



International Cessna 120/140 Association

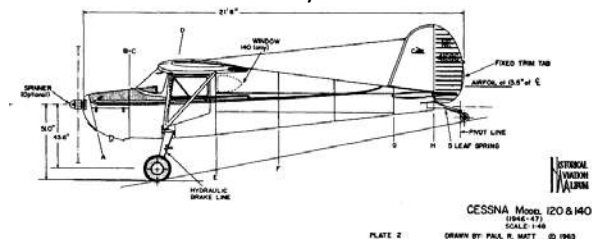
Issue 406 Spring 2018 Feb/Mar/Apr



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In this issue

Tech-Talk by Chris Leon



Crazy Aussie weight line



Convention 2018 Preview



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(270) 929-3776

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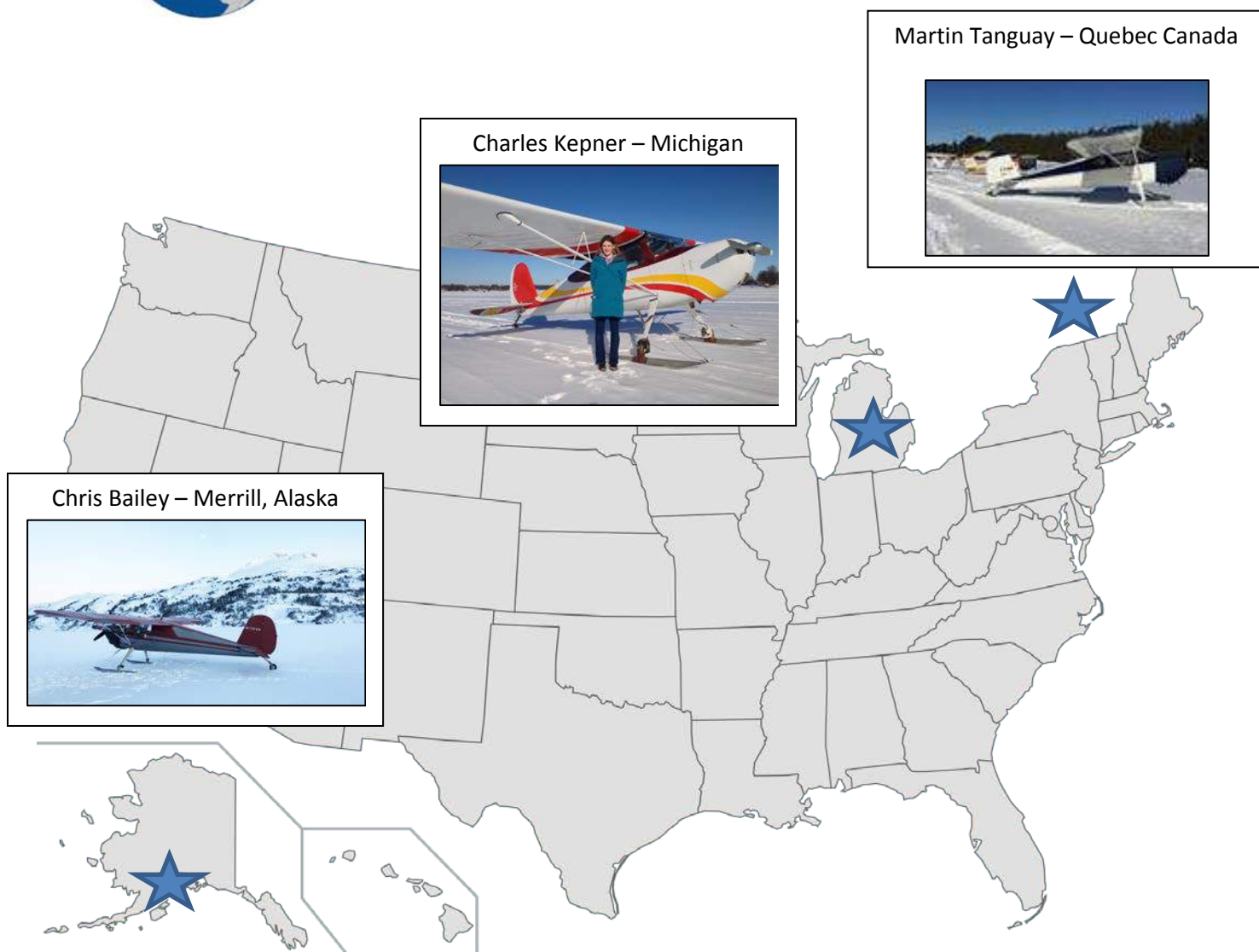
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Ad Size	PER ISSUE PRICE	
	Half-year (3 issues)	Full year (4 issues)
Full Page	\$200	\$180
Half Page	110	100
1/4 Page	70	56
1/6 Page	55	45
1/8 Page	45	35
1/10 Page	40	30



Winter Flying on Skis



I have wanted to do an article on winter flying on skis for some time now. I guess that desire comes from my own childhood experiences flying with my Dad, Allen in Minnesota in his Aeronca Chief, and then later with his 1946 Cessna 140 (2646N). I have been trying to convince my wife that I need to travel to Alaska, Canada, and the northern states in order to properly document this article, but she wasn't buying it.

