



International Cessna 120/140 Association

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Aug/Sept/Oct



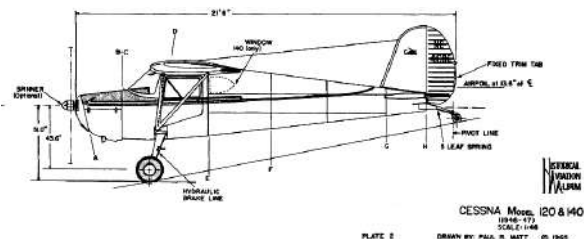
Cecil Boyd's Cessna 140 – amazing discovery in the logbook of a mid-air collision with a B25 in 1952 (page 4)

In this issue

Tech-Talk by Victor Grahn

Restoration of Prototype 140A
(Uno part 2)

State Rep News



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The reason for the off airport landing is described in the next page of the logbook shown below. Just a 14 word entry in an old aircraft logbook - the kind of like you would make an entry for re-packing wheel bearings. But "Mid-Air collision with B-25"?

Now every time I fly this wonderful aircraft, I can't help but wonder what it's like to come up against a B-25 with a 1400 pound aircraft in the air and survive. Who didn't see who? Since both wings were severely damaged, was it controllable on the way down to Republic Ave? Was the engine running? What happened to the B-25? Were there injuries?

| DATE | REMARKS |
|------------|---|
| 20 Dec. | Mid-Air collision with B-25 - Major damage to both wings - Remainder of Aircraft undamaged. |
| 1 MAY 1953 | REPLACED LEFT & RIGHT WINGS, WITH SERVICEABLE, NEWLY RECOVERED WINGS FROM VEST. Co., DENVER. (See #337) REPLACED UPPER FRONT STRUT FITTINGS, AND CLEANED & INSPECTED AFT FITTINGS. INSPECTED ALL FUSELAGE WING FITTINGS. REPLACED LEFT FLAP FITTING (PT. # 0425118) ANNUAL AIRCRAFT PAINTED WITH DULUX ENAMEL. ANNUAL INSPECTION COMPLETED. AD THRU 53-8 COMPLIED WITH. Robert S. Van Norstrand Jr. A+E 1052351 Dulux 93-6578 93-24118 R.M. |

As you can see from the logbook entries on May 1st and May 16,, Mr. Hobert Norstrand Jr wasted no time in repairing the aircraft and returning it to flight. Newly recovered serviceable wings, new rear bulkhead, etc.,etc.

| DATE | REMARKS |
|-------------|--|
| 16 May 1953 | True hrs 1091.29 Installed new rear bulkhead # 0412168 in Compliance @ AD 47-50-2. Replaced 2 bolts attaching horizontal stabilizer to Fin Post with drilled head bolts, & fastened together as per AD 48-7-1 Replaced Rudder Rib assembly #1 (Part No. 0433106) which includes Rudder horn. Replaced Main tailwheel spring leaf. (Part # 0442106) & attaching bolts. Completed Annual inspection - AD thru 53-10 complied with. Robert S. Van Norstrand Jr. A+E 1052351 The Annual inspection required by CAR 43.22(a) was (over) |

And on May 21st, Mr Norstrand flew the NC2509N again, only 165 days since the mid-air collision.

| DATE | FROM | TO | NATURE OF FLIGHT | DURATION | TOTAL TIME | PILOT |
|---------|------------|---------------------------|------------------|----------|------------|--------------------|
| | | | | | 1091:29 | |
| 5/21/53 | Deer Park | LOCAL | TEST Hop | 20 | 1091:49 | H.S. Norstrand Jr. |
| 5/24/53 | " | EAST HUNTINGTON & RET. | XC | 2:10 | 1093:59 | |
| 5/29/53 | " | ORIENT PT | XC | 1:00 | 1094:59 | |
| 5/31/53 | ORIENT PT | Deer Park | XC | 1:00 | 1095:59 | |
| 6/3/53 | Deer Park | LOCAL | | :30 | 1096:29 | |
| 6/8/53 | " | " | | :30 | 1096:59 | |
| 6/27/53 | " | 24 HRS. d. Mottituck | | 1:30 | 1098:29 | |
| 6/28/53 | " | STORMVILLE & RET. to | HUNTINGTON, N.Y. | 2:00 | 1100:29 | |
| 6/30/53 | HUNTINGTON | Deer Park | | :10 | 1100:39 | |
| 7/9/53 | Deer Park | LOCAL | | :30 | 1101:09 | |
| 7/10/53 | " | ORIENT PT | | :50 | 1101:59 | |
| 7/11/53 | ORIENT | Mottituck & RET. | | :40 | 1102:39 | |

At first glance, this looks like a pretty cool story in the history of this aircraft. But I have to confess that more than once I thought that it sure would be nice to somehow validate the accuracy of it.

I googled the pilot/owners name and found an obituary that he had deceased in the 90's. An entry in the Funeral Home registry from his brother stated "my brother always loved to fly, even after the midair collision". So it's true, this Cessna had a mid-air collision with a B-25 Bomber in 1952 and it's still flying today, teaching newbies how to fly.

Vintage aero adventures.com

TAILWHEEL SCHOOL, INTRODUCTORY FLIGHTS, PHOTO FLIGHTS



If anyone has any additional information about this aircraft, I would appreciate you sharing it with me. Cecil Boyd 919 602 6819 or cecilboyd@bellsouth.net.



Editor's Note

...Christian Vehrs

Please forgive me, I can't help myself ☺

Cecil's article made me do some research on what post-WWII might have looked like at Republic Field.

