



# International Cessna 120/140 Association

P.O. Box 830092  
Richardson, TX 75083-0092

ISSUE 328

OCTOBER 2005

## In This Issue....

[Taildragger Band](#) by Tom Teegarden. The 120/140 Club Taildragger Band hit the airways in the past!

[Tech Talk](#) by Victor Grahm. A good article on pre-buys.

[Sara Parameter is named Honorary Ambassador!](#) Our illustrious Sara Parameter gets honored in Virginia.

[The Ground Loop](#) A humorous look at one of the basic maneuvers.

[Don D. Becker's C-140A, N9659A.](#)  
(See article on Page 4)



## 2004-2005 OFFICERS

Mac & Donna Forbes, President  
336-226-4582  
Email: mcforsbes55@bellsouth.net  
Reddoch Williams, Vice President  
850-863-3330  
Email: reddoch@aol.com  
Marty & Sharon Lochman, Sec/Treas  
405-391-6773  
Email: my140@mcloudteleco.com  
Doug Corrigan, Past President  
815-633-6858  
Email: DPCflyer@aol.com

## BOARD MEMBERS

Lorraine Morris, Newsletter Editor  
815-547-3991  
Email: taildragger7w@aol.com  
Denise Jackovich, Merchandise Coordinator  
319-285-7296  
Email: vbjfly@aol.com  
Ken Dwight, State Rep Coordinator  
281-440-7919  
Email: kdwight@swbell.net  
Ken Morris, Member at Large  
815-547-3991  
Email: taildragger7W@aol.com

## STATE REPRESENTATIVES

### ALABAMA-

Steve & Edna Earle Simmons  
334-898-7376  
Email: sesimmons@centurytel.net  
Ken Spivey 205-979-5436  
Email: kenneth.r.spivey@faa.gov

### ALASKA -

Jason Mayrand 907-832-5614  
Email: alaska120@yahoo.com

### ARIZONA -

Curtis E. Clark 602-953-2571  
Email: azskybum@aol.com

### ARKANSAS -

Richard Gulley 501-954-9669  
Email: richard@richardgulley.com  
Bill Morgan - 870-239-4017  
Email: brmorgan@grnco.net  
Donnis Hamilton - 870-236-1500  
Email: hamilton@grnco.net

### BRITISH COLUMBIA -

Herb Hough 604-852-2240  
Email: herb\_hough@telus.net

### CALIFORNIA -

Tina Visco 760-373-4433  
Email: tina.visco@verison.net

### CHILE -

Olegario Reyes - 56-2-2205917  
oreyes@mi.cl

### COLORADO -

Jack Cronin 303-333-3000  
Email: jcronin@ix.netcom.com

### CONNECTICUT -

Bob & Sandy Boyer - 203-264-7512  
Email: bobandsandy140@charter.net

### DELAWARE -

Hugh Horning 302-655-6191 - 410-228-7521

Email: yeeple121@aol.com

### EUROPEAN -

FRANCE - Jean Luc Kaiser  
(33) 3 87-50 70 57

Email: jlk@leuropevueduciel.com  
UK - John Stainer

Email: john@stainair.fsnet.co.uk

NETHERLANDS - Pieter Standaard

Email: piet.standaard@wxs.nl

WEST GERMANY - Wolfgang Schuele

Email: wedees@gmx.net

### FLORIDA -

Mike Quinlan 352-625-3369

Email: quin3369@webtv.com

Robert Ray 850-678-3133

Email: betsynbob@peoplepc.com

### GEORGIA -

Charlie Wilson 770-927-6179

Email: cwilson193@aol.com

Bob Parks 770-962-6875

rparks@kcc.com

### IDAHO -

David Hoffman 208-495-2307

Email: dhpd@iousa.net

### ILLINOIS -

Doug Corrigan 815-633-6858

Email: DPCflyer@aol.com

Stacey Greenhill 847-541-7793

Email: sjg140@earthlink.net

Jeff Kohlert 630-513-9275

Email: kohlertjc@comcast.net

### INDIANA -

Scott Spencer 317-291-4293

Email: bluecavu@aol.com

### IOWA -

Vince & Denise Jackovich

563-285-7296

Email: vbjfly@aol.com

### KENTUCKY -

David Lowe 270-736-9051

Email: loweaviate@earthlink.net

### LOUISIANA -

Paul Crouch 504-892-1979

### MARYLAND -

Fred & Sue Lago 410-827-7896

Email: train@shore.intercom.net

### MASSACHUSETTS -

Jack Manchester 508-378-3557

Email: jmanches@hotmail.com

### MICHIGAN -

Don Preister 231-839-2191

Email: fun4me2fly@netonecom.net

Richard L. Acker 517-465-6229

Email: ackerd@voyager.net

### MINNESOTA -

Tom & Jan Norton 651-459-1423

Email: jannorton@compuserve.com

### MISSISSIPPI -

Mitch Hendrix 662-324-3330

Email: tdragger1@yahoo.com

### MISSOURI -

Frank Murray 636-227-4111

Email: dee-frank@worldnet.att.net

### NEBRASKA -

Ward Combs - 402-895-8601

Email: wacii@prestox.com

### NEW HAMPSHIRE & AREA -

Glenn Mori 603-539-8655

Email: GMoriFly5@yahoo.com

### NEW JERSEY -

Jim & Diane Morton 609-884-8723

Email: jdmort@bellatlantic.net

### NEW YORK -

Howard Hilton 716-595-3454

Martin Green 607-739-1204

Email: n2319n@aol.com

### NORTH CAROLINA -

Thomas Reddeck - 704-279-2110

w4vhh@juno.com

### OHIO -

Terri Hull 419-375-4704

Email: bthull@bright.net

### OKLAHOMA -

Marty & Sharon Lochman 405-734-2118

Email: my140@mcloudteleco.com

### OREGON -

Bruce Gustafson 541-461-0574

Email: gustafsonb@lanec.edu

### PENNSYLVANIA -

Mark & Yvonne Macario 610-380-1313

Email: macario@prodigy.net

Michele Vida 724-770-0776

### QUEBEC, CANADA -

Michel Charette

Email: m\_charette@videotran.ca

### RHODE ISLAND -

Erik Thomas 401-635-4381

Email: nc76220@aol.com

### SOUTH CAROLINA -

Todd Clamp 803-321-9046

Email: tclamp11v@msn.com

Bo Mabry 843-524-5637

Email: swiftbo@islc.net

### TENNESSEE -

Don Mitchell 615-223-1005

E-mail: hawk175@aol.com

### TEXAS -

Leonard Richey 940-627-1883

Email: mrichy@ntws.net

Ken Dwight 281-440-7919

Email: kdwight@swbell.net

Billy Shires - West Texas 806-353-1177

Orville Winover - North Texas 903-939-3645

Email: owinover@aol.com

### VIRGINIA -

Lonzo Cornett & Robin Bourne

804-966-2386

E-mail: lonzo140@excite.com

### WASHINGTON -

Dave Sbur360-699-0727

sbur@hei.net

