



International Cessna 120/140 Association

Issue 409 Winter 2018 Nov/Dec/Jan



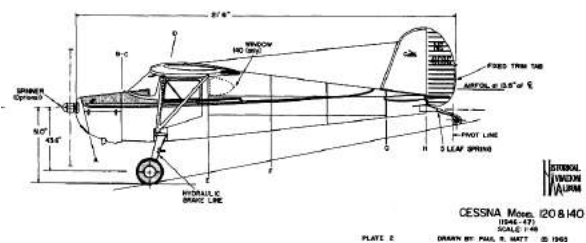
2018 Convention Review from Dyersburg, Tennessee (story page 4)

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European Fly-in, Germany



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2018 Convention Review

...Scott Ross, Christian Vehrs
Photos...Ron Wiener, Robert Ramey

Scott says...

Dyersburg or bust! Normally the last two weeks before the Annual Cessna 120/140 Convention there's a flurry of phone calls between Don Alesi, Jeff Tourt and I as we feverishly study the WX, pouring over every detail of the reports and sweat.

This year Don and Maureen Alesi were tied up finalizing the early stages of their house in Lead, SD. The Spearfish convention left a lasting impression on all of us with Don and Maureen buying 10 acres or so on top of a mountain there.

That left Jeff and I to agonize over the WX without Don and Maureen to remind us that no plan survives contact with the enemy. That would be the WX BTW. Naturally the WX looked mostly good, although a bit rainy in Tennessee for the arrival and then rainy for the rewind on Sunday.

Looking at the forecast will cause alcoholism every time, the weather guessers are always wrong, and it's a safe bet that whatever you bet on, the opposite will happen. This year was a case in point.

Meanwhile just as the various forecasts were trending doom and gloom I got a call from Ken Morris. I'd already mentioned the Convention a couple times to Ken, pointed out Dyersburg was 380 nautical South from Poplar Grove.

Ken pointed out the WX was questionable and suggested we fly down with him and Lorraine in their beautiful Twin Beech. Well...I'm not quite as dumb as I look so I said save us two seats. First class transportation with professional crew and no WX worries. Yep!...getting lazy in my old age!

Ken and Lorraine were headed down Wednesday, so Linda and I hustled to get things done so we could make the Wednesday departure.



The WX was mostly OK. Severe clear until the last 40 miles and easy as pie in the Beech 18 with two airline pilots up front, gauges and radios covering every square inch of panel and both of them making it look easy.



It was two hours and 12 minutes from engine start to shut down on the way to the convention, smooth as glass, and groundspeeds in the upper 180's...that'd be knots for youse big airplane types. The fuel burn to feed those R-985's is an attention getter compared to the 5-6 GPH we generally get with our little airplanes. Still... twice as fast and very comfortable.

Right away it's old home week visiting with old friends we hadn't seen since last year. It's amazing how we pick up right where we left it whether it was a couple months ago at Oshkosh or a year ago in Kansas.



2018 Convention Review

...Scott Ross, Christian Vehrs
Photos...Ron Wiener, Robert Ramey

Christian...

The first event scheduled was the fly-put to Reelfoot Lake. According to the United States Geological Survey, Reelfoot Lake was formed in northwestern Tennessee when the region subsided during the 1811–12 New Madrid earthquakes, which were centered around New Madrid, Missouri. The earthquakes resulted in several major changes in the landforms over a widespread area, with shocks being felt as far away as Quebec, Canada. See, you learn all kinds of stuff at our conventions ☺

Those who went got a chance to visit the museum and nature center a saw several examples of the eagles that inhabit the park.



After the nature center, it was time a boat tour of the lake. Reelfoot lake is known for the large population of Bald Cypress trees.



2018 Convention Review

...Scott Ross, Christian Vehrs
Photos...Ron Wiener, Robert Ramey

As the airplanes began to populate the ramp, I thought this might be the convention that would become the *year of the polished aircraft*. At one point, the polished aircraft outnumbered the painted ones. But, by Friday evening it was dead even, and the arrivals on Saturday saw the painted aircraft regain the lead.