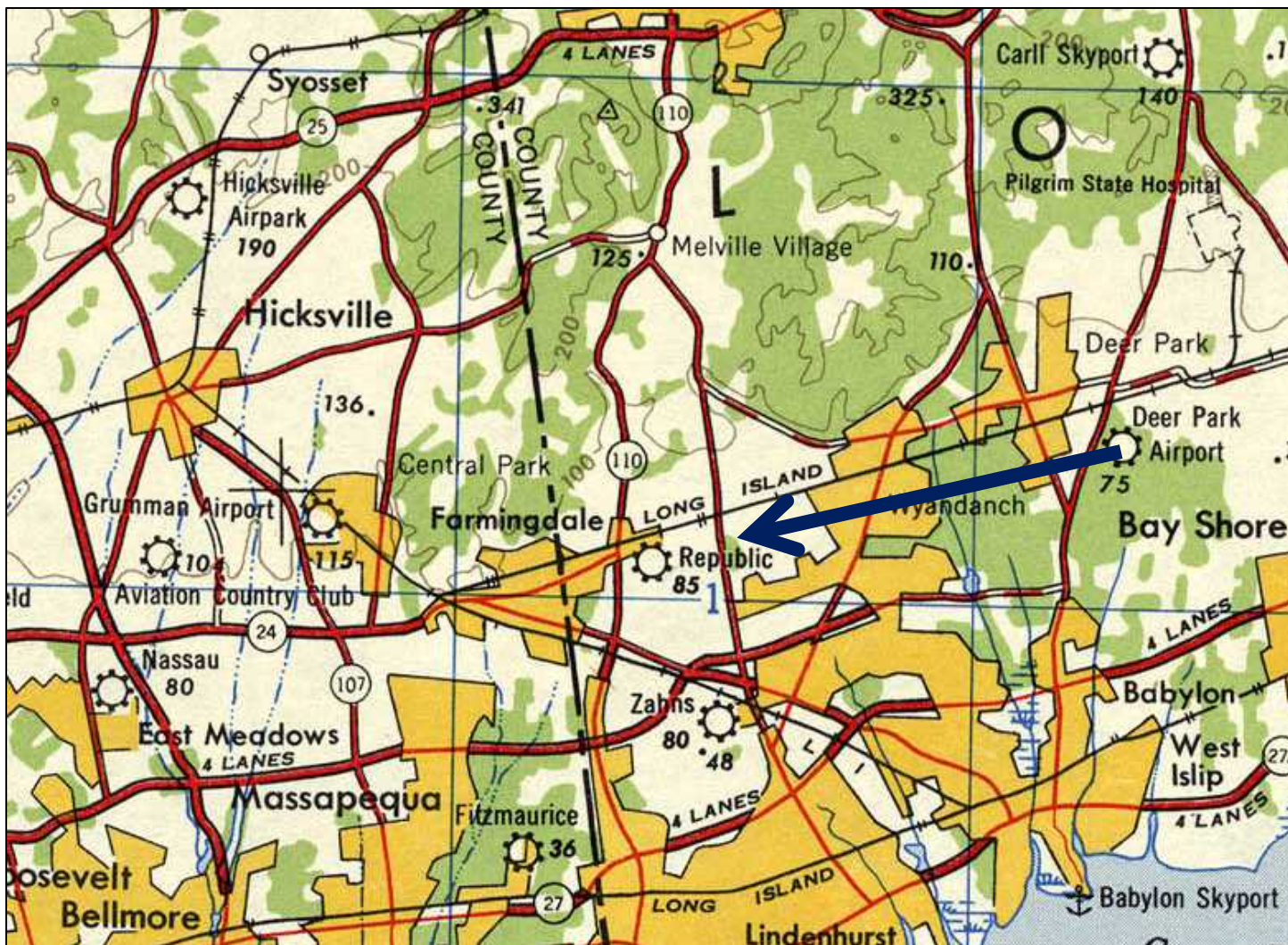
The first thing that caught my attention, Republic Avenue would have been a tricky proposition with a damaged aircraft considering its location (a short narrow road).



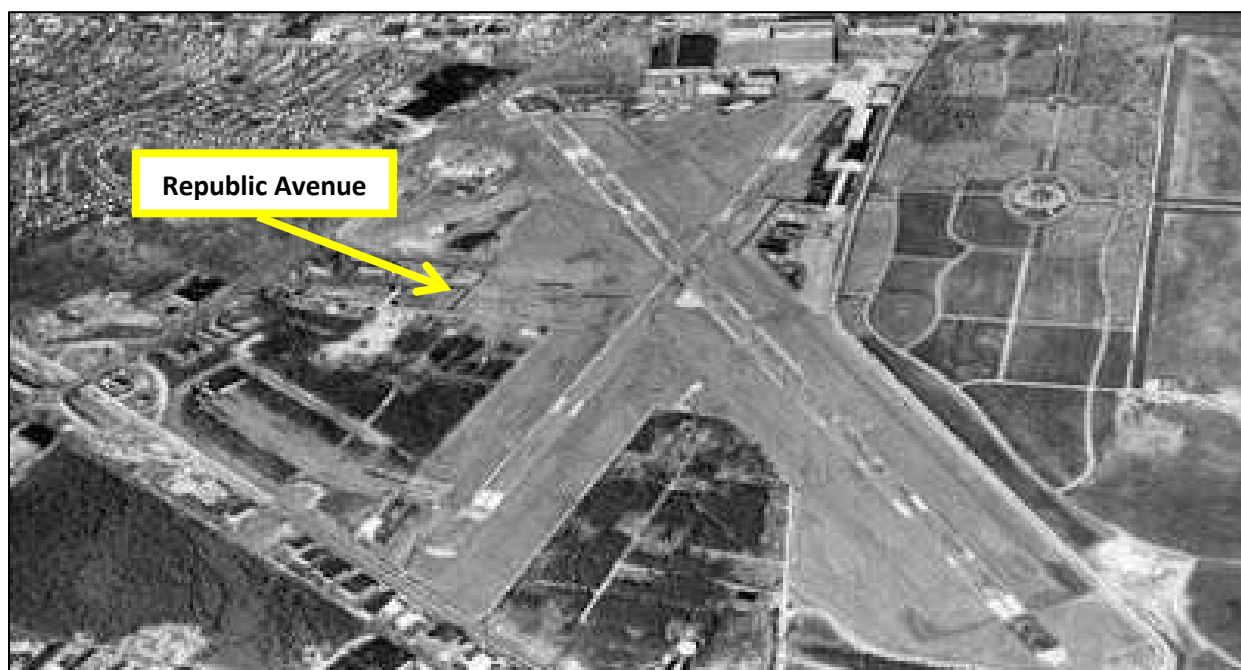
As the name of the airport implies, this was the location of the Republic Aircraft factory where the P-47 was assembled. It's also just a hop over the trees to Grumman Field, Roosevelt Field and Mitchel Field. This area of Long Island New York would have been very active with WWII aircraft in the traffic pattern and surrounding air space.



Republic Aircraft assembly at Republic Airport



*This 1947 USGA topographical map depicts the numerous airfields in the area.
The arrow indicates the flight path from Deer Park airport prior to encountering the B-25 mid-air.*



Republic Airport circa 1946-1965



*Deer Park Airport December 1953 aerial view showing two unpaved runways.
By this time, Cessna 140 NC2509N would have been repaired and parked back in its home in this photo.*



*1950's photo of aircraft based at Deer Park. If you strain your eyes and imagination,
you can almost see the fuselage of NC2509N in the background ☺*



March 1974 photo taken shortly after the airport property is sold to developers.



Deer Park Airport fades into history



Photo courtesy of John Kliewer

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Uno Part 2

The discovery, recovery and restoration of the prototype Cessna 140A



... Ken and Lorraine Morris

See Summer 2019 issue for Uno part 1



Once we got home with Uno, we parked it in a hangar for about a month. We had just sold our home, and were moving into smaller digs, and were trying to figure out where to put everything, so Uno sat waiting to be torn apart!

Then he removed all the tail surfaces. We will revisit them later....



Around March 15, about a month after we came home, Ken got busy. I helped him remove the wings and sat them in the corner.

The first thing we do is usually remove the engine and take the firewall off. That allows us access to everything behind the panel, the area below the rudder pedals and the brake master cylinders. It gives us a good chance to clean things up and take stock.



