



International Cessna 120/140 Association

Issue 413

Winter 2019

Nov/Dec/Jan



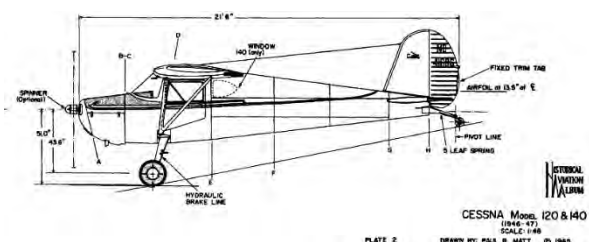
Nerf Ball drop during the flying games at the 2019 Branson convention (page 4) photo by Ron Wiener

In this issue

Tech-Talk by Christian Vehrs

Restoration of Prototype 140A
(Uno part 3)

State Rep News
Including our first video link!





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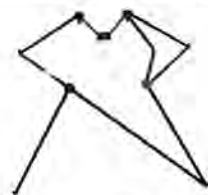
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2019 INETERNATIONAL CESSNA 120/140 CONVENTION REVIEW (KFWB) BRANSON, MISSOURI SEPTEMBER 3-7, 2019

...CHRISTIAN VEHR

This year's convention was quite an experiment - providing a venue at a destination resort with none of our members acting as a local host. Since we had no volunteers to host the 2019 convention, we had a few of our Board Members step up to take on this challenge. I don't mind going on record as saying that the prospect of no convention host made me more than a little nervous. It was a fresh reminder to us all that the foundation of our association is the dedicated souls who volunteer countless hours to make this whole thing run.

So, when Brett Swartzendruber pitched the idea of Branson Missouri, most everyone I heard from was excited, for several reasons.

1. Whew – we had something to rally around.
2. Anyone who attended the 2017 convention in Newton Kansas knows how capable Brett and Tory are for networking and generating resources and commitments.
3. This could be the ultimate experience for folks who have requested activities with a broader interest besides airplanes every day.
4. We finally get a chance to try an idea that has been floating around for several years – a convention organized remotely. What about a convention where we don't have a State Representative? What about a convention at an interesting location that isn't solely aviation themed?

As a frequent convention attendee, I must say, it turned out to be a great success. Brett suggested Branson because he had friends there, and quickly, the rest of the Board was researching activities and securing resources.



The airport staff couldn't have been more helpful and excited to have us. Just twenty minutes from the hotel, KFWB was created by cutting the top off a local mountain with picturesque approaches on both sides.

Vintage photos on the walls inside the office trace the airport's early beginnings to a fellow Cessna 120 owner. NC76626 Love that gas pump!



Wednesday was the first scheduled activity. Fly-out to Game Composites facility at Louise Thaden Field – KVBT for a tour and lunch.



Game Composites manufactures an unlimited category aerobatic airplane with the performance you would expect - plus and minus 10 G with a roll rate of 400 degrees per second.



We had a wonderful tour guide who made our visit informative as well as fun.



Later Wednesday evening it was off to Dolly Parton's Dixie Stampede dinner and show. A great dinner with some very impressive riding and showmanship.



Thursday morning it was back to flying with the fly-out to Gastons Resort, located on the banks of the famous White River. Love those grass fields.



Since I didn't have an airplane this convention, I was able to beg a ride out there with our good friend and Technical Advisor, Victor Grahn.

