



International Cessna 120/140 Association

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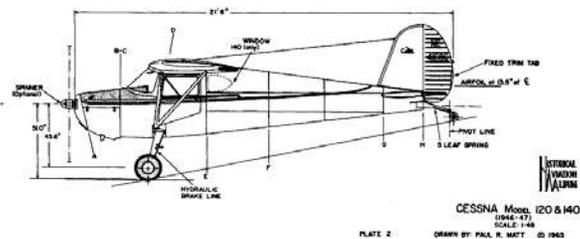
Matt Rybarczyk Troy, Wisconsin to Alaska and back in 30 days. Part 1 (story page 4)

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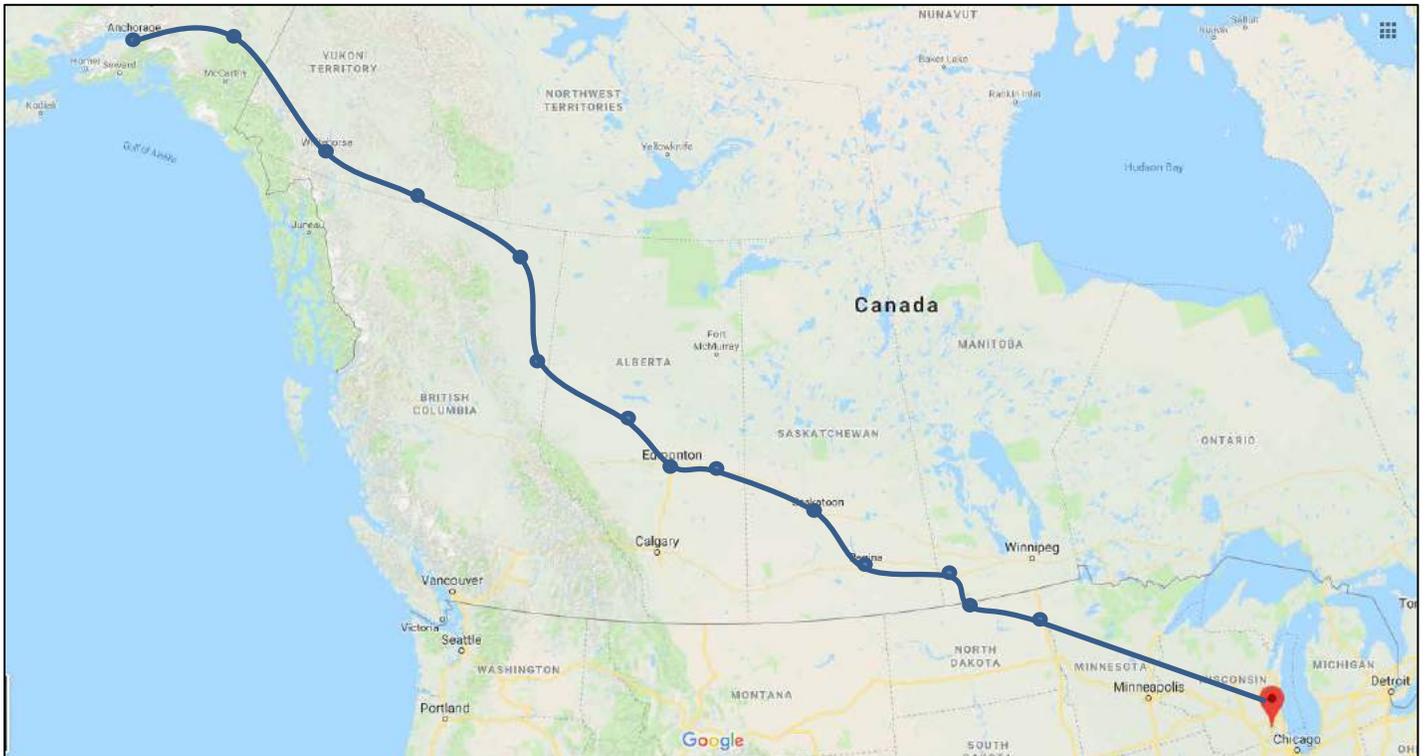
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Matt Rybarczyk's Alaska Trip

Cover story – Part 1



I actually started thinking about this trip shortly after purchasing my Cessna 120 in January of 1970. However life gets in the way and one thing leads to another so it was impossible to make this trip earlier. It wasn't until about 30 years ago I started a separate bank account called Alaska. Every time I had a few extra dollars I would deposit in this account.



In the fall of 2017, a friend of mine at the East Troy Airport had a friend of his coming to visit him from Juneau, Alaska. We were introduced and started talking about Alaska. We hit it off pretty well and the conversation covered many topics. He asked what I was planning on flying and if it was on the field. I told him I was planning to fly my Cessna 120 and it was only a couple of hangar rows from where we were now. He wanted to see it so we went to my Hangar. He was very impressed by the 120 but also saw my Pitts project. It took a long time explaining the paint process which had taken the whole summer

I learned to fly over 50 years ago and I was taught how to draw a line on a sectional chart and follow it using a compass heading. I was also taught how to look for and find check points along the route. This is the way I've flown for over 50 years and is the only way I know how and is the way I planned on flying to Alaska.



