International Cessna 120/140 Association

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In This Issue…

The Constant Drip, Drip, Drip… Member David Sbur gives us a good look at pull starter plunger seals.

Flying 'Hell's Stretch' In this article, member Bill Motsinger tells us about flying in the West Virginia Mountains.

Aircraft Dictionary Member Jim McIrvin found this entertaining Aviation Dictionary floating around on the internet and sent it in to give us a laugh!

Aircraft Hardware 101 - Rivets Everything you ever wanted to know about solid aircraft rivets by Member Lorraine Morris

Coincidence or Fate? The story of an aircraft acquisition by member John Collette

Monarch 'Classic Caps' Gas Cap Problems Neal Wright tells us all about the Monarch Gas Cap problems.

And MORE!

Dennis Brown's Cessna 140

See "Member Profile" on Page 14

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From the Left & Right Seats

SUN'N FUN "REPORT".

Beautiful "severe clear" weather, great friends and wonderful airplanes (…and, airplane stuff!) all around - it seldom gets any better!

The great location granted us by Sun'N Fun in the Type Club tent was busy all week. With 115 *plus* established/new members registering during the week, attendance of "120/140/140A'ERs" was clearly at an all time high at this big flying season "kick-off". Very special thanks to NC State Reps, Tom & Martha Reddeck for helping to staff the booth all week and, certainly, to every person who took valuable time to drop by to meet and greet, renewing old friendships and making some wonderful new ones!

Friday night's group dinner at Farmer Jones' Red Barn wasn't quite as crowded as last year…and, that's a *good* thing, 'cause we had record numbers of the "family" there, too - another all time high of 88 hungry "140 folks"! (We consider other venues and possibilities for this special group SNF gettogether from time to time, but most of you always say "*back to the Red Barn*!" If anyone has suggestions for changes in future years, please let your officers hear from you.)

Saturday morning brought another excellent "maintenance" Forum. And, once again, with special thanks to our own "forum arranging" Jack Cronin and the Sun'N Fun folks, we were granted a rare 2-hour opportunity to hear true "expert testimony" from a very special "panel" bringing useable information and answers to important questions. Very ably moderated by the ever energetic Reddoch Williams, Association VP, the session zipped by with many topics covered, including "pre-buy inspections, rigging, tailwheels & brackets, auto fuel use, stab. reinforcement, spar/post & other cracks, wings covering (…and, DE-metalizing), spar/other corrosion, polishing (whew!), and etc. & etc." Special thanks to Jack Hooker for adding important clarification to several topics and, certainly, to the great panel "team": Mike Smith, Tom Julian, Ed Stewart, Gus Warren, and Vince Jackovich. With regular references to "*…as Dave Lowe says*", it was obvious that our *Director of Maintenance* was missing in action at the SNF Forum this year…something to do with finding some spot in the world to "park" a super long Schooner, we hear! (For the *many* who asked about him, Dave *promises* to be with us @ AirVenture!)

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Carol Callahan, Donna Forbes, C.F. Callahan, Martha Reddeck, Mac Forbes

It's important to recognize and show appreciation for those conducting these Forums, of course, but bringing equal value are those of you willing to attend, *participate*, and ask the questions that "trigger" exchange of vital information. Yep, it's a very special "family"!

OFFICER NOMINEES.

As one of your'05 Nominating Committee members put it so well, *"I've made a lot of phone calls and got a lot of turndowns!"* We know that you join us in a solid salute to committee members Orville Winover, Matt Lahti, and Frank Murray for their work on all our behalves (Frank was also our super Creve Coeur Convention host, as you'll fondly recall!). While hoping for a "flood" of calls from enthusiastic volunteers to "run" for the four offices to be filled this year, these three dedicated members have really "beat the bushes" to come up with an excellent slate of well qualified, willing nominees - you'll see the "list" elsewhere in this issue. Please plan to attend the annual meeting @ Omaha on September 23rd, 2005 and cast your vote…or, if you cannot attend, send your Proxy (In your Membership Directory) to Member-at-Large, Ken Morris to vote for you. (Remember, too, that *every* member was asked to volunteer, or to submit volunteers for these offices - please be sure to show your appreciation to those who have found the time and energy to do so!)

VAA CHAPTER 3 FLY-IN.

On the heels of Sun'N' Fun came the annual "old timey" Burlington, NC fly-in. It was great to see several of you there - we regret that we may have missed "catching" a couple of you in our going and coming during the weekend.

Joe & Roxanna Mancusi's shiny award-winning 120 was prominent with its patriotic paint and exciting new panel. Tom Reddeck's mirror polished 140 seemed to make "his side" of the field a bit brighter…and, speaking of patriotic, it doesn't get much more evident than the U.S. Flag flying high on Ray Tyson's neat 140! Jan McDougald's outstanding 140 zipped in with those nifty new "Aero Classic" tires - she complained about the 140 being a bit "unstable" 'til she and Joe took a "check ride" together…now, she understands that the "unstability" is just part of the "fun" we all experience in flying a 120 or 140 (…maybe kinda like golf(?), except "driving" a golf ball straight is *much* easier!). Our own little '46, a member of the Forbes household for 21 years now, seemed to nod in agreement, fitting right in with the group, too - what a privilege it is to own and fly a 140!!

NOTES FROM NEAL WRIGHT.

As mentioned last issue, Neal is anxious to share experiences, his unique expertise and his passion for "doing the right things right" in owning, maintaining and flying our wonderful machines. Look for an important article in this issue, as well as more in issues to come - also, we are hopefully very close to crafting a "Neal Wright Page" on the Association website where he can post and keep current the wealth of information so vital to our continued safe flying.

"PRE-BUY" - LONG DISTANCE.

Also mentioned in last issue was the challenges faced by new international member (Germany), Jens Kampe, in finding and buying his own "new" 140. We had a fun opportunity to visit with Jens personally at Sun'N Fun, hearing "the rest of the story" and obtaining some super related photos. Look for an interesting article in a future issue chronicling his "long distance pre-buy" and globe-trotting purchase experience.

AIRVENTURE/OSHKOSH '05.

It's on the horizon and the excitement is building! The dates are July 25 through the 31st and we'll be well represented again at our "usual" spot in the Type Club tent, next to Vintage HQ/Red Barn. "Check in" early in the week and visit often there. Be sure to sign-up for the group dinner on Friday night (9/30) while making plans to attend the Forum that morning (Castrol Pavilion 03, 8:30 A.M. 'til 9:45) *Thanks for arranging the forum, Jack Cronin - and, thanks for arranging the dinner, Marty & Sharon Lochman!!*

OMAHA CONVENTION -
THE GOOD LIFE, *FOR SURE*!

Make those hotel reservations now and start planning the time and route to "Omaha North"(Crown Plaza - Omaha, 402-496-0850). The dates are September 21 through 25, '05 and you can count on a wonderful experience with the neat welcome and exciting activities being assembled for you by hosts Ward and Judy Combs. Where else can you have so much pure fun, with such super people, while seeing up close and personal dozens and dozens of 120s/140s and 140As? Whatever it takes, *you don't want to miss this one!*

COME, BRING A FRIEND!

