



International Cessna 120/140 Association

Issue 407 Summer 2018 May/June/July

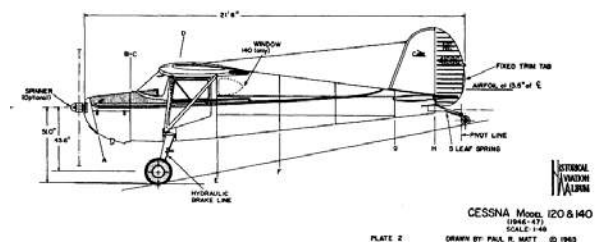


Bill and Mary Ann Suter flying 9,530 miles, landing in 48 states in 41 days

(story page 4)

In this issue

Tech-Talk by Dave Owen



Scott Ross gets new C-90 engine



Convention 2018 Preview



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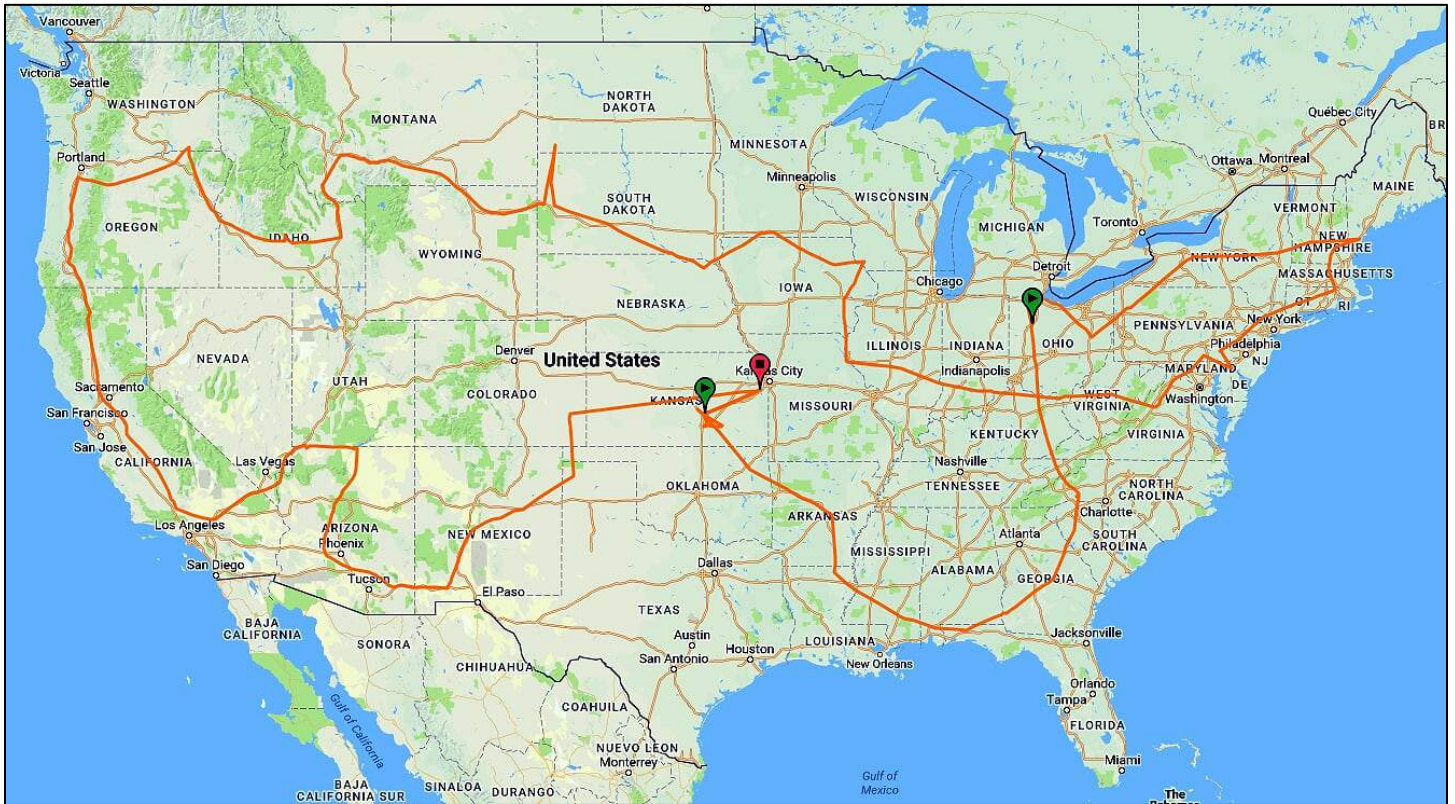
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1/6 Page	55	45
1/8 Page	45	35
1/10 Page	40	30