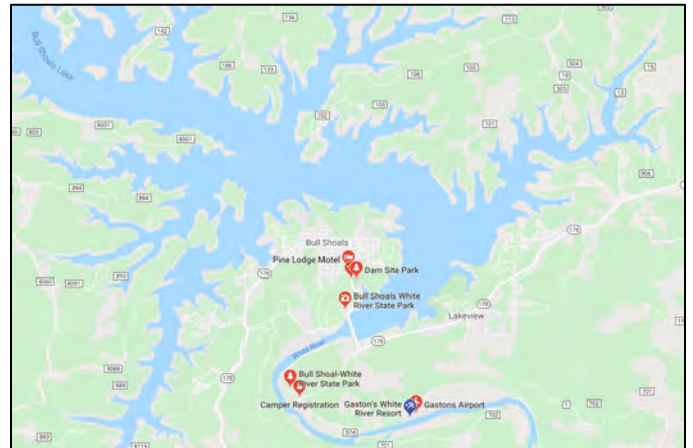


Since this was a lunch trip, everyone had a chance to sleep in and get a leisurely start. The flight over was wonderfully smooth and scenic.

Victor made a beautiful approach to Gaston and we were soon parked along with our friends, making a wonderful photo opportunity.



The White river is famous for anyone that follows Trout fishing. The river is fed from the bottom of the dam that creates Bull Shoals Lake. The conditions downstream of the dam are perfect for various species of trout. With help from the Arkansas Game and Fish Commission who stocks the river with over 1.5 million Rainbow each year (in addition to Cutthroat, Brook and Brown Trout), the White River has produced several record setting catches. See what you learn at a convention?



After parking at Gaston's, we watched several of our companions land and park. An easy stroll across the runway took us to Gaston's Resort headquarters and restaurant where we found Ron Wiener (Arizona State Rep) making himself comfortable.



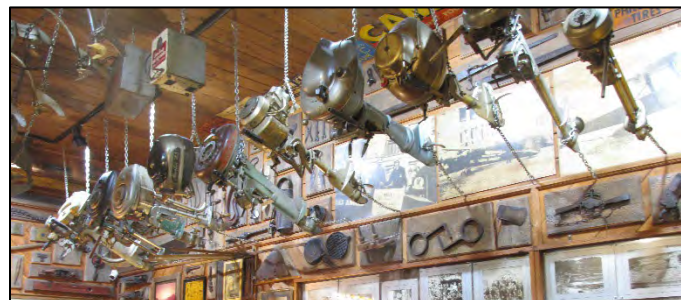
Lorraine discovered some interesting information about Gaston's – I'll let her tell the story...

In 1958 Jim Gaston bought some land on the White River that had a few cabins on it. He and his family have expanded it to include a 3300' turf runway, a Restaurant, an office, a slew of river fishing boats and 78 cabins along the river. They even have a small bar where you can get a toddy if you need a nightcap after fishing all day.

The runway is an east/west runway, and because of the trees and hills on the west end, all traffic lands on Runway 24 and takeoffs are Runway 6. Not a problem for the Mighty Cessna 120s, 140s and 140As that made the trip. It is more psychological than anything because it has a small jog at the east end. Either way it was not an issue for anyone.

When we were there the dam had four of the eight generators running and the river was about 10-13' deep and running 4 mph. I have been there when only one generator was running and you could walk across the river. If you go into the office when you arrive, you will see lots of mounted trout on the walls showcasing all the record trout that have been caught through the years.

The restaurant is built over the river so when we seated ourselves we snagged the tables right by the windows. It gave us a great view of the river, the kayaks floating by and the trout fisherman trying to find the best spot. The restaurant walls are covered with old boat motors of every size, vintage and condition. Also hanging were old bicycles in the same condition. You can tell that Jim Gaston was an aviation aficionado because the walls are peppered with pictures of vintage airplanes.



Our reservations afforded us the best seats in the house for lunch. I think everyone tried the Trout special.



Photos by Ron Wiener

The view from the outside was best if you climbed down the stairway to the river. Thanks to Lorraine Morris for such an adventurous heart to capture these pics.





I sure wanted to take a few hours to rent a boat and catch some of those trout for myself, but I would have forfeited my ride home. Speaking of a ride home, I got one from Dean Howard of San Antonio Texas in his beautiful 140A model that he calls Black Bird.



Dean and I took the scenic route back over the dam on our way back to Branson.