Firewall removed to examine behind the panel



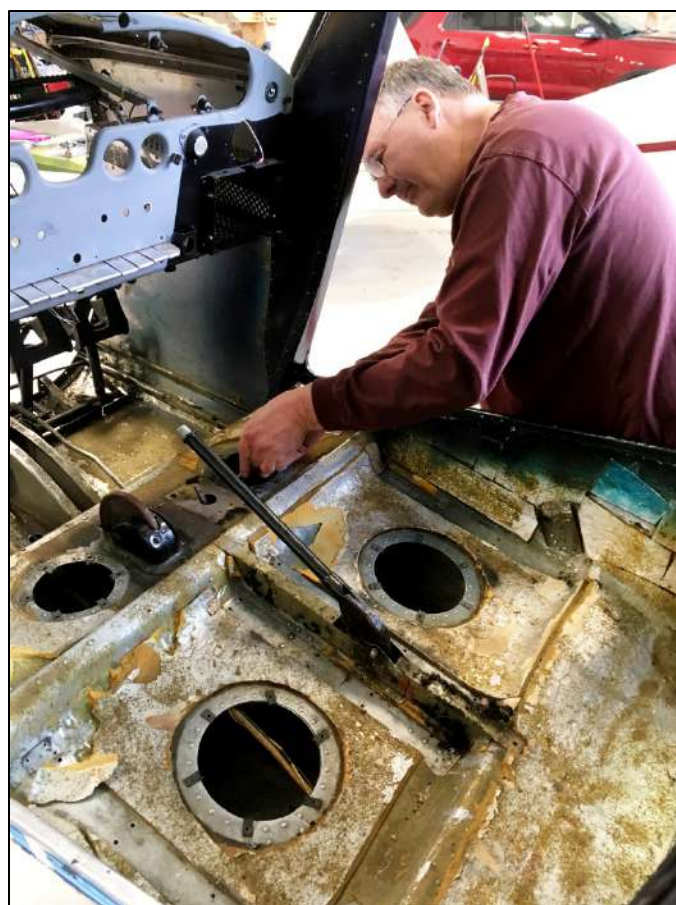
We did notice right away that the rudder pedals were off a 1946 airplane. The 46 had cast magnesium pedals, and the early 140A had pressed aluminum pedals.



Ready to remove boot cowl skins

Another thing we noticed were lots of holes in the boot cowl skins. Previous venturi installations and things like that. On the glare shield, where there was supposed to be an ash tray hole someone had used BIG cherry rivets to put on a patch to cover the hole. We got the patch off and discovered that the hole beneath it that was supposed to be about 2" x 3" was much bigger and elongated like something was torn out. We decided to replace the boot cowl skins.

Ken drilled those out and we were looking at the control yoke Y, all the cables, and the floor board area. Upon closer inspection, there appeared to be little mouse droppings everywhere. Not surprising since it was parked outside for the last 30 years in an open T hangar. (mud dauber nests in the heater plenum and all over the rest of the plane too).



Ken disconnected the aileron control cables and removed the Control Y, then started inspecting the floorboard area. There was a mouse nest underneath one of the floorboards.



Mouse nest under the floorboard

As we all know, there is a small hole where the rudder cable comes out from under the floor board and attaches to the rudders. That is the biggest hole under the floorboards, just right for a plump field mouse. Right after he started taking things apart, we caught a nice plump field mouse in our sticky trap. Coincidence? I think not! Maybe a REBEL mouse from Virginia????



At some time, a previous owner had spent lots of time fabricating a ceiling light reminiscent of a Cessna 150 and riveting it to the cabin top. It was neat, and probably worked great, but it wasn't original, so it needed to go.

When we were done, we wanted an original airplane. We kept referring to the parts manual to see what was there when it was delivered.



After moving the plane outside and blasting it with the hose and stripping a bit at a time, we decided the cabin top needed replacing. There were many holes and antennas that had been patched, and the skylights were installed with #6 screws instead of #3 rivets.



About this time, we gave Textron a call. Textron bought Cessna in the past, and we were hoping to get some information about the plane. When we got Uno, it only had logbooks going back to the 70s. Using the FAA records of FAA Airworthiness applications, we knew that as of 5-18-56 it had 5837 TT. We were missing early logs, but pieced together a total time as of February 2019 of about 9700 TT. We were hoping Textron could fill in some blanks.

We had ♪ *High Hopes* ♪, and did get ahold of someone who helped somewhat. Textron sent us a copy of the delivered equipment list for the airplane, and the early Weight and Balance. The airplane was delivered with just about every available option, and it's empty weight was 978lbs. We found out that it was delivered unpainted, with a Green stripe, and Green interior. That is what we will shoot for!

We also got the FAA Airworthiness file, which showed a tough life for this little bird. This was the prototype airplane, and first flew in January of 1949. It did all the flight testing and was certified in April of 1949. It was sold in August of 1949 to a flight school in Denver, Colorado, with a C-85 engine. What could possibly go wrong?

Well, in October 1949 it was wrecked. They repaired the fuselage center section, left landing gear support, windshield, left wing tip and spar.

In September of 1950, 11 months later, it was wrecked again, this time fixing the left wing, again.

In May of 1951, it went over on its back, and repairs included new propeller, engine mount, vertical fin, rudder, the lower fuselage skin aft near door posts, lower engine cowl, a new elevator and rudder cables. They also straightened and reinforced the wing ribs with stringer material riveted diagonally between the lightning holes on the rib wing (those reinforcements are still there, so we know we have the original wings).

In 1956 they did more repairs to the skins aft of the firewall, as well as the gear box skins.

And in 1958, it must have had a real doozy of an incident, because it had more repairs on the left wing, right wing, forward fuselage and the entire tail section-new fin, rudder, stab, elevators.

In 1960, somebody repaired the horizontal stab center bracket, and the elevator spar, including the reinforcement. This one stumps us, because there was no reinforcement on either of the elevator spars when we got the airplane.

Here ends the documentation of any repairs or modifications that were done to Uno. Everything done from this point on, and there WAS A LOT, was not documented in any way, so had to be removed or returned to original.

Armed with this knowledge, we kept tearing it apart. Ken removed the cabin top, and discovered that the wing root cabin parts were corroded in places and holes that should be round looks like paramecium (a squiggly blob). The decision was made to replace or repair those, so they came off too.

The skin aft of the cabin top, we call the turtle deck, had a large hole for a huge beacon, so that came off to be replaced.



*Cabin top off and turtle deck skins removed.
Uno still sitting on its own three feet.*

Then we started looking at the forward gear bulkhead. Upon closer inspection, we found a strange 'patch'. It looked like it was made from a scrap of aluminum, that was bent to fit but we couldn't figure out why it was there. We removed it and found a crack in the bulkhead.