We were anxious to catch up to the group at the museum. Dyersburg Air Base was the largest combat aircrew training school during the years of WWII. The air base was home to the B-17, and trained the crews that flew the most famous B-17 ever to come out of Tennessee – the Memphis Belle.



Thursday's fly out was to the Veteran's museum at Dyersburg Army Air Base. But a few of us that drove to the museum, left early and managed to get lost on the way, and ended up at the headquarters for Boss Hoss motorcycles. Boss Hoss has figured out how to place a 450 HP Chevy 383 V-8 into a motorcycle frame. The results speak for themselves.



Secretary/Treasurer Brett Swartzendruber (let) and our President Virgil Warren (right) taking the tour.





2018 Convention Review

...Scott Ross, Christian Vehrs
Photos...Ron Wiener, Robert Ramey

Our wonderful convention host, Brad Haslet arranged a lunch and guest speaker that gave us excellent insight into the history of the air base and the role it played in the local economy and activity during the war.

Friday morning was our convention first timer's breakfast. Our host, Brad had arranged a beautiful place to greet our first timers at a local restaurant near the square in downtown Dyersburg.





2018 Convention Review

...Scott Ross, Christian Vehrs
Photos...Ron Wiener, Robert Ramey

After breakfast, we headed back to the airport just in time for the clouds to break up and give us VFR conditions to our next fly out at Discovery Park.

Since I didn't have an airplane at this convention, Brett Swartzendruber returned the favor from last year's convention when his airplane was down for new fabric. He gave me a ride to the fly out airport to meet the vans waiting to pick up folks to transport us to Discovery Park for the day.



Even though we got out before Ken and Lorraine, it didn't take long for the twin Beech to go sailing past us ☺



Before long, the ramp at the fly out airport filled up with our beautiful taildraggers.



Discovery Park boasts displays from prehistoric fossils, through the pioneer settlers, right up to the space age.





2018 Convention Review

...Scott Ross, Christian Vehrs
Photos...Ron Wiener, Robert Ramey



The trip was going splendidly, and we decided to let Victor go further west as we chased barges along the river. Splendidly that is, until we heard the dreaded sputter sputter, cough sputter from the engine.



Carb heat didn't solve the problem, and Brett quickly located the nearest airport – Reelfoot lake. Reelfoot airport is still active, although somewhat abandoned. But they do have something we needed desperately – a place to land. Brett took the controls and I began calling out emergency landing options, taking note of power lines, intersections, wind direction and car traffic. At full power, we were maintaining altitude. Suddenly I wished I hadn't had the eggs, pancakes, biscuits, gravy and grits at breakfast.

Since the weather had cleared very nicely, I accepted Brett's offer to fly the return flight in the left seat. We decided to take the scenic route and chase Victor Grahn heading west over the river and eventually of Reelfoot lake.





2018 Convention Review

...Scott Ross, Christian Vehrs
Photos...Ron Wiener, Robert Ramey

We got it on the ground safe and sound. Once we got to the ramp, we noticed that the engine was running smooth again.



We surmised that the one year of inactivity while his wings were being recovered might have allowed one of the valves to act up a bit. I guess pulling power on final did the trick.

After an E X T E N D E D ground run, we thought it was OK to climb to altitude, staying directly above the airport, then head straight back to Dyersburg. Once we put her to bed for the evening, we drove to the nearest Auto-Zone for a quart of Marvel Oil. Ultimately, Brett flew for the rest of the convention and made it back to Kansas in safe fashion with no more reports of stuck valves.



Saturday was the maintenance forum. Like most conventions, we had the privilege of having David Lowe and Victor Grahn, our two expert technical advisors with us. This is always an excellent time for our members to get one-on-one advice with some of the most knowledgeable folks regarding our 120/140s.

After the forum and lunch, it was time for the flying games. I'll hand it back to Scott Ross to get his perspective on the day's events...

Scott says...

So there we were having a great time and the subject of the flying games came up. Somehow we didn't have the usual assortment of nerf footballs for the target drop contest, so flour was mentioned. So it quickly became apparent that we were going to have the traditional flour bomb drop, and immediately the eyes began to gleam in anticipation.