Landing in the Lower Forty-Eight...Bill and Mary Ann Suter

"There are those who have, and those who will", was a phrase I heard twice the week I bought my 1947 Cessna 140, ten years ago. I wanted to become a pilot in my own plane. The implication was that everybody who flies a taildragger is going to ground loop it. I just decided to make the best of it. A year later I had a private license with a tailwheel endorsement, just before my Medicare card arrived. It seemed that having a "hanger queen" would not be good for either the plane or me, so I decided N1916V and I should share a lot of air time. This is how I got to our "Big Trip".



Starting and finishing line - Bluffton, Ohio (5G7)

My wife (a quilter) likes to fly, but only cross country. She also finished treatments for breast cancer recently, and we felt like we could use a big trip. In 2012 we flew across the United States from Ohio to the coasts of California and South Carolina, after attending the Tulsa 120/140 Convention. We enjoyed the journey. Our solution this time was to try for an adventure that landed in each of the lower forty-eight states and get a quilt block signed in each state. We decided to depart Ohio in late August, when the air was cooling and winds were dying.



My wife would collect quilt blocks and I would collect air time. I spent a year planning a route using ForeFlight and FlyQ efb software. Getting the 85 hp Cessna at gross weight through the mountains was my greatest concern. After reading volumes about mountain flying, I decided to follow some simple, personal guidelines. We would try to fly early each day, favor long runways, and land every couple hours. These personal limits served us well.

Our smart phone cameras satisfied most of our needs. I found that they focused through plexiglass better than a “dedicated camera” I owned. They were always handy, they took decent still pictures, but most of all they were light, even with their

designated charger. In flight we charged off a USB cord plugged into our cigarette lighter receptacle.

Well before the trip I had a CFI fly with me under the hood, since I am a VFR pilot in a VFR airplane. ForeFlight with Synthetic Vision was part of the plan if we fell into the clutch of IMC. Our old airplane had Stratus ADS-B in/out, and a backup Garmin GPS on a suction mount.



For about one hour we found ourselves in thick smoke over southern Oregon. My wife watched the Garmin “terrain” screen, and I stayed focused on the Synthetic Vision, as we stayed high but still between mountains. Just as the Interstate 5 began to disappear below, our luck changed and the highway came back into clear view, and the IMC situation was averted.



Synthetic Vision was reassuring when the smoke got thick over southern Oregon.

We carried a SPOT personal locator beacon, set to upload our position to a satellite every ten minutes. These “tracks” documented our path and distances, while also supplying a panic button for calling out the troops. I asked friends to watch my track via email, so we were always “locatable”.



Biddeford, Maine

Weight and balance for our trip required less than 45 pounds of luggage, since we usually took off with full tanks. My wife, flight bag, and I each got fifteen pounds of luggage, which included one quart of oil behind the seat and two tablet computers. Our clothes were all light and could be layered. I took three plain nine-foot ropes for tying down. If anything felt heavy, it stayed behind. Even so, we still hit our maximum weight limit of 1,450 pounds.



Southern Utah

Flying at gross weight allowed us to stay safely in the air but it gave new meaning to the word “slow”. I expected it to be a low performance exercise for our old Cessna, but it started to feel like a board being dragged over a mattress. Each day I thought the weather service checked our route and arranged for headwinds, even as we flew east. We expected the trip to be low and slow, did not know how slow. Ignoring headwinds, we were thankful for the rather decent weather. We tried to embrace the extra air time from headwinds, but we never achieved that goal.

Just getting to the next airport was always the goal for each day. We always tried to not think of this as one “Big Trip”, but rather a bunch of short trips.

The key to our good fortune in completing our trip was to be “the locals”. At most every airport we met a “friend we didn’t know”. It seems aviators are a special fraternity of women and men who generally strive to be helpful to “fliers in need”.



Courtesy cars were at the top of the “helpful things” list. One local pilot in Gardner, Kansas drove us for an hour to get AV-gas in cans, followed by a trip for fast food. This was a typical event. Many things could be mentioned but I think we found a smiling person at every stop, especially when my wife brought out a quilt block for a signature. I suspect our request was a first at most airports. The friendliness made each stop special.