Practicality won out, so I reached out to some of our State Reps for help, and they responded in spades. Not only did I receive some wonderful stories about their experiences, they also sent technical data regarding ski installation and cold weather operations for the Continental engines. While I cannot include all the material they sent in this first article, I have attempted to assemble stories from each of the three folks who responded. I hope it will spark some interest from our warm weather friends, as well as challenge others to share their experiences flying on snow. I think I see a couple of calendar shots in here as well ...**Christian Vehrs**



*Our first contributing author
Charles Kepner , Michigan.*

Flying with skis adds an entire dimension of destinations, skills, and risks to the hobby of flying. Flying down between the ice fishing shanties and sliding to a stop on the frozen lake, you get out and make fresh foot prints in the untouched snow. You stand there looking back at your plane with the undeniable feeling that somehow, for it to be this much fun, you must be doing something illegal.

I purchased a set of Federal 1500 skis from a friend who flies his J-3 on skis. He was using a lighter pair of ski because the j-3 has a lower gross weight. I have seen the Federal 1500s in a narrow and a wide 1500A version. I have the wider version. I would think the wider version would be better if very deep fluffy snow. I continually worried about the skis getting under the snow and tripping the plane, but I never experienced that or any other instability. The plane seemed to behave very well on the snow. My skis were covered on the bottom with polyethylene sheet to keep the snow from sticking. Certainly this was not on the skis when they were made, but it does seem to be a good idea. The skis can stick to the ground after coming to a stop on the snow.

Mounting the skis is not very difficult. A bracket is required on the airplane to attach the ski wires and bungies. There are two common types of brackets on the 120/140. The factory solution was a bracket

that bolts onto the gear box wedge bolts under the fairing where the gear leg enters the fuselage.

The bracket is available from one of the current ski manufactures. When I ordered a set, they did not seem to fit the curvature of the gear leg so I sent them back and made the other type. This is a trapezoidal plate that bolts onto the gear leg the same place the step is bolted.



A bushing may be needed to fit the axle into the ski.

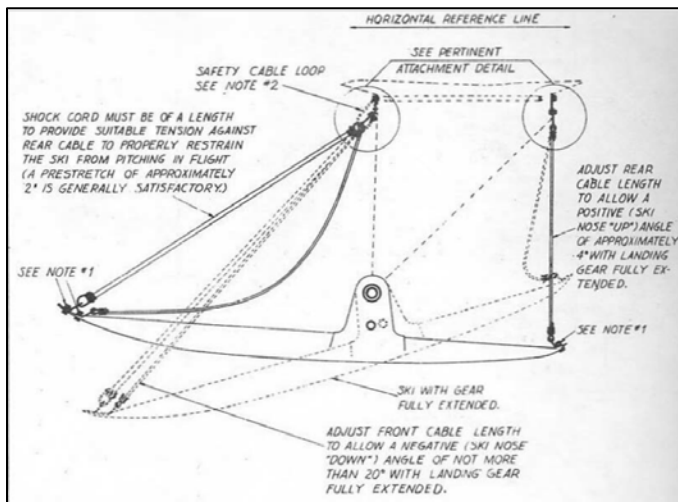


You will need washers to center the ski on the axel and a nut to hold them on.



Photo of washers provided by Martin Tanguay

After putting the ski on the axel, you need to make cables to limit the travel of the ski so they sit at the proper angle and a bungee / spring to hold the ski up during flight. The proper angles are detailed in the drawings from Federal.



The last thing you need to do is disable the brakes. Because the brake disk is not on the airplane, pressing on the brake pedal would eject the caliper piston. I fabricated an aluminum piece that mounted in the brake caliper in-between the pads that would prevent the piston from escaping. You could also remove the caliper and plug the brake line.

Tail skis can be fitted but are hard to locate and not all that necessary. Putting the wheel down in the snow without a ski makes for a useful braking mechanism that can become necessary now that you have disabled the main wheel brakes.



Photo provided by Martin Tanguay

The final step is to consult your mechanic about 337 forms and weight and balance updates. I filled a 337 on the initial fitting and wrote the weight and balance to reflect both conditions with and without skis. After the initial fitment, skis can be installed and removed by the pilot with a log book entry just like changing the oil.

Now that you have the skis on your plane you need to get it from the hanger to the snow. I made a set of dollies that fit into the other cross hole on the ski pedestal and would lift the aircraft up onto a set of wheels. I have also seen furniture dollies used to roll the plane out of the hanger. Or you can shovel snow onto the cement and into your hanger making a path out to the snow covered grass. None of these options are easy. Once you have the plane setting in the snow, start it up and taxi off. Remember that you have no brakes; fortunately the snow provides lots of friction. You will want to taxi with the tail wheel up and may not be able to get the plane moving with the tail down. Sometimes the Skis will stick to the snow. You can loosen them from outside the airplane by grabbing the wing strut at the wing and rocking the plane up and down until it breaks free, or from inside the cockpit you can lift the tail with the elevator and run the rudder back and forth to twist the skis free.