I think Ken and Lorraine and I immediately had the same demented idea: let's carpet bomb the drop zone with the twin Beech after the real contestants fly their set. Lorraine made up about 30 flour sacks with some nifty orange streamers and about a pound of flour in each.



Short take off line-up



2018 Convention Review

...Scott Ross, Christian Vehrs
Photos...Ron Wiener, Robert Ramey



Spot landing judging



Flour BAG (not bomb) drop



The peanut gallery and judges

So I recruited the Vehrs kids, Daniel and Audrey to assist and we dragged Brett and Tori's daughter Alyssa along as well. There's a removable escape hatch on the right side of the Beech and it's legal to fly with it off. Now our merry bands of mad bombers were feverishly plotting the surprise.

Daniel Vehrs rustled up a box and after the contestants left we filled the box with the 25 remaining sacks of flour and innocently wandered out to the Twin Beech. Ken got the games off to a roaring start and we loaded up the Twin Beech with our band of n'er do well's for our secret bombing mission.



Audrey flew co-pilot, Daniel in charge of the bombs and Aylssa along to give us encouragement, I was the bombardier. Oh, and we had Ken Morris for the pilot duties... it's a tough job, however someone's got to do it.

Well... the best laid plans, etc, etc, etc. Flour as a bit light for a given volume and there were... issues. The plan was to tip the box out the window and let all 25 come flying out and cover the target.



2018 Convention Review

...Scott Ross, Christian Vehrs
Photos...Ron Wiener, Robert Ramey

A Beech 18 in the pass is moving along at 150 mph give or take and there's a bunch of air flowing past the window/escape hatch. The hope was the slipstream would pull the sacks out and we'd carpet bomb the entire area. Needless to say we made a beautiful pass and the bombing run was a dud!



The bombing run that wasn't

Christian...

The Saturday evening banquet was a blast with the awards for the flying games and the aircraft judging. A huge thank you to Brad Haslet and his team for hosting a great convention and welcoming us to Tennessee.



See you next year !





Photo courtesy of John Kliewer

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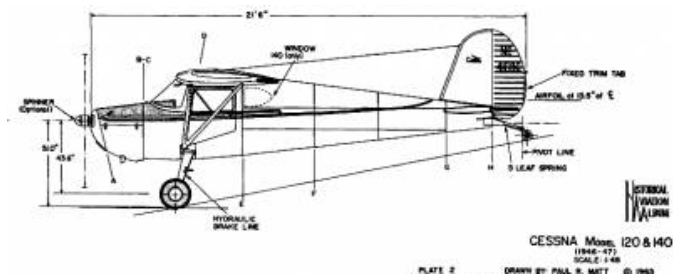


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Tech Talk

by Victor Grahn



Winter Ops.

It's that time of year, when those of us "Up North" deal with temps closing in on freezing.....or well below it. For those members fortunate enough to not have to deal with cold temps or that "white stuff".....pull up the chair grab a cup of Joe or some sweet tea and enjoy reading about a side of aviation that you're lucky to be missing out on.

Winter flying can mean slippery runways, making hurried pre-flights (cuz yer freezing!) and forgetting your flashlight, because daylight is much less during winter months. Winter flying can also mean, fantastic take off performance (well, ok.....marginally better.....) and those awesome views of frozen lakes and a world gone white.

While all of these are important subjects most all of them have been covered in the major aviation periodicals over the years so I'll leave the pros to discussing them, I'll just concentrate on getting our engine pre-heated and kept warmer while flying when the OAT (outside air temp) starts ducking towards that magical 32 degrees F.

I'd be fibbing if I didn't admit to enjoying discussions and on line posts about the optimum pre-heat temperature and what temperature oil won't flow through the filter and bypasses, who's got an ethanol powered (green ya know....) torpedo heater connected to their scat ducts, using technology like iPads, timer induced electronic ignition, and temperature controlled hangars from geo-thermal volcanic magma reservoirs with supplemental solar power (super green ya know). If you can manage to use of all these at once, you will have achieved pre-heating nirvana - having your airplane engine warmed up prior to you (most important person there is!) arriving at the airport.