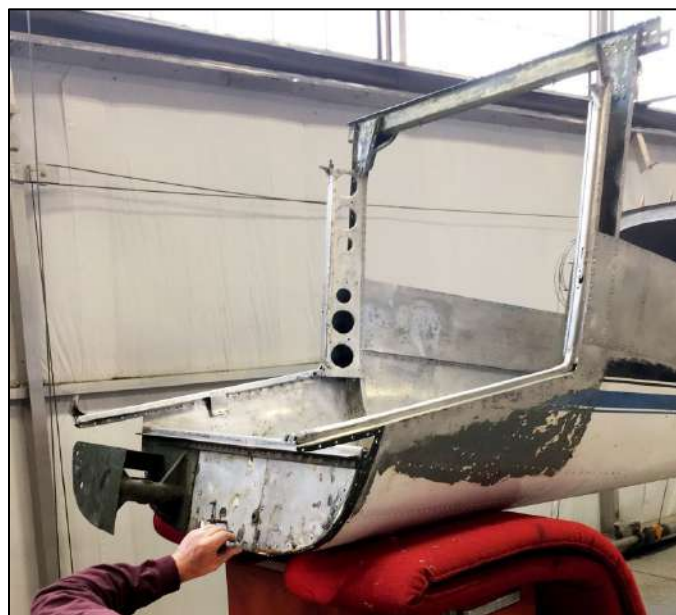
Forward bulkhead tear

Then we found a tear in the bulkhead. So we got online and found that Univair makes new bulkheads, and ordered a new one.

Then we looked at the gear boxes. They looked good when you looked through the inspection holes in the floor boards. With the bulkheads out, however, the cracks and tears became apparent.



Ken drilled out the gear box strap skins under the fuselage, and the left gear box part fell out in his hand. That needed to be repaired for sure!



The right gear box had a few cracks or tears, but the left one had a bunch. So we kept going, and removed the aft gear bulkhead. Yeah! It was in good shape! Something we didn't have to repair or replace! While it was gone, Ken decided to replace the belly skin aft of the gear boxes (under the seat pan). There were extra holes of unknown origin in it, and strange dings and doinks. While we were into it this far, might as well keep going.....



Just keep drilling, just keep drilling



So by this time, the airplane was off the gear, suspended between some wing racks. There wasn't much more we could do going backwards, so Ken went to the aft of the airplane!

Ken removed the tailwheel and tailwheel springs and set them aside. Then he removed the tailwheel bracket, it seemed pretty new.

But the tail post bulkhead had patches and cracks, (replacement needed) and the horizontal bulkhead that supports the Horizontal stab had been reinforced with some really thick aluminum.

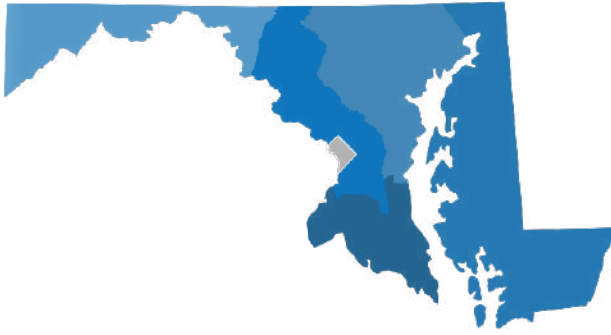
The round inspection holes that give you access to the tailwheel bracket rivets had multiple cracks around each hole, and somebody put a thick plate of aluminum there to reinforce it. No documentation....

To add to the misery, the fuselage skin below the horizontal stab had *holes-a-plenty* on the bottom, and we were not sure why. Guess we get to replace that too! Ken removed them all, and now we had a very stripped down airplane. Every time we stripped the paint off of a skin, we found bondo. Since the plane will be polished, that is a no-no. Off it came!



When all was said and done, we removed the majority of the skin on the airplane fuselage. There are 4 skins we did not replace. By this time, there wasn't much else we could take apart so we started to put it together again...

Stay tuned for Uno part 3...



State Rep News

Maryland State Representatives
Fred and Sue Lagno



Hannah Lagno of Queenstown, MD recently completed and passed her FAA A&P tests. She is a mechanic and chief pilot for Kent Aero, and a flight instructor for Chesapeake Sport Pilot, both located at Bay Bridge Airport in Stevensville, MD.

Her parents are our Maryland State Reps., Sue & Fred Lagno





State Rep News

The annual Michigan gathering of members of the International Cessna 120-140 Association was hosted by **State Representatives Dick and Nicki Acker** **Saturday August 10, 2019 at the Clare Municipal Airport (48D)**

The weather was perfect - bright blue skies and calm winds.

Twelve of our members came to enjoy the great flying weather, lunch, and conversations with old and new friends. All flew in except Bob and Janice Newell who drove a couple hours from Drummond Island. Bob reported his C-140 is still in a six-year restoration project but promised to try to fly it to the event next year.

Some who attended were the usual ones who show up each year: Dick & Nicki Acker, Victor Grahn, Don Preister, and Bob & Janice Newell. It was exciting to see six new faces at the event: Andy & Karen Cotyk, Cullen Haesler, Don Niles, Ray Huckleberry, and Mark Collard.



L-R, Victor Grahn, Cullen Haesler

Cullen told about buying his airplane which was listed on Craig's List up in Alaska. He had a friend there go look at it and based on his report, Cullen bought it and had it flown here to Michigan.



Andy and Karen Cotyk

Andy purchased his C-120 from an estate sale after it had sat in a barn for 43 years. After a four-year restoration, Andy and Karen enjoy flying every chance they get.



Don Niles

Don flew an ultra-light for several years before deciding to graduate to a “real” C-140 airplane (his words not mine) and get a “real” pilot’s license. He is close to getting the license and in fact flew to Clare on a student long cross-country.



In front of Ray Huckleberry's blue and white airplane.

Left to right are Cullen Haesler, Ray Huckleberry, Victor Grahn, and Mark Collard.

Mark brought his red and white airplane parked next to Ray's.

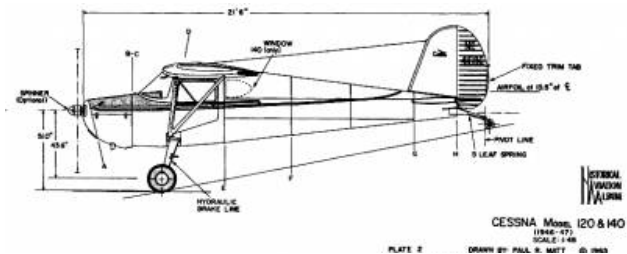
Ray purchased his airplane last year, got his tailwheel endorsement and has just returned from a week long flying trip to Idaho where he and some other friends spent the time camping and exploring the high country by air. He said he thinks the trip might not have been possible for him and his C-140 if it had not been for the vortex generators he had installed just before leaving for the trip.



Enjoying the lunch of pulled pork, cowboy beans, potato salad, chips and brownies for dessert. Everyone had a great time and we are already looking forward to and planning for next year.

Just a reminder to all state representatives, this is a really great thing to do for your state. The effort required is minimal and the rewards are huge.