One of the very important things I learned from this Alaska guy and was responsible for me getting an early start with serious planning was that the Canadian charts are good for two years. He said he has flown with charts much older than that because not much changes up there. I did not know this and had been waiting to get current charts like we do here in the lower 48.

I immediately determined which charts I needed and got them on order. 13 in all. I did wait on ordering the Alaska and Canadian supplements because they do come out every 56 days and I wanted these to be up to date.

I did place an e-mail to member Dick Acker to ask for advice because I knew he and Nicky fly into Canada quite a bit. He told me I had to register myself and my airplane with customs and border protection. I knew I had to purchase a decal from the Department of Homeland Security to put on

the side of the airplane and I had to enroll with eAPIS so I could file my electronic passenger manifest before departure.

Once I had all my registration forms and survival gear purchased and bags packed I planned to depart on or about June 1st. Carole and I had packed the airplane with the survival gear prior so it would be ready to go on June 1st. The weather prevented me from departing until the morning of June 4th. Carole took me to the airport and I put the last few items in the plane. I did my preflight and pushed the plane outside onto the taxiway. Carole and I hugged each other tightly for a few moments and I kissed her goodbye. I taxied out and took off and flew over the airport where I saw Carole waving goodbye. There was a northwest wind that day which was pretty much right on my nose. But I was still making about 90 MPH. I wanted to get to Northwood ND that day if possible.

My first fuel stop was at Osceola WI. This was a little over a three hour flight from home. I got topped off in Osceola and took off for Northwood ND. Landed in Northwood about 4:00 PM in the afternoon. First impression was airport looked like a junk yard. Could not determine where the fuel pump was. There were two real farm-boy looking young men outside the maintenance hangar, Northwood Aero Service. I asked them how to get fuel. They pointed to a pump and helped me fuel the airplane. The owner stopped by while I was tying the plane down for the night and offered me the use of his pickup truck. He drove me to his house so he could get another vehicle and let me take the truck. He is rebuilding a 1929 Travel Air Biplane and wanted to show it to me. After I checked into the Motel I came back to the airport so he could show me his project. He has three crop dusters which he uses to spray crops in the area and is doing very nice work on his Travel Air project. While we were talking a younger man came in to visit. He has a Pitts S1S on the field. So we had to go look at it. Talked Pitts for quite a while. Then the owner came by and asked if we would like a beer. So went back to Northwood Aero Service and had a couple beers and talked airplanes and flying.

The University of North Dakota is nearby and uses this airport a lot for training. Their airplanes were coming and going frequently.

6-5-18, I had to wait for weather before I could depart. Departed Northwood about 10:00 AM and flew to Rolla ND about 100 miles northwest of Northwood. A nice smooth flight but a stiff crosswind in Rolla.

I thought the people in Rolla would be familiar with filling out the eAPIS form, because they are located so close to the border and I figured others had done exactly what I'm doing before crossing the border and clearing customs and would be able to help me with it. Not one person there knew anything about it. They were kind enough to set up a lap top computer and let me work on it myself. It took me three hours to get it filled out to where it was accepted. Called customs and notified them of my arrival at Peace Garden Airport. Left Rolla at 3:30PM and arrived Peace Garden Airport at 4:00PM. My cell phone wouldn't work here. Had to use customs land line phone to close flight plan and open another.

Customs was easy. He looked at my Passport and the firearm declaration form. Asked if I had any alcohol or tobacco and that was it. He charged me \$25 to bring the firearm into Canada and said have a nice trip with no reference to my customs and border protection decal or the eAPIS form. Left Peace Garden Airport and headed for Verdin, Manitoba because I thought I would have a better way to secure the airplane for the night.

Landed in Verdin a little after 6:00PM. There was no one around and no phone. I saw a big truck maintenance building across a field from the airport with an open door. Walked in and asked if I could use a phone to close my flight plan. They were very helpful and ATC was already looking for me. Had to walk about two miles to a motel. When I got there this motel was full. Luckily another motel was only a couple blocks away. Got a room and made arrangements for a ride back to the airport the next day.

6-6-18, Got a ride back to the airport. Still no one around. Had to go back to truck maintenance building to ask for help in making phone calls, due to my phone not working in Canada, to get someone to come out so I could fuel the plane. Didn't get out of Verdin until about 10:00AM and headed for Regina, Saskatchewan. Very windy when arrived in Regina. Had a little problem with my radio and getting in but made a decent landing with a very strong crosswind gusting to 25 knots.