On the serious side, it's not just getting your engine warm when the OAT dips below about 40 F. It's making sure you don't have ice on the wings if your aircraft is stored outside. Or, it's making sure that water didn't thaw during the day run down inside your flight controls and then re-freeze. Winter ops also means making sure you as a pilot (and passengers) don't get so cold that flying isn't either fun or could impede your ability to control your aircraft because you're so cold you "lock up" or can't think straight.



Before we start I want to point out the engine manufactures and the oil companies/suppliers have recommended that 180 degrees F is the optimum temperature for oil.

Tech Talk

by Victor Grahn

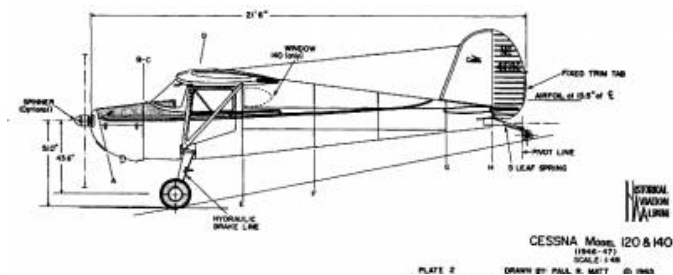
Ideally you would keep your oil between about 165 to 200 degrees, for variety of reasons. Too cold and you don't burn off the moisture induced at start up. Too warm and the oil breaks down and won't do a proper job of lubrication.

First off I'd recommend taking a look at the parts book for the C-120/140 aircraft. Cessna offered a complete winterization kit on page 122, figure 64, consisting of blanking plates for the air intake grills, the two oval oil holes below the propeller and the oil screen tube at the back of the engine baffling on the co-pilot side. One other item is a "heat blanket" for the oil sump.

Originally these blanking plates all had decals on them identifying at what temperature they should be removed, or at least not kept on the engines. Over time you may still have the blanking plates, but the decals might have worn off.



We'll start with the air inlet grill covers. The decal states remove above 30 degrees F. I've kept mine on up to about 40 degrees and it doesn't seem to affect much, but above that depending on your engine, (C-90's and O-200's as well as the larger Lycoming engines I would assume, generate more heat than the C-85's) I'm certain you will want to



remove them. I seem to have misplaced the three little spring loaded hooks that slip to the front and catch on the grills louvers.



Keep in mind the covers are installed as shown on the drawing, placing them on the inboard side of the opening, near the crankshaft.

Next up is the two small covers for the oval holes below the propeller. I find I need to install them around 45 degrees OAT otherwise my oil temp will not warm up enough.



They are similar to the fabric covers with an identical method of spring attachment.

Tech Talk

by Victor Grahn

One of mine is home made with an identical arm behind the cover that extends to either side of the hole, but is held in place with a screw and tinnerman nut.

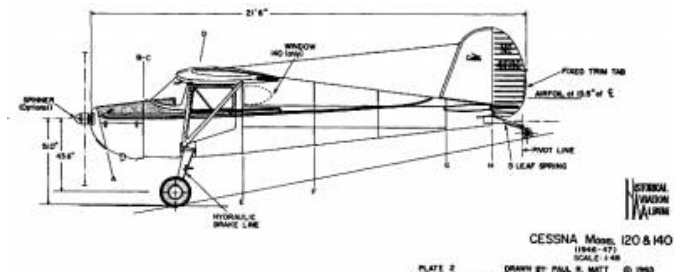
Next up is the blast tube that routes cold air coming over the cylinders and blows directly on the oil screen housing on the lower right accessory case. My hole is covered up with aluminum speed tape and also note the hole location on my baffling is probably higher than yours. The decal on the cover (if I had one) would say "remove when OAT is above 70 degrees F. You may find that you will want to remove it above or below that temperature (probably below).

Lastly the oil sump wrap. As far as I know these were made for the smaller 4.5 quart tanks. There may be some wraps for the larger sumps. Once again these are recommended to be removed at temps above 70 degrees F.

Just as bad for your engine would be to forget taking these covers off as it warms up in the spring as not having them installed in the winter.