All you need to do is contact Rob Swanland at: rswanland@usa.net and ask for a list of members in your state. Pick a place and time for the event. Send an email out to the members. Organize a simple lunch and either make the meal or have it catered. The Association will reimburse you for up to \$150 for any expenses you incur to make the event happen. Then, hope for good weather and see who shows up.



Landing gear fittings and bulkhead cracks

The article in this issue (from Ken and Lorraine Morris) about their recent project for restoring UNO mentioned the presence of cracks in the bulkhead and landing gear fittings. We thought we'd take a few minutes here to give a little more understanding of those pesky little buggers and where to find them.

During our conventions, Sun-N-Fun and Oshkosh, our Director of Maintenance (David Lowe) and our Technical Advisor (Victor Grahn) speak to our members regarding various maintenance issues commonly encountered by owners and pilots. They also bring cracked and worn parts with them to help share their wealth of knowledge with everyone in the audience.

First, let's get more acquainted with some of the components inside the airframe of our beloved airplanes.

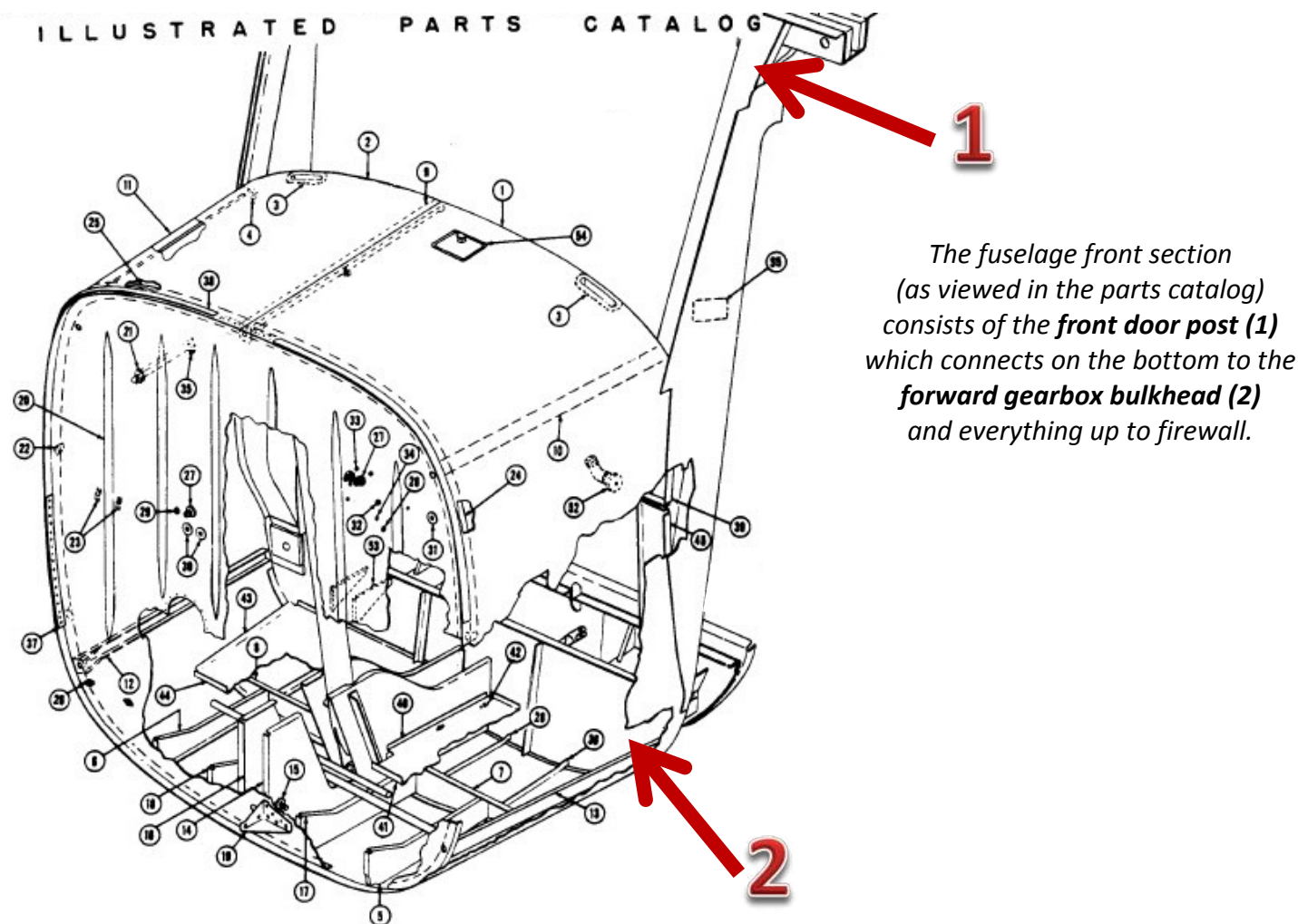


FIGURE 17 - FUSELAGE FRONT SECTION

Tech Talk by Christian Vehrs and Victor Grahn

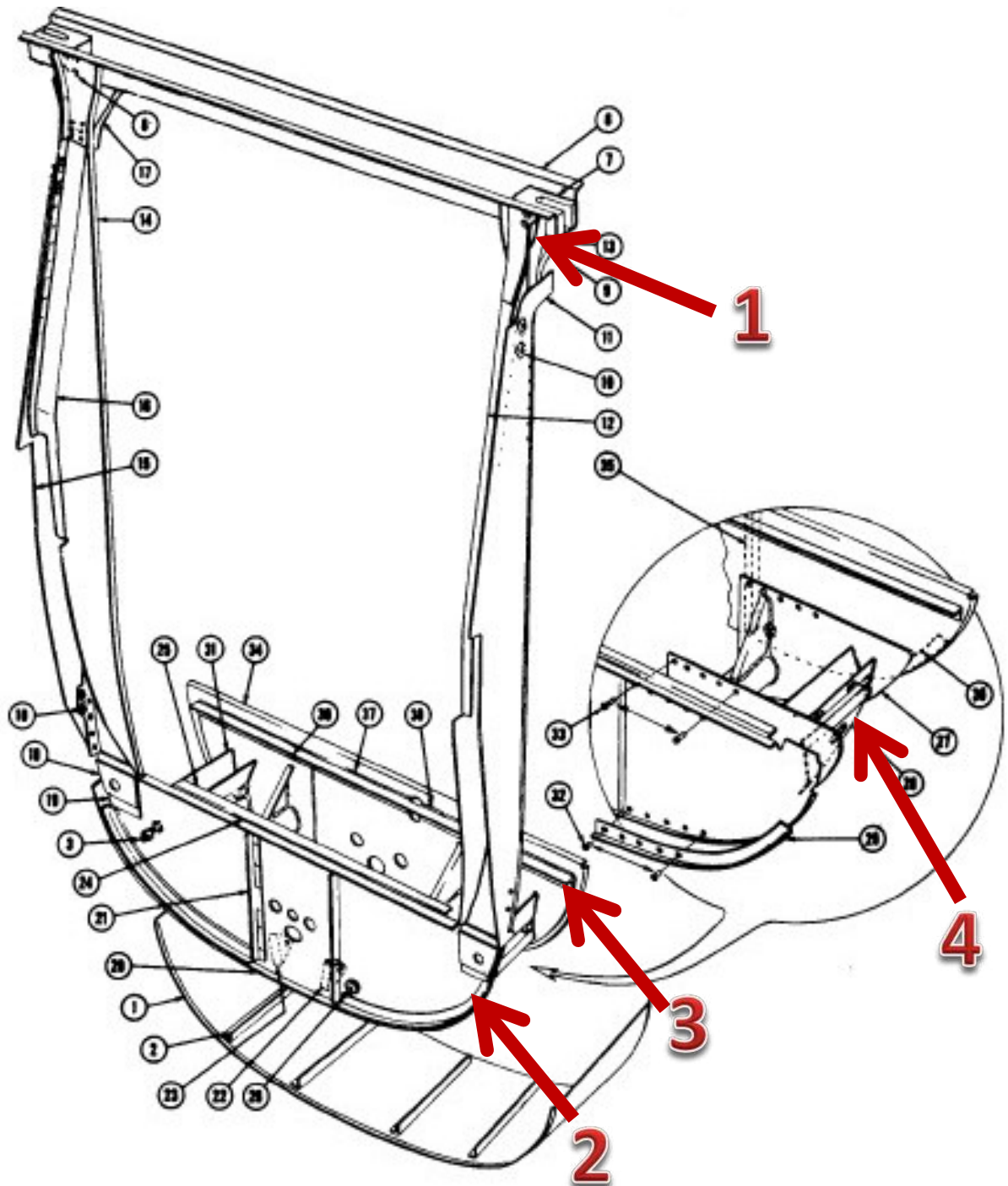
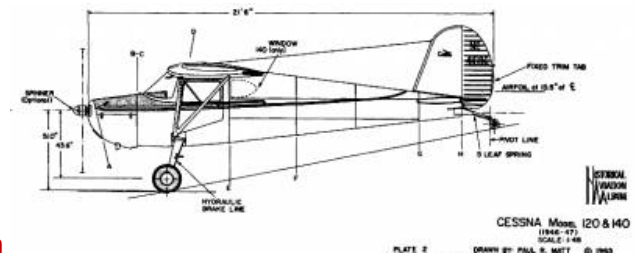
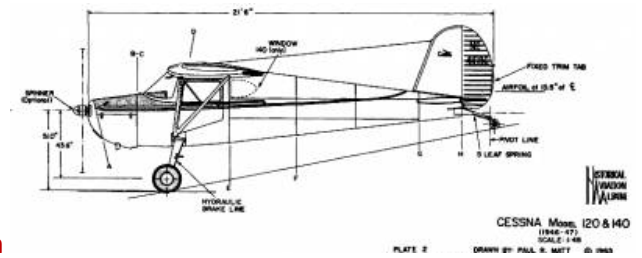


FIGURE 18 - FRONT SECTION BULKHEAD

If we keep zooming in, we can see the front door post (1),