Taking off, flying, and landing are very much the same as when you are on wheels except for the non-uniformity of the environment. When you fly on and off snow, you are on unknown terrain. The first thing you may notice is that all you can see is white and it is difficult to see the bumps, drifts and other obstacles. I was once taxiing alongside of and past the end of a runway to turn around and taxied through a ditch that I could not see because the snow covered ground does not provide much contrast. Survey your takeoff and landing areas carefully. You will likely find there are several areas at most airports that are suitable for landing. Make sure once you land you can taxi on snow to where you need to go.

Some other tips for taxiing, left turns are easier than right turns and often take lots of power. If you do run out of room to turn around, you can get out, pick up the tail and turn the airplane the direction you need. When you have the tail of the airplane in your hand, you have a large enough lever to swing the tail and break the main landing gear loose if the skis are stuck in the snow.

There are articles on the internet that describe flying with skis that I would highly recommend reading. The more you know, the safer you will be.

Fit up your skis, wait for that beautiful sunny winter day and find some little lake or closed grass runway to land on and experience the freedom this fun hobby and great country provide.

<https://backcountrypilot.org/knowledge-base/pilots/ski-flying>



Before and after photos – looking good Charles ☺

Weight & Balance Amendment as of February 21, 2013.

Weight and balance with wheels and streamlines:

ITEM	WEIGHT	ARM	MOMENT
Aircraft	+913.07	13.40	12236.50

Useful Load = 536.93

EMPTY C.G. RANGE = 12.3 TO 14.7

Weight and balance with Federal 1500 ski

ITEM	WEIGHT	ARM	MOMENT
Aircraft	+913.07	13.40	12236.50
Without streamlines	-6.0	+2.0	-12.00
Without tire/wheel	-35.0	+2.0	-70.00
With Ski and cable	+36.0	-1.0	-36.00
With Ski bracket	+5.0	+3.0	+15.00

New Empty Weight	908.57		12122.00
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Useful Load = 541.43

New EWCG = 13.34

EMPTY C.G. RANGE = 12.3 TO 14.7



Our second contributing author –Martin Tanguary – Quebec, Canada

Martin says...In the attached pictures you will see FJAR in his non-heated hangar, then you see JAR being heated up with a homemade copy of a Northern Companion heater (made with ventilation pipe and camping MSR stove). We put the 4inches flexible aluminum tube right on the oil sump and will leave it like that for a good 45minutes. The oil will become liquid and the engine compartment gets hot.

This is a must to protect the engine and assure an easy start. If you would try to start the engine without heating it up, you would have a hard time. When you flip the propeller and you cannot even hear the impulse coupler click/snap, good chance the engine won't start.



For those who have the chance to have electricity at the hangar or like us have a generator, I put a 1500W heater inside the plane at the pilots feet to raise the temperature behind the panel. Your gyro instruments will thank you for that as it will be easier for them to spin up.



Then you put your snowshoes on and start damping the snow in front of the hangar if you want to be able to get out of the hangar up to the end of the winter ;-)
You see my friend and AME Paul doing that snowshoe fitness activity LOL and his beautiful fully restored (paint, engine, etc) C140A in the background.



Attached some pictures my friends coming back, after going for fries and hotdogs on the frozen river where there is multiple small cabins doing ice fishing.



I have also attached a picture for the biggest if not the only organized fly-in in our region. It is hosted on the Ottawa River near Ottawa, Ontario. They are famous for MO's chili. This is located about 1.5hrs flight from where I am.

Aside from that fly-in, among friends, we do on weekends, when the temperature is on our side, go fly to remote locations where we land on frozen lakes. Quite often we select where there is snowmobile relays, where we can have lunch. Sometimes, we end up being 10-12 airplanes, since there is places more popular than others, and where we know that the lakes are good.

Biggest enemy is the slush on the lakes (fuzzy, mushy water-ice that hides under the snow on the lake). You don't see it until you sink your skis in it. :-)





Our third contributing author – Chris Bailey, Merrill Alaska

I've got 300 hours on this C120 over the past year and half since I got my license. Just started ski flying the beginning of January and have put in 30 hours the past month. I'm based out of the Merrill ski strip just outside of Anchorage, and get around much of South-central part of the state (the Alaska Range, Chugach, Talkeetnas, and Copper River basin including the Wrangells) where all the deep powder is!

I have many friends with remote cabins throughout South-central and enjoy hopping between them and experiencing the different conditions that each provide—lakes, rivers, homemade strips, etc. I also just made my first glacier landing at 4,000 msl on the Triumvirate glacier in the Tordillo range today! It was windswept from our last week's major wind event unfortunately and not as enjoyable as the huge Beluga Lake at the toe. Still put a smile on me and the co-pilot!

