



# International Cessna 120/140 Association

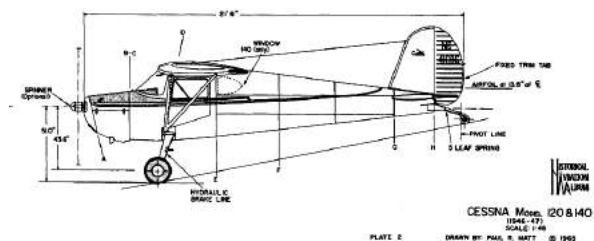
Issue 411 Summer 2019 May/June/July



*Discovery and recovery of Serial # 15200 (story page 4)*

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Tech-Talk by Victor Grahn



Curtis Morris – Fly Wisconsin



N1863V Rest of the Story





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# Recovery of the first 140 A model....Lorraine Morris

Lorraine says...

For once this story doesn't start with the trifecta of airplane dealings: A Trade-A-Plane, a cellphone and a six pack. Instead it starts with a phone call from Christian Vehrs. We were sitting at home, minding our business, having an adult beverage when Christian called. He started asking us questions about the 140A, and when they started making them, and what the serial number should be on the first one and a few other questions. By the end of the conversation, we found out that he was told where the first 140A (allegedly) was, and he was going to go out and see it for a newsletter article. He would report back what he found. Wait a minute, all we are missing is the Trade-A-Plane....

Christian says...

For me, this story starts in a place that is about as unlikely as it gets. There I was, minding my own business, when I was assigned to teach a Human Factors Safety class to a contractor who provides support to our nation's military. The defense contract company (which shall remain unnamed) was located somewhere close to a big house painted white in a city not too far from Virginia.



Whenever I teach an aviation safety class, I always have a picture of 2032V on the screen during the first hour of class while we get to know each other with student introductions / hobbies / etc.



*Early departure/ Minnesota 2006 convention.*

*Photo by Blake Mathis.*

Often, this picture sparks conversation that reveal students who share the same passion for small aircraft – sometimes even classics like ours. This class was one of those, but even better. One student studied this picture very meticulously, and then asked if it was a Cessna 120. This student Bob (names have been changed to protect the innocent) was an Authorized Inspector (AI) and had a keen interest in vintage aircraft. He mentioned all of the airplanes he had owned over the years, as well as the current ones in his hangar.

Since Bob knew that I had a unique interest in 120/140s, he mentioned that I might be interested to see the first Cessna 140A model ever produced. He stated that it was serial number 1 (which sounded suspicious to me). He went on to say that the airplane was located locally, and if I wanted, he could contact the owner for a visit. I figured it might be a serial number that ended with a couple of zeros and a random 1, but certainly not #1 since I knew that the serial numbers were at least 5 digits.

Anyway, a visit to a local airport to see a 140A would certainly be better than flipping through channels at the hotel. I figured I should go ahead and do some quick research regarding the history of the 140A model and perhaps even talk to someone who might actually know what the serial number should be for the first airplane. The best folks I know who would have that information were Ken and Lorraine Morris in Poplar Grove Illinois, and Victor Grahn, our Director of Maintenance. Ken, Lorraine and Victor all confirmed that the serial number I was looking for would be 15200.

My student Bob gave me the phone number of Walter Cornett, who is the son of Lonzo Cornett, the registered owner. Walter agreed to meet with me since his interest was finding a good home for his Father's airplane. I simply asked about seeing the airplane in order to write an article about a fun story.

Walter was busy that day, but he said that his brother would bring Lonzo out to the airport and meet me. They confirmed that it was time for the family to find a new home for the airplane since Lonzo wasn't flying anymore and he had made peace with letting go of it.

Lonzo is a very gracious gentleman who was like a proud parent showing off his pride and joy. He had maintained fresh fuel and would take his airplane out occasionally for a little taxi around the strip and then place it back in the hangar.



He had also kept a fresh battery in it and predicted it would start with a shot of primer and a quick hit of the starter.



Low and behold, he was right. The engine fired right up and ran very nicely. I took a few pictures of the cabin and engine compartment.



Almost as an afterthought, I remembered that I was looking for serial number 15200. I opened the left door and poked my head around to find the data plate and registration. I almost couldn't believe what I was seeing – serial number 15200.





Lonzo asked me about my affiliation with the Cessna 140s, and I mentioned that I was a past President and current Newsletter Editor. He began questioning me about members he had known years ago, like Fred and Sue Lagno, Dave Lowe, Bo Mabry, and many others. Pretty quickly, the conversation was moving faster than I could follow.

It seemed as though nothing made him smile like knowing that the next owner would restore the airplane back to its original condition, that it would be loved, and that it would be taken to Oshkosk.

I'll let Lorraine finish the story...

Lorraine says,

The next evening, we got another call from Christian, reporting back that it was flyable, and it was for sale. Of all the things we needed, another airplane was not on the list. But the first one made? That was worth it! We told Christian we were interested, and soon the deal was completed. (Is this a blatant attempt for newsletter articles?) Now we have to go down and get it.... It's in Virginia, 600 miles away.

We called Lonzo's son to coordinate pick up, and determined that a week later, Feb 15<sup>th</sup>, if the weather cooperated, it should be good. On the 15<sup>th</sup>, we got up early (5:30 am) and got ourselves together, jumped into the Bonanza and flew down to Virginia. We had TAILWINDS of 60kts, which gave us a 223 kts groundspeed. An omen for a good day!

On the way down we decided we needed a name for the new airplane. We always give them names. We have to have some way to distinguish the 140A from the 140A from the 140A. And it gives them a personality. Usually the name corresponds to the last letter of the N number. We have restored an Albert, Chucky, Victoria, Clifford and such. Also a Swamp Thing (that is a WHOLE 'nuther story).

Since this was the first 140A ever made, it needs to have a special designation. Its N number ends in V like the 1948 Cessna 140s did.

We think Cessna just used up some of the extra N numbers left over from the 1948 Cessna 140 run. But nothing that started with V seemed to fit as an appropriate. It was the first one made, so I started calling it Uno. The U in Uno kind of looks like a V if you use your imagination I figured...

We got to VA, and found the strip. It is still listed as an operational airport, but it is hidden amongst the trees, and narrow and short. 2000' long, 90' wide (generous estimate) and TALL trees on the sides and both ends. It was an interesting arrival, because as soon as you fly over, and enter the downwind, you lose sight of the runway. But thanks to Ken's superior piloting skills, we made it!



We were greeted by the owner of the airport and his black dog, appropriately named Blacky. Sometime after that he disappeared, and we never saw him again.

It's an interesting airport. It looks like somebody decided to collect cars. And tractors. And old campers. And anything else with wheels. They collected them, then parked them, then forgot them. Lots of old things, all covered with some kind of vegetation or ivy. No telling. It was hard to tell what some things were.



*Tractors and cars and airplanes covered in time and local vegetation.*

The plane was stored in an open three sided hangar. It looked pretty good at first glance! The owner showed up a few minutes later and we started looking it over. He helped us push it out of the hangar and put some fresh gas in it. We opened up the inspection panels, and gave it a good looking over. Our intention was to return the plane to its original configuration, so any 'modifications and improvements' previously done were not an issue for us either way.



We chatted a bit, looked a bit, and then the owners son showed up. We chatted with him a bit too. (lots of chatting going on!)