Decided to stay the night in Regina due to the wind not subsiding. Got a motel with a curtesy car, I was within walking distance of a Walmart. Walked to Walmart and purchased a phone that would work in Canada. This was one of the unexpected challenges I had to overcome. I hadn't realized how dependent you had to be with your own phone. I thought all airports would at least have a land line phone since you have to be on a flight plan in Canada.

6-7-18, Left Regina early and flew to Saskatoon, Saskatchewan. Another large airport with airline service. Landed, got fueled up and out of there without a hitch. Flew to Vegreville, Alberta. I had called ahead to be sure there was fuel and a place to secure the airplane should I decide to stay the night. This airport was another kind of junky looking place and the fuel pump was locked with no one around. There was a very old man working on his camper in a hangar. I walked over and asked if he could help me get fueled up. He said he was not an airplane guy but would see what he could do. It took a very long time but we finally got a hold of a guy who knew how to get fuel. He was a farmer and lived quite some distance away and did not want to drive all the way to Vegreville to help fuel my plane. So between him and the old guy we were told over the phone how to get into the fuel shed find the pump key and fill out an old fashioned credit card form using an old fashioned credit card machine. It took well over two hours to get fueled up. I made a mental note I would not land here on the way back.

Next hurdle was to get through the large Edmonton Alberta airspace. The wind was blowing pretty good but was almost right down the runway so took off and headed West toward Edmonton leaving Vegreville behind.

Had trouble raising Edmonton Terminal on the radio when approaching from the East. Finally was able to make radio contact and they gave me a squawk code and cleared me as requested. This leg was very rough but I made it through the Edmonton area and landed in Whitecourt Alberta.



Saw hills for the first time since entering Canada. Up to now the land in Canada was as flat as a table top. Secured the airplane and got a taxi into town to a motel.

6-8-18, Got underway about 9:30 AM. Left Whitcourt and had a nice smooth flight to Ft. St. John, British Columbia. Landed there and got fueled up.



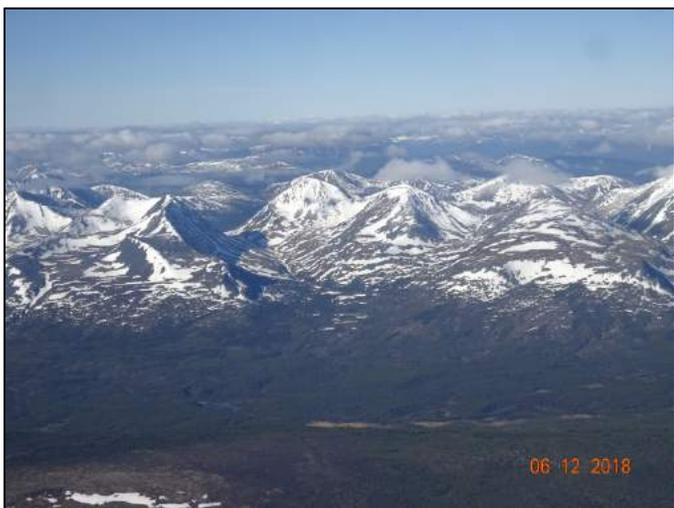
A group of people flying on a King Air saw my 120 and had to come over and take a look. They were very impressed with the 120 and asked several questions. The forecast was for some weather to move in but after checking weather, the best I could I decided to give the next leg a try. I am now following the Alaska Highway.



Alaska Highway with an emergency landing strip along side.

The first part of this leg was rough but kept getting better the farther North I got. Made it to Ft Nelson with no problems. Landed with a pretty gusty crosswind. This was the second day of making good progress.

6-9-18, In Ft. Nelson the early weather forecast I got didn't look that good. I actually thought I would be there for a day and started checking into renting a car so I could see some sights around Ft. Nelson. But the weather improved rapidly so I got to the airport and started preparing the airplane for the next leg. While I was doing that two guys came up to me and asked if I was headed for Alaska. I said I was and they said they were also. They were flying a Mooney and wanted to know if I'd like to tag along with them. I said I would but I can't keep up to a Mooney in the 120. So we chatted for a while and they went on their way. I got ready, filed my flight plan and took off as well.



The flight from Ft. Nelson to Watson Lake has the most rugged terrain on the entire route. On this day the air was glass smooth and turned out to be one of the most beautiful flights I've had. The mountain tops were above me and snow covered.



At times it seemed like there was only about 500 feet between my wing tip and a solid rock wall.

Approaching Watson Lake I began seeing light rain showers. Avoided all of them except one while in the circuit for landing. The terminal building had a lot of pictures of WW11 airplanes, mostly P39 Cobras. I asked the guy behind the counter if there were a connection between the P39's and this airport. That set this guy off talking about the history of Watson Lake Airport. I think he must have talked for 30 or 40 minutes before he finally explained to me how to go about getting my airplane fueled.