Other considerations are your oil type. Is your oil suitable for cold temps? If you are running straight grade, be certain to drain that heavy 50wt oil out and put in something lighter, such as 40 or 30 weight oil. Most of us use the multi grade so we don't have to deal with this issue.

On the subject of pre-heating; there are multiple fine products out in the market place that will electronically preheat, Tanis comes to mind as a great product. Anything that can warm up the cold, cold chunk of aluminum and steel is very helpful.



An electric heater can be powered by an external power source.

Some folks (including myself) used forced air. To do this (or even with a Tanis 110 volt system) you may want to consider using a blanket or sleeping bag over the top of the engine cowling to insulate and get more effect out of your heating system. I find that at temps down to freezing (which is most of my cold weather flying) A good blanket with forced air over 40 or so minutes will get the whole engine warmed up.



Propane (or other fuel) heater provides warm air and can be delivered into the cowling through simple ducting.



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Winner of the mystery plane contest

Christian,

In your "Guess That Plane," I believe we are looking at a Bird aircraft. The lower wing is smaller than the top and the gear legs are indicative of a Bird. I'm also guessing it's powered by a Kenner engine.

Blue Skies,

Scott Spitler

1946 Cessna 140 - NC89046

Maryville, TN

Great job Scott!!

Yes it is a Winkle Bird.

I wish I had a prize for you, but the budget they give me for being the newsletter editor won't allow that :)

Look for your name in the next issue !!

Christian

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Classic Cessna Meeting and European Cessna 120/140 Fly-in

September 1-2, 2018 Wershofen Germany

...Review by Wolfgang Schuele

In cooperation with Cessna 120/140, Cessna Bird Dog, and Cessna Skymaster associations



Again, we had our European Cessna 120/140 Fly In at the Wershofen glider site. It was as good as it could be. Organization was pristine like in former years and obviously this has got about. There were so many airplanes parked parallel to the long runway that it was kind of a nice Sunday stroll to get to see the ones at the very end.



But let me start with basics. Weather was as ordered in the northerly and northwesterly parts of Germany. However, a strong, almost stationary, low pressure area sitting right south of the Alps in Northern Italy created an unusual weather situation with lots of rain and low clouds moving in via Austria across southern Germany. Some who may have left in time or found a way around higher elevations still made it.

My own 140 is far away in sunny Florida so I thought I could take my bike for the 280 miles ride even though weather forecast was a little iffy. As it turned out weather was much worse than forecast and I was soaked with rain while I was still in the middle of Black Forest - still more than five hours from the Eifel region. Two days later, on my way back home the last 2 hours were in rain, again, at night on bendy roads- no fun!

No weather to fly, either! This explains why there have been no C-120/140s from the south/southeast of Germany. What has surprised me, though, was that there has been not a single C-120/140s from the surrounding countries.



Frank Selsemeier and his beautiful Cessna 140 (retaining the original N-number from U.S. registration)

My list shows seven C-120/140s at Wershofen this year. Two were registered in Germany; the remaining five had a US registration. That's something that might let you think about the FAA, again. Due to a restrictive and burdensome (expensive) aviation bureaucracy in Europe more and more people left their airplanes in US registry rather than putting them into the registry of their own countries.



The Wershofen Fly-In-Picnic and vintage Cessna Fly-In has gotten such a good reputation over the years that vintage models from other manufacturers have outnumbered Cessnas by far. The Wershofen Glider Club (in cooperation with neighboring clubs) does neither charge admission fee for visitors who pour in by car from afar nor do they charge registration fee. The only contribution to their expenses comes from selling (mainly) food and drinks and from vendors who sell toys for kids. This is like a big public festival.



With the growing numbers of vintage airplanes the catering tent for crews has let the friendly crew grow to four people handing out breakfast, and a variety of snacks throughout the day (free of charge but donations are welcome). This deserves a huge **THANK YOU!!**

Limited space and aircraft frequently moving around made it impossible to park all C-120/140 together so I don't have a family picture. Also, some left in the evening to stay overnight at one of the neighboring airfields because the only two hotels had been booked out long ago.