One of my favorite things about these conventions is the camaraderie we find flying together. That also affords some of my favorite photos; the air-to-air shots with our friends. This one is from Lorraine Morris capturing Andreas Ritter who flies Airbus 350 for Lufthansa out of Frankfurt, Germany. Andres attended his first 120/140 convention this year. What a great story that is, which we will publish in the Spring 2020 issue coming soon.



Arriving back to Branson, we parked our airplanes and got cleaned up for the dinner boat cruise that evening.





Thursday evening, we all loaded up on the Branson Belle for dinner and a show.



During intermission, we explored the upper deck with the usual suspects.



Dinner was great, and the show even included our own Charles Corder on stage to "help" the magician. Charles became the crowd favorite.



Each evening, it was a pleasure to return to the hotel which welcomed our members in such a gracious manner. Because we were able to schedule the convention close to Labor Day, the hotel was exceedingly happy to have so many guests during a normally slow week. That was reflected in the generous price structure for our rooms and the wonderful amenities they provided.





After an early breakfast, it was back to the airport for the much-loved flying games and maintenance forum. We moved the games up to the morning hours in anticipation of the increased winds for later in the day.



Safety first with the pilot briefing in the airport office.



Many thanks again to the great airport staff who allowed us to create a viewing area for the audience and allow access to the runways for the judges, photographers and participants.



We got all the classic games in this year with the short take-off, the Nerf ball drop and the spot landing contests.



Jeff Tourt staging the short take-off starting line.



Loading the Nerf Ball into the Nerf Bay release mechanism.



Nerf Ball drop targeting judges.



Low pass with the target in sight.



Spot landings really showed some skill.



With the games complete and the winners richly rewarded, it was time to eat again. Lunch was served in the hangar in preparation for the Maintenance Forum.



We were again fortunate to have Victor Grahn (our Technical Advisor) and David Lowe (our Director of Maintenance) on hand for a knowledgeable presentation and to answer member's questions regarding our beloved airplanes.



As the afternoon drew to a close, it was time to get cleaned up for the big convention banquet back at the hotel. This year saw another wonderful collection of door prizes from our vendors, advertisers, State Representatives and friends, as well as awards for the aircraft judging.



Technical Advisor Victor Grahn - aircraft judging

The banquet is also when we elect a new rotation of volunteers to serve as Officers and Board Members. This year we thanked Virgil Warren for his four years as President, and welcomed our new President Jeff Tourt. Cindy Tourt volunteered to stay for another term as Mechandise Coordinator.

We also thanked Brett and Tory Swartzendruber for their hard work as Secretary/Treasurer and welcomed Linda Ross.

And our final elected official is the renewal of Scott Ross for his continued support in the Member at Large position.

In special recognition for serving our association above and beyond, this year's Glen Usher award was presented to Rob Swanland. Rob has personified the spirit of this award for his untiring work to bring our website up to date this year, in addition to being one of the most helpful attendees at our past several conventions. I don't know what we would do without him. A well-deserved award for a special member.

In a tribute to one of our members, we invited the family of our late friend Marvin Hembree to join our banquet for a loving memorial of his life.



Victor Grahn recounted Marvin's legacy in our association and honored Marvin's family with his special tribute. Another great reminder of the character and quality of the folks who make up our association.

Saturday was another change in our convention schedule – departure day. Most everyone I spoke to agreed that a Saturday departure would be a good idea to allow more time to get home before the coming work week.

Since I was flying home on a commercial flight, I had the opportunity to hang around and see everyone off before I returned my rental car. I had a great time with Brett Swartzendruber with his family making one last flight around the patch.

I'll have to admit it wasn't a Cessna 140, but kind of close.



As I mentioned before, this convention was a bit of an experiment, but by all accounts, it was a great success. I can't thank everyone enough for the hours of selfless effort that so many people gave to make this one happen. Feel free to drop a thank you note to all of the officers and board members for their help.