From the West Coast Club's "Mr. Energy", President Randy (&, Chris) Thompson, comes a cordial invitation to "join" that we feel fits and summarizes well the need for all of us to "work" together for the common good. As Randy puts it: *"Surely, (I didn't mean to call you Shirley;-) you know someone with a 120/140 or 140A who does not belong to the West Coast Club. Get them to join. We have six newsletters a year, fly-ins all of the time and fun everywhere we go. What could be better than that? I know, lower gas prices!"*

We hope & believe that it makes sense and is value-evident that both International and West Coast membership (…as well as EAA. VAA, AOPA, etc. & etc.) is good for all - but, in any event, it definitely makes sense to be a *participating* member of each/every group who can and will help keep us all safely owning and flying these fantastic aircraft, we know you all agree!

From The Left & Right Seats,
We See Positive Traffic @ 12:00!

Mac & Donna

We know that you join us all in a special salute and heartfelt thanks to Neal for his major contributions to the "family"!

Note from the Editor

I hope everybody is enjoying a great spring and getting to fly their 120s, 140s and 140As!

1. If you happen to show up at an airport and see another 120/140/140A, introduce yourself and say Hi! See if the other 120/140 driver is a member of our association. There, you already have a built-in friend! I did just that last month on the way to visit family in Florida. As we were turning final, we noticed a familiar profile on the ramp at the gas pumps (120/140). We hustled in so we could see it before it left. Imagine my surprise when I bumped into **Dennis Moeder (**and his beautiful 140), whom I had met at the St. Louis Convention last year! We chatted for awhile, and he generously gave us a roll of paper towels and some window cleaner for our filthy windshield! What a great group of people! If you happen to go on a flight across the country, bring your 120/140 Membership book along. That way, if you get stuck somewhere and are unable to make it to your intended destination for the day, you will have a great built-in resource at your fingertips. The membership directory and a cell phone are invaluable! Remember, RON means Remain Over Night… I think. At least I know it means if you get in the neighborhood, you are welcome to stay with the 120/140 member.

2. Just a quick note about our publishing deadlines here at 120/140 Newsletter Headquarters! I plan to have all the information for each newsletter sent to the publisher on the following schedule. If you have the answers to the Computer Corner questions or would like to contribute something and want it in a specific issue, please get it to me by the following dates:

Deadline for Feb/Mar issue is January 10th.
Deadline for Apr/May issue is March 10th.
Deadline for Jun/Jul issue is May 10th.
Deadline for Aug/Sep issue is July 10th.
Deadline for Oct/Nov issue is September 10th.
The December issue is the Calendar and the January issue is the Membership book, so the only advertisements will be going in those issues, no articles.

3. I apologize for the lack of photos from Sun N Fun. However, I was unable to attend, and only two photos were sent to me. So, if you want more pictures of people, planes, and goings-ons, send me something!

Computer Corner, no batteries allowed!

Here are the questions for this issue. Be sure to check out the next newsletter for the answers.

1. *(This one is real important in our Cessna 120/140's!)* The outside air temperature is 15 degrees C. If your airspeed indicator indicates 528 KTS, how fast are you going in MACH? If your MACH indicator indicates 1.36, how fast are you going in KTS?

2. This is a short time problem. If you are flying 140 mph, how far will you fly in 3 minutes?

Answers for the questions from the last issue:

1. Time to Turn. You have 4 hours and 10 minutes of fuel (4:10). If your groundspeed out is 166 mph, and your groundspeed back is 150 mph, what is your time to turn? (Don't worry about reserves, etc. Just find out how long you can go outbound before you have to turn around and still have just enough fuel to make it back to your starting point.) ***2:02 (2 hours 2 minutes) (1:58 mins????)***

2. How long will it take you to fly a distance of 200 sm if you have a ground speed of 135 mph? ***89 minutes***

How did you do? Here are the members who got the answers right!

Feb/March Issue Answers: A correct answer was recieved from George Bryant, #2356 I also got this from David Hoffman, the Idaho State Rep!

"Enjoyed your article on the E6B, er CSG-9, etc.. I haven't seen an actual "E6B" in years. The original manufacturer and supplier to the U.S. Gov. must have been bought out by Jeppeson or someone. Ha. Jeppeson labelled them CSG-9's. (?) I like "Whiz Wheel" better! Ha.

"Yes, some "work-outs" to get the rust off are much appreciated, by me anyway! I've always carried mine with me ever since being a student. I think the "circular slide wheel" goes well with Cessna 120/140's. Simple, cheap, and challenging.

"I'm looking forward to more "Whiz Wheel Workouts" in upcoming newsletters! Thanks for doing this for us!"

April/May Issue Answers: Hmmmmm…… Nobody sent me any answers. Maybe I will get a flood of late answers for the next issue.

- Lorraine

Aircraft Hardware 101 - Rivets *by Lorraine Morris*

Have you ever crawled around in your old 1940 to 1960's something airplane and admired all the perfect rivets? I mean hundreds and thousands of them, smashed just right, not a little too long, not a little too short, not a little laid over, but just right? Compare that to the rivets in today's airplanes, you don't have to look very far to find an imperfect one. In those older airplanes you had to look at numerous airplanes just to find a semi imperfect rivet.

Now, why is that? How did they do such a good job riveting back in those years? Why is it that we don't seem to be able to match it today?

Simple! Where do you think "Rosie the Riveter" went to work after she didn't have a job building B-17's, B-24's, B -29's, P-51's, Hellcats, etc., and so on. After all, WWII made for thousands of highly qualified riveters. After the war, if they wanted to keep their profession, they had to go somewhere.

Now days, there isn't the need for thousands of those highly qualified riveters, consequently there aren't the wonderful riveters out there either!

Editors Disclaimer: This information has been taken from the Airframe Powerplant Mechanics General Handbook, published in 1970. I have not included all of the information from the Handbook, because some of it is really, really boring. I have only included that which I personally think is interesting, and I have changed the wording here and there to make it more readable and less… stiff. However, bear in mind that it is pretty hard to make rivet information… riveting. I am not a mechanic, but I am married to one, (and I did stay in a Holiday Inn Express sometime in the past year!).

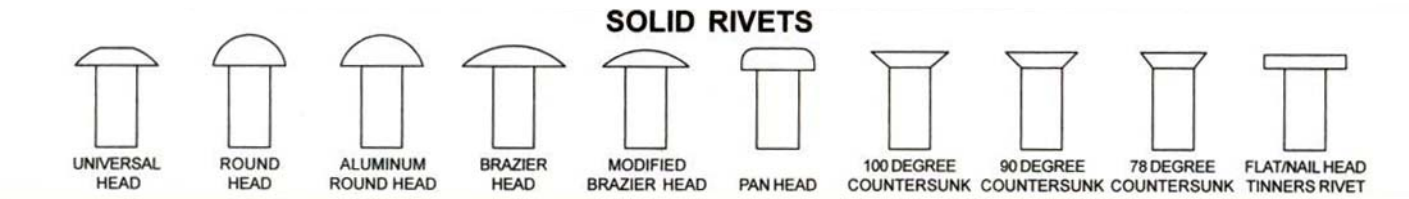
The following is everything you **ever** wanted to know about rivets!

