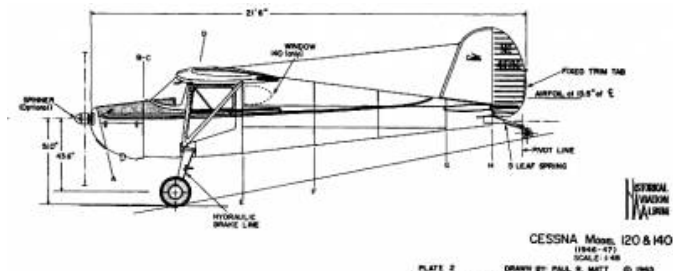
Here are several points to consider on the path to correcting this issue;

- A. Just the awareness that this fault exists.
- B. You will want a careful tech that does the safety wiring of this specific turnbuckle to **NOT** tighten up the wire as it loops around the eye. Trust me, the wire isn’t going anywhere. And, while it does need to be there, you can still get a firm wrap on the wire without pulling it up or down so that it damages the bell crank.
- C. I do not have a picture of the safety wire as I typically find it, (slid up or down on the eye) but I’m certain the reader can understand the concept and chances are, if you go inspect your aircraft, you will find the safety wire slid up or down on the eye and at full travel it will be digging into the bell crank.



Close up of safety wire properly centered. Yellow arrows show the gouging areas if the wire slips off-center and wedges between eye and bell crank.

Tech Talk by Victor Grahn



D. There are smaller forks that could probably be used in this situation, which would alleviate the concern for safetying the “eye”, and while I have a picture of one that is close, I haven’t found an “eye” that will work satisfactory.

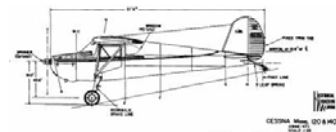


E. From the pictures you will note:

1. The forward cable (closest to the front of the aircraft) is the carry through cable.



2. The turnbuckle for the carry through can be located on either side, left or right. Typically it’s on the right, but nowhere does it say it cannot be located on the left wing.
3. I have the safety wire properly positioned in the middle of the eye, (previous page) but once again, many aircraft the wire will be located at the top or bottom of the eye, rather than at the center.

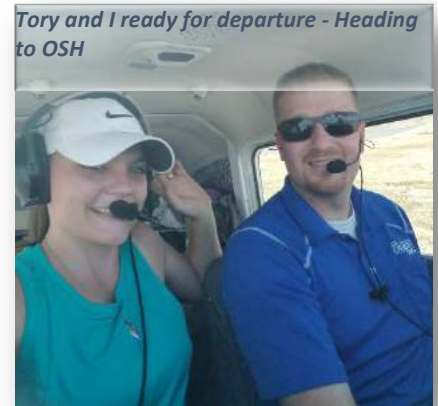


By Brett Swartzendruber

2017 WAS AN AMAZING YEAR AT OSHKOSH!!!!

For those of you who missed it the weather was almost perfect, the attendance was record setting, the airshows were mind blowing and best of all – the people were friendly... as always!

For us Oshkosh (I suppose technically it's Airventure but I've never met a pilot who calls it that) is our main vacation of the year. The first year I went I couldn't wait to see all the airplanes, the gadgets, and the airshows. Now without a doubt those things are still cool but it's the people that keep us going back every year. It's like a family reunion every year. Tory and I have built friends there (much like you do in this organization) that we only see once a year and it feels like the 51 weeks since you last saw them never even happened. This year was no exception – before we even had the airplane tied down we were pleasantly surprised to find Jack Fleetwood was our neighbor for the week. We ran into Ken and Lorraine at the fly-mart, David Lowe walking around Vintage, Forrest Lovely sitting next to his son Vaughn's amazing un-restored Tri-Pacer in front of the vintage hangar, Dick Acker driving one of the tractors pulling the yellow tram around, and Matt & Carole Rybarczyk walking by theater in the woods.



I was privileged enough this year to attend both Sun-N-Fun and Airventure and while they're both a ton of fun our members clearly prefer going North in July than South in April. Over 100 members checked in at the Type Club table throughout the week, almost a dozen of which

were international. Between Cindy, Jeff, Nicki, Victor and Tory they signed up 12 new members and renewed 14, along with selling almost \$250 worth of merchandise and fielding questions ranging from polishing techniques to convention dates. The week started off strong with the Pre-Party at Pirates Cove in Vintage and Margarita Monday at the Ackers campsite in camp Scholler. Moving our Association Dinner to Tuesday night (on short notice) hurt our numbers a little as we were down to 52 from 82 last year. We catered in salad, pasta and breadsticks from Christianos to the Tall Pines Café in Vintage by the Ultralight Runway. Other than the delivery driver getting lost and consuming a months' worth

of carbs in one meal it was PERFECT ☐!