Mostly, I enjoy using the plane to access adventures with friends. Last weekend I flew a buddy out to Nellie Juan Lake, a stone's throw from Seward, and we put the engine cover on the 120 and broke out the cross country skis and trekked the Kenai Mountains for hours...that is the third pic I sent you with the moon rise.

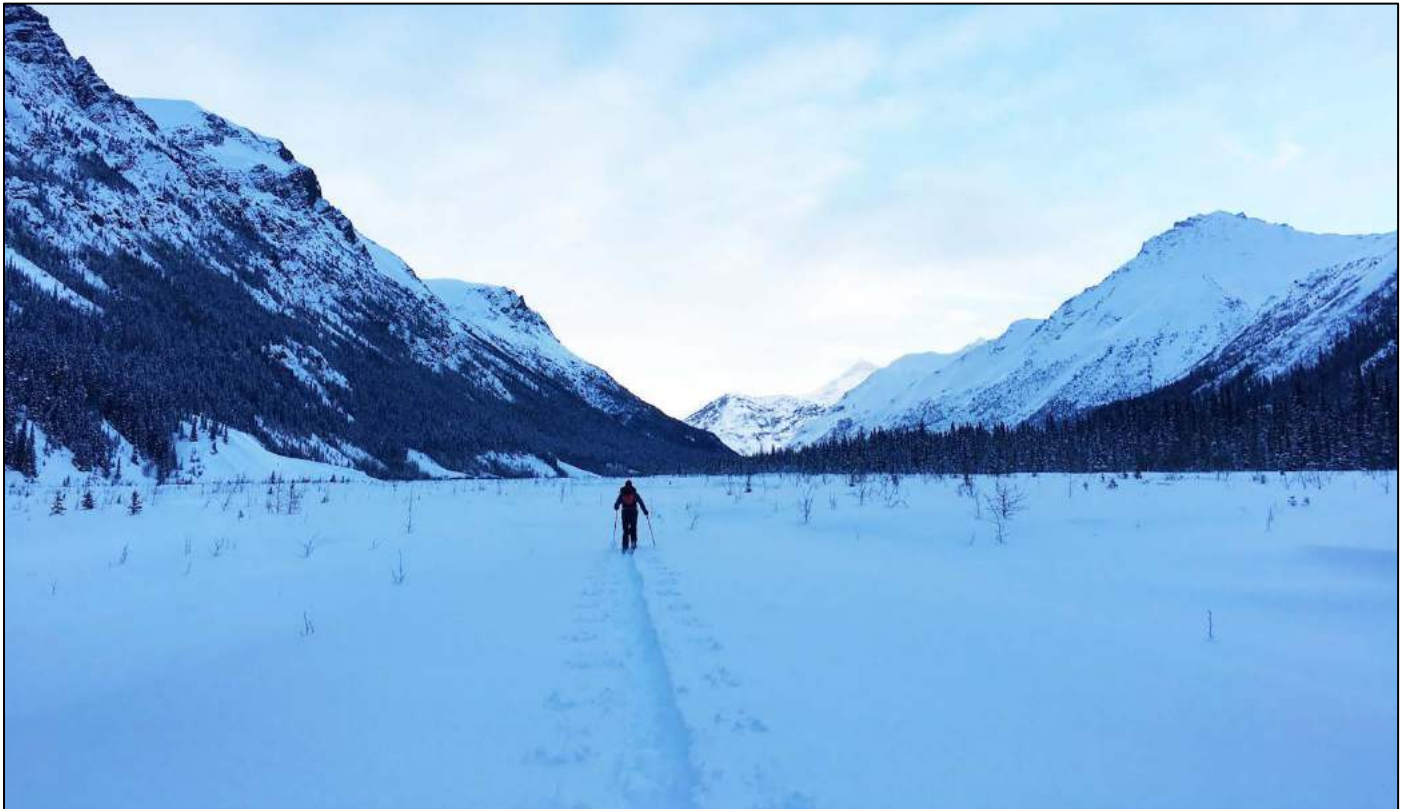


The ice climbing trip in the Chitistone Valley of Wrangell-St Elias Park went great this past weekend. We were so thankful it had warmed up a bit from the recent -25 to -40 degree temps, although we did have to sneak in and then back out again between snow storms 😊 The trip included a couple of days of climbing thousands of feet of blue ice (frozen waterfalls).



There is a state public use cabin and airstrip in the vicinity called “Glacier Creek.” It is a 1,400 foot long runway at about 2400’MSL, and at this time of year, covered with waist deep powder.

The trip begins with a two mile cross country ski across the river basin towards the base of the mountains.





Then the fun begins – up a series of frozen waterfalls to the summit.