Generally speaking, there are only two types of rivets used in aircraft construction and repair. The common solid shank type, which must be driven using a bucking bar, and the special (blind) rivets, which may be installed where it is impossible to use a bucking bar. This article will concentrate on the solid shank type.

Rivet Materials

Solid shank rivets are generally used in repair work. They are identified by the kind of material of which they are made, their head type, size of shank, and their temper condition. The designation of the solid-shank rivet head type, such as universal head, roundhead, flathead, countersunk head, and brazier head, depends on the cross sectional shape of the head. The temper designation and strength are indicated by special markings on the head of the rivet.

The material that is used for the majority of aircraft solid-shank rivets is aluminum alloy. The strength and temper conditions of aluminum alloy rivets are identified by digits and letters similar



to those adopted for the identification of strength and temper conditions of aluminum and aluminum alloy sheet stock. The 1100, 2017-T, 2024-T, 2117-T, and 5056 rivets are the five grades usually available.

The 1100 rivet, which is composed of 99.45 percent pure aluminum, is very soft. It is also designated an 'A' rivet. It is for riveting the softer aluminum alloys, which are used for nonstructural parts (all parts where strength is not a factor). The riveting of map cases is a good example of where a rivet of 1100 aluminum alloy may be used. The 1100 rivet is identified by the lack of any markings on the head*. It is a plain, smooth head, and from personal experience, I can tell you that it smashes really easily!*

The 2117-T rivet, known as the field rivet, is used more than any other for riveting aluminum alloy structures. This rivet is designated an 'AD' rivet. The field rivet is in wide demand because it is ready for use as received and needs no further heat treating or annealing. It also has a high resistance to corrosion. (This is the rivet used 99.9% of the time in aircraft construction/repair) The 2117-T rivet is identified by a dimple in the middle of the head*. (I always thought this was so that I could drill out the rivet easily when I screwed it up, but it is just the marking for this type of rivet.)*

The 2017-T (designated 'D') and 2024-T (designated 'DD') rivets are used in aluminum alloy structures where more strength is needed than is obtainable with the same size 2217-T rivet. These rivets are annealed and MUST be kept refrigerated until they are to be driven. The 2017-T rivet should be driven within approximately 1 hour and the 2024-T rivet within 10 to 20 minutes after removal from refrigeration. These annealed rivets begin to age-harden within a *few minutes* after being exposed to room temperature. Therefore, they must be used immediately after quenching or placed in cold storage. The most commonly used means for holding heat-treatable rivets at low temperature is to keep them in an electric freezer. They are referred to as "icebox" rivets and when shipped are often shipped in dry ice to maintain their cold temperatues. Under this condition, they will remain soft enough for driving for periods up to 2 weeks. Any rivets not used within that time should be removed for re-heat treating. Ice box rivets attain about one-half their maximum strength in approximately 1 hour after driving and full strength in about 4 days. These rivets are identified by a raised teat or a raised double dash on the head of the rivet. A mechanic told me they are usually used for -5 or larger rivet diameters, usually -6 and up, since it takes quite a gun to drive such things - and puts a hell of a lot of pounding on the structure.

The 5056 rivet (designated 'B' rivet) is used for riveting magnesium alloy structures because of its corrosion-resistant qualities in combination with magnesium. This rivet has a raised cross on the head to identify itself.

Rivet shapes

Roundhead rivets are used in the interior of the aircraft, except where clearance is required for adjacent members. The roundhead rivet has a deep, rounded top surface. The head is large enough to strengthen the sheet around the hole and, at the same time, offer resistance to tension.

The **flathead** rivet, like the roundhead rivet, is used on interior structures. It is used where maximum strength is needed and where there isn't sufficient clearance to use a roundhead rivet. It is seldom, if ever, used on external surfaces. *(Lorraine's Note: Too much drag!)*

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The **brazier** head rivet has a head of large diameter, which makes it particularly adaptable for riveting thin sheet stock (skin). The brazier head rivet offers only slight resistance to the airflow, and because of this factor, it is frequently used for riveting skin on exterior surfaces, especially on aft sections of the fuselage and empennage. It is used for riveting thin sheets exposed to the slipstream. A modified brazier head rivet is also manufactured; it is simply a brazier head of reduced diameter.

The **universal** head rivet is a combination of the roundhead, flathead, and brazier head. It is used in aircraft construction and repair in both interior and exterior locations. When replacement is necessary for protruding head rivets - round- head, flathead, or brazier head - they can be replaced by universal head rivets.

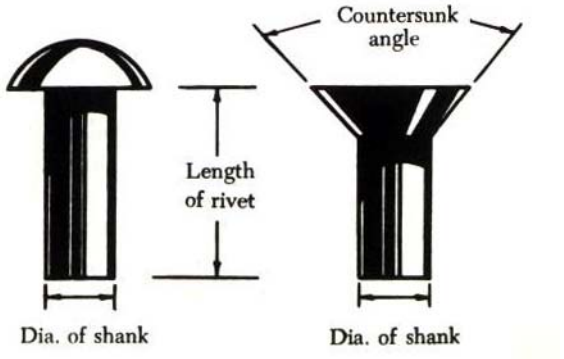
The **countersunk** head rivet is flat toped and beveled toward the shank so that it fits into a countersunk or dimpled hole and is flush with the material's surface. The angle at which the head slopes may vary from 78 degrees to 120 degrees. The 100 degree rivet is the most commonly used type. These rivets are used to fasten sheets over which other sheets must fit. They are also used on exterior surfaces of the aircraft because they offer only slight resistance to the slipstream and help to minimize turbulent airflow. *(Lorraine's Note: Less drag, Goes FASTER!)*

As it was originally explained to me, aircraft started out using round head rivets on the inside and brazier head rivets on the outside. Sometime in the late 40's, they combined the two and came up with universal head rivets which were to be used both inside and outside. Roundhead, braizier and flathead are hardly used anymore, it's all countersunk and universal.

Rivet Identification

Each type of rivet is identified by a part number so that the user can select the correct rivet for the job. The type of rivet head is identified by AN (Air Force-Navy) or MS (Military Standard) standard numbers. The numbers selected are in series and each series represents a particular type of head. The most common numbers and the types of heads they represent are:

AN426 or MS20426 - countersunk head rivets (100 degre
AN430 or MS20430 - roundhead rivets
AN441 - flathead rivets
AN456 - brazier head rivets
AN470 or MS 20470 - universal head rivets.



The letters added to the number correspond to the alloy content of the rivet.