The dinner attendance and temperature were the only two things down from last year because our maintenance forum was the best attended I've ever seen and EAA is reporting record numbers almost across the board. By mid-morning on Monday they were turning away aircraft as the grounds were full – even with the added parking/camping areas that were new this year. EAA is reporting

a total attendance of over 590,000 people with Wittman Regional Airport averaging over 120 takeoffs/landings per hour throughout the week. Vintage aircraft attendance was up 12% from last year, which just goes to show that the VAA is doing a great job of taking care of its members.

Two of our new members are Sarah & Jim Dickerson from Kansas City. Sarah brought their 120 to Oshkosh this year where it was on display in front of the Vintage hangar. All the hard work polishing and detailing paid off as she won "Outstanding Cessna 120/140"! CONGRATULATIONS SARAH!!!



SARAH & JIM DICKERSON'S BEAUTIFUL 120 - WE'RE HOPING THEY ATTEND THE CONVENTION NEXT MONTH IN NEWTON, KS.

Thursday I spent a little time at the table with Tory meeting our members and enjoying having a nice place to sit for the airshow – Thanks Jeff for getting us the front table at Sunday's lottery ☐. For those of you who didn't make it to Oshosh this year I have to side track for a moment and tell you that you missed a real experience seeing Doc and FIFI in the air together. This was the first time in over 40 years that two B-29's have flown together and it was something to see for sure. You could see the entire mood change as people took note of them in the air. The range of emotions it sparked were visible as you looked around – even bridging the generations and ages of those staring upward in awe. The sound of those 8 R-3350 18 cylinder radials gets your attention regardless of what you're doing and somehow draws your eyes toward the sky. What an experience!



Friday was our last full day there so we tried to make our rounds and say our goodbyes throughout the day. It was also the day that Tory presented the donation check from The Association to Vintage Aircraft. We donated \$1.00 per member for a total of \$906.00 which Vintage was ecstatic to receive.

Saturday was departure day for us. It's always funny to me that when you're packing up camp you're ready to hop in the plane and go home... but by the time you make your halfway mark on the trim home there's already a twinge of desire to turn right around and go back! For those who haven't ever been to Oshkosh this probably sounds crazy but I'm already homesick and ready to go back again. What an amazing time with family and friends – can't wait to see you guys there next year. ☐



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Vintage Days Review

Peach State Aerodrome (GA2)
June 3rd 2017



The weather was perfect for the event and brought in aircraft from around Georgia and surrounding states. The only disappointing thing is that we had a low turnout of Cessna 120/140s with only a single airplane coming for the event.

This is one of my favorite fly-ins (on a local level) for a couple of reasons. First, it's hosted on a grass strip in a rural setting which is perfectly suited to our little taildraggers. Secondly, the facilities are amazing – a full service restaurant, clean and plentiful restrooms and ample aircraft parking. Third, it's hosted by some of the friendliest folks in the Southeast. And finally, it welcomes vintage cars, tractors, military vehicles and even rewards vintage era costumes – something for everyone 😊



Thank you to George Gay for representing our association by coming in from Cordele Georgia with his beautiful 1947 Cessna 120.





Vintage Days Review



The morning arrivals were suspended for a time when there was a slight mishap. Fortunately there were no injuries. A local recovery crew was able to carefully right the aircraft and clear the runway, allowing festivities to resume.



GA2 (recently renamed Alexander Memorial Airport) is also the home of the Georgia Chapter of the Antique Airplane Association. Several rare airplanes are located in the area surrounding Atlanta, and we always have a few of them attend this event.

This year we had what is believed to be the only flying example of a 1926 Stearman Cloudboy. This airplane is based locally and we have the unique privilege to see it somewhat regularly. I am embarrassed to admit that I have seen it so many times that I didn't know how rare it actually is.



It was designed as an Army Primary Trainer, but only six of them were built. This airplane was used in the recent movie "Sully" to depict Captain Sullenberger's early flight training. You can easily recognize the Stearman Cloudboy in some really nice air-to-air footage during the movie.





Vintage Days Review

Not quite as rare, but equally exciting to see is another locally based airplane – 1940 Meyers OTW powered by a 165 hp Warner.



1951 Cessna O-1 Bird dog



1943 Taylorcraft L2-B



Beech AT-11



1938 Aeronca Chief



Vintage Days Review

Another bonus to this fly-in was the appearance of Don Swords. Don created the STC for modifying the Continental C-85 by installing a 0-200 crankshaft, increasing the output to 100 horsepower.



Don was our guest speaker when we hosted our convention in 2011 at Peachtree City, Falcon Field.

Peachstate and the Museum also host the Candler Field Museum Youth Aviation Program. This program invites students age 14-20 to take part in vintage aircraft maintenance and restoration.



Members are encouraged to attend the museum's 2 day Air Academy, participate in the EAA Young Eagle Program, or join the local Civil Air Patrol squadron. Students can also join the Candler Field flying club and learn to fly.

The youth program has brought a number of projects to completion including a Piper J-3 Cub and an Aeronca Champ.



All in all it was a great day to be at the fly-in. I hope next year we can muster a few more of our members in Georgia and the surrounding states.

Thanks again to George Gay for bringing his beautiful 120 out for a day in the sun.





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.underkansan.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

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