Planning our route was done with several objectives, seeing friends, attending the International Cessna 120/140 Association Convention in Kansas at KEWK, and landing in each state without lots of extra miles.



N1916V - Cessna Field (Kansas Convention)



N1916V - Breakfast fly-out to Brett and Tori's hangar (Kansas Convention)

For months I spent spare time with removable tape on a large USA map, a black marker, and my iPad-mini. I read cross-country magazine articles. Using a spread sheet, I entered a line of potential waypoints and times for each leg of the trip. The spreadsheet also kept track of the states “bagged” each day. Each night before flying a leg, a couple hours were spent making a kneeboard with notes, and checking against the master spreadsheet to see no state was missed. The “master plan” was rarely followed exactly, as local recommendations were usually taken as the gold standard. Having days off with friends were helpful and important for me. With friends, we used secure networks and did laundry.

Two of our three lost weather days were spent with friends. It seemed that flying late August to October was a good choice, or maybe we were just lucky. The last gasps of Hurricane Harvey gave us the one “hotel weather day” spent in a Madison, Indiana.

Flying through the high country of the west, we did pay careful attention to major highways for some security, but mostly to find the best mountain passes. Close to Bozeman, Montana we picked up Interstate 90, then followed Route 15 south before turning west again at Idaho Falls, Idaho. This route was not in the original plan, but was done on the advice of a Bozeman pilot who understood our master plan. Conventional wisdom from a local Oregon pilot put us on the Interstate 5 corridor through California to Victorville, CA where we turned east.

Flying about 3,000 feet AGL was most common, which translates to over 8,000 feet above sea level in most western states. Our highest airport landing was KSUN in Idaho, at 5,319 feet because it was at our approximate four-hour daily limit. It fit snugly into the historic Sun Valley.



The control tower asked that we stay wide of the runway as much as possible when we flew the canyon inbound. The descent from down-wind seemed more like a hairpin than the usual “base to final” turns, although it was as routine as any sea-level landing. If the runway was long enough, every landing was the same as sea-level, although I understood a “back-country” landing on short runways was ill-advised.



On the ground at Sun Valley



Mt. Hood Oregon



Ivanpah Solar Farm – Mojave Dessert California



Mount Shasta - California

There was a bad time that developed in the Midwest. Our plane started gulping oil at one quart every two hours. We were disheartened and we decided to give up on our goal. I phoned my brother (a pilot) that I would leave N1916V with a good A&P and fly home by commercial airlines, returning later to retrieve our plane after repairs. Reading AOPA Airport comments I found Arlin's Flight Service was close and highly regarded. We added another quart of oil at Livingston, Montana and flew it to Arlin's at Bozeman, Montana. Reflecting on our plight, this was a lucky break.



Arlin himself, left his desk, did a ring replacement on the #2 piston and had us back in the air on the same day! He also encouraged us not to give up and suggested a route to Walla Walla, Washington.

We had a similar experience, although simpler problem at Winner, South Dakota, where a couple of A&P's (the Howard's) had us flying after about 30 minutes of "finding the loose wire". Our mechanical problems were solved by "people solutions". Were it not for help from strangers, this adventure could have been as rough as a buggy on washboard, but it wasn't.



South Dakota

For us, N1916V proved that a seventy-year-old airplane can provide a lot of fun. Part of the fun for us was finding a way to make our little airplane take us over this wonderful country. Even with a stuck piston ring, it never missed or ran rough. It just wanted more oil to stay happy.



The last quilt square signature - Greenville, TN

Along the way, someone asked my wife "Do you like flying like this or do you just tolerate it"? She explained that when we are in smooth air over new country she enjoys it. When the air is rough or the scenery is the same she just tolerates it.

If they had asked me, I think my answer might have been the same. For me a vacation is about moving through known "territory", but an adventure is about moving through the unknown.

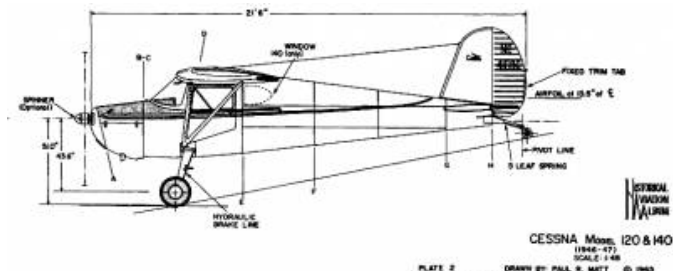


Bill and Mary Ann – almost home



This was an adventure with many "highs", a few "lows", but no regrets. Memories are forever, our quilt is special, and N1916V appreciated.