the forward gearbox bulkhead (2),
the aft gearbox bulkhead (3)
and the gearbox fitting (4) sandwiched in between the two bulkheads.

Tech Talk

by Christian Vehrs and Victor Grahn



This picture from UNO shows the front door post and forward gearbox bulkhead removed, revealing the right and left gearbox fittings (1 and 2) still attached to the aft gearbox bulkhead (3)

These gearbox fittings are an assembly of steel parts welded together to create the attach points for the landing gear legs.

A detailed technical side-view drawing of the Cessna Model 120 & 140 aircraft. The drawing includes various dimension lines and labels for parts. Key dimensions shown are: overall length of 27'6", wing span of 38'0", tail height of 9'0", fuselage width at the cockpit of 5'0", and landing gear track of 43'6". Labels include: "SPINNER CAPTURED", "WINDOW (NO LINE)", "FIXED TRIM TAB", "AIRFOIL AT 10.8° to E", "PIVOT LINE", "O LEAF SPRING", "HYDRAULIC BRAKE LINE", and "C-". A small logo for "HAYDON VALVE WORKS" is visible on the right.

CESSNA Model 120 & 140
(1946-47)
SCALE 1/8"

PLATE 2

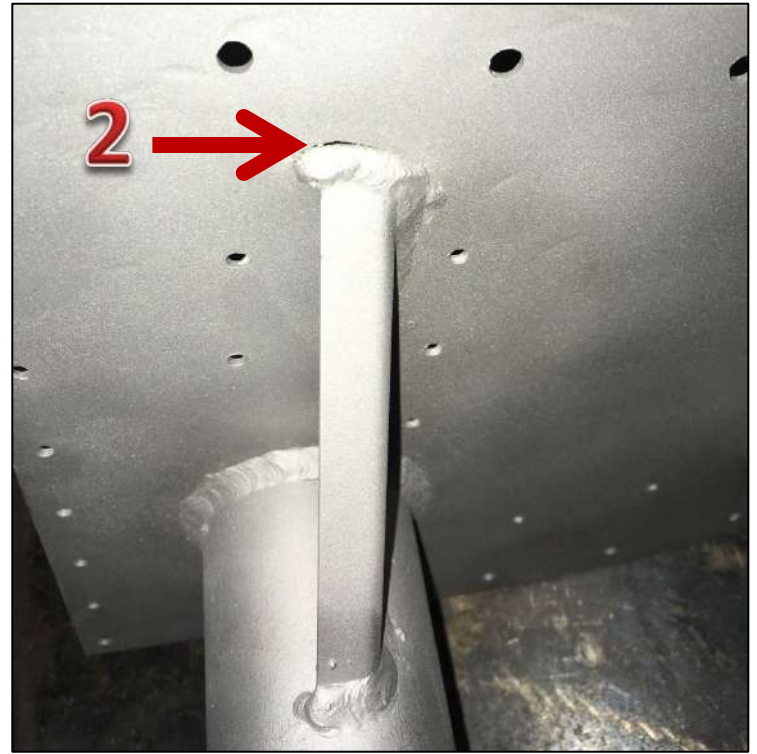
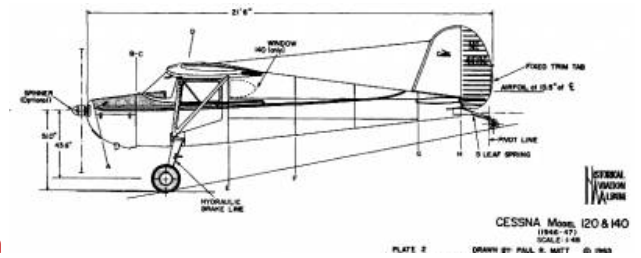
DRAWN BY PAUL G. MATT JG 1043



The landing gear leg is attached to the gearbox fitting with a single internal wrenching bolt which goes into a threaded hole in the gearbox fitting (2). It's easy to imagine the forces applied to the gearbox fitting upon landing. The gearbox fittings transfer these forces to the fuselage structure through the forward and aft gearbox bulkheads.