Due to weather on the next leg to Whitehorse I asked about tying the airplane down for the night. I was told to go see a lady pilot in a big old WW11 hangar. She and I walked out to the tie down area and found two tie down anchors and marked them. They were made of 1/8" cable so were difficult to see from inside the airplane.

6-10-18, Checked weather early. Forecast was not good, there would be no flying today. In a way I was kind of glad. I was getting tired of getting up early and flying all day. It would be good to have a break. I started looking at my Alaska charts to determine what and where I wanted to go after fueling up in Tok. I decided the only way for me to get to where I wanted to go and see what I wanted to see with all my stuff with me was to park the airplane somewhere for a week or so and rent a car. So this became my plan.

Checked weather again this morning early. Forecast was for very windy conditions. I told the two guys in the Mooney that I was not flying in that kind of wind. It would be very turbulent and with that head wind I would not have the range to make it to Whitehorse. After this we decided to go fishing. We all purchased a one day fishing license and were told to go to a lake outside of Watson Lake called Lucky Lake. We fished for a couple hours. I caught a small Trout about 8" long. That was the only fish caught. The thing that surprised me was how clear the water in this lake was. It was clear like tap water.



Sign forest at Watson Lake

6-12-18, Rode to the airport with the two Mooney guys. We said our good-byes and took several pictures. I got airborne at 7:15 AM and had a nice flight to Whitehorse. Got fueled up and called customs to alert them of my arrival in Northway Alaska. Was surprised after a long flight through the mountains I arrived in Northway within the plus or minus 15 minute window customs wants you to hit. Customs agent was waiting for me when I arrived. He asked to see my passport, asked if I still had the firearm I entered Canada with and went over the airplane with some kind of detection devise. Then said you're good to go

The lady in the FAA flight service station asked me to come in for a cup of coffee after clearing customs. I took her up on that and we had a nice chat about flying in Alaska. There is no fuel at Northway. You have to fly another 40 miles northeast to a small town called Tok where you can top off your fuel tanks.



*40-Mile Air, FBO in Tok, 40 miles to Dawson-
beginning of gold rush. Note woodpile for winter.*

I had purchased a jury tank so I could carry a little extra fuel in case I needed it. The flight to Northway from Whitehorse is the longest leg on the trip and I have been pushing the limits of my airplanes range due to headwinds going northwest. Before leaving Northway I put the extra fuel I had into my fullest tank so I would be out of the no takeoff range on the fuel gauge and feel more comfortable taking off and flying to Tok where I could top off the tanks.

Got a room in a small motel that looked like a cabin. Had supper at a restaurant across the Alaska Highway from the airport called Fast Eddies. Walked back to my motel about a half mile away.

Laid down on my bed and fell asleep. Woke up at 11:50 PM. I did not have to turn on a light to look at my watch to see what time it was. Daylight nearly 24 hours a day would take getting used to.

6-13-18 Got up early and walked to the airport. Called flight service for a weather briefing. I wanted to get to the Anchorage area and find a place to park my airplane and rent a car. The trip from Tok to Anchorage is to follow the Glen Highway. You fly through two mountain ranges and numerous passes.



The weather briefing from Flight service looked good except for a couple passes. Thought I would have to spend another day in Tok. When the folks who work at 40 Mile Air in Tok came in to work the FBO owner took me into a flight planning room they have. In Canada and Alaska there are weather cameras in all the passes. You can look at these cameras on a computer and see the actual weather as it is at that moment. He looked at all the cameras in the passes along the route to Anchorage. He said he thought it looked like a nice flying day. He suggested landing in a small airport called Birchwood. It is about 30 miles or so North of Anchorage.

He said they don't get very much bad weather there but didn't know if I could rent a car there.

He also explained to me how to get into Merrill field if I needed to. Merrill field is the big general aviation airfield in Anchorage and is a place I wanted to avoid if possible.

With the advice of the FBO owner I decided to depart for Anchorage. It is about a three hour flight from Tok to Birchwood in my airplane. A very smooth flight at 6500' to Birchwood. Landed and was amazed at how many Super Cubs with large tundra tires were there. There were acres of them tied down all over the airport.

I taxied up to the fuel pump and saw a guy working on a Citabria in his hangar. I asked him if he knew if I could park my airplane here and rent a car. He told me no, if you want to rent a car you need to go to Anchorage. I wanted to avoid Anchorage but it sounded like if I wanted to rent a car I would have to get to Anchorage. There was a small building on Birchwood Airport called a flight planning room. I took my charts into this room and laid out my course to Merrill field in Anchorage. With the advice from the FBO owner at Tok, about how to get into Merrill field, I took off. I stayed on the mountain side of the four lane highway and called the tower over Eagle River and I also told them this was my first time in here and am unfamiliar. I continued following the highway on the mountain side past Bryant Army Airfield and Elmendorf Air Force Base. When I was abeam Merrill field I turned in bound. I was about three miles out when the controller cleared me to land straight in on runway 25.