A - Aluminum Alloy, 1100 or 3003 composition.
AD - Aluminum alloy, 2117-T composition
D - Aluminum alloy, 2017-T composition
DD - Aluminum alloy, 2024-T composition
B - Aluminum alloy, 5056 composition
(The absence of a letter following the AN standard number indicates a rivet manufactured from mild steel.)

The first number following the material composition letters expresses the diameter of the rivet shank in 32nds of an inch. Examples: 3, 3/32nds; 5, 5/32nds; etc.

The last number(s), separated by a dash from the preceding number, expresses the length of the rivet shank in 16ths of an inch. Examples: 3, 3/16th; 7, 7/16ths; 11, 11/16ths; etc.

An example of identification marking of a rivet is:
AN470AD3-5 - complete part number
AN - Air Force-Navy Standard Number
470 - Universal head rivet
AD - 2117-T aluminum alloy
3 - 3/32nds in diameter
5 - 5/16ths in length

Modified rivets

Normally, the size of the rivet head always corresponds to the diameter of the shank. So a size 3 rivet would have smaller head than a size 4 or 5 rivet.

What happens when someone drills out a size 3 rivet and uses a bigger drill bit, or gets a bit sloppy when drilling out that same rivet? (Notice I didn't say *she*?) Well, he has several choices. He can either just put in a larger rivet or get a modified rivet. The larger rivet will work just fine, but the head will be bigger than those of the rivets surrounding it, and it will look like somebody screwed it up! A modified rivet will fit right in.

Modified rivets use a head that is larger or smaller than the normal head of a rivet with the same size shank. So when you drilled out a size 3 rivet and used a bigger drill bit (i.e. made the hole too big for a size 3 rivet), you would get a modified rivet that had a size 3 rivet head, but a size 4 or 5 shank (depending on how bad you screwed it up!).

Pull Starter Plunger Seals
Or…
The Constant Drip Drip Drip from the Pull Starter Plunger Seal/Continental Engines

I have my plane for 10 years and I always have to wipe the oil from the starter plunger. No parts diagrams to work with, Cessna doesn't return my calls, what to do? I find out the starter is a Delco-Remy part so I need to find a manual (I understand that El Reno in Oklahoma has one). Or, I can get on the Association Tech Forum. Here, I learn that Niagara Airparts (www.Niagaraairparts.com) does overhaul work on our starters/clutches and has a little ditty on their website (http://www.niagaraairparts.com/pull_ica_ci-02-01_april_30_2003.pdf) on just this issue.

Apparently, the original oil seals were leather washers, hard to find but still available (Cumberland Aero/Kentucky 1-800-524-5319, talk to Gary Boss). New/old stock leather washers may need to be soaked in motor oil to get them pliable and serviceable again. From what I gather most folks drop in a Chicago Rawhide CR9859 or a National Seal 5324-S. I'm told this is what Niagara does. Well, Nationals are hard to find here but CR's are all over the place. The local bearings shop tells me that Chicago Rawhide (www2.chicago-rawhide.com/aerospace_seals.htm) was originally big on leather washers/seals. Makes sense. Time has apparently changed that to metal/neoprene-like seals (elastomeric devices, as they call them). As a side note, I just changed out my tach cable housing seal and it has a "CR" number on it. Figures…

Out come the old National seals (may as well do the motor armature seal also). Inspect the Oilite bearings (that bronze looking thing with the diamond shaped holes to hold lubricant). New seals won't help you if the Oilites are shot. I don't know how to replace those but I'm lucky today-the shafts seem to fit somewhat tight in them. If the shafts fit sloppy in the Oilites then that's an article for another time. In goes a CR9859, and a new CR7512 for the armature seal, seals pointing in towards the oil source. But wait, why does that new plunger seal stick up like that? Why is there a faint ring around my starter clutch spur gear? Shouldn't the seal be flush with the starter plate adapter? Well, had I read a little more on the Niagara website I'd learned that this area needs to be machined down so the new seal fits flush with the starter plate adapter. Why? Clearance, Clarence; you want to make sure the starter clutch pinion gear and clutch assembly gets out of the way from the crankcase gear inside the engine. Courtesy of the Niagara PDF file…

"3.3 inspect the bushing in the starter housing. Inspect the starter housing and determine if the housing is machined for an oil seal. If the housing is machined for a seal, ensure that the correct seal is installed (the seal should not protrude above the machined surface of the housing). If the housing is not machined for a seal, a leather packing is required."

Inside near that coppery looking thing on the gear shaft is a spring that shoves the whole works back OUT of the accessory case, against the pinion gear pilot shaft, away from the crankcase gear. You know, that grinding sound you get on a bad day? Oh. So out comes the CR9859 and a little machine work occurs courtesy of a machinist A&P friend (sorry, don't know what he did here but he said it was easy), lower the whole thing about .060 more give or take to make things flush. No problems machining the Oilite bearing. In goes another new CR9859 and voilá! Life is good again. New starter plate gasket, reconnect everything (Niagara ditty has great instructions), and there is one less leak to deal with in the engine compartment. As far as bookwork, a mention of the starter mount no longer being a standard part (it's an old Delco-Remy part, remember?) and the seals used for any future replacements. (Oh, removing old seals is a bear, don't bugger up the plate-it's aluminum and soft. Pressing new seals in is easy!).

Old 'National' seal. Why is it raised?

Ring around the spur gear, hmmm

New CR seal, still not right

Ah, recessed correctly!

HIGH NOTES*

by Dorchen Forman

*I got my medical back with the help of AOPA. I've been flying as much as possible since! Happy old bat.

*Member **Joe Rostron** and his wife, **Frances**, both 140 pilots, appeared in the EAA Vintage Magazine last month doing a testimonial for an insurance company. Wonderful that those two are still flying… Joe's 120 has a wind generator on the gear let. The wind generates all the electrical parts of his airplane. Everything in his plane is homebuilt, Heath Kit stuff with lots of wires… Joe being an electrical engineer.

*April 2nd was a perfect day so I flew ol' three-niner-no-wonder to Riverside for the air show. There I saw member **John Krueger** and his wife with their gaudy Red, White and Yellow Cessna 170. Parked next to it was a dream machine stock Cessna 140, N4151N, that **Scott Sheldon** had just bought from John. John has rebuilt some outstanding Cessna 120/140s. I got to visit with **Dale Radeleff** who was wearing a cast on his arm as his excuse for not flying in. I met two new members with beautiful 140s in hangars on the field. **Paula** and **Mark Manda** have a wonderful plane with bright red original wheel pants. **Terry Strange** has a bright yellow and black paint scheme for his 140 that is easy to spot in the air. Those people who made fun of my paint scheme calling it ketchup and mustard should get a look at these. Hey, you can see them in the air on a smoggy day in L.A. We shall be the survivors! The air show was marvelous too with the F-117 and an F-18 plus all the wonderful acts… the helicopters are the glamour toys nowadays.

*It's getting more difficult to find a Taildragger examiner or even a Taildragger teacher. Larry Bielsteim is based at Tacoma Narrows, WA and teaches in his 140. Check out his website: http://www.dragandfly.com/.