It sure was a piece of cake getting an over-gross Cessna 120 in, but definitely not out. With only 1,400 feet and all that snow, along with two people, skies, ice climbing gear, ropes, engine heater and cowling covers, warm clothes and food, it was time for an alternative. I made a few dry runs on the runway to pack it down as much as possible, then hauled a couple loads of gear out to another strip about 10 minutes away called May Creek.



May Creek receives a mail plane once a week and has 2,400 feet to work with, so it is much more forgiving. After a night at May Creek, we loaded everything together and left to spend a night at a friend's remote cabin.



The 120 has an electric heater on the cylinders and oil tank, so I just have to carry a small generator.
The powder is often so deep that my friend has to use his snowmobile to pack down a runway.

I flew over a pack of 20 grey wolves on a remote lake the other day! I was at 3,000 and had just departed my friend's lake. Turned down a narrow valley and spotted ants all over a smaller lake below...I could only think that caribou or wolves would be in such a large group, and this wasn't an area for caribou...I spun down to feet off the ground...these things were running from everywhere and getting into a single file line to make it for the tree line...I buzz over the top and sure enough, grey wolves. I have never seen them in a single file line before, but also never seen more the 2 together!

My friend who owns the cabin sure was bummed that he didn't make it out that weekend, being that he is a trapper. But ironically, his buddy did find 2 wolves in his own trap this past weekend ;)



Alaska is an amazing playground...the Cessna 120 in proper form is a great machine for getting around. Despite the amount of Cessna 180/185s that dominate Alaskan aviation, the mighty 120 is ALWAYS gawked over by those fancy pilots...and especially due to the fuel burn :)





Photo courtesy of John Kliewer

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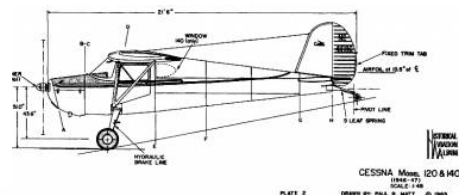


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Tech Talk

by Chris Leon - Queensland, Australia



I recently saw an article in EAA's Sport Aviation magazine suggesting that weight was very important to control in light aircraft and suggesting that it was reasonable to spend up to \$US100 to save one pound of weight.

I had just purchased a Cessna 140 VH-COO, which needed to undergo a full Cessna SID's inspection and a 15-year control cable replacement (see cover story in the Spring 2017 newsletter). I had just sold my 180HP Super Cub and was rather wide eyed at the difference in performance the little Cessna 140 delivered on 85HP. Whilst delighted with the efficiency of the airframe, I was wanting to put a little more distance between myself and the trees at the end of the runway after takeoff!

I set about weighing the aircraft and found that despite its official empty weight of 455.24kg the aircraft actually weighed 476.2kg empty. A full fuel load of 68kg and an All Up Weight of 659kg meant that it was really a single seater.

I decided to reduce the weight during the rebuild, essentially using new technology and stripping the aircraft back to a very basic configuration. I split the weight reduction program into projects, calculated the weight saving and the cost of each item. These costs only included the purchase of each item, no installation. The logic for this was that I was doing an extensive amount of work on the aircraft and the incremental cost to install the items would be low (yes, I know, a wild assumption ... please work with me!).

The cost in US\$ was converted to "little Aussie \$" and an allowance was made for the cost of importation. The \$US100 per pound suggestion became the "\$AU348 per kg Empty Weight Crazy Line" based on the fact that you're crazy investing in pure weight saving below this line!

Illustration 1 includes the full weight reduction program showing weights and costs. Whilst some of these things represent a path well worn by others and are a "no brainer" (lightweight starter, alternator, etc), some projects deserve to be highlighted.

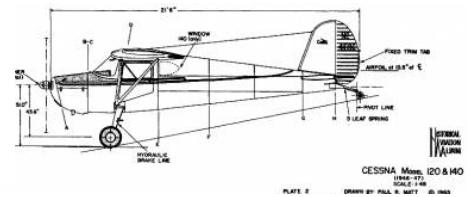
The Empty Weight Crazy Line

Project No	Description	Est Weight Saved kg	Cost of Item AU\$
1	Replace Vacuum System, DG, AH, T/B with a Dynon D1 clipin EFIS	3.9	\$ 1,000
2	Install Lightweight B&C Starter	2.4	\$ 970
3	Install lightweight Plane Power Alternator	3	\$ 1,172
4	Replace ADF with mini iPad and Avplan Software	4.2	\$ 657
5	Remove unused VOR antenna	1.3	\$ -
6	Remove Wheel Pants	6	\$ 80
7	Replace Rotating Beacon with LED Unit	0.5	\$ 785
8	Replace Strobes and incandescent lights (including landing light) with LED's	4.2	\$ 1,040
9	Remove Heater	1.5	\$ -
10	Replace interior with Airtex	2.5	\$ 3,612
11	Replace McCauley metal prop with Sensenich Wooden prop	4.6	\$ 3,677
12	Replace battery with lightweight unit on firewall.	7.2	\$ 1,010
13	Replace Scott 3200 tailwheel with original Scott 2000.	1	\$ 500
Totals:		42.3	\$ 14,503