One more thing before we close – next year's convention will be hosted by Vince and Denise Jackovich, our Iowa State Reps. at their home airport in Davenport.

Stay tuned for more details as they become final.



Photo courtesy of John Kliewer

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Tech Talk ...by Christian Vehrs

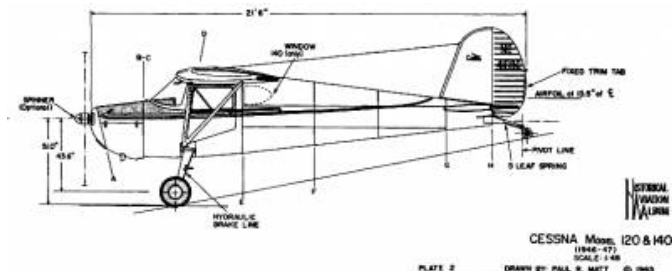
This issue of Tech Talk is brought to us by the ongoing restoration of UNO by Ken and Lorraine Morris in Poplar Grove Illinois. During a recent visit, Ken mentioned to me that the Scott fuel gauges were cracked on all four sides of the case in- between the mounting screws. This condition is presumably caused by folks cranking down on the mounting screws to stop leaks.



I told Ken that I would go back to Atlanta and visit the attic of Al Vehrs since he has *parts-O-plenty* from previous projects.



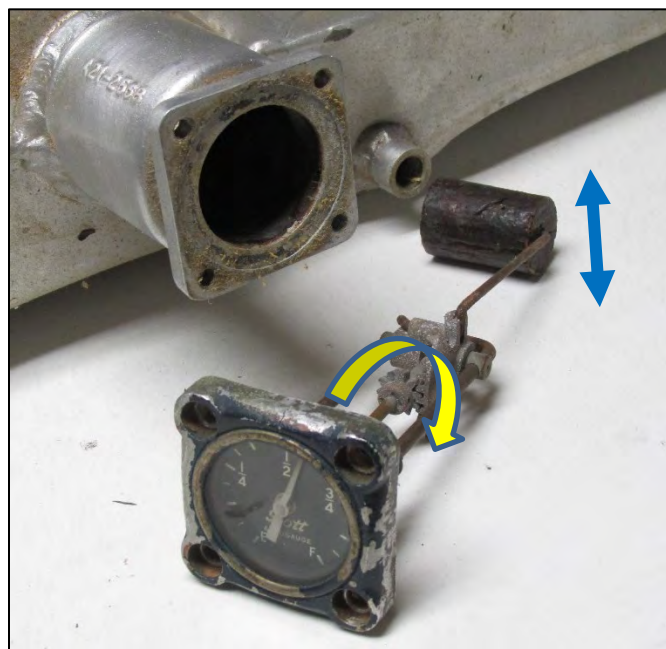
Removing the mounting screws and extracting the fuel gauge from the tank.



Replacing the seal between the gauge and the tank is the proper way to stop leaks, and you can easily remove the fuel gauges from your aircraft without removing the tank from the wing. Of course, be sure to remove the fuel from the tank first.



The old seal is often hardened, which is why cranking down on the mounting screws rarely solves a leak.