Longtime member Jens Kampe from the Hamburg area is a regular at Wershofen with his pretty C-140



A rare bird was this Cessna 145 Airmaster. The owner showed up for the picnic in style, suiting the era of his airplane. There are only two Airmasters in Europe of which I know.

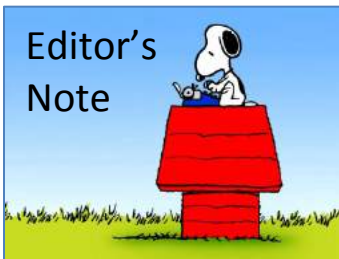


This year, Klaus Bachmann again defended his title for Best C-120/140 at the Fly-In

His C-140 D-EWUW displays unique beer advertising for a small brewery in Bavaria. He even had some samples of the drink with him (non-alcoholic!!). See the box. Don't be confused by the two registrations. The former US registration is still there for historical reasons only.



A late arrival was this C-120 from Trier/Germany



Thank you Wolfgang for the great review, and for promoting our beloved airplanes in Europe!!

Let me take a moment to highlight something I noticed in Wolfgang's article. The picture of the glider club features a rare glider from Germany. The **DFS *Habicht*** (German: "Hawk") was designed in 1936 by Hans Jacobs as an unlimited aerobatic sailplane. Four planes were made available for the Olympic Games of 1936, where the maneuvers of the *Habicht* over and literally inside the Olympic stadium enthralled spectators. The glider flights were part of an exhibition to encourage the International Olympic Committee to include glider competition in future games.

Modified versions of the *Habicht*, dubbed the **Stummel-Habicht** ("Stumpy Hawk") were used to train pilots to land the Messerschmitt Me 163 Komet rocket-powered fighter, and allegedly for training Hitler Youth pilots for flying the Heinkel He 162 *Spatz* jet fighter. Trainees began on a *Stummel-Habicht* on which the original *Habicht*'s 13.6-metre (44 ft 7 in) gull wings had been replaced with straight wings of 8-metre (26 ft 3 in) span, and then progressed to another version with a 6-metre (19 ft 8 in) span.

Few *Habicht*s survived World War II. Türk Hava Kurumu manufactured six reverse-engineered copies of the *Habicht* as the **THK-3** in 1945-1946. Take a look at rare video from 1936 featuring the *Habicht*.

https://www.youtube.com/watch?v=WKK0_ZfN-pY



2019 INTERNATIONAL CESSNA 120/140 CONVENTION (KFWB) BRANSON, MISSOURI SEPTEMBER 3-7, 2019

Primary hotel:

Chateau on the Lake Resort. (888) 333-5253 (417) 334-1161
415 North State Highway 265
Branson, Missouri 65616
<https://www.chateauonthelake.com/>



*A block of 40 rooms is reserved –
please make your reservations soon.*

- Mountain View King
Single / Double \$119.00 / night
- Mountain View Double Queens
Single / Double \$119.00 / night
- Lake Front Kings or Ambassador Suites
Single / Double \$149.00 / night

Be sure to ask for the Cessna 120/140 convention rate when making reservations.
Transportation from Airport: Arrangements are pending...

CAR RENTALS:

Enterprise Rent A Car: (417) 336-2000

Tuesday September 3rd — Arrival day
Dinner at the hotel



Wednesday September 4th

Fly-out to Game Composites
(<http://www.gamecomposites.com/>)
Tour of the facility at Louise Thaden Field –
KVBT – back by 3:30pm

Lunch at the restaurant “Louise” – in the
FBO facility at KVBT
Dixie Stampede Dinner & Show (at 5:30pm)



*Game Composites GameBird GB1
303 HP 10G +/-*

Thursday September 5th — Tech Forum

Fly-out to Gastons White River Resort for early lunch
(30 minute flight) – back by 2:00pm



Gaston's White River Resort (runway on left)

Branson Showboat dinner & Cruise
(at 4:00pm)



Branson Showboat Dinner Cruise

Friday September 6th

First Timers Breakfast – at the hotel
Maintenance forum – at the airport – KFWB

Catered Lunch – at the airport – KFWB

Flying games at KFWB
Banquet



Saturday September 7th

Farewell Breakfast at the hotel
Departure Day



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