AU\$348 per kg Empty Weight Crazy Line

Tech Talk

by Chris Leon - Queensland, Australia

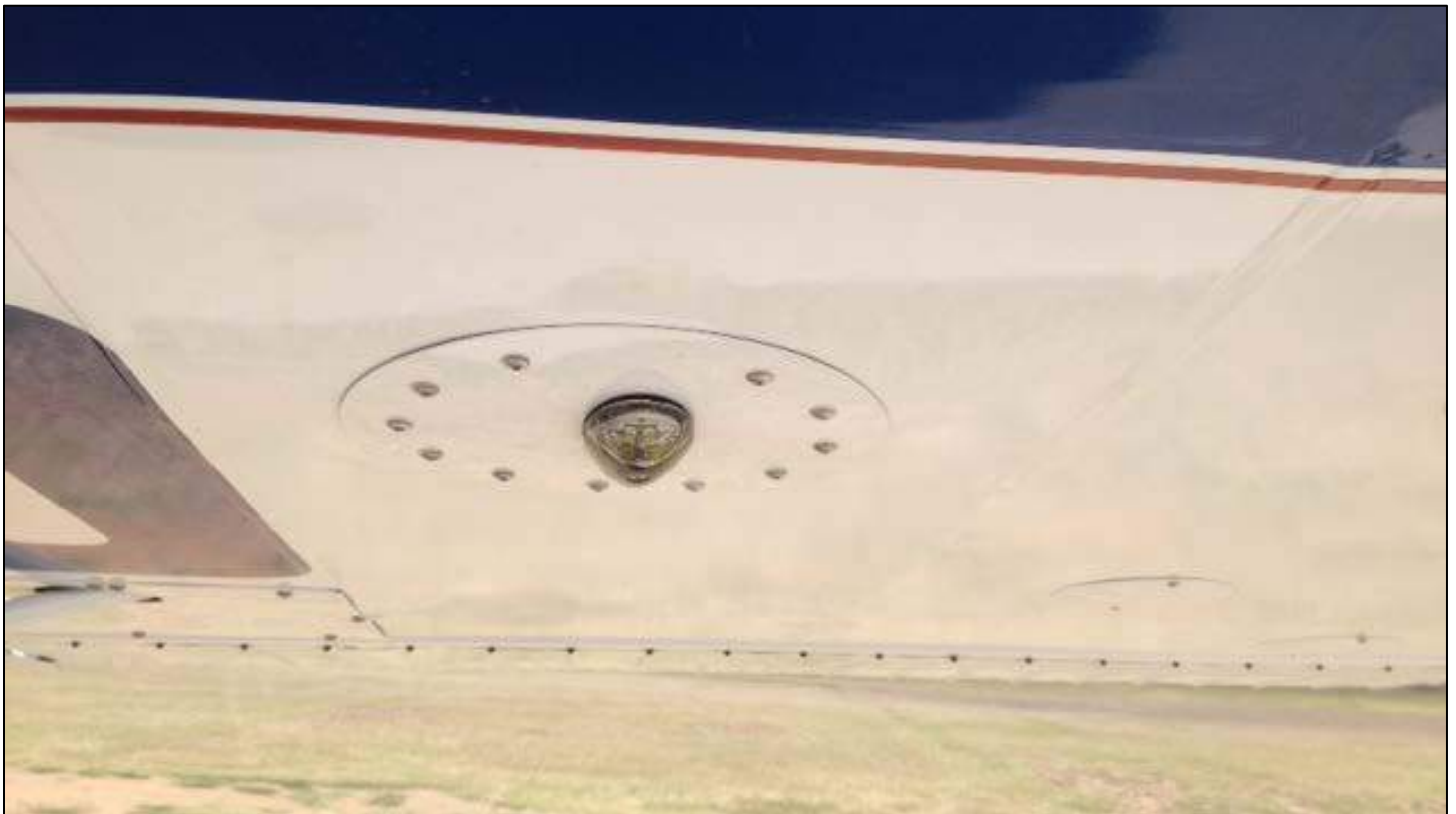


My initial response to the suggestion that I might consider installing an EFIS in my classic was met with derision. However, the Dynon clip-in EFIS is a great weight saving and can be removed very easily to restore the classic look. It also saves a lot of regular gyro maintenance.

Likewise the iPad Mini with Electronic Flight Bag software such as Avplan significantly enhances capability and can be easily removed to restore the classic look. In addition to the cigarette lighter I have fitted a couple of USB outlets to power the modern “techno-gadgets”.

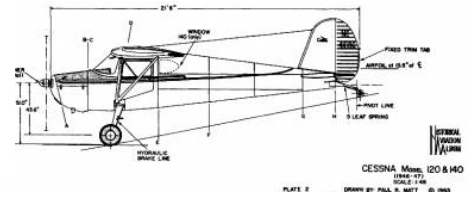
I employed the Atlee Dodge lightweight battery STC and installed the battery on the firewall. This enhanced weight saving by removing lots of very old heavy cabling. Part of this electrical power strategy was the conversion to all LED lighting to lower the power demand.