One of the things we noticed is that the SCAT tube that hooks up to the heater was missing. The owner said he did have it but it was 100 miles away. It wasn't that cold in Virginia, so he didn't need it. It wasn't that cold right then, so we figured it was OK. We forgot we were headed back to 8 degree F weather!



We gathered ourselves together, concluded the deal, put all the paperwork in the Bonanza, and hopped in the planes. Ken decided he would fly the 140A for its first flight out, and I would chase him in the bonanza. His takeoff was uneventful, as was mine. Always a good thing with a short runway. He took off first, and after I was airborne I found him and joined up on his wing.



We headed West, and went over the hills. There was lots of cool stuff to see in between bouncing around. There is a place with some really large radar towers. I mean HUGE. There were larger than several houses. Then it was over another bunch of hills and on our way.



As you know, a Cessna 140A is not a speed demon. I had to run with minimal power and the flaps partially extended in order to stay with him. It was bumpy, and not fun. The radio in Uno was sketchy. It worked occasionally it seemed. We ended up texting back and forth to communicate. Ken said he was doing fine and we coordinated a meet up at our next stop, University Ohio. That was fine with me, so I pulled up the flaps, added some power and left him in the dust!

After landing at KUNI, I was able to get the Bonanza fueled up so that when Ken landed it was ready to go. He showed up and we gassed up the 140 quickly. The quote of the day came when the lineman at University, OH said, 'Did you know your airplane has moss growing on the top of the wings?' Why yes we did, but not for long! All gassed up, and I volunteered to take the next leg.

I called around, and about 2 hours out of University, OH, I found Frankfort, Indiana. They were open, and had hangar space available for the evening. We wanted to get an early start the next morning, and didn't want to have to pre-heat the engines. It was February and cold. And the best part, they closed at 5 pm but I wouldn't get there till 6 pm and they volunteered to stick around till I got there so they could put me in the hangar! Great folks!

About right after takeoff out of KUNI, I discovered it wasn't as warm as I thought it would be. Thankfully I had a warm coat, gloves and a scarf. Still, by the time I landed at Frankfort, Indiana, I was officially Cold.



Ken had made it there about an hour before me, so he had the hotel and courtesy car all lined up. I landed, taxied to the hangar, it opened, they pushed me in before I could get out of the plane, and the door was closing as I was trying to unfold myself!



The next morning, after a restful sleep, Ken decided to take the last leg. I blasted off in the Bonanza, Ken thought I would get lots done before he arrived, and also because Ken decided he wanted to move the scat tube from the carb heat to the heater. He wasn't willing to spend another 3 hours in the plane without heat. What a wimp!

We both made it home and tucked Uno into the hangar. Now the FUN begins!





Photo courtesy of John Kliever

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Side view of a Cessna 120 aircraft. Dimensions and labels include: 21' 8" (total length), 5' 0" (wing span), 45' 6" (wing chord), 9' 0" (tail height), WINDOW (NO TAIL), FIXED TRIM TAB, AIRCRAFT AT 13.5° W E, H-FOOT LINE, D LEAF SPRING, HYDRAULIC BRAKE LINE, and SPINNER CYLINDER.

CESSNA Model 120 & 140  
 (1944-47)  
 SCALE 1/8" = 1'-0"

PLATE 2 DRAWN BY PAUL B. MATT © 1963

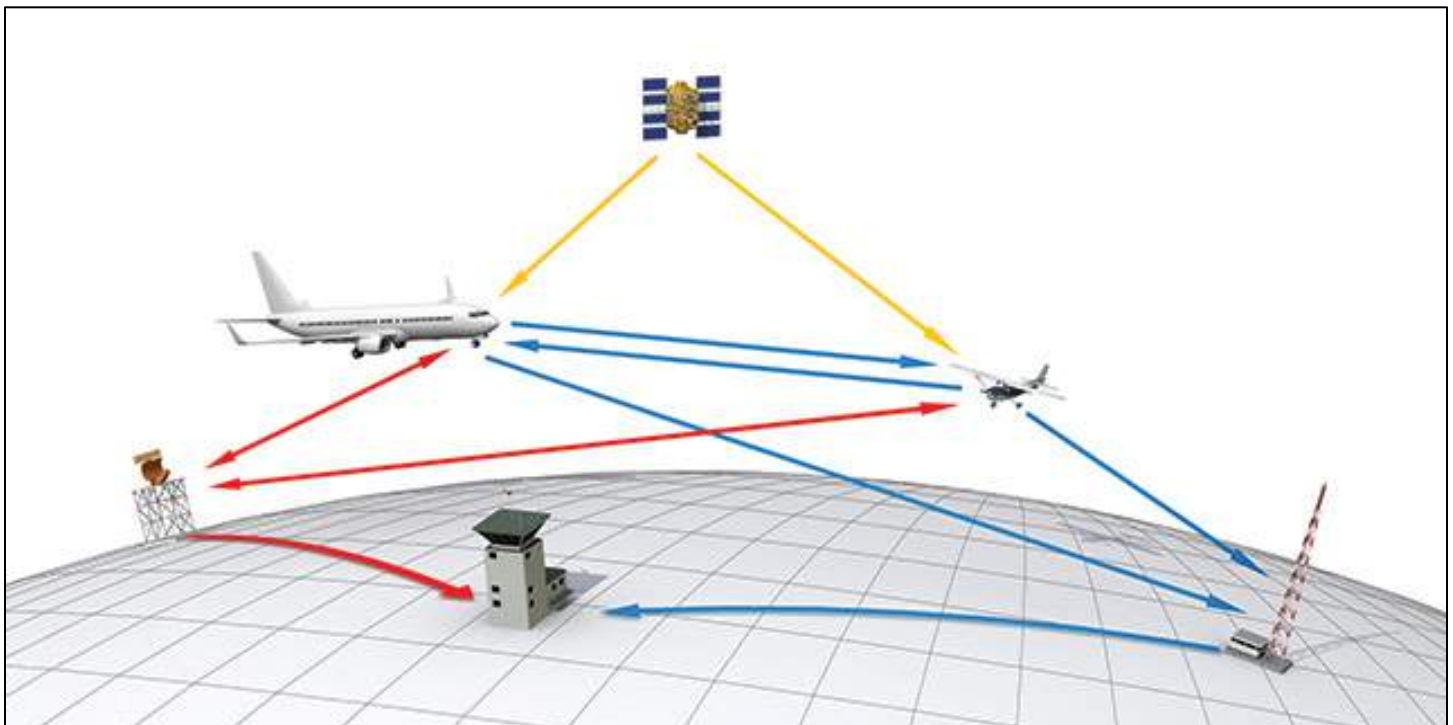
I have added some content here on the front end to help us get a simple understanding of what ADS-B is all about. Please treat all of this information as **reference only** since I have not researched all the regulations pertinent to the rule making or the application of it.

Also, as in the case of all the other Tech Talk articles covering such topics as light weight alternators, starters and LED lighting, etc, this article does not promote or endorse any brand or specific equipment. It is only presented here to help our members hear and learn from what others are doing.