After landing I taxied off the runway and called ground control. There was a lady controller handling ground. I told her I needed to get fuel and park the airplane for an extended period. She was extremely nice and helpful. She told me to taxi to a specific taxiway hold short and call the tower to cross the active runway. She said when you get on the other side call me back. I did this and she told me there were two places to get fuel. One was full service and the other self service. I chose the self service one because I like fueling my own plane and it is usually a little cheaper. I got fueled up and then called her back again. I told her I was fueled and would like taxi instructions to long term

parking. I got to long term parking and secured the airplane. This parking area was right outside the airport managers office. After securing the airplane I walked into the airport manager's office to see about renting a car.

A lady came out of the office and helped me fill out a form required for long term aircraft parking. I asked her about renting a car. She showed me a list of at least a dozen car rental places She suggested National car rental. I called national and told them where I was. They did not seem to know where Merrill field was. They also told me they do not deliver cars. You have to get to the rental place to pick up a car. I think I was on the phone for about an hour when I finally gave up. I went into the airport manager's office and asked the lady I had talked to earlier if she could recommend a motel. She said there was a motel about a mile and a half away called the Aptel Motel. She said it is very nice and only about three years old. She said do not go any farther West from here to get a motel. She said over in that area you can rent a motel room by the hour. She made a phone call and booked a room for me at the Aptel.

It was such a nice day and I would be looking at the mountains so I decided to walk the mile and a half to the Motel rather than call a cab. Plus the walk to the Motel took me past a mall where I stopped and purchased some beer. I needed a beer after what I had gone through on this day. I arrived at the Motel and walked to the check in counter. I told the young girl behind the counter who I was and that I had a room reserved. While she was working on the registration I asked her if she had a recommendation for how to rent a car. She said this is the one I always use and recommend. It was called Midnight Sun Car Rental. I was tired and decided to get the car in the morning. I settled in my room, then walked to Burger King for supper.

Stay tuned for the second half of Matt's Alaska adventure.





Photo courtesy of John Kliewer

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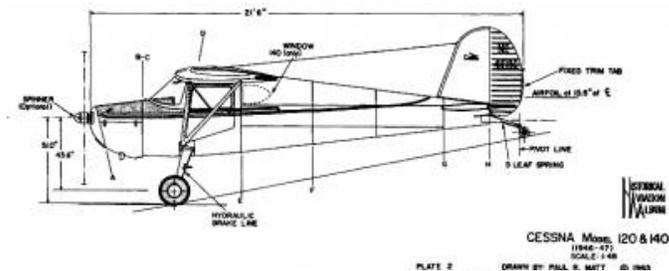


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Tech Talk

by Victor Grahn



This year in Oshkosh, Davie Lowe hosted the maintenance forum. I tag teamed alongside David, and for the few minutes I gave my presentation at Oshkosh, I asked a simple question; “How many members had experienced Stuck/sticking exhaust valves?” I was surprised when about 1/3 of the 50 or so people present raised their hands, so for this Newsletter I will cover just that subject.

Stuck or sticking exhaust valves

Having recently had a sticking valve this summer, I thought while fresh in the memory and with photos to document the repair, I would outline the cause (guessed at best), what it feels like to experience a stuck valve and how to take care of the issue.

Even though small airplane engine sticking valves have been around for years and years, those of us in the maintenance field are still guessing as to the exact cause. Most point to either the lead in the fuel, or carbon/oil residue build up. Either guess is good and possibly accurate. One other item that gets tossed around is too tight or too loose clearance of the exhaust guide to the valve.

The bottom line is that contaminants build up inside the exhaust valve guide and also on the exhaust valve stem. If enough contamination builds up, then as the exhaust valve moves to the closed position, the valve spring does not have enough pressure to fully seat the valve. The valve then sticks open approximately 1/8 of an inch and full combustion pressure cannot be obtained on that cylinder - hopefully not more than one at a time.

Power loss is estimated at ¼ the power of the engine at whatever power setting you are at when the valve hangs up, as one cylinder isn't producing full or any power at that time.

There are a few noticeable signs when experiencing an event like this. They are, a distinct change of tone of the engine running, a moderate to severe vibration or shuddering, and a slowing of the aircraft since it is no longer developing the power it was only seconds earlier.

Many things can cause piston engine power loss. Water in the fuel, a fouled spark plug, carb ice, magneto failure, loose intake, plugged exhaust, sticking valves, plugged or clogged air filter, carb heat stuck on, too rich (or lean) of a mixture, etc .

A sticking valve is subtly different than the others. The best way I can describe it would be to go into your A&P's shop and locate their Champion 2600 spark plug vibrator cleaner. It's a small electronic box, usually grey in color with a big red button on top. You push the spark plug onto the two fingers that exit the side of the box and the fingers will clean out the buildup down each side of the ceramic/porcelain center of the spark plug. By physically pushing on the Red button of this box you can approximate the sound and feel of what it's like to experience a stuck valve in flight.