Whilst the removal of the nav lights have little effect on the classic look of the aircraft, removing the motor driven Grimes light gave me a few guilt pangs in defacing a “classic”. As a compromise I’ve retained the Grimes in my hangar just in case (although may I suggest you keep an eye out on eBay as I suggest it will appear for sale in due course).



Removing the Grimes Landing Light and installing the LED replacement saves weight, increases reliability, reduces power demand, and avoids the work involved with the leading edge landing light modification.

Tech Talk by Chris Leon - Queensland, Australia

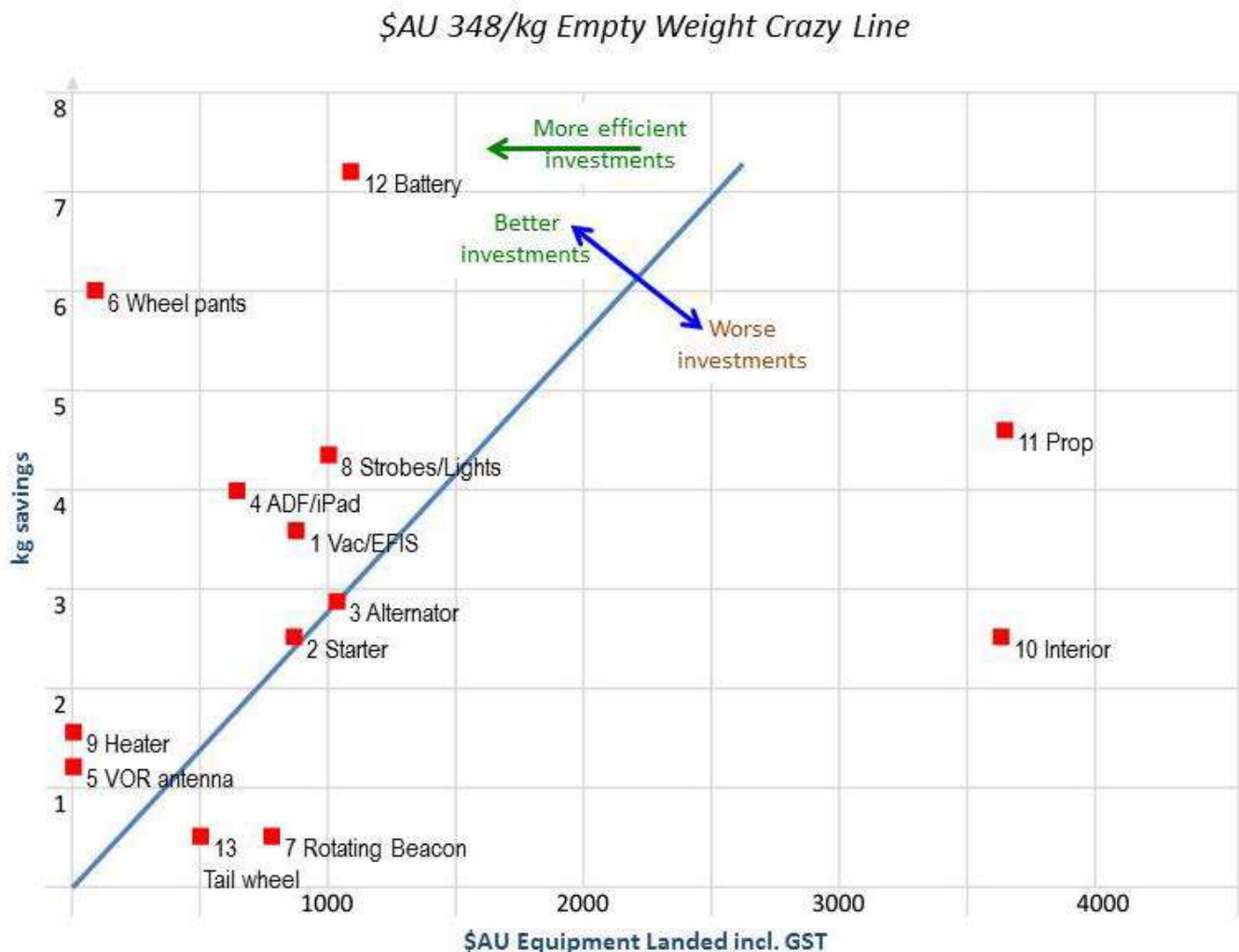


I live in the beautiful state of Queensland in Australia and really can't justify carrying around the extra weight of a heater, much less justify the annual cost of pulling the heat muff off to ensure I'm not going to do myself and/or my passenger any ill with CO fumes. Whilst this was an easy decision for me, I've lived in Colorado and understand why any number of people will regard this weight reduction as totally inappropriate and let's face it, from that side of the globe, downright crazy.