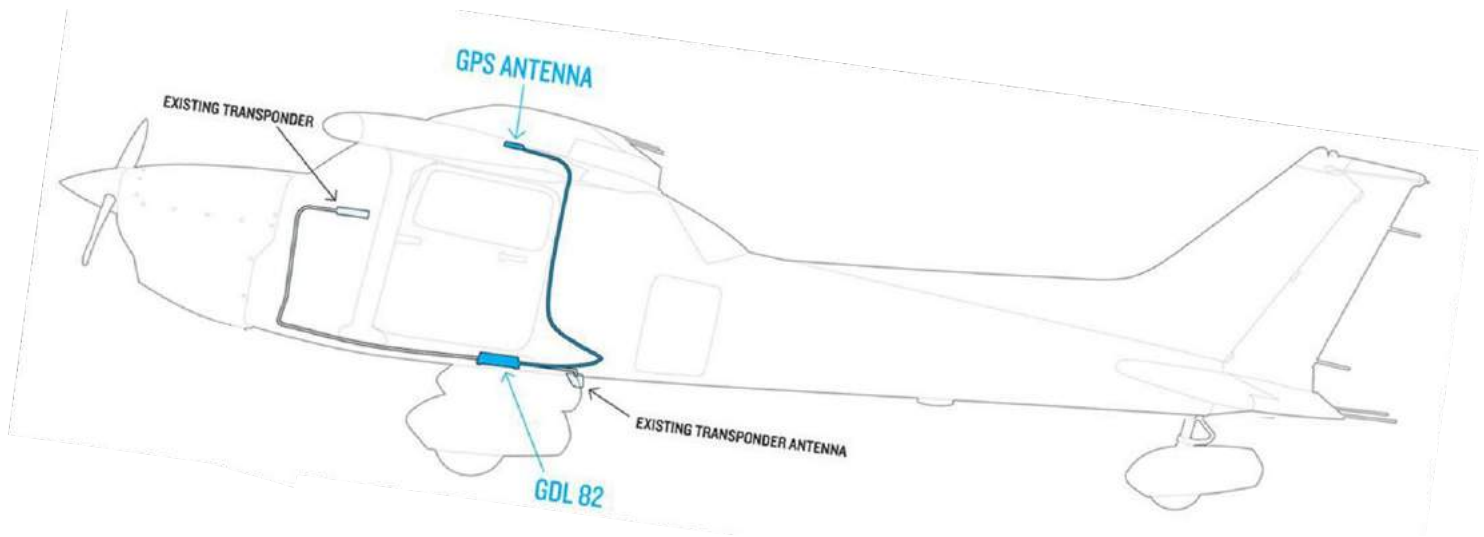
A little help from the AOPA website on the topic...

*ADS-B, or Automatic Dependent Surveillance-Broadcast, is a cornerstone of NextGen air traffic modernization, and the FAA has mandated that aircraft operating in airspace that now requires a Mode C transponder must be equipped with ADS-B Out by [Jan. 1, 2020](#).*

*ADS-B Out transmits information about altitude, airspeed, and location derived through GPS from an equipped aircraft to ground stations and to other equipped aircraft in the vicinity. Air traffic controllers use the information to "see" participating aircraft in real time with the goal of improving traffic management.*







***This simple diagram shows the various components of a typical ADS-B system. Christian has modified this diagram from the Garmin website to illustrate how the wheels on all aircraft should be configured.***

Back to the real expert – take it away Victor 😊

Now that ADS-B out (and in) has been in service for a while I thought I would give some personal observations from the various installs I've been directly involved in.

At our shop we've had about a year of ADS-B equipment installs. Currently, UAvionix Skybeacon is the top seller. We easily sell 4 to 1 of those compared with other options. This little wing tip UAT is certainly a "Hot" commodity. (\*tail beacon is not out yet as this goes to print\*)

The L3 product the "Lynx" NGT 9000 transponder has done very well, granted it's a higher priced unit. This is a full ADS-B in and out transponder, shows weather, traffic, transponder info, all on its own changeable screens.

We've done some Garmin 335's (ADS-B out only) a few Stratus products and a few Garmin GDL 82 UAT's.

For this article I'll concentrate on the Sky Beacon from UAvionix and the Garmin GDL 82, as I suspect that those will be the majority of the units going on the 120/140 aircraft.

A few items of note:

To the best of my knowledge, the USA is the only country that will recognize the UAT's because they transmit on the 978 frequency rather than the Transponder's 1090 frequency. For this reason if you have "another aircraft(a larger single, light twin etc)" that is more likely to eventually sell outside the USA or you plan to fly your 120/140 outside the USA, Canada even for that matter, you should consider an ADS-B transponder and not a UAT.

Also, another item is the pending lawsuit between UAvionix and Garmin. I recently read that UAvioinx was just granted a patent for their "process and technology" so hopefully that will settle the issue (Obviously we wish both companies well).

To date the users that have ADS-B in (whatever the source), even Foreflight with stratus, are extremely pleased with the weather and traffic information. Bottom line, yes this ADS-B stuff really works. Free on board traffic and weather, what a great way to fly! I can even see the N number of the traffic.

Regarding the specific units, let's begin with the SkyBeacon.

Yes, the installation is "that simple". An hour on the airplane, and an hour or so of paperwork and you're done! Mount that unit to the wing tip, several wires and that's it!.

However, if you have strobes, then you have a little more work to do. You will need to run a power wire from the strobe power supply. One other strobe "consideration" is that if you have triple or burst flash Strobes the Skybeacon is only a single flash LED and won't "fire" at the same rate as your other strobe. For an additional \$500 you can purchase a matching Skybeacon in green for the right side that flashes at the same rate.

Realize that with the Skybeacon your Nav lights always need to be "on" day and night, otherwise you aren't powering the unit. Per the STC, your panel will need to be placarded as such.

With high wing airplanes there is a small red light on the side of the blade that lets you know your ADS-B out is working properly. You can see it from the cockpit. With a low wing airplane you can "usually" see the little red light, as it's less visible on top (this is the way the unit is made).

How exactly does the Skybeacon work?? Well, that's proprietary,,,,,,,,,but if you scour around on the internet you can figure it out.

Moving on to the Garmin GDL 82. This is the second most popular UAT that we've seen. I elected to install this unit in my own airplane.