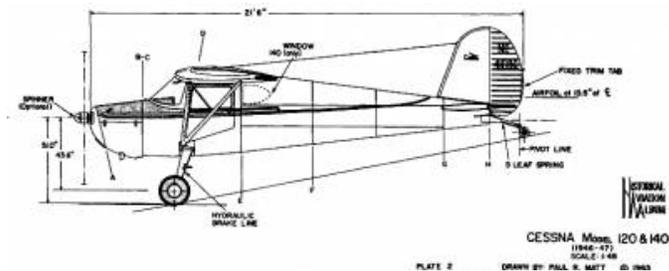
The valve may stick momentarily or it may stay stuck open until you land.

Now that you've landed, what should you do? If you can duplicate the problem on the ground simply by running the engine, feel which of your cylinders is the cold one, or cooler in temperature than the others. The sticking valve won't support good combustion and heat up like a normal cylinder.

If you have onboard cylinder head temp or EGT gages one of the cylinders will indicate colder than the rest.

Tech Talk

by Victor Grahn



At this point I used an adjustable reamer to just remove the carbon, but no metal from the valve guide. My offending valve in this case was #3 (the front cylinder on the co-pilots side). The proper size reamer to use is in the maintenance manual, I found for my application a high quality adjustable reamer which I set about one thousandths of an inch (.001) smaller than the specific reamer. This did a fine job of removing all the buildup in the guide without removing any guide material.

The next step is to bring the valve up through the spark plug hole and remove the deposits from around the valve stem.



One has to be careful not mar the surface of the valve stem and remove the deposits only. Fine sand paper, and or crocus cloth should do the job. Realize the edges of the spark plug hole are sharp

and can easily damage the valve stem. This is not a job for someone who is clumsy or heavy handed.

Once done cleaning, remove the residue from your work, both inside the valve guide and on the valve stem. Lubricate and re-assemble.



Many times over the years I've seen articles, short and long written about what causes valves to stick and what can be done to prevent it. Many gallons of Marvel Mystery oil have been poured into fuel tanks and oil tanks, other products as well.

I don't have the answer or even 'an' answer. What I do is seldom idle the engine below 1000 rpms in the belief (from talking with petroleum engineers and others who know much more than I about how piston engines function) that the engine simply cannot scavenge the lead during normal combustion if it's too cold or not producing enough power. Thus, the reason for keeping the rpms high during idle operation. I also aggressively lean the mixture until I'm ready to take off (you can't take off with the mixture almost all the way to cut off anyway), and then lean after landing.

I suspect years from now when leaded fuel is no longer available and sticking valves either cease to happen or still continue, only then will we know for sure whether lead was the issue or not.



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State Rep News

Vintage Days Fly-in June 2nd 2018 (GA2)

Georgia State Representative Christian Vehrs

We are very pleased to announce that we doubled our Cessna 120/140 presence at this year's Vintage Days fly-in!

The threat of scattered rain dampened the turnout a little. So it's lucky for us that the two Cessna's that graced our event are locally based.



But what is really exciting to me is that these two aircraft belong to a couple of new owners, each of them significantly younger than the average age of our membership 😊



Grant Williams is a 17 year old high school student who started flying when he was 14. His first lessons were in the J-3 Cub belonging to the Candler Field Museum Youth Aviation Program (YAP).

Grant soloed the YAP's Aeronca Champ on his 16th birthday, and currently has over 80 hours taildragger time. He is hoping to take his check ride in September.

Grant purchased his airplane out of Chapland, Louisiana last October. The airplane's annual expired two days after he got it back to GA2. With the help of the YAP's shop Manager, Dave Holec, the airplane received a pretty thorough annual inspection which included partial disassembly. The airplane was reassembled with a new paint job. Grantwilliams373@gmail.com



Jacob Gates is the 20 year old with the big smile. Jacob is the proud owner of the 1946 C-120 that he recently purchased as a project out of Clarksville, Kentucky in August 2017.

Jacob joined the YAP at the museum when he was 16, and became good friends with Grant. Jacob received his flight training in addition to his A&P license through the YAP, and currently has over 100 hours taildragger time. He said he thought this would be a simple assembly project, but discovered a crack in the gearbox. He also decided to do a top end overhaul since the engine was already off the airplane. Jacob assembled the airplane and has been working through a few bugs and a whole lot polish. jg225275@gordonstate.edu

Jacob is standing next to his friend Bill Fowler. Bill was the owner of 2924N back in the 1950's. 24N was the airplane that we resurrected from a local airport here in Georgia (see article in the Summer 2016 issue).



Bill installed a full IFR panel in 2924N which he flew out of Atlanta Hartsfield International airport back in the day.



The only reason I mention all that is because I can't resist connecting previous owners with their airplanes. When I discovered that Bill Fowler was the previous owner of 24N, I pulled out my cell phone and dialed Bill Rhoades (the current owner) in Minnesota to connect the two gentlemen. Bill Rhoades agreed to ship the old IFR panel back down to Georgia. But, I digress, back to our fly-in.