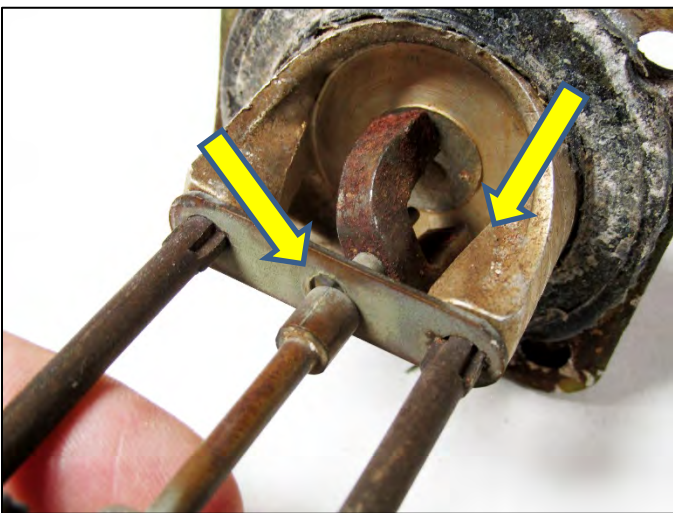


The movement of the float is transferred through a gear which rotates a shaft connected to a magnet.

The magnet rotates on the back side of the gauge (the fuel side). The needle on the cabin side of the gauge responds to the magnetic force and indicates the fuel level inside the tank.

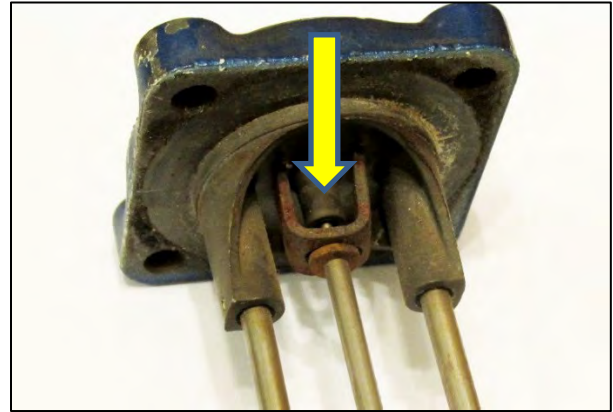


Since Ken and Lorraine's aircraft has over 9,000 TT, we discovered another condition worthy of note. Over time, the rotation of the shaft had created a significant oblong wear pattern to the hole in the plate that keeps the shaft centered.



The wear in the plate allows the shaft to move off-center, making the magnet jamb up against the side of the case. This can bind the movement of the float arm, resulting in what appears to be a sticking needle.

Rummaging through Al's attic, we discovered that he had fuel gauges of a second design. This second configuration has a center stud on the back of the gauge face that the rotating shaft rests in. The yoke-shaped magnet rotates freely with plenty of clearance. It appears that this configuration would be less likely to move off-center and bind.



However, I did notice that this second configuration has gears of a different style. These gears do not have the same robust design and are manufactured to mesh quite loosely.



The loose fit of the gears may be a result of wear over time or may simply be the design. These gears did bind occasionally as I moved the float arm repeatedly.

One more thing – the cork float is commonly sealed with shellac. If this coating breaks down, the float can become fuel-soaked and give erroneous readings.

I'd like to hear from those out there who might have some answers/fixes for these wear conditions. But remember - if your gauges are leaking, extract the gauge from the tank and replace the seals.



Uno Part 3

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



... Ken and Lorraine Morris

See Summer 2019 issue
for Uno part 1

Fall 2019 for Uno part 2

Part 3:

We had removed the wings right when we got the plane home. We decided we were not going to reskin them ourselves, so loaded them on a trailer with a pile of parts from other 140A wings, and took them up to Myers Aviation in Oshkosh, WI. That is one less thing I have to strip!



We ordered 25' of .032 aluminum, 12' of .020 aluminum, 4' of .050 aluminum, and about 8' of .025 aluminum. I figured we had lots to do! Ken got started right away with cutting out new skins to replace the bad ones he removed. He cut out new skins for the cabin top, the turtle deck, the belly skin, the boot cowls.

I got busy cleaning all kinds of parts that were removed. Inspected them and then either primed them for reinstallation, or brought them to Ken's attention for needed work.



I did get about 5 lbs of grease and gunk out from the floor board areas, though!

I am the designated stripper, so I got to work stripping some paint. I also had to remove all the residue from the insulation somebody installed. It was an adhesive kind, it was ¼" thick and stuck like gorilla glue. It took stripper to get the glue residue out. Not fun.