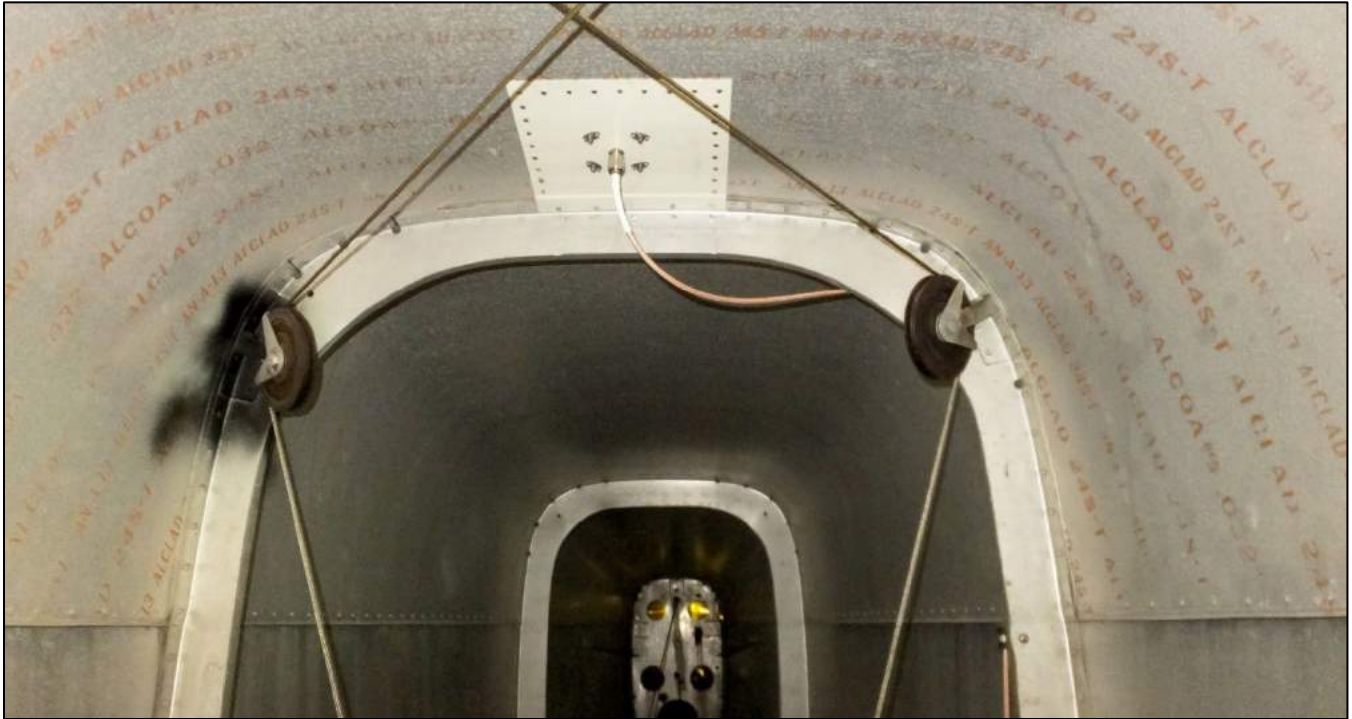
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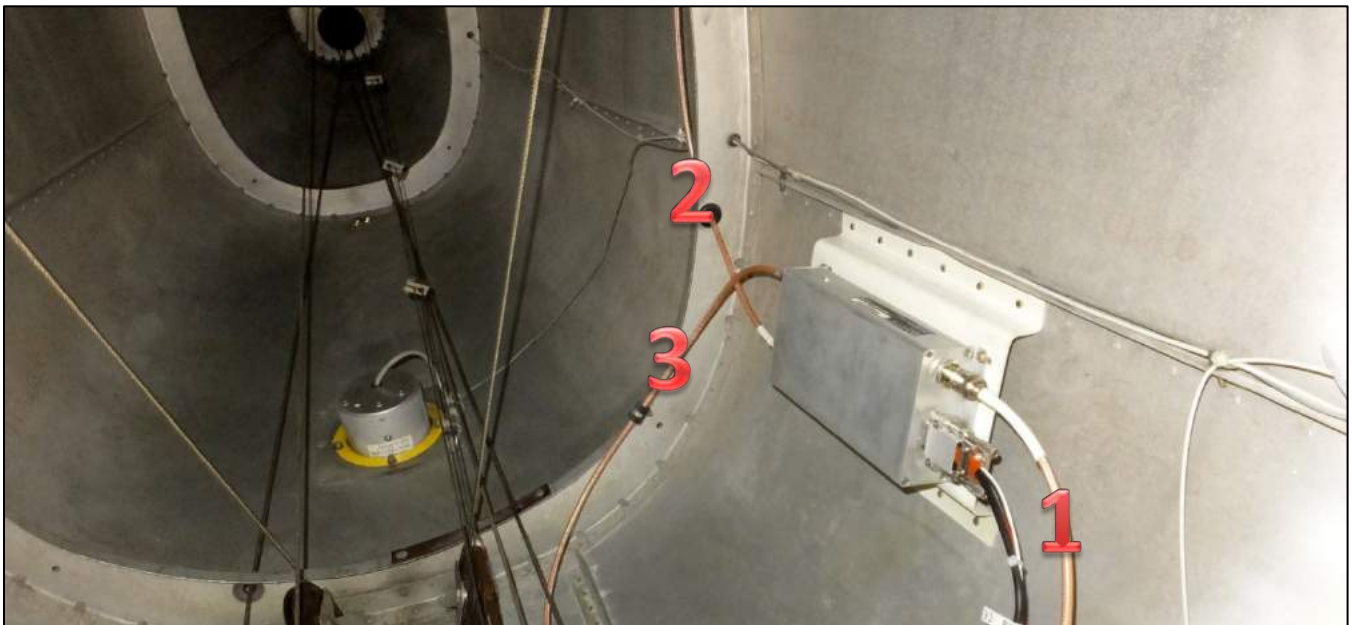
The "Sales flyers" from Garmin states "simple install". Well, that's relative....."what and how simple". It wasn't "bad", but define simple?



First off, our interior is removed in minutes, (ok that little tunnel cover can be a time consuming rascal, but the rest of it is on the table in no time!) Now comes the decision on where to mount everything. Rule #1 for the GDL 82 is that the box needs to be as close to the antenna as possible. I've included pictures of my install. If my GDL 82 unit was any closer to that antenna, it would be a mother hen.



I mounted the GPS antenna above the rear aileron pulleys so that my doubler would pick up that circular fuselage bulkhead. I mounted the GDL 82 along the cabin side, so that it could pick up the lapped skin joint. The antenna is where it always was on the belly of the airplane. All of this is aft of the battery.



**Three COAX cables required for the Garmin system.**

**1) forward to the transponder    2) up to the GPS antenna    3) down to the transponder antenna**



***Antenna mounted on the belly of the airplane – everything aft of the battery.***

Getting a bud to help you rivet the doublers is necessary. Lastly, “pulling wire” under the baggage compartment floor was certainly one of the fun chores with this install. (I’m being a little factious here, this is a difficult area to access!) Most of the GDL 82 install can be done by a single person.

And then.....Wiring under the instrument panel is always pure joy.....yeah.....right.



Several “tricks” to the GDL 82.

- You will need to replace any old Coax with the newer RG400 (a bronze colored coax) otherwise your transponder and/or UAT performance will suffer
- Replacing the rack coax connector is a real “pistol”. There are multiple washers and snap rings deep inside the rack. Without the two special tools (removal and install) this job is probably impossible. Even with the tools it’s darn difficult.



Other considerations for the GDL 82

1. It requires a ‘fail light’. A power source to the little bulb (bulb is not included) and then the GDL 82 provides the ground.
2. You don’t have to, but you can wire up an Anonymous engage switch (also not included) that allows you to transmit ADS-B out, but just not your N number.
3. You’ll need to find some place to locate the fail light and *engage* switch on the panel. I wish I’d known that ADS-B was coming 20 plus years ago when I redid my panel, as this transpired, I was pretty short on space and “had to make do”, mounting the light and the switch, fortunately they are small.
4. Paperwork: With the Skybeacon it’s straight forward, most aircraft are covered by UAvionix’s STC. A basic 337, w&B insert STC/ Flight manual info is all.

With either install you will need an Avionics shop at a minimum to sign off a VFR cert on the transponder, per 14 CFR 91.413. (Remember the “regs” are no longer “FAR’s”!!)

Paperwork for the GDL 82.....not so straight forward. Garmin fortunately has provided most of what you need on their website.

- ✓ The “original STC for a Mooney
- ✓ Permission to use that STC as a “follow on”
- ✓ Samples of flight manual supplements
- ✓ and ICA information

4A. The FAA has allowed for “follow on” installations. Basically you reference a memorandum (FAA Memorandum Mar-2-2016 Policy for ADS-B installation) from the FAA allowing you to install as a “Follow on” from the prior Mooney STC installing the GDL82. Your 337 should reference that STC and that you are “following on”. I would reference the Memorandum and also look up FAA Technical Paper AFS-360-2017-1

Other items to include in your 337:

- ✓ That the unit is TSO C154c,
- ✓ No changes were made to the aircraft limitations,
- ✓ Where and how you installed antenna, GDL 82,
- ✓ Did you use the existing transponder?
- ✓ Install a new transponder?
- ✓ Your approvals for sheet metal work, wiring etc, AC43.13?