One of the museum's hangars was open for all to see the active group of the Youth Aviation Program (YAP) which is based here. This group has several projects in work for the youth to receive A&P training and work off flight hours for the students.



Here is a current project in work – and I'll take this opportunity to throw out a "name this plane" challenge. Send your guesses to my email and I'll include the correct winners in our next issue. I'll give you a hint by providing a picture from the internet of a flying example below.



The sun shined brightly as the day wore on and provided plenty opportunity for flying and visiting.



We had the pleasure to have a couple of nice flyovers from a group of local friends.



We even had the pleasure to see Ron Alexander's old DC-3 fly over. The DC-3 was purchased locally and is a treat for us to see it active in the area.



As promised, Vintage days includes tractors and cars...and more airplanes.



I promise to pray for excellent weather next year, and we'll hope to increase the presence of our beloved Cessna 120s and 140s. See y'all next June!

Georgia State Representative

Christian.s.vehrs@delta.com



State Rep News

Santa Ynez fly-in August 18th 2018

California State Representative Randy Thompson



The West Coast Cessna 120/140 club had a fly-in on August 18. The gathering was at one of the club's favorite destinations, Santa Ynez, where we usually gather in September. This year we moved it up a month due to scheduling conflicts. The 18th of August was the local EAA meeting and the airport's free hamburger and hotdog lunch. The 18th of August was also our friend's 70th birthday. That evening we gathered at John's house and had a grilled tri-tip dinner.



We had to fly for this gathering, even though we had been dealing with the lack of visibility due to smoke and the Carr Fire TFR over our airstrip. A couple of days before we had to leave, the TFR was moved northward so we were out of it. The other problem was visibility that had been 3 miles on a lot of mornings. When I had a chance I moved the 140 south about 20 miles where the visibility was better. The fire got within about 8 miles to my place.

You can see my dry grass and lots of burnt leaves and paper in the field.

Lucky is all I can say.

On the whole trip, with all the smoke, we didn't see another airplane in our 400 mile flight to and from Santa Ynez.

A good time was had by all.



EAA AIRVENTURE OSHKOSH 2018

Review by...all Y'all who went

Gene Adkins

The weather Gods blessed us with near perfect weather for the week. There was rain the Friday before which made for a little mud. Temps were no higher than 85 and the only rain came Wednesday night, which unfortunately canceled the night show.



Jack Poppenhager at our table with Scott Ross. Jack is a founding member (member number 8) and the first President of our association.

Overall turnout this year seemed to be good, the annual dinner Tuesday evening was attended by over 50 people, and the maintenance forum Thursday had at least 70 people there.



Type club table. Fred and Sue Lagno, Randy Thompson, Victor Grahn, Scott Ross, Britt Day. Having Too Much Fun!



Victor Grahn and David Lowe did another great job at the maintenance forum.



*Help at the table in the Type Club Building was plentiful with Cindy and Jeff Tort, Scott Ross, Victor Grahn, Nicki and Dick Acker and Tory taking turns meeting and greeting people.
Thanks to all of them for their help.*



At one of our Camping parties, Scott Ross, Jeff and Cindy Tourt, and several others were celebrating after a spectacular day of Air Venture. We were staring at the Piñata that I had brought. It was in the form and colors of our Cessna 140.



Future club president Kaitlin Hartin talking to Randy with Austin Revlett (new member) looking on.



This Piñata was the adult version, meaning that it was filled with small plastic bottles of top shelf booze instead of the candy and toys most kids have at birthday parties have.

Don Alesi

Planes and Piñatas. Only in Oshkosh can those two things go together. We all know what airplanes and EAA is all about. But did you know what a Piñata is? A Piñata is a decorated figure containing toys and candy and used for celebrations.

After several smacks with a hammer the bottles fell out and we gathered them up like children at Easter. By the end of the evening, we were feeling no pain. After all, we were celebrating the good fortunes of the association and the long friendships that go hand in hand with the club. Okay. Maybe the real reason was that it was just plain old fun.



Ode to 2032V

Commonly known as

Grandpa's airplane...by Christian Vehrs

The logbooks tell us that 32V came East of the Mississippi in the 1960's, went through a series of owners, and then languished out of annual, with the engine removed and laying in pieces in Roberta, Georgia in the mid-1980's. That's when my Dad, Allen rescued her. Allen struck a deal with the owner (an Eastern Airlines Pilot) to gather the engine pieces, and purchase the airframe.

Dad's longtime friend David Harwell (of Barnstormer's Workshop fame – see ad in this issue) overhauled the engine and helped get 32V back in the air. Allen kept the airplane tied down out on the ramp at Falcon Field in Peachtree City Georgia (home of our 2011 convention).