Tech Talk by Dave Owen



Introduction by Victor Grahn

For this month's Technical article we're presenting a member submission from David Owen, a longtime member from Georgia with his repair for worn flap parts on your Cessna 140.

In this article David addresses what is an obvious wear point in the flap mechanism. When you put steel and aluminum together and let them rub on each other, the aluminum will generally give way, long before the steel will, and this case is no exception.

Increasingly we are attempting to keep older aircraft airworthy and that can mean "creative" fixes for the various airframe parts that can be either difficult to find, expensive or perhaps just time consuming to replace. With this article you can get an idea on how to repair a high use/wear item on your 140.

As with any article or submission of a technical nature presented in our Association Newsletter, be certain to discuss what you want to do first with your A&P or IA before you begin work. As you can well imagine the person signing off the work needs to be comfortable with what is going to be accomplished.

Cessna 140 Flap Spring and Bell Crank Repair

This article is to describe how to repair the damaged flap springs and the mounting holes in the bell crank and bulkhead. The problem is that over time the two flap springs elongate the mounting holes in the airframe bulk head and the flap bell crank. Since both the bell crank and the springs are made of steel, the bell crank cuts into the springs. The repair consists of installing cable shackles in the elongated holes and forming a new hook on the end of the springs. The following photos and illustration details the process.

Parts that are needed:

Four cable shackles AN115-8

Four AN3-7 (10-32) bolts

Four AN960-10 flat washers

Four AN365-1032A lock nuts

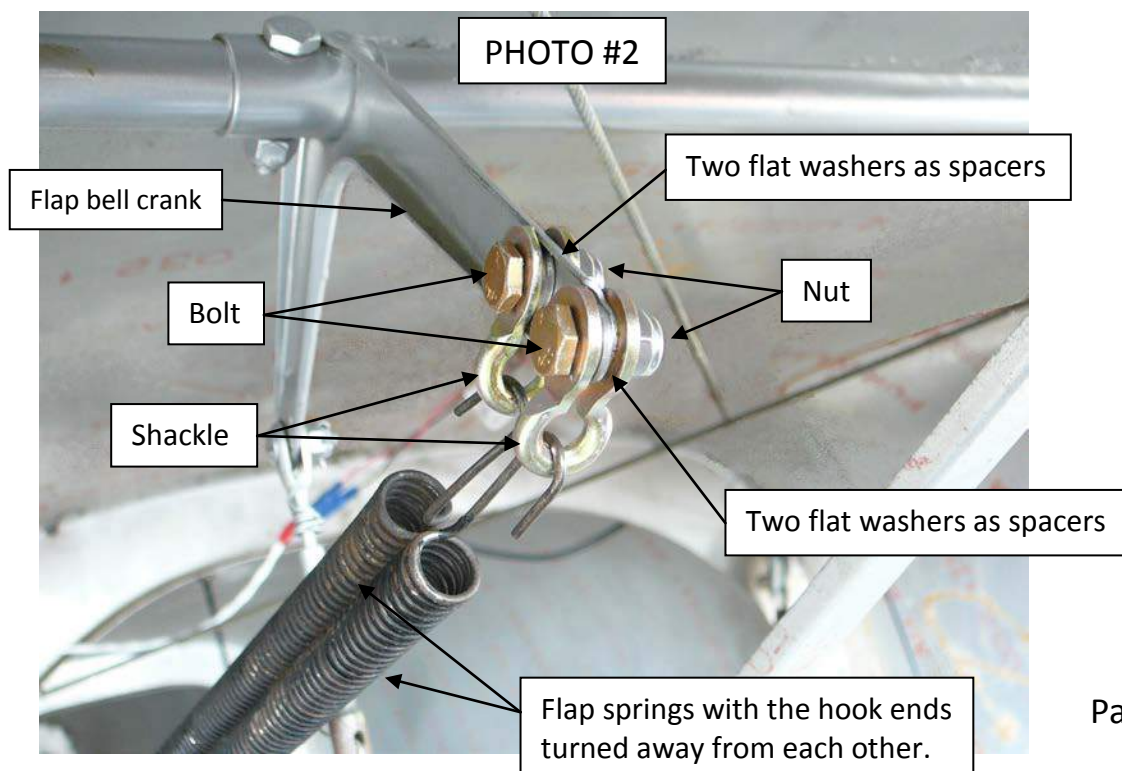
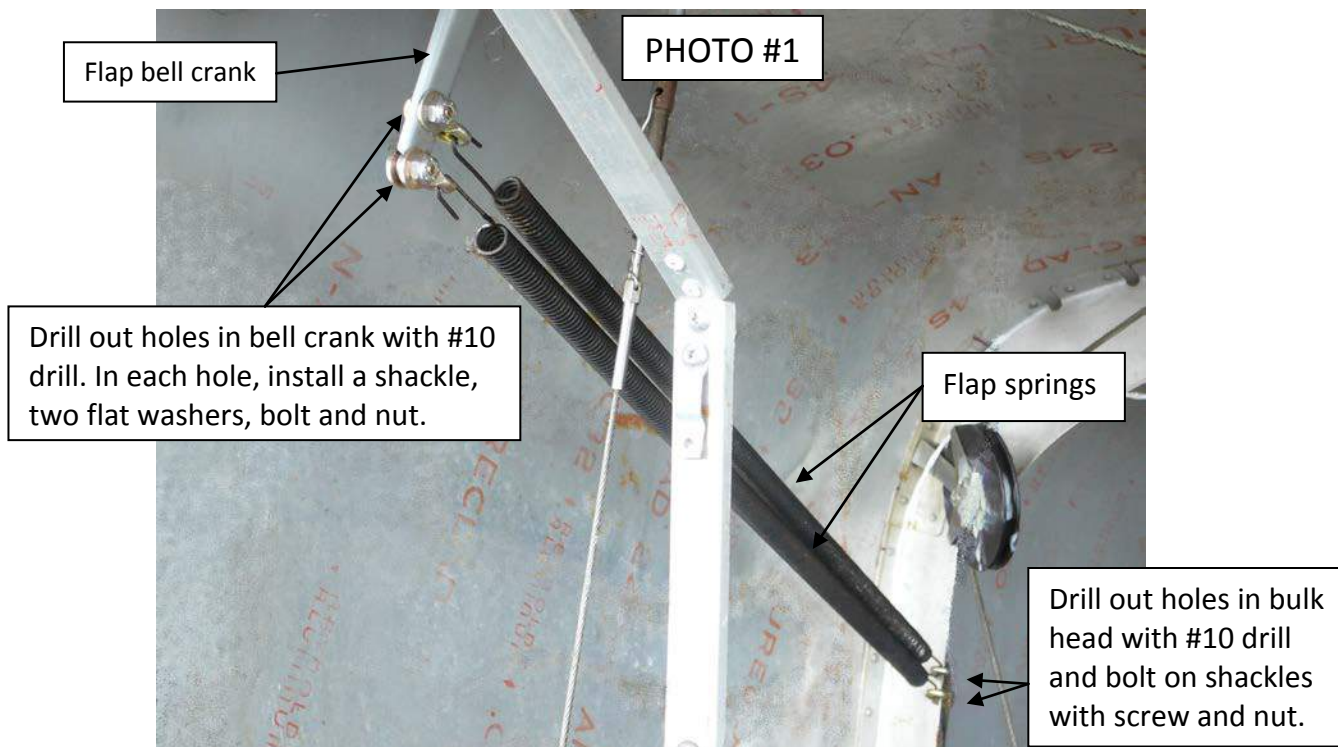
You will have to either slide under the head liner or unhook the back portion to gain access to the work area. Hold the bell crank while you remove the flap springs. While holding the bell crank, extend the flaps slowly while pulling the flap handle. This will keep tension on the flap cables and prevent them from jumping off the pulleys.

After removing the flap springs, drill out holes in bulk head with #10 drill and bolt on shackles with screw and nut (see photo 1).

Second drill out holes in bell crank with #10 drill. To keep from bending the bell crank, support it with a block of wood. In each hole, install a shackle, two flat washers, bolt and nut. Because the bell crank is shaped like a channel, the washers are used as spacers to keep the shackle from crushing the crank. Note the ears on the two shackles must be spread apart in order to fit around the bell crank (see photo 1 & 2).

Next repair the flap springs as shown in the illustration (see page 3).

Finally, clean and spray the springs with silicon. Then hook the repaired springs in the cable shackles with the hook ends turned away from each other (see photos).



CESSNA 140 FLAP SPRING REPAIR

ORIGINAL CESSNA 140 FLAP SPRING 2 REQUIRED



DAMAGE CAUSED BY SPRING RUBBING AGAINST
FLAP BELL CRANK (SEE DETAIL "A")



BREAK OFF THIS PART OF SPRING

DETAIL A
SCALE 2:1

CENTER OF NEW HOOK

CAREFULLY BEND NEW HOOK (SEE INSTRUCTIONS BELOW)



DEBURR AND FLATTEN END OF WIRE WITH PLIERS OR VISE
(DO NOT SCAR THE WIRE)

REPAIRED FLAP SPRINGS ARE 7/8" SHORTER THAN ORIGINAL LENGTH



NEW HOOK IS THE SAME RADIUS AS THE OTHER END

CAREFULLY BEND NEW HOOK WITH NEEDLE NOSE PLIERS WRAPPED WITH TAPE.
TAKE YOUR TIME AND DO NOT KINK THE WIRE!
THE WIRE IS HARD TO BEND SO YOU HAVE TO BEND IT A LITTLE AT A TIME. KEEP
WORKING THE PLIERS AROUND THE BEND UNTIL YOU GET THE CORRECT DIAMETER.

TITLE: CESSNA 140 FLAP SPRING REPAIR

DRAWN: D.C.O. DATE: 08-27-13 SCALE: 1:1

SHEET 1 OF 1

C1401-SPRING-01



Photo courtesy of John Kliewer

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Scott Ross Gets a New Engine

Back in the Spring of 2017, we dropped a valve on the C-85 in 3128N. After replacing the dead cylinder on the ramp at Walgreen Muni in Dixon, IL we flew her home.



See feature article in the Summer 2017 issue



Changing the cylinder on the ramp – 2017

Once back in the hangar the oil and filter were changed, the sump flushed with solvent and everything buttoned back up. Then, another hour in the air and another oil/filter change. After about 15 hours I started to believe the old -85 might be OK and spent the summer hopping rides.



The engine ran fine, a few fine metal fragments showing up during oil changes, fewer each time, consistent with the break in of the rebuilt cylinder with the only issue being a steady diet of oil.

The rebuilt cylinder was channel chrome and sadly, you get what you get with chrome. Oil consumption wasn't excessive, it's just when you're used to adding half a quart in 25 hours and now it's 2 or so... it tends to focus your attention.

The -85 had around 1400 hours on the tach time, and I'd been thinking about a Don's Dream Machine conversion for some time. If you went to the Atlanta convention a few years back, you may recall Don coming up and speaking on his conversion.

Basically, one installs a 0-200 crank, connecting rods and pistons... there's a few other details of course.

While Don was going on about his STC and mentioning amazing horsepower and torque gains, I was one of the people having fond dreams of leaping tall trees at the end of short runways and climbing straight up on high DA days... and panting with anticipation.

My lovely bride, far more sensible than I, was giving me that wifely look... I'm sure you know what I'm talking about.

Well, now it's time to think seriously about that expensive hunk of metal up front so I wandered over to Ken Morris hangar with the dumb questions and a gleam in my eyes.

Oh... my lovely bride? Safe at home and unaware of my pending assault on the family fortune!

To tell the truth, I'd brought up the subject to Ken before... several times in fact... and every time he said C-90. This time he mentioned he had this pile of yellow tagged parts that more or less equaled an engine.

When you think about it, the expensive bits are the cylinders, cam and crankshaft. All these had been sent off and blessed or were brand new.

The crank was a zero which apparently means same as new, cam A-OK, and the cylinders brand new in the box from Continental. The case had been sent out and blessed. The old mags could be used along with the baffling, alternator and exhaust.

So plans were made to think about an engine build in the spring of 2018. Generally the Annual is done in February and March and I figured I'd have time to save a few pennies and work a bunch of overtime.

Naturally the engine build started in October!

I bought the mag kit from Aircraft Spruce which comes with plugs and harness and a light weight starter. The new cylinders were shipped off to Poplar Grove Airmotive's shop for fine tuning the fit and clearances, Ken came up with a new exhaust since the old one was basically shot.

Meanwhile the youth group on the field, Youth Exploring Aviation (YEA), has been building a CA-65 Aeronica Chief for around fifteen years or so.



Dip Davis was the original IA on the project and attended the weekly meetings with the kids while the wings were rebuilt from the spars out. We lost Dip almost 10 years ago and Ken Morris stepped in to IA the project. The Chief was essentially a pile of parts we pulled out of a garage in Rockford and has been completely rebuilt by these young people.

Dip Davis as some of you know originally owned my 120... there's one more piece to the puzzle: Steve Thomas Dad, Dick Thomas was the original owner of the Chief the kids have been rebuilding. Dick Thomas founded Poplar Grove Airport.

The Chief came with a C-65 and the shop had started it's rebuild when I approached Steve Thomas with the idea of installing the old C-85 in the Chief. The -85 is currently being rebuilt for the Chief project, a lightweight starter will replace the original and heavy unit and there's talk of either a lithium-ion battery on the firewall or an Odyssey behind the seats. No charging system will be fitted and a handheld radio powered by the battery will provide communications.



The Chief project with Scott's original C-85

So with the old engine donated to the Chief project the only thing left to do was install the -90 and finish off a few minor details...

The original prop was shipped off to Texas to be blessed and twisted. Originally a 71/48...or at least stamped so, the idea was to twist it to a 52. Well Ken had the -90 on in no time and dug up an old 71/52 to use until the prop shop did their thing.

So one Saturday morning in November there we were running around in circles putting the finishing touches to the -90 install and eagerly anticipating the first flight. First a quick engine start, check for leaks, and we installed the cowl.



Ken gave me specific instructions, "Don't screw up!" and off I went. Actually Ken patiently told me what to watch out for and what power settings, etc to use... and then said "Don't...!"

If you've never had the opportunity to fly a brand new engine that only has a few minutes of run time on it, let's just say it's an experience. All those new parts are just getting to know each other and there's an amazing amount of internal friction.

It's absolutely important to run her hard and for as long as possible before pulling back for landing. Fine tuning the carb and timing will come later, right now it's all about that critical first hour.

Engine start, a brisk taxi to the runway and right off the bat you notice all the vibration. The engine is running ok, just... tight. A very quick mag check, pop carb heat, roll out and push the throttle open and launch.

The nice thing about having to get to full power as soon as possible is you have less time to worry about the darn thing quitting on you... although that isn't far from your thoughts.

Looking at the tach as you break ground and only seeing 2000 rpm is an eye opener. There is a lot of vibration, throttle locked at 100% initially yields just under 2200. Climb baby climb to 2500' and push the nose over for level flight.

It's important to run hard, which makes heat, so getting the airspeed up becomes important... think cooling. Red line on the oil is 225 and I saw a strong 210 for a while there. After just a few minutes the tach starts climbing as the initial wear-in starts to loosen things up. While this happens the vibration starts to smooth out and within 10 minutes we're hitting 2500 rpm.

Well the target was 2350 continuous so back goes the throttle. One hour later, after staying within gliding range of the runway and it's an expedited landing to minimize the time spent part throttle.

Back in the hangar and it's off with the cowl for a long thoughtful look. She's a honey, no question about it and running like a top. Here a month later with the prop back from the shop, freshly twisted and painted, the engine has not quite 20 hours on it and I can't stop grinning... and telling anyone who will listen how good she climbs.

Dip Davis gave me the care and feeding of his old 120 in June of 2006. 800 hours or so and a bunch of help from great people like Ken and Lorraine Morris the old plane is doing just fine. Next Summer I'll be back to flying Young Eagles once again.

C-ya next Summer in Tennessee at the Convention... I'll probably still be boring everyone with stories about the 120 and her new engine!



...Scott Ross



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2018 Convention Update

September 25th – 30th

Dyersburg, Tennessee (KDYR)



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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

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Hi y'all, 4th Nostalgic Air-Picnic

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





A Word to the Wise **Forwarded from our Michigan State Reps Dick and Nicki Acker**

178 Seconds to Live

What is it like if you fly in bad weather when you are not an instrument rated pilot. How long can a pilot who has little or no instrument training expect to live after he flies into bad weather and loses visual contact with the ground? Researchers at the University of Illinois did some tests and came up with some very interesting data. Twenty student pilot "guinea pigs" flew into simulated instrument weather, and all went into graveyard spirals or stall-spins. The outcome differed in only one respect - the time required until control was lost. The interval ranged from 480 seconds to 20 seconds.

The average time was 178 seconds, two seconds short of three minutes.

Here is the fatal scenario: The sky is overcast and the visibility is poor. That reported five-mile visibility looks more like two, and you can't judge the height of the overcast. Your altimeter tells you that you are at 1500 feet but your chart tells you that there's local terrain as high as 1200 feet. There might be a tower nearby because you're not sure how far off course you are. But you've flown into worse weather than this, so you press on.

You find yourself unconsciously easing back just a bit on the controls to clear those towers. With no warning, you're in the soup. You peer so hard into the milky white mist that your eyes hurt. You fight the feeling in your stomach. You try to swallow, only to find your mouth dry. Now you realize you should have waited for better weather. The appointment was important, but not all that important.

Somewhere a voice is saying, "You've had it, it's all over!"

You now have 178 seconds to live.

Your aircraft feels on even keel but your compass turns slowly. You push a little rudder and add a little pressure on the controls to stop the turn but this feels unnatural and you return the controls to their original position. This feels better but now your compass is turning a little faster and your airspeed is increasing slightly. You scan your instruments for help but what you see looks somewhat unfamiliar. You're sure that this is just a bad spot in the weather. You'll break out in a few minutes. (But you don't have a few minutes left.)

You now have 100 seconds to live.

You glance at your altimeter and you are shocked to see it unwinding. You're already down to 1200 feet. Instinctively, you pull back on the controls but the altimeter still unwinds. The engine is into the red and the airspeed nearly so.

You have 45 seconds to live.

Now you're sweating and shaking. There must be something wrong with the controls; pulling back only moves the airspeed indicator further into the red. You can hear the wind tearing at the aircraft. You are about to meet your Maker.

You have 10 seconds to live.

Suddenly you see the ground. The trees rush up at you. You can see the horizon if you turn your head far enough but it's at a weird angle - you're almost inverted. You open your mouth to scream but ...

You just ran out of seconds.

Think about it next time - before you press on into marginal weather.



flysnf.org April 10-15 2018
Lakeland, Florida

Review...by All Y'all who went



This year our President and Statesman, Virgil Warren held down the tent again at Sun-N-Fun. Virgil said there were about 40 members who stopped by the type tent to check in. Virgil also coordinated the Thursday evening dinner.

The list of usual suspects included Teri Hull (left) along with Dave and Gayle Lowe.

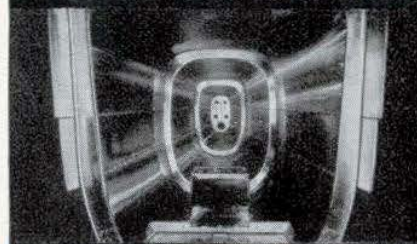


Teri Hull getting one last look as she departs.

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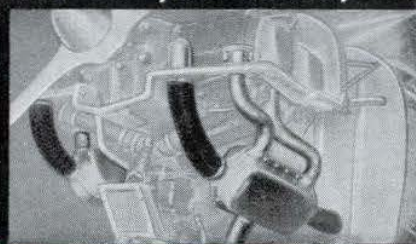
MORE Comfort, MORE Utility, MORE Safety, More for your Money



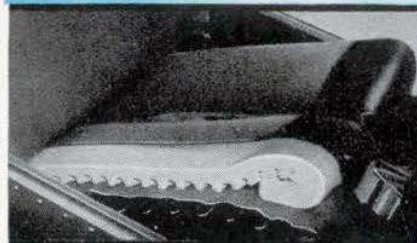
Durability Up, Maintenance Down! Cessna's all-metal structure is impervious to damp or dry climates, means maximum safety, minimum maintenance. A typical example of Cessna quality!



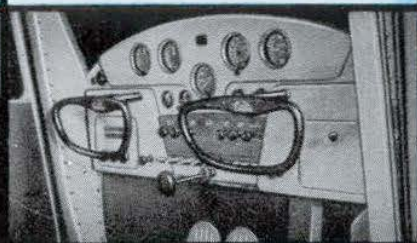
Airliner-Type Ventilation. Cessna's new noiseless, all-weather ventilating system provides precise, easily adjustable control of air flow into cabin. Rain-proof in flight or on ground.



New Muffled Exhaust greatly reduces noise level both inside and outside the cabin, permits normal conversation in flight... another Cessna feature that adds to your flying pleasure.



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