4B. If you do not have a way or means of testing the ADS-B on the ground (your Avionics shop doesn’t have the necessary equipment) then you will need to do a Validation flight. This means you need to fly in “rule airspace (Class B or C or E above 10,000 feet) for a minimum of 30 minutes. After landing wait approximately 1 hour (or more) Then you check the FAA website for your results. Go to “Public ADS-B Performance Report”. Enter in your N number, whether UAT or Transponder, the approximate time you entered and left “rule” airspace. Essentially you should see “no errors” and a whole bunch of 0.00% fail in all the boxes meaning you “Passed” because you didn’t “fail”.

4C. Note this is different than the GA IRSR (GA Incentive Requirements Status Report) site where you go to get your Rebate incentive, assuming you applied for one. There it is very clear of the 4 boxes that you “Passed” (or failed) them all.

4D. But wait!!!!!!!!!!!!!! There’s more.

4E. Suppose you’ve installed your ADS-B and have no way to check it on the ground, so you do your validation flight. Here’s the tricky part. You need 2 (yes TWO) 337’s. The first is for the install with the approval to install, and for an OFE (Operational Flight Evaluation) flight. After a successful OFE flight you need to send in a second 337 including the FAA report of your successful ADS-B flight. You can now state on the 337 form that the installed equipment meets the performance requirements of 14 CFR 91.227. (Technically you can’t do this on the first 337, because you haven’t “tested” the installed equipment)

Now that I’ve thoroughly confused you, if you opt for either of these units and have questions, feel free to email me and I can probably help sort out what it is you need. I can’t address everything in the article you may experience, but this is basic first steps primer and some of the stumbling blocks I encountered.

Lastly, the rebate program. It’s pretty much run its course, and I understand all the rebate slots are taken, however, if you did apply and follow the instructions it works as advertised. I applied for a slot. I installed my equipment in the time frame, performed the validation flight and received my report. Filed the necessary information on line and 2 weeks later the check arrived in the mail.





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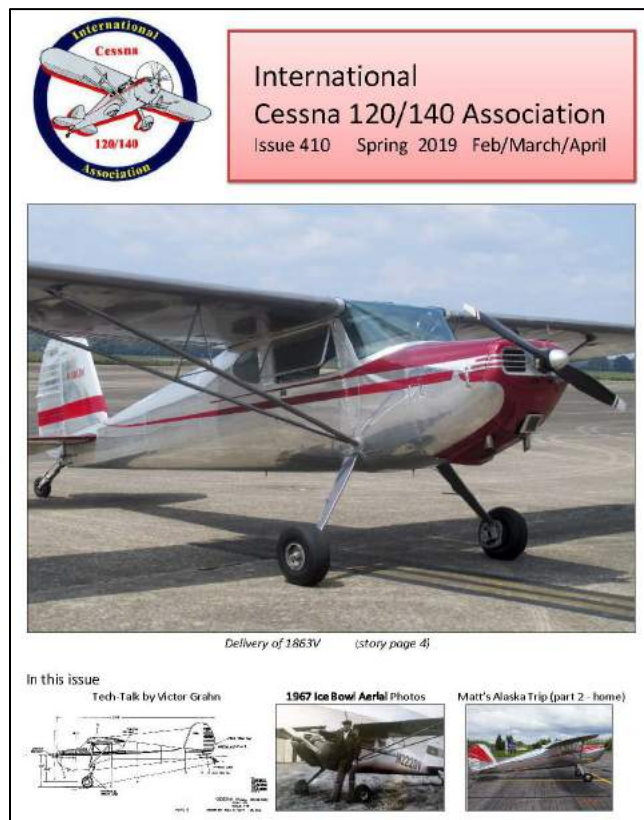


# The Rest of the N1863V Story

## ...by Rodolphe Revillet and Christian Vehrs

Christian says...

In the last issue of our newsletter, I wrote an article about the wonderful opportunity I had to bring N1863V to Georgia from Tulsa Oklahoma.



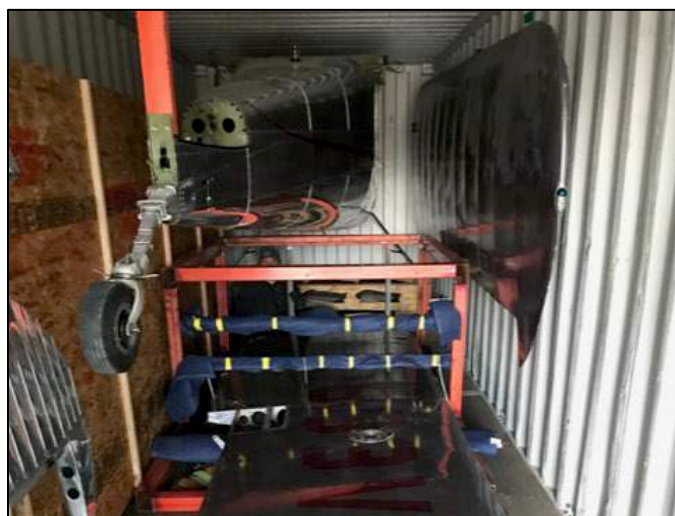
At the end of that article, I made a joke about how 63V would soon acquire a taste for grits, gravy and sweet tea. Little did I know that 63V wouldn't stay in Georgia long enough to acquire a yearning for those southern delicacies. It turns out, about the same time I was flying 63V back to Georgia, a wonderful gentleman from France had come to Oshkosh and became a member of our association in an effort to find a 120/140.

By the time I had published the article about my flight in the Spring 2019 issue, 63V was already inside a shipping container half way across the Atlantic Ocean.

I can only image how amazing it would be for a new member to get their second newsletter and see the airplane they had just purchased featured in the cover story. For my part, it was equally amazing to receive an email from Rodolphe detailing how he was in the process of shipping 63V overseas. I quickly responded and asked for more details (sensing a great article to come out of this correspondence). I'll piece together some of the email trail, but more importantly, Rodolphe's great contribution to this newsletter.

*Dear Christian,*  
*I was very happy and surprised to read the newsletter that arrived in my mailbox this night. That's a very nice and very interesting story because I am the new owner of the plane. I bought it at the end of September, and N1863V is at the present time disassembled in a 40ft size container a few miles NW abeam Azores's islands. I am French (Air France B777 First Officer) and the plane will be based on the SaintCyr l'Ecole Airfield (LFPZ) very close to Paris. I am member of the International Cessna 120-140 Association since Oshkosh 2018. Thank you for the newsletter*

*Best regards, Rodolphe Revillet*





Christian explained his story of the N1863V ferry flight from Tulsa to Atlanta area.