*Look forward to seeing all of you at Omaha.

- Dorchen

Association Officer Nominees

To Fill '05 to '07 (2-Year) Terms. Nominations may also be made at the Annual Meeting (9/23, Omaha, NE North Field (3NO) @ 4:30 P.M.) by any member in good standing. Any member in good standing who does not attend the Annual Meeting may vote by "proxy" - see related instructions on page 53 of your 2005 Membership Directory :

1. **Merchandise Coordinator: Denise Jackovich, Matt Lahti**
2. **State Representative Coordinator: Tina Visco, Orville Winover, Ken Dwight**
3. **Member-at-Large: Jack Hooker, Blake Mathis, Ken Spivey**
4. **President: Ken & Lorraine Morris**

Genetic Flaw

by Del Damman

Last weekend I stopped by the airport lounge and ran into Jeff Henderson, Jeff is one of those airport Bums that like to hang around the airport. Jeff does not fly. He is retired and, I guess, likes to be where he can get in on a conversation.

We exchanged greetings and Jeff said, "I have a question. I see you Guys out here at the airport flying whenever the weather is nice. You are spending a lot of time working on your airplanes, and I know, spending a lot of money keeping them going! I hear you talking about all the new rules the FAA comes up with, the new technology you have to learn how to use, the training you have to do to stay current, the physicals you have to pass, the biannual flight review, and the cost of insurance. With most of the small airplanes you guys fly, there is no way to write off or justify the expense. Why do you do it?"

"Well Jeff, you see it's a genetic flaw. Some people are born with this gene that makes them need to fly, they can't help it. "

"You mean to tell me that people continue to do this, even though it gets harder to stay qualified, and is more expensive all the time, because of a genetic flaw? "

"That's right Jeff. My wife sometimes volunteers at the daycare and she tells me that when they take the little one and two year olds outside to play and an airplane flies over, one or two of the kids will stop and point up and say "airplane - airplane" until the airplane is out of sight. Genetic flaw, Jeff, they are born with it."

"Are there any other symptoms ... ways to recognize this flaw? "

"Actually, Jeff, there are. You can see it start early. They are the kids that run around with their toy airplane held high making airplane sounds. As they get older, they spend all their money, from their paper route or lawn mowing, for model airplanes. All their spare time goes for building and flying models. Then when they get older they start taking flying lessons. They hang around the airport. They will do odd jobs, wash airplanes, sweep floors, any thing to be around airplanes and maybe get a chance to fly with someone who has an empty seat. "

"They are eternally optimistic. They think there will be a way they can eventually justify all the time and expense. They are dreamers that are totally out of touch with reality because of their genetic flaw."

"I am having a hard time accepting this, Del. And I suppose you are going to tell me that only people in aviation have this problem?"

"No, Jeff. I have seen others with it, but it seems to hit pilots especially hard. But I can see you are doubting me so let me give you a more specific example. Do you know George Wilson?"

"Actually Del, I think I have heard the name, but I am not sure where or why."

"He is a well known pilot that lives in the next state. Great pilot and all around super guy... someone I have the greatest respect for."

"And he has this genetic flaw?"

"Yes, Jeff, he does." Let me explain. A couple of weeks ago George called me and said, "Del, you have been around airplanes for a long time and should know something about which single engine airplane I could expect to get 2000 hours TBO"."

He told me he had sold some property and could afford to buy a new airplane, and would like to get something that will last a while and not require a lot of maintenance.

"So what, Del? What is wrong with a guy wanting an airplane that is going to last a while? That seems pretty normal to me."

"Jeff, George flies one hundred hours a year! "

"So what is your point?"

"Jeff... George is eighty three years old. Genetic flaw!"

Aircraft Maintenance Checklist

Included in the newsletter is an Annual /100 hour checklist for the 120/140. I've looked at a fair amount of checklists and used many on various airplanes over the years. I could never find one checklist that was all inclusive of everything I wanted in a checklist, added with folks calling up and wanting to know if there was an "official" 120/140 checklist I decided to make my own. Here is the result. I've cut and pasted from several sent in. No one checklist is going to fill everyone's requirements, you may have installations on your aircraft that no-one else may, such as a Lycoming Engine. This checklist is more geared for the Continental powered aircraft. I hope however this covers the basics of what most everyone is looking for. And with that in mind, it can always be modified by you to your liking if you choose. This is being provided as a free service of the Association and is for informational use only.

I'd like to thank everyone who sent in their inspection forms for this project. I think I used a little something from everybody's offering.

- Victor Grahn

Product Review - Desser AeroClassic Vintage Tires

I forgot to mention, and I guess it deserves mentioning since they advertise in the Newsletter, I put a set of AeroClassic Vintage tires from Desser on my 140 about 15 months ago. They have over 150 landings on them and they look brand new. I think I may have been among the first to put them on the 140, and I am amazed at the performance. They still have the little molding marks that stick up from the tread. You may be able to see them in the picture. I think that's pretty good for 150 landings. I also believe in keeping the exact pressure the tire manufacturer recommends instead of what the aircraft manufacturer published some 57 years ago.

I thought that deserves some attention, and maybe pass on to the other members.

Regards, Dennis Brown NC1695V

Tech Feedback

by Victor Grahn

I got this little email from Roger Weber who checked on his tailwheel bolt and came up with this rather innovative fix. Thought it might be appropriate to include his paragraph in a newsletter

————— Forwarded Message —————

Victor, I read the little article on the tailwheel bolt problem. Decided to take a look at the one on my airplane and discovered that it was worn all the way around the bolt just under the bolt head. It can be replaced very easy by dropping the springs and tailwheel. Then push the bolt up and you'll be able to see if it is worn. To remove the bolt have someone hold the rudder to the side, hold the bolt up and with a 4 1/2" angle grinder (with a very thin cut off blade) cut the bolt off. You may have to slowly spin the bolt while cutting. Where's not much room to spare. Takes about 15 seconds. Wear your saftey goggles, sparks will be flying. I replaces the bolt upside down. My bolt was bigger than the (AN 5).

Roger

————————END————————-

Just wanted to say "Thanks!" to all the kind folks who responded with pictures of "V" braces for floatplanes and sent in their versions of 100hour/ Annual checklists. I'm working on getting a good maintenance checklist for our planes.

- Victor

Member Profile Questionnaire/Interrogation

Please help us feature the members of this great organization! This is not designed to be snoopy, just to spark your imagination! Hopefully when you start answering the questions you will remember something interesting to tell the members. You don't have to answer everything, (the first question would be nice, however). If you don't want to write up a submission, just answer the questions here and I will put it in a some what readable format. Please send in some pictures, including you and the airplane. You can email the information to me or send it in the mail. If you email the pictures, please send them in a big/high resolution so they will reprint in the newsletter well. (I now have DSL so can handle pictures bigger than a thumbprint!) Send to me at: Taildragger7W@aol.com

Name
Member #
State you live
Where is the Aircraft Based
Anything interesting about flying in your area of the country
Airplane make and Model
Airplane N number
Total time on the Airplane
How long have you had your airplane
How many hours per year do you put on your airplane
Family members that like to fly with you (or don't and why!)
How long have you had your license
What Licenses and Ratings do you hold
What did you get your license in (your 120/140?)
How did you get interested in flying
Do you have/fly any other airplanes
Where have you been in your airplane
How did you decide to get your 120/140
What avionics do you have in the airplane
Major maintenance you have had to do
Any problems you have encountered during your ownership
Any special plans for the plane

Member Profile

This months Member Profile is Dennis L. Brown, #6411. Dennis lives in North Central Illinois, and bases his 140 at VYS, Illinois Valley Airport.