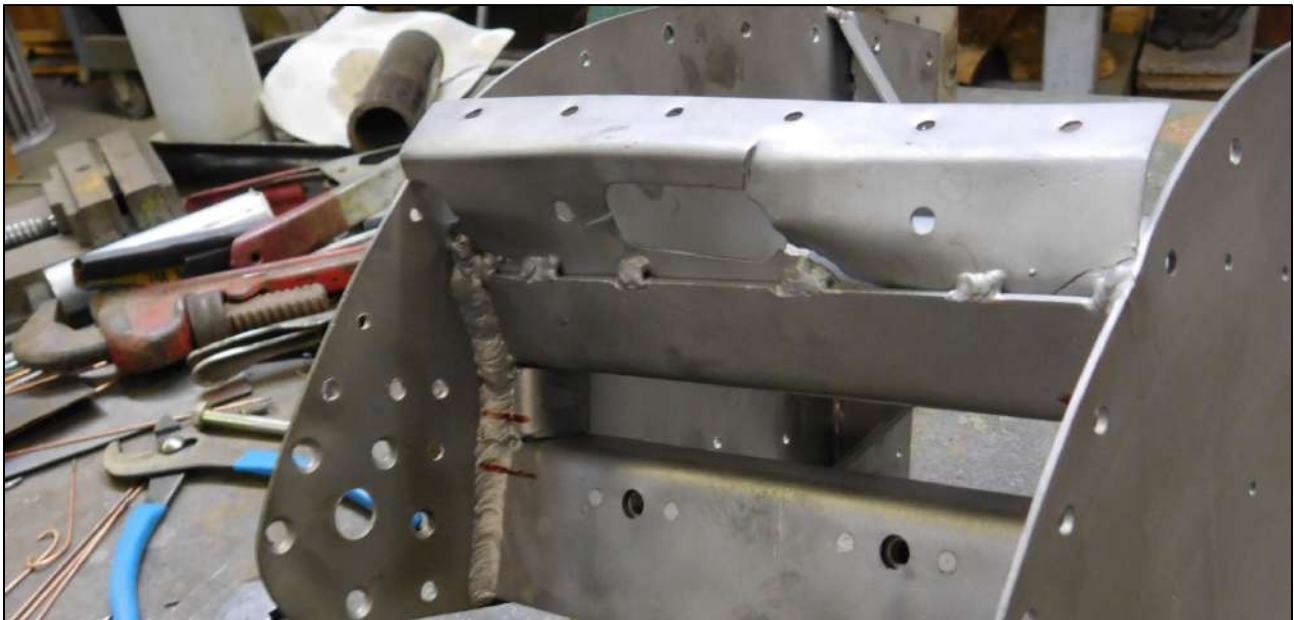
Tech Talk

by Christian Vehrs and Victor Grahn



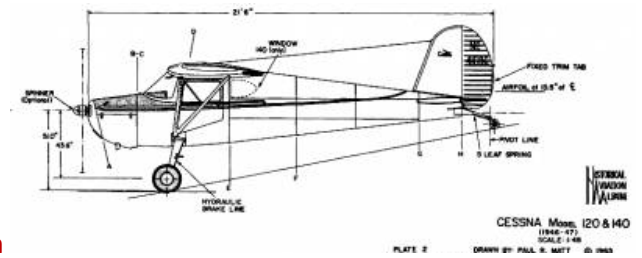
Photos from UNO

Over time, cracks and tears can appear in the aluminum bulkheads (1) and the steel gearbox fittings (2). A thorough inspection should be performed by a knowledgeable IA familiar with Cessna 120s and 140s to locate all cracks and tears associated with the bulkheads and fittings. The picture below shows multiple cracks located in a fitting removed from another aircraft. Sometimes these cracks can be repaired, and sometimes the parts should be replaced.



Tech Talk

by Christian Vehrs and Victor Grahn

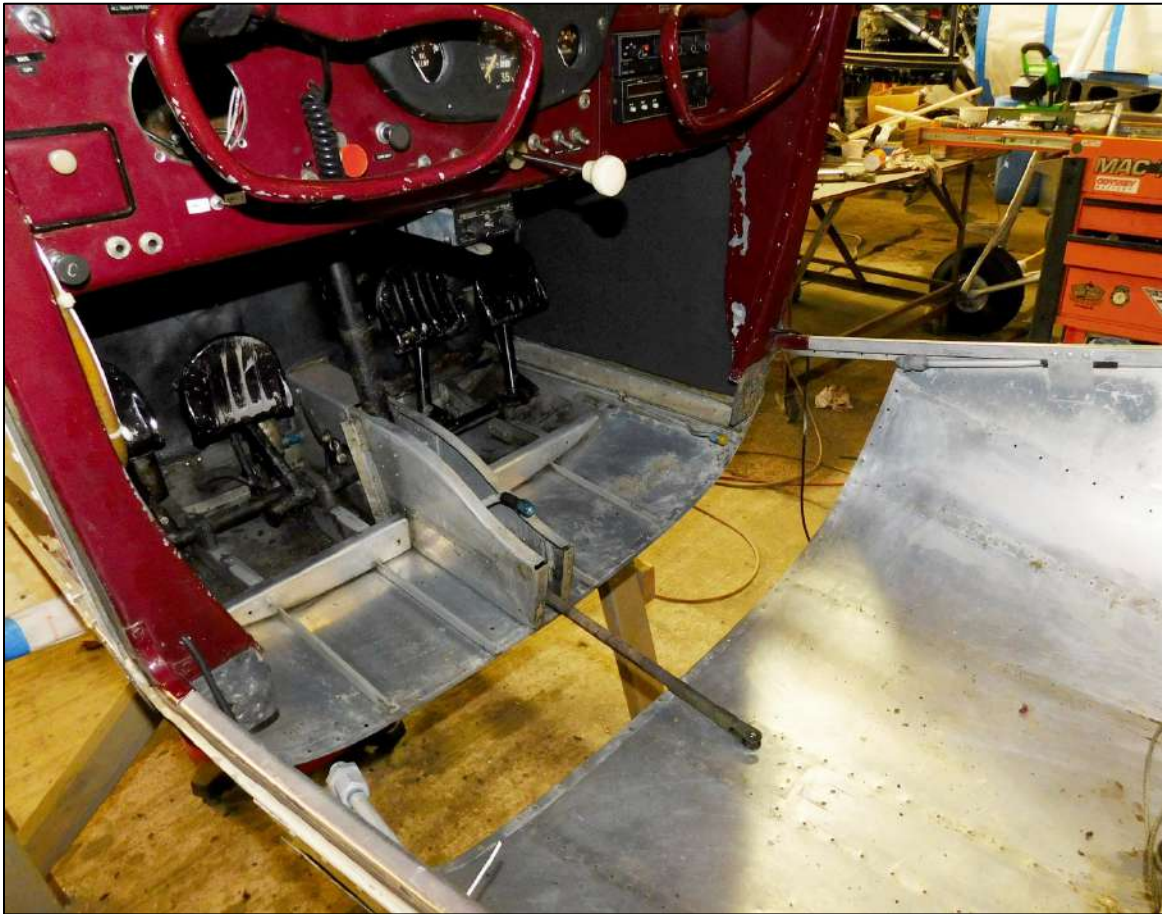
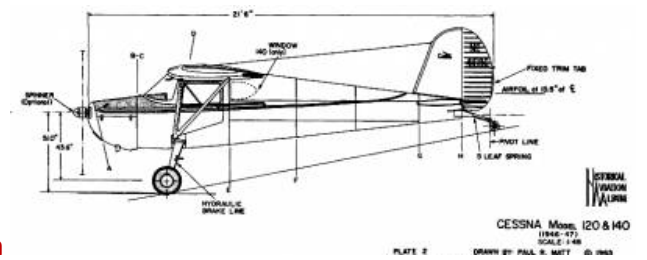