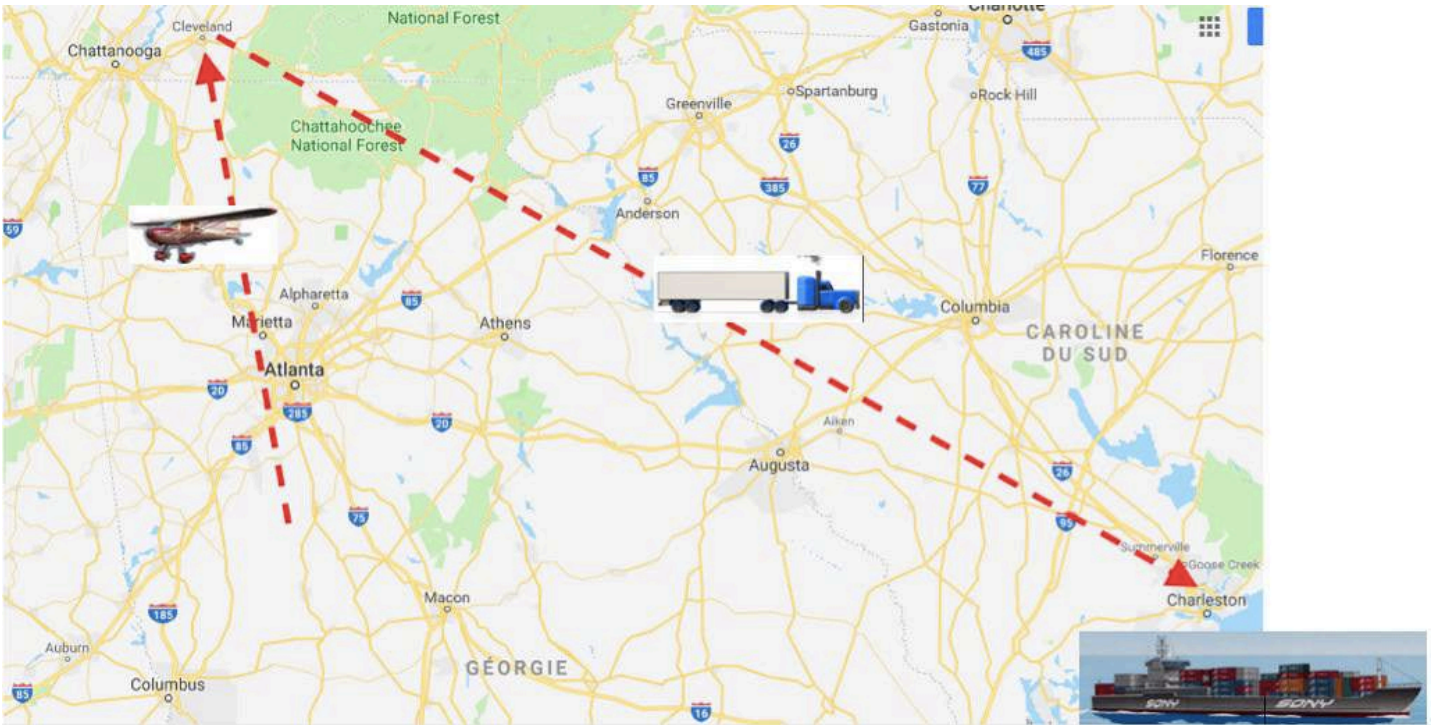
I bought the Cessna just a few weeks after Christian ferried it. I was looking such a bird for months and when I saw the ad on the web I asked my friend Andy (Montgomery Aero Enterprises, Cleveland Tennessee) if he had time to see a plane the following weekend. That's exactly what happened. Andy made a pre-buy inspection 2 days later and I decided to buy the aircraft. The aircraft was on the Peach State Aerodrome (Georgia).



Andy flew the aircraft to his hangar in Cleveland, TN. The aircraft stayed a few months to be disassembled and sent to France in a container. N1863V shared a high cube container with a Cessna 170 and a Stearman wing.

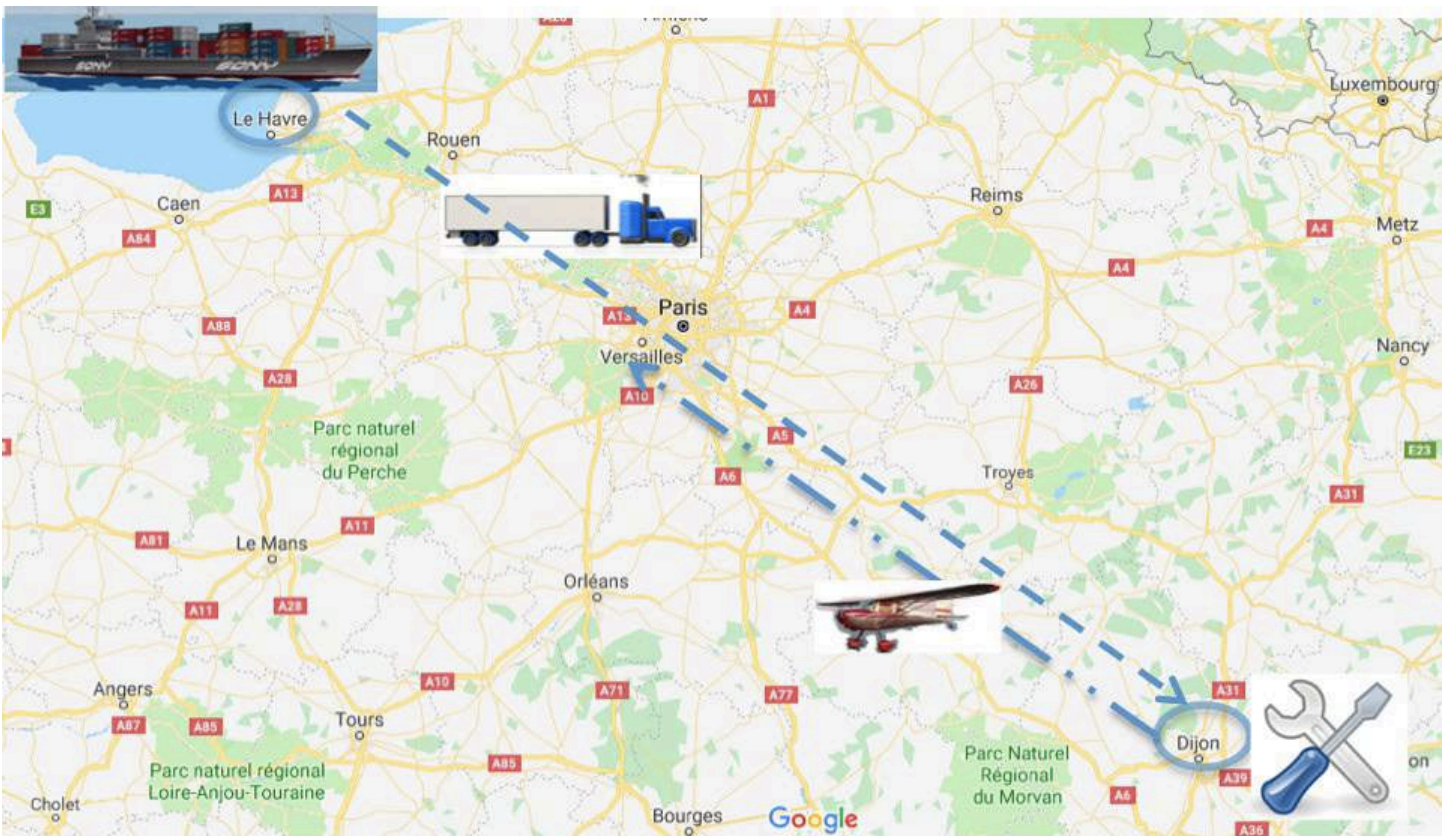






***63V trip flying to Cleveland Tennessee, disassembled and trucked to the port in Charleston.***

***The ship left Charleston on the 24<sup>th</sup> of January and arrived in Dijon (France) on the 4<sup>th</sup> of March.  
63V was then trucked to an assembly point.***





*N1863V started his new life in the AIR PROJET hangar on Dijon Darois airfield (LFGI).  
The same place where all the Robin Aircrafts are born.*



Anthony with his team made a complete checkup of the aircraft :

- ✓ Engine mount changed
- ✓ Engine annual check and repaint
- ✓ Wheels and brake discs changed
- ✓ Trim control cable changed





After a few hours of flight for adjustments and checks, N1863V was ready to fly on the 22th of March.