While I was cleaning the cabin, I decided to remove the floorboards in the baggage area. That would allow access to the cable pulleys underneath the floor boards and allow better cleaning. I removed those, then noticed the gunk that I could see underneath the floorboard behind the seat, so I took that out, then decided to take out the floor pan, and so on. Next thing you know, there is nothing left forward of the aft door posts.



Gunk under the rudder pedals

They cleaned up very nice. Ken was able to find and repair a crack on the seat pan that was under the seat track rails from the Cessna 150 seats. Since the 150 seats were installed with no documentation (and were not original), they were removed and tossed!



The fuselage carry through spars were cleaned up, since we had access to them. Something was in the forward spar, it looked like some kind of material or insulation. It had decomposed, and was dusty, oily and messy.

I cleaned the spars and replaced the spar nut plates that were installed. I also installed Hooker Custom Shoulder Harness hardware while I was at it.

Ken started cutting out new skins. He made new door post skins. At some point, somebody installed Cessna 150 doors. These have three hinges, which means big ugly holes in the door post skins.



New skins were made, and I stuck my little arm in the little hole and bucked rivets.



We riveted the new panel on the door posts that were still connected to the forward spar.



While the door posts were out, Ken installed David Lowe's Door post Crack STC even though there were no door post cracks! The only thing that wasn't cracked it seems. However, we were this far into it, and didn't want to get this deep into it again, so installed it instead as a preventative measure.



Door post doubler ready to install.



*Beautifully installed door post doubler.
David Lowe's supplemental type certificate (STC)*

We spent a morning installing the new tail post bulkhead on the new tail skin and new horizontal stab support bulkhead. We had removed the long stringers and cleaned under them, so were able to install the tail assembly as unit. Then Ken installed the tailwheel bracket with rivets as original.



All new and ready to install



Armed with a list of needed parts, I went down to David Lowe's place. David had lots of parts, and he was super helpful in getting all the small things we needed that couldn't get new. There were so many unseen cracked parts that had been there for years, we were astounded.



*Forward and aft door posts with new door post skins installed, new panel in place, overhauled gearbox and bulkheads.
Inspected and cleaned carry-through spars.*



New cabin roof installed.



The new boot cowl and belly skin really makes it come together.

Stay tuned for Uno part 4 where he gets off the floor and back on his feet!





State Rep News

California State Representative

Randy Thompson

West Coast Fly-in Santa Ynez (KIZA)

September 14th

The Santa Ynez (KIZA) Fly-in this year was on the weekend of September 14th. We had (7) 120's and 140's, and a 170 this year. Six 120's and 140's competed in the games. Short field landings and flour bomb drops. Always a fun time.

We had lunch on the field Saturday and dinner at the Westra's that evening.

Rob Swanland, Glen Usher award winner at Branson, Missouri was there, too! An idea to get West Coasters to join the International Club was well received. Birds of a feather should flock together.





A great crew of judges for event.



State Rep News International Representative Ibu Alvarado Kinhead Palo Alto Panama

Hi Christian,

Looking forward to reading and seeing pictures of the recent 120-140 Association Fly-in in Missouri. Sorry I couldn't make it.

This past week end we had a get together at a local beach during low tide. I have a short video that might be of interest to the other members.

The C 170B, N28000C was a Cessna demo plane when it came out of the factory in 1954. I owned it for a few years until I sold it to the present owner. We decided to keep the original N registry because it appears in the Airplane Handbook photo for that period.

The sand at low tide is hard packed that heavy airplanes can land without concerns. Heaviest seen was a DC-3 a few years back. The tide allows for use of the beach for around 10 hours. Usually there a lot more airplanes, but since this was on a week day, only three were able to make it. A hotel on the beach has a restaurant and pool, besides palm huts with lawn chairs to just relax.

Regards,
Ibu Alvarado Kinhead
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The video that Ibu mentioned is on the website now... Here is the link:
<https://cessna120140.com/gallery/videos/>



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Speaking of vintage aircraft, here is the Cessna 140 (2646N) that began my flying lessons back in 1977.

Thank you Dad and Bill Rhoades for such a cool ride!

Christian

International Cessna 120 / 140 Association

State Representatives

Alaska

Jason Mayrand
Alaska120@gmail.com

Alabama

Blake Mathis
blakemathis@yahoo.com

Arizona

Ron Wiener
rkw55@msn.com

Arkansas

Donis Hamilton
hamilton@grnco.net

California

Randy Thompson
thompsonsair@tds.net

Colorado

Jack Cronin
croninwj@gmail.com

Connecticut

Doug Halley
dhhlmh@sbcglobal.net

Michael & Louise Silvester
Mjvs35@aol.com

Delaware

Florida
Mike Smith
mshpcfl@comcast.net

Wolfgang Schuele
wedees@gmx.net

Georgia

Christian Vehrs
christian.s.vehrs@delta.com

Hawaii

Idaho
David Hoffman
david@cockpitlights.com

Illinois

Don Alesi
n2084v@comcast.net

Indiana

Lawrence Benson
Lebjr.1@hotmail.com

Justin Pallas

Cessna120@pallasdesignstudio.com

Iowa

Vince & Denise Jackovich
vbjfly@aol.com

Kansas

Brett and Tory Swartzendruber
brett@hesstonmachine.com

Kentucky

David Lowe
davidlowe.c140@gmail.com

Louisiana

Maine

Maryland

Fred Lagno
fredlagno@yahoo.com

Massachusetts

Steve Johnson
Stevejohnson02780@gmail.com

Michigan

Dick & Nicki Acker
dnacker@gmail.com

Minnesota

Tom & Jan Norton
jannorton1423@gmail.com

Mississippi

Missouri

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Nebraska

Mark Peterson
flyfast140@gmail.com

Nevada

Geary Keilman
N2422v@aol.com

Josh McDonald
joshcfi@gmail.com

New Hampshire

New Jersey

Debbie Schrek
Debs28@verizon.net

New Mexico

New York

North Carolina

Mac Forbes
wefly140@aol.com

North Dakota

Mike Paulson
mpaulson@fargojet.com

Ohio

Oklahoma

Brad Depee
braddepee@yahoo.com

Oregon

Timothy Mix
cessnafixer@yahoo.com

Pennsylvania

Richard Duncan
Wingthing1@aol.com

Michael Knefley

topcubs@hughes.net

Rhode Island

Bob Berlyn
bberlyn@cox.net

South Carolina

Bo Mabry
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South Dakota

Bruce & Christine Bowen
bbowen999@aol.com

Tennessee

Brad Haslett
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Texas

Ken Dwight
kdwright@swbell.net

Orville Winover
owinover@aol.com

Texas (cont.)

Bob Parks
captbp@gmail.com

Vic White

vwkestrel@gvtc.com

Utah

Vermont

Robert Desrochers
Robert@fairbanksmill.com

Virginia

Jamie Barnhardt
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Washington

David & Cathy Sbur
sbur@hei.net

Max Platts

mtplatts@gmail.com
txplatts@lcmail.lcsc.edu

West Virginia

Bill Motsinger
wmotsinger@suddenlink.net

Wisconsin

Matt & Carole Rybarczyk
mattyrb@live.com

Wyoming

Frank Mommsen
frank@wyocarb.com

International Reps

Australia

Mike & Virginia Dalton
dalts@bigpond.net.au

Canada

Martin Tanguay
tanguaymartin@videotron.ca

Germany

Wolfgang Schuele
wedees@gmx.net

United Kingdom

Iain & Sarah Macdonald
morayflyinggroup@gmail.com

Graham Robson
graham-robson@btconnect.com