Fortunately for us, there are several IAs in our network that can perform these repairs. The following pictures from Barnstormer's Workshop (see ad in this issue) show the removal and repair of the bulkheads and fittings from some recent aircraft using a variety of stages of disassembly to access the repair area.



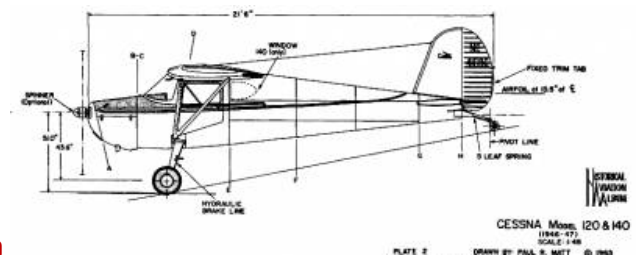
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Good as new !

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Peach State Aerodrome is a public/private airport in Williamson, Ga., just an hour south of Atlanta. This vibrant airport community is home to Barnstormer's Grill & Event Center, the Chandler Field Museum and Youth Aviation Program, as well as Peach State Airpark, a planned aviation homesite community.

ABOUT



Oshkosh Review ... Gene Adkins and Jeff Tourt

Gene says...

Heavy rains hit Oshkosh Friday and Saturday leaving things in turmoil. Campers spent the night along the 3 mile frontage road leading into the campground and some sought other firm dry places to park. The airport was virtually closed until sometime Monday morning when things started to dry enough to move airplanes into parking. Those that arrived early talked about the water standing in the camping areas in both Camp Scholler and the North 40.



Due to the number of campers that ended up off site, traffic into Airventure became clogged and I spent 45 minutes to an hour in stop and go traffic driving in and parking lots were filled to the max.

Otherwise, Airventure was as good as always. I think the crowd was down a little because of the weather problems.

Sunday, Jeff Tort got our table set up in the Type Club building and everything proceeded from there. If I remember right, we had about 60 sign in, one from Australia and one from France.



Gene Adkins and Cindy Tourt at the type tent table

Monday evening was Margarita Monday at Dick and Nicki Ackers campsite, an annual event, Tuesday was our Association dinner and the turnout there was lighter than before.

Thursday morning the Maintenance Forum was held back in the Forums area again with a good turnout for that. Thanks to Victor Grahn and Dave Lowe for doing the presentations.



Victor and Dave delivering the Maintenance Forum

This was the Year of the Fighter in the Warbirds area. The unique XP-82 Twin Mustang was there flying every day, also on board were the F-22 Raptor, and F-35 Lightning II, both participating in the airshow flying formation with a P-51 and A-10 Warthog, my tax dollars at work! Awesome!



Jeff says...

Oshkosh 2019 was a little different this year due to Mother Nature's continuing rain which dropped 5 inch's two days before the show started. We have had a great time in the past getting a place to camp thanks to Scott Ross and Don Alesi for going up early and saving a spot between them.

Two miles south of the main entrance I knew we were in trouble the campers were on the sides of all the roads no one moving and no place to go. Never seen anything like this before and not wanting to be on the side of a road we found small opening and headed north to a vacant mall parking lot on the north west side of RWY 27 off site. The parking lot was nice flat dry ground.

I'm always impressed and glad to see the spirit of aviators. As we parked, several told us there was a good party there the night before, and the camper next to us before realizing we had scooters. He was willing to loan us his very expensive BMW 1200cc motorcycle so we could get around - that's fellowship.



Getting around Oshkosh with anything less than a scooter is nuts, and being off site this year was no exception as we put something like 100 miles on the scoots!

It seems as if they like changing things there and the type tent (or barn) is only open from noon till five now, which is kind of nice because I can see things in the morning before being to the table. I am reminded of our past members who diligently sat at that table all day long throughout the whole week - they know who they are and we THANK YOU.



It's an easy job meeting and greeting our fellow 120 140 airmen. Some are so excited to see us and we sometimes only see them once a year at OSH. We register and renew memberships along with selling dinner tickets and informing members about Technical Forum and convention info. Cindy and I are on our 8th year of doing this - usually just Monday and Tuesday as we don't spend the whole week there. I have had a great time meeting and talking to our members from all over the world. We are a very passionate bunch of Cessna owners. I've also enjoyed being with Virgil at Sun N Fun the past years. Different folks, but same passion!

On Monday one event I hope never stops is the Dick and Nicki Acker "Margarita Monday" A refreshing start to the week with two great host's that are a pleasure to be with. This is something we look forward to along with the obvious; a pitcher of ice cold margaritas in Dicks hand. I think he targets us weak ones because my glass is never empty. Thank You two for all you've done. You were one of the first ones we met some 11 years ago at the Dayton convention, and you made an impact on us to keep up your good works.

Tuesday was our member's dinner at the Tall Pines Café. We usually sell tickets for this and all are welcome. This year was BBQ style pulled pork, chicken, and brisket with Mac & cheese / potatoes for sides. Brett Swartzendruber was our go-to guy for this. He is doing a great job and, as always, there was plenty to eat. Thanks To Brett and helpers for putting this together.

I missed walking the aircraft this year because of time but did manage to see couple of or little birds in the sea of planes as always. To those that say it's always the same I'm not going back? I say it's always different and enjoy seeing our once a year friends and meeting new ones.

My father is the one to introduce me to aviation although never having a pilot's license he was always the aviation guy. I have the 1960 EAA issue with my father driving from Long Island and his best friend flying to EAA Rockford in a plane they both built in a garage in Long Island NY.

I have fond memories with him camping in a tent, cooking all our meals over the camp stove, and washing up with a 5 gal jug of cold water. We took our kids there growing up and now that they're grown and moved out they still come up for couple days with us and love the whole experience. Hope to see plenty more members and events up there in the years to come.

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