*I have also some very nice pictures taken with « miss daisy » N89576 C140, owned by Baptiste Poulain, also member of your association. His aircraft is based in Dijon, and arrived in France 9 months earlier.*







*I picked-up N1863V on the 1<sup>st</sup> of April to fly home (Saint-Cyr-l'Ecole Airfield) very close to Versailles (Base leg Rwy 29 on the gardens).*

*With his new family ! To be continued ...*

Rodolphe Revillet [rodolphe@stearman.fr](mailto:rodolphe@stearman.fr)





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...by Curtis Morris



Time building, such an arduous and dull affair; (it should be dull, no-one wants excitement while flying, that is bad). But I need a mission! Something to channel my energy and efforts into. I earned my Private Pilot's License on September 7, 2017 in our Family's Cessna 140A. N5669C has been in the family for over 50 years, and my father and cousin learned to fly in it also. We call it 'Charlie'.



Enter stage left: FLY WI.

I had first heard of the program though a state sister program: Fly Minnesota. However the Wisconsin program seemed much more streamlined and also more convenient. After all, I'm mere miles from the cheddar curtain.

You can sign up online and they send you a large aeronautical map of the state and a "passport" which is a little booklet in which you would gather your proof of landing (a special stamp unique to that airport). The state map is very handy when planning your route.

The Idea behind the FLY programs is to have you fly to almost all of the public use airports in the state. The fly Wisconsin program is made of three tiers: bronze, silver and gold. Gold consists of landing at 126 airports, attending three FAA safety seminars, and attending three aviation events.

Participation levels and awards	Airports	Aviation attractions	FAA Seminars
<b>Bronze</b>			
Fly Wisconsin shirt	42	1	1
<b>Silver</b>			
Flight bag	+42	+1	+1
<b>Gold</b>			
Leather jacket or patch + \$100 gift card	+43	+1	+1
<b>TOTAL</b>	127	3	3

My first flight on a Fly Wisconsin stamp mission was from C77-KRYV-KMSN-C77 on November 29, 2017. The Fly Wisconsin program was a blast. On August 22, 2018 I completed my final flight of the program, to Sheboygan WI to visit the small museum on the field. I landed at all 126 of the public use airports in Wisconsin.

I learned so much while participating in Fly Wisconsin. For example, not every airport has oil for my engine or drinking water for my body (very important in the summer). The Cessna 140A is a perfect airplane for this program. It's short takeoff and landing capability was very important. There were many small airports that were exciting to enter and leave, some were even shorter than 2000 ft.





she never heard me taxi in. Yet there Charlie was, parked next to Citations and Learjets. (Fit right in).



Yet the smaller airports were some of the nicest airports, striking up a conversation where you least expect it.

These experiences are something I will always take with me for the rest of my life, flying over the trees, puddle jumping 10 miles away and seeing people on their docks grilling and waving up at me, then cheering when I rock my wings and wave back.



Landing at just such an airport, I discovered that there was a 160 horse power engine that was an approved installation for a 140A. Then after that stop, my next landing was to the big regional airport less than 3 miles away and there wasn't a soul around.

I just recently moved to Milwaukee, and as I told my classmate from Florida. "You could be in a lot worse places. The people are friendly and the cheese curds are fantastic!"

The Cessna 140A is also good for stealth operations. When I landed at General Mitchell Milwaukee airport (after talking to the Tower and Ground control), I parked at the FBO, walked in and scared the front desk lady half to death because



## From our International Members...



**Ibu Alvarado retires in Panama, and passes on his unique story in his new book. Ibu and his beautiful Cessna 140A were featured in our Spring 2016 issue.**



International  
Cessna 120/140 Association  
Issue 398 Spring 2016 Feb/Mar/Apr



Luis (Ibu) Alvarado and his wife Pat - Palo Alto, Boquete, Chiriquí, República de Panamá

After I retired, I thought that life would gradually become more monotonous by the day. Little did I imagine that though I might have left flying, flying hadn't left me.

I had just finished flying for a Part 135 outfit, Evergreen Helicopters of Alaska (EHA), a subsidiary of Evergreen International Airlines, that operated Turbo-prop Casa 212s throughout Central and South America in some of the region's most interesting and remote places. It had been my most rewarding career job of all: No set schedules or destinations, unorthodox cargo and passengers, no required uniform and enticing amenities to go along. EHA, contracted by the U.S. Army Southern Command, serviced all of Central America, the Caribbean and most of South America from its base in Panama. Because of the places we were tasked with flying, plus the terrain and ever-present menacing weather, this job was not your run-of-the-mill type. Yet the array of the flights made it unique and never dull, and the newness of the destinations enticed the crew's anticipation. The fact that the Casas were not equipped with any state of the art instrumentation and had to be hand flown, made that operation even more exciting and demanding. Such was the flying environment I was leaving behind.



***EHI's Casa 212-200 powered by two 900 shp Garrett TPE 331-10R turbo prop engines.***

***L. to R. Alex, mechanic, me; J.B., copilot; after a ferry flight from Panama to Evergreen's headquarters to Marana, Arizona.***



All of a sudden, I found myself limited to flying my Cessna 140A, Charlie, who has been with me for the last 29 years. To fill my time, I began giving introductory flights coupled with advice to persons interested in becoming pilots. First it was to friends, then friend's friends or relatives, and then perfect strangers. Persons who had the curiosity of flying had gotten my number and were calling me. My familiarization/introductory flights are given on clear, calm days over picturesque settings. All, without exception, have expressed sheer delight after landing. I'd say about one third have gone on for formal flight training. There's no charge for those introductory flights. It's my way of giving back.



***Laura Serrano, my C140A's mechanic's granddaughter, a high school student and potential pilot during an introductory flight.***

The word got out, and soon I found myself involved in preparing licensed pilots aspiring to enter the airlines for upcoming flight checks and evaluations. In the 140A, we practice the basic maneuvers that they would be put through in a simulator: Steep turns, slow flights, airspeed changes, emergencies and stalls, based on my theory that once in the air, all airplanes handle the same. It seems to work. And last but not least, being that English is the international aviation language, I evaluate their proficiency. Most fare well in conversational English but lack the specialized word usage that is required in aviation.

The dozens of English language aviation magazines that have been piling up in the hangar now have

new purpose and a new home. To make sure there's commitment on their part, I require them to pay for the cost of gasoline and get them to help in washing down Charlie occasionally.

About the same time, a local aerial spraying company proposed I work with some pilots targeted by them to enter their aerial spraying program. All of them lack tail-dragger time, and, since all crop dusters, as far as I know, are tail-draggers, they need an endorsement. There are no tail dragger trainers, either human or aircraft, in any of the flight schools in the region; therefore, all the graduates are trike pilots.