Dennis' Uncle Dean, a retired aerospace engineer, took him for a ride when he was 8 years old, and that was the start of his obsession! He took his first flying lesson on March 7, 1970, and soloed later that summer, right after his 16th birthday (in a Cessna 150). He got his private license right after his 17th birthday, and so on! He has is an ATP rated pilot in Airplanes and Helicopters as well as an Instructor. He is also an honorary member of the "Midwest Tail-wheeling Flat Earth Society"

He currently flys Falcon jets for JP MorganChase/ Bank One, out of Midway. He says he flys those so he can pay the bills! He also enjoys doing tail-wheel transitions, specializing in C-180, Piper Cub and Citabria.

Dennis got his 1947 Cessna 140, NC1695V, a little over two years ago, and has flown it some 150 hours since then. It has led a sheltered life, though, because it only has **668 hours Total Time**! He calls it his Time machine! Since acquiring 95V, Dennis has had to replace the tail wheel assembly with the same original part number the other one was in pretty bad shape, he figures from someone doing three point landings all the time....go figure! You guessed it, 99% of his landings are wheel landings.

He plans to recover the wings next year. They are in pretty good shape, but the last covering was completed in 1983 and he would like to open it up and take a look at the structure.

The farthest he has flown the 140 is Kansas City for his nephew's wedding. He says he likes to get up and fly with no destination in mind. It is therapy from his day job and it's high tech, highly regulated operation. His 140 is equipped with one ICOM com radio, no nav, and a transponder so he can make it into MDW sometimes. He doesn't even have a GPS! (Brave Man!)

If you see him, say 'Hi"!

Flying "Hell's Stretch"

Whether you call it "Hell's Stretch" or "Aviator's Graveyard" it makes the Bermuda Triangle sound almost safe. The early airmail pilots gave these names to the mountains of West Virginia and they are still used to describe them today. Even Flying Magazine's Richard Collins has related his experiences flying over this locality as an example of an area worthy of respect. Who in their right mind would fly over terrain like this?

In fact over 50 Cessna 120/140/140A's flew into the heart of this area as part of the 1997 Convention at Ona Air Park. The Rainelle Airport is almost in the middle of this infamous region and that was the site for the fly-out lunch. No one was lost and everyone had a great time! For those of us that live in the area it is usually a non-event to fly over the mountains. How can you explain this difference?

Safely flying over the Appalachian Mountains in a light plane is a combination of having an understanding of how terrain can affect the weather, doing good pre-flight planning with lots of "outs", and using "local knowledge".

If you look at the Cincinnati Sectional, you will see the mountain range is relatively narrow and runs from the southwest to the northeast. At the widest point, it is barely 100 miles across, just an hour's flying time at 100 mph. So what is the problem? Even though they are not as high as the mountains out west, the West Virginia Mountains rise 3000 to 4000 feet above the elevation of the terrain on either side. The weather generally moves from the northwest to the southeast. Confronted with this obstacle, the weather starts to back up along the western side of the mountains. The air is forced to rise taking any moisture with it and clouds form. If the winds are light, you get stagnant air and poor visibility that hangs around for a while. If the winds are high, you get thunderstorms and turbulence with the possibility of severe updrafts and downdrafts. And most of the valleys contain streams or rivers and you can have fog in the mornings and late evenings, particularly in spring and fall when the winds are calm. In the winter low clouds cover the mountain tops and ridges. It is not worse than any place else, just different.

I am only going to discuss VFR flight since most of us do not have IFR capable Cessna 120/140/140A's. The definition of "good" weather depends on the person. During the summer in West Virginia ten miles visibility is great, while in Arizona they apologize for anything less than 50 miles. I generally don't fly my C140 in the mountains when the surface winds are forecast to be higher than 15 knots but I hear stories from Texas that if you wait for winds less than 25 knots you will never go flying. Everyone should have their own personal limits so I am just going to offer my guidelines, feel free to adjust them to your level of experience and comfort.

Rule one; check the weather. Rule two; check the weather. Call Flight Service before you take off. Today, the availability of radar and satellite images on personal computers is a great asset so use them. The weather can change in less than 50 miles and there may not be any reporting stations in that area. Also you can call the local AWOS number and get real time information. If all else fails, call the airport if you are in doubt. Rule three; always follow rules one and two.

Assuming VFR conditions are forecast, the first thing I consider is visibility in the mountains as it relates to navigation. With the advent of the hand held GPS, the tendency has been not to worry so much about pilotage and dead reckoning. But if your GPS should fail you might find yourself unable to identify any landmarks, unable to pick up any navigation adds, and unable to reach anyone on the radio. Flying below 4000 feet MSL in the southern part of the state puts you out of communications with Indianapolis Center, Charleston Approach and Huntington Approach, so you cannot request radar help. Depending on where you are and how low, you may not be able to pick up a VOR. And amazing as it might seem, the mountains hide a lot of what look like good land marks on the chart particularly at low altitudes. Visibility below ten miles compounds the problems. Know your heading and pick significant landmarks such as cities, freeways, railroads (there are a lot of these in West Virginia), power lines or rivers. It is hard to judge the highest peak so mountain tops do not make good landmarks.

Even with a hand held GPS, I tend to follow the freeways. They are the best emergency landing fields you can have; they follow the lowest terrain and they are one of the easiest landmarks to see, when you are over them. But go a few miles to one side and they may disappear behind a ridge. The second best landmarks are rivers. Unfortunately they are not as straight as the Freeways (in West Virginia straight is a relative term) but they are easy to find.

The second thing I consider is the wind. Turbulence is never fun and in the mountains it can be dangerous. Higher is better, even with a head wind. If it is windy and clouds permit, I try to fly twice as high as the mountains or at least 7500 feet MSL going east and 8500 feet

MSL going west. I have still experienced turbulence at those altitudes but a sudden downdraft will not put me into the ground.

I fly Cessna 172's with 180 hp engines and Cessna 182's with the West Virginia Civil Air Patrol. At low levels on windy days, even the most experienced CAP pilots can have extreme altitude excursions. We have special mountain search pilot courses to learn how to handle wind in the mountains. If you must fly low, cross ridges at a 45-degree angle. That way if you encounter a downdraft, you can turn away from the ridge. If flying in a valley, fly on the upwind side (if the wind is from your left, fly the right side of the valley) as you will more likely encounter updrafts than downdrafts. Never fly into rising terrain, always circle to climb or fly parallel to gain altitude to cross a ridge. Our smaller aircraft do not have the horsepower to out climb a serious downdraft.