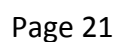
Both the new interior and the wooden prop were done for reasons other than weight reduction. The former being necessary following the SID's inspection and the latter being necessary to improve climb performance.

Illustration 2 graphs the \$AU348 per kg Empty Weight Crazy Line and the projects listed in illustration 1. The graph shows that it is unwise to invest in replacing the tail wheel and the rotating beacon. Whilst it's also unwise to invest in the new interior and propeller, these are justified on other grounds as outlined earlier.

Conversely, the most desirable things to do are to remove things that don't need replacement, ie: wheel pants, unused antennae and in my case the heater. New technology provided the rump of the good ideas - EFIS, iPad, alternator, starter, lightweight battery and LED's.



Tech Talk by Chris Leon - Queensland, Australia



AU\$348 per kg Empty Weight Crazy Line

Tech Talk

by Chris Leon - Queensland, Australia

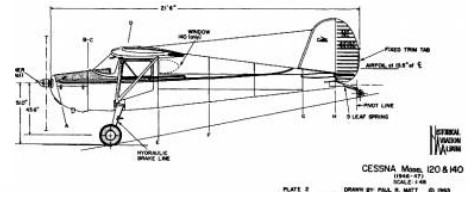


Photo that captures the instrument panel showing the use of the new technologies.



The aircraft is now flying and performs much better than it did before the rebuild, particularly in the climb. I can now take passengers with me although I continue to take careful account of the weight, balance and takeoff distances.

A final reflection is regarding the cost, it would be remiss of me not to redress this matter. You will notice that the equipment (ex installation) for the project's cost a total of AU\$14,503. This compares favorably with what I paid for the aircraft in the first place ... AU\$15,000!



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2018 Convention Update

September 25th – 30th

Dyersburg, Tennessee (KDYR)



Primary Convention Hotel

Sleep Inn and Suites (corporate rate \$89)
824 Reelfoot Drive, Dyersburg, TN, 38024
Phone: (731) 287-0248

Secondary Convention Hotel

Holiday Inn Express (corporate rate \$99)
822 Reelfoot Dr, Dyersburg, TN 38024
Phone: (731) 286-1021





Tuesday Sept. 25th Arrival
 Wednesday - fly out event & dinner
 Thursday - fly out event & dinner
 Friday - fly out event & dinner
 Saturday - airport events
 Sunday Sept. 30th – departure



Fly-out to Reelfoot Lake State Park



Fly-out to Veteran's museum. Dyersburg Army Air Base was the largest combat aircrew training school built during the early years of WWII.



Fly-out to Discovery Park of America



Upcoming Events...

Vintage Days June 2nd 2018 **Alexander Memorial Airport (GA2)**

Our name has changed, but the times (vintage) are still the same!

Our Georgia State Representative invites everyone to join the fun for the Vintage Days celebration at our home airport. Alexander Memorial (GA2) is the home of Candler Field Museum, Barnstormer's Workshop and Barnstormer's Grill. What could be better than that? Each year proves to be a great time to see a wide range of vintage vehicles, as well as visit our friends from around Georgia, Florida, Alabama, Tennessee and the Carolinas.

See you there! Christian Vehrs



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COST:

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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"

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4th Nostalgic Air-Picnic

Hi y'all,

You may remember the 2014 Cessna 120/140 Fly-In we had in cooperation with the Segelflugggruppe Wershofen (Wershofen glider club) in Germany. What we have seen in 2016 was that the Wershofen Fly-In has got a good reputation among C-120/140 pilots so the flight line has got much longer than before.

The Wershofen Glider Club invited me to have another Cessna 120/140 Fly-In this year at the same location in cooperation with them. This has been growing so it will be a European Cessna 120/140 Fly-In.

The Fly-In will take place on the first **September weekend (09-01/02-'18)**. Wershofen is a glider site (with plenty of runway, though), but access is restricted. This requires anyone who wants to fly to the Wershofen Fly-In to **register** so the Wershofen Glider Club can get an official permit to land for visiting aircraft.

The link is: <https://www.flugtag-wershofen.de/flieger-picknick/anmeldung/>

Wolfgang D. Schuele wedees@gmx.net



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
croninwj@gmail.com

Connecticut

Doug Halley
dhhlmh@sbcglobal.net

Michael & Louise Silvester
Mj3v35@aol.com

Delaware

Florida
Mike Smith
mspcfl@comcast.net

Wolfgang Schuele
wedees@gmx.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
Lebjr.1@hotmail.com

Justin Pallas

Cessna120@pallasdesignstudio.com

Iowa

Vince & Denise Jackovich
vbjfly@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

North Carolina

Mac Forbes
wefly140@aol.com

North Dakota

Mike Paulson
mpaulson@fargojet.com

Ohio

Terri & Bob Hull
xjpilot@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

Texas (cont.)

Bob Parks
captbp@gmail.com

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

Max Platts

mtplatts@gmail.com
txplatts@lcmail.lcsc.edu

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