***A Turbo Air Tractor spraying a sea of bananas in the Bocas del Toro region of the Panamanian Caribbean coast. The strip in the upper left is where I learned how to fly many years ago before it was lengthened and hard-surfaced.***

My first lessons are to ensure that they have the basic flying skills, since some of them have not flown for a while. This entails the basic maneuvers I mentioned. Once convinced of their dominance of the airplane in the air, we start the dreaded, for them, landings and takeoffs. Early in the morning or late in the afternoons with no significant winds, they are introduced to three-point landings. Once they become competent, we move on to two-point landings and after that to landing in gusts and hopefully some crosswinds. Invariably, it takes a good 10 hours to train a candidate to the point where he or she won't ground loop and can handle most wind conditions safely.

This is enjoyable but hard work, and lots of responsibility, so the 140A's hourly cost is passed on to the aerial spraying company. My charge: Nothing. It motivates me and keeps my skills honed.



***Aihalam is getting his tail-wheel endorsement in the 140A so he can enter the spraying company's training program and eventually fly an Air Tractor AT-602. That's me on the right.***

And, as if that isn't enough, just a few weeks ago, early in January, Will, an Alaskan floatplane pilot friend who lives in Panama during Alaskan hunting off-season, proposed I join him to crew a De Havilland DHC-3 Turbo Otter. Isla Secas Resort, a high-end island get-away off the Pacific coast of Panama, acquired this plane to ferry their guest to and from the island and the international airport in Panama City. Since I hold a seaplane rating (never used) and have turbine time on the Garrett TPE 331 10-R engine used on the Casa 212-200, I qualified to go as copilot. On the first flight I was on, the resort's Activities Director wanted to explore out of the way places to offer their guests for extreme adventure. Our first water landing was upriver from the coast to evaluate the possibility of off loading the guests with canoes, after which we would pick them up from where they ended up paddling and deliver them back to the island and luxury. As for me, I wouldn't want to paddle that crocodile infested river, but I guess some people do

pay for that thrill. Next on the director's list was to a coffee plantation on the slopes of Volcan Baru. This landing strip is in a valley at 4,500 msl. The arranged land transportation took us on a spectacular sightseeing tour of the coffee plantation. I live on the other side of the mountain, and this was a first for me. Then we flew down to Coiba, an island that used to be a penal colony and is now a National Park. We set down in three coves so that the director could film and scout out for potential tour sites. All in all, it had been a good flying day for me, but when we arrived back to our base airport, I found out that not all's fun and games with a floatplane. We needed to power wash the airplane with fresh water, clean the inside of the passenger cabin and empty the float bilges with a hand pump. Plus we had to refuel and trailer the airplane to its berth. This dissipated my initial infatuation with the Otter. But then again, the next day I was up at 5:15 a.m. to drive down to the airport for another day of fun flying.



***Will on the left, me in the middle and Mike, the Activities Director beaching the Otter on an island in the Panamanian Pacific. Jan 2019.***

So, forget monotony; my agenda is full, and I can honestly attest to the old adage: Be careful what you ask for, you might get it.



Luis Ibu Alvarado  
January 23, 2019  
Boquete, Panama





## Sun-N-Fun Review....Virgil Warren



During the week, we had the opportunity to see many old friends, and renew acquaintances with several folks who have expanded their flying experience to incorporate planes other than our little Cessnas.



Sun N Fun 2019 is in the books. It marked another fantastic kickoff to the U.S. aviation season and once-again became the gathering place for many of our association members as they flocked to Lakeland. The weather cooperated all week, with just a touch of rain, cool breezes and warm sun. Jeff and Cindy Tourt flew down from Illinois to help with the association table in the type club tent, and regulars David Lowe and Bill Scott were also on hand to welcome visiting members.





Mark and Yvonne Macario stopped by the type club tent on Wednesday. Hannah and I met them at our first convention in 2008, swinging by a remote airport in Georgia to pick them up after minor engine problems and bring them with us to Gulf Shores. This year, Mark was flying a Stearman for several days at SNF demonstrating the capabilities of that formidable craft.

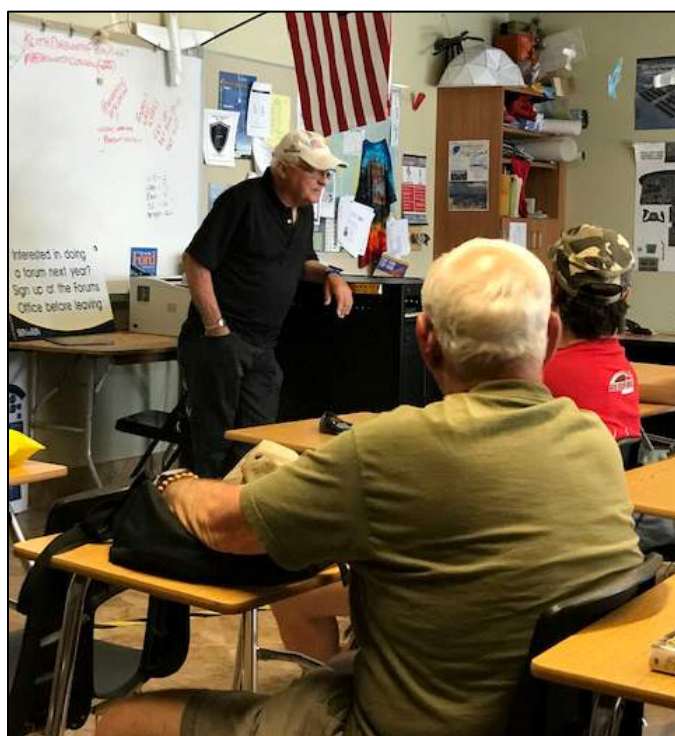
That same day, Fred and Sue Lagno visited for a spell, along with Terri and Bob Hull and one of their daughters. Bob Parks, Tom Norton and Reddoch Williams were in attendance, as were two of our international members, Woolgang Schuele from Germany and Graham Robson from the U.K.



Kollin Stagnito, a 120 owner from Illinois who also works for AOPA spent some time with us on Thursday. In addition to our international members, during the week we had visitors from thirteen different states.



*Dave Lowe and Jack Hooker – some of our two most faithful attendees.*



*Dave Lowe conducting our maintenance forum.*



Although most of my time was spent at the association table, I was able to visit some of the exhibits and several special visiting aircraft on the flight line.



The most exciting was Tom Reilly's beautifully restored XP-82 Twin Mustang. Out of 273 which came off the assembly line, Tom's is one of five surviving and the only flying example of this aircraft. The daily airshows were as exciting as usual and brought our larger crowds as the event progressed during the week.



I've been going to Sun N Fun on a regular basis for more than fifteen years. During that time there have been many changes and improvements, particularly since the Florida Aerospace Academy and Museum became involved. Much of the proceeds from Sun N Fun now go to support these institutions, promoting general aviation throughout the nation from their Florida campus.



If you've never been to Sun N Fun, watch this space for the dates on next year's event. It's a great way to break the winter bonds, saturate yourself in all-things-aviation and see the newest products available to pilots. Hope to see you there!



*This year marked the 75<sup>th</sup> anniversary of the D-Day invasion and was marked by the appearance of the D-Day Squadron.*



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Be sure to ask for the Cessna 120/140 convention rate when making reservations.

Transportation from Airport: Arrangements are pending...



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**Tuesday September 3<sup>rd</sup> — Arrival day**

Dinner at the hotel



**Wednesday September 4<sup>th</sup>**

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 5<sup>th</sup> — 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 6<sup>th</sup>

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 7<sup>th</sup>

Farewell Breakfast at the hotel  
Departure Day



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