And while I have your attention, I would like to add a few safety ideas from the Civil Air Patrol. Please carry emergency supplies such as water and food and a first aid kit is essential. If anything happens you may survive the emergency landing but have to wait for help and you will need these supplies. Even if we know where you are, it can take hours to get a ground team to your location due to the harsh terrain. Sorry to say, the older ELT's that many of us carry on our aircraft do not work when needed. I always fly monitoring 121.5 on my radio if I am not talking to Air Traffic Control. That way if an emergency occurs, at least I can get a quick message off. After the emergency landing, manually put your ELT in the transmit position if you can get to it. I also carry a handheld radio just in case. Please file a flight plan or tell someone your route of flight and check in times. You will be flying over sparsely populated areas and in the summer your aircraft can be totally concealed by the trees after making an emergency landing. The crash site of a home built was not found for four years. Finally hunters discovered it. Having a signaling device in your survival gear can mean the difference in days of being found. Even if the CAP picks up your ELT, it can be extremely difficult to see an aircraft on the side of a mountain. Cell phones are great but there are many isolated places in West Virginia where there is no coverage, particularly in the valleys. If you lose power, fly the airplane to the ground or treetops, you can survive a controlled treetop landing at normal landing speeds but not a nosedive out of a stall. I think I just added twenty pounds to your baggage compartment but do it anyway.

The best times to fly are usually in the morning (after the fog lifts) and late afternoon. If the winds are greater than 15 on the surface, landings and takeoffs can be interesting and winds aloft will be stronger. In the spring and summer, the winds tend to be higher than forecast and in the fall they are close to forecast or lower. A typical spring forecast is winds 10 - 15 knots, sometimes gusting to 20. Summer winds are generally 5 - 10 knots. I can hear all you pilots in the Midwest snickering but I notice all your winds are straight down the runway.

Most of the airports in West Virginia are either on mountain tops or in valleys, we don't have much flat land. If you just look at the airport layout and don't read all the information, you maybe in for a surprise if you try to land at some of the local non-towered airports. At some, you cannot see the runway if you fly a standard pattern until on final, they have special patterns. Some are very narrow which means directional control is essential. Others run uphill and there is a preferred runway regardless of wind direction. Mountain top runways, like Beckley, Charleston, and Huntington can have some wind shear on approach on windy days and I try to fly final a little high just in case. Valley runways tend to have a sudden change of wind as you drop below the ridgeline. If you have never flown an approach with higher terrain on both sides you may be uncomfortable landing in a valley and your options for going around are limited to straight ahead. Some of the valley airports require dropping down into the valley early rather than flying a standard pattern. If you are passing through, I recommend landing at the larger airports. They are usually staffed during the day and have fuel. They also have longer runways in case you are fighting the wind.

I fly all year. Our winters are mild compared to further north and we don't get as much snow in the lower elevations of West Virginia as you get in Michigan, Ohio, and Pennsylvania. A clear, cold winter day is the best flying. Visibility is good, performance is great and the air is smooth. The down side is we don't have many of those days so you take them when you get them. Fronts move fast so it is not a good time for a long cross-country. Spring is usually windy but mornings and evenings are generally calm. Fog is a problem in the mornings but late afternoon until sunset is wonderful. Summer brings haze and embedded thunderstorms. We can have clear skies with three miles and haze. Normal visibility is around 10 miles with haze. Higher temperatures reduce performance and thermals create a rough ride but low and slow is still fun. Fall is the best time to fly in West Virginia. The mountains are beautiful, the days are usually clear and calm, and it seems to last for weeks.

So, if you were flying an open cockpit biplane in the middle of winter on a cloudy day with a strong headwind, bouncing over the mountains of West Virginia and had a schedule to meet, you might call it "Hell's Stretch" or "Aviator's Graveyard". If you are flying a Cessna 140 for fun and are patient, it can be a pleasant experience. Pick your time, plan your flight, check the weather and have an out. The mountains can be challenging but the scenery is great. Make sure you bring your camera.

If you have any questions about any of our airports or mountain flying, call your fellow members in West Virginia, we would love to help and we are in the directory.

Safe flying,

Bill Motsinger
N76123

Coincidence or Fate?

by John H. Collette

In the spring of 1999, my employer/company of 25 years was purchased by a hostile takeover. After the dust settled, and all was said and done, I got to keep my job! Also due to numerous inaccuracies in my 401-K payments, vacation pay, severance etc, I was going to receive a lump sum payment check for several thousand dollars.

No! I was not going to pay off existing bills. No! I was not going to put the money into my savings account. Yes! I was going to become a first time airplane owner!

Along with a little cash put back for a rainy day, I had just enough for a typical 120, 140, Luscombe, etc.

I began the most intensive search for just such an aircraft known to mankind. Internet web sites, books, magazines, you name it! I kept statistics, price averages, fuel usages, the works!

I wanted to do everything "just right'. Insurance, title search, paperwork, tail wheel instructor, delivery, and hopefully one within 150 miles from my home airport.

After three solid months of non-stop emails, phone calls, photos, etc, I had it narrowed down to three airplanes. One Cessna 120 and two 140s. All were low time SMOH, good paint, good interior, all were in my price range and a fresh annual would be included in the purchase!

I absolutely bugged these three owners to the max. Questions by the dozen. It came to the point where I just could not decide.

I was so afraid of making a bad decision. Each of the three owners lowered their asking prices, I think just so I would buy something and leave them alone!

I made one August morning my decision day. This was it. Three calls to make, two each "No thanks", and one each "I'll take it".

In my bed awake at 4:00 AM, eyes wide open, in total darkness. A very important day was at hand (only a pilot will understand). While 100 things raced through my head, for some reason my planned call to AOPA came to mind. Then my AOPA membership number. That's when it 'Hit me'. Since 1980 my membership number was been '760089'.

"76008 was the 1946 issued tail number for the Cessna 120 in the bunch! OK! That's it! This is the one!

I never really thought about the other two airplanes again, until one year later when I got the bill for my first annual) Also while playing the numbers game I wondered at first if the number '9' in my AOPA membership number had any meaning in the whole situation, and discovered while going through the logs that I had just become the 9th owner of the airplane!

Think what you will of this experience!, and ask yourself how you would make a choice when the options were really close. On gut feeling? Divine intervention? Coincidence or fate?

From a happy airplane owner, and proud Cessna 120/140 Member, Thanks!

John H. Collette, Corbin, Kentucky.

AVIATION DICTIONARY

passed on by Jim McErvin

Airspeed: Speed of an airplane. Deduct 25% when listening to a Lear pilot.

Bank: The folks who hold the lien on most pilots' cars.

Cone of Confusion: An area about the size of New Jersey, located near the final approach beacon at an airport.

Crab: Crew scheduling.