Allen's busy schedule kept him from flying, and he sold it locally. At this time, it still sported a polished fuselage, no bag bin shelf, no wheel pants, and no rear "D" windows.

Fast forward a decade and a few neglectful owners. 2032V languished yet again, out of annual, full of old auto gas, a gunked up carburetor, deteriorating interior, and junk radios. The neglect of a polished fuselage outside in the elements all those years must have necessitated a paint job. The bare aluminum had been covered with a simple silver paint job and a red accent stripe. This time she sat at our local airport, GA2.

1995 was the year that Delta transferred me from Texas out here to Georgia, and I mentioned to Dad that we should get an airplane. He said he knew where a tired 120 was sitting, and thought we could persuade the owner to sell. Dad also knew that 32V had a pretty nice engine that he trusted. The purchase was made, and 32V was back in our family.

Ode : a lyric poem usually marked by exaltation of feeling and style, varying length of line, and complexity of stanza forms.

- Keats's *ode* "To a Nightingale"

I knew that I would write this one day. Airplanes fly much longer than we have length of days to call them our own. As it is often said, we are merely caretakers of these beloved airplanes. We got them from someone else, and one day we will pass them on to the next caretaker (and as long as we behaved ourselves while we had them).

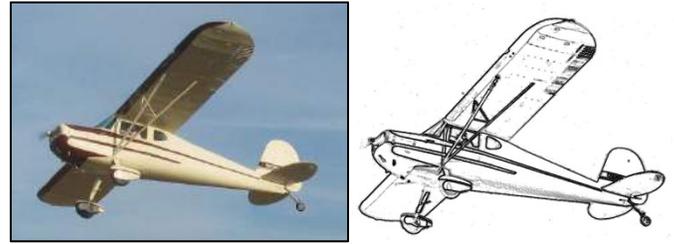
Such as the case for 2032V. Grandpa's airplane is sold to another.

I suspect I write this for a variety of reasons, not the least of them to be my own therapy. But more than that, to pass along some history of the airplane we called our own for 23 years.

It's always fun to discover old pictures of our airplanes with their original polished fuselages or previous paint schemes. Flipping through logbooks, there are names, dates, new wing fabric and other maintenance activities, but often no stories or real history to speak of. Only imagination can fill the gaps - a sad attempt to understand that our airplanes had a life before we knew them.

Since we have met one of the original owners of 2032V, we gathered old photos that were taken during the first year back in Kansas.

After a carburetor overhaul, fresh radios and some flight control cables, she was back in the air and I began my flight training. I love to tell the story of my first convention in 1996, flying 32V from Georgia to Minnesota on a student pilot endorsement. Long cross country – check.



This picture of Allen taking off was used for the convention logo that we hosted in 2011. It has also found its way into our newsletters. ☺



32V finally under protective cover with her silver paint and red trim. A fairly original 120 at this time.

From 1995, 32V became part of our whole family. Through the next 23 years Grandpa and Grandma got two grandchildren, the Boy Scouts received aviation merit badges, we flew to conventions from Michigan, Minnesota, South Dakota, Ohio, Kansas, Arizona and Sun-N-Fun to name a few. 32V got new fabric and paint, Hooker Harnesses, Cessna 150 exhaust, Cleveland wheels and brakes, the bag bin shelf and “D” windows among other upgrades.



Highly collectable and rare 2011 convention tee shirt from the Vehrs 120 heritage museum.



The classic Father/Son memories were made either working (Dad and I are both A&P mechanics), or flying 32V together. Here we are at a pancake breakfast in Moontown, Alabama visiting Blake Mathis.

Everyone got in on the pancake breakfast routine. Here is Daniel doing our preflight checks after he received his Boy Scout aviation merit badge.



And, not to be outdone, Audrey takes Snowball the Polar Bear out for pancakes one morning as well.



And finally, the last reason to write this article is to introduce everyone to the new owner of 2032V.

One of the things we had hoped is that the new owner would keep the airplane locally so we could buy her back again one day 😊. Such as the case for Andrew Truex. Andrew wants to meet all of our friends in the International Cessna 120/140 Association since he will be looking for friends and connections with fellow 120/140 owners.

I mentioned the upcoming convention in Dyersburg Tennessee, and since he just finished his tailwheel endorsement, he will be there with his new airplane 2032V.



Andrew is 26 years old and received his initial Private Pilot training in his family's Diamond aircraft. He currently has a little over 100 hours total time and has already been bitten by the tailwheel bug. Although, he confessed to me that the 120 comes down faster than the Diamond after you pull the power back.



Andrew looking like he is having fun with his new airplane. In the tradition of our 120/140 Association, I have offered to pay for Andrew's first year membership dues. I assured him he will quickly be welcomed to our group, and he will have access to hundreds of folks who can offer advice on both sides of any issue he wants to learn about 😊

See you in Dyersburg Andrew!

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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 Segelfluggruppe 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





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

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