Dead Reckoning: You reckon correctly, or you are.

Engine Failure: A condition which occurs when all fuel tanks mysteriously become filled with air.

Firewall: Section of the aircraft specially designed to let heat and smoke enter the cockpit.

Glide Distance: Half the distance from the airplane to the nearest emergency landing field.

Hydroplane: An airplane designed to land on a 20,000 foot long wet runway.

IFR: A method of flying by needle and ripcord.

Lean Mixture: Nonalcoholic drink

Nanosecond: Time delay built into the stall warning system.

Parasitic Drag: A pilot who non-rev's and complains about the service.

Range: Usually about 30 miles beyond the point where all fuel tanks fill with air.

Rich Mixture: What you order at the other guy's promotion party.

Roger: Used when you're not sure what else to say.

Service Ceiling: Altitude at which cabin crews can serve drinks.

Spoilers: The Federal Aviation Administration.

Stall - Technique used to explain to the bank why you car payment is late.

Application for Membership

International Cessna 120/140 Association
P.O. Box 830092 • Richardson, TX 75083-0092

DATE_____

Your Name_____ Phone No. (_____)_____

Street or Box No._____ E-Mail: _____

City_____ State_____ ZIP_____

I am a Future Owner _____ Past Owner _____ Present Owner _____

If present owner, please give the following information:

120_____ 140_____ 140A_____ S/N_____ N_____ Year_____ Engine_____

Your prime interests in joining: Maintenance____ Engine Mods_____ Parts____ Fly-ins_____

Others (specify)_____

ANNUAL DUES - $25.00* (U.S. Currency) - Overseas Members add $10 for Postage (Total $35)

*Family Membership add $5.00

ń Active STC's ■

C-85 Carburetor STC
David Lowe - 270-736-5392
Continental O200 120/140
Gary Rice - 361-643-4330
Continental O200 - 120/140/140A
Randy Thompson - 530-357-5440
Alternator Installation
Fred Lagno - 410-827-7896
Cessna 150 Exhaust
Walt Thomas - 410-544-7670
Shoulder Harness Installation
Jack Hooker - 815-233-5478
Vortex Generators
Cub Crafters - 887-484-7865, Ext. 209
Cowl Fasteners
Dip Davis - 815-568-6811

NEWSLETTER ADVERTISING RATES

Full Page			
1 Issue	3 Issues	7 Issues	12 Issues
$140.00	$135.00	$128.00	$125.00/issue
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Above rates are for camera ready material. Additional charges for layout available upon request.
Deadline: First of each month.
Terms: Payable upon receipt of invoice. Classified Ads from members to sell parts or planes are free.

Disclaimer . . .

This newsletter is for educational and informational purposes only. Readers are reminded that Federal Air Regulations Part 91 places primary responsibility for ensuring the airworthy condition of the aircraft on the owner or operator. Any person who maintains, modifies, or otherwise changes an aircraft must do so in accordance with manufacturer's recommendations and all applicable FAA regulations.

TENTATIVE SCHEDULE OF EVENTS

Wednesday, September 21 -
Early Arrivals - Breakfast on your own
Hospitality room open at 6:00 pm
Thursday, September 22 -
Breakfast on your own
Aircraft judging
Possible nerf ball drop, short takeoff, short landing for those arriving early
Hospitality room opens at 6:00 pm
Friday, September 23 -
Breakfast on your own
Reservations t have been made for one or two buses from Arrow Stage Lines. These buses will provide transportation from the North Omaha Airport and the Crowne Plaza to Mahoney State Park for an all-you-can-eat buffet lunch (buffet lunch is $8.70 per person, including beverage), then to the Strategic Air & Space Museum (admittance is $6.00 per person). They will also provide return transportation from the Museum to the Crowne Plaza.
Hospitality room opens at 4:00 pm
Business Meeting before dinner at airport
Saturday, September 24 -
Breakfast on your own
First Timers Breakfast will be in the Regency Room at Crowne Plaza at 7:00 am
9:00 am - Nerf ball drop, short takeoff, short landing, aircraft judging
The awards banquet will be held in the Regency Room at the Crowne Plaza from 6:30-10 pm, with a Cash Bar. This room will be our hospitality room immediately following the banquet
Sunday, September 25 -
Departures at your leisure

See Page 15 for additional possibilities and activities

Hosts: Ward & Judy Combs
402-426-8041 - Email: wacii@prestox.com
Headquarters Hotel: Crowne Plaza Omaha-Old Mill
655 North 108th Avenue (108th and Dodge Streets), Omaha, NE 68154
Phone: 402-496-0850 - FAX: 402-496-3839
$69.00 - Mention Cessna120/140 Group - Contact Person Denise Munderloh

International Cessna 120/140 Association

Box 830092, Richardson, TX 75083-0092

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■ FOR SALE ■

■ **1947 Cessna 140,** C-85, 5255 TTAF, 445 SMOH. Valcom 760 KX-175B Nav-Com, King K1-209 Indkator, North Star M-1 Loran-C, Narco AT-50A Transponder, A-30 Encoder ACK Auto-fuel STC, metal wings, rotating beacon, oil tank heater, cyl-head temp, 3400 Scott tailwheel, tailwheel towbar, wheel pants, two headsets, in dash intercom, oil filter (spin-on), Cleveland wheels/brakes, new ELT battery, Sky-Catch door catches, 9-1/2 in and out, new hydraulic lines (two) on right side to brake, carburator rebuilt recently, hangared last 20 years that I know of. White with red trim. Lost license. $24,900. **Chuck Wolter,** phone 269-683-8688. Also, wheel extenders $45.00 plus freight.

■ **Child seat** for 140 baggage compartment. Complete with seat belts. My kids grew up! $200.00. **Joe Halsmer,** phone 765-426-5299. or Email: jhalsmer@hotmail.com

ń COMING EVENTS ń COMING EVENTS ń

<<< ALWAYS BRING YOUR TIEDOWNS >>>

EAA AirVenture 2005

July 25-31 - Oshkosh

Visit us often at the Type Club Tent - sign up for the dinner on Friday evening and don't forget the Forum that morning 8:30-9:45 am.

Come Join Us?

If you're ever out on a Sunday morning, listen for our Breakfast Club on 122.75 at 8 am (Chicago area). We go all over the place! See ya later. **Gary Latronica.**

FOURTH SUNDAY OF EVERY MONTH

Riverside Flabob "International" Airport (RIR)
Breakfast at the Silver Wings Cafe.

TEXAS & SOUTHERN OKLAHOMA BREAKFAST/LUNCH SCHEDULE

Most every Sunday the group from Texas and Southern Oklahoma gets together for breakfast about 8:30 at the scheduled airport. Here is their schedule:

1st Sunday - Lake Texoma
2nd Sunday - Lake Murray
3rd Sunday - Cedar Mills, at Pelican Bay, Texas side of Lake Texoma
4th Sunday - Hicks Field (T67)
5th Sunday - Hicks Field again

Call Leonard Richey, 940-627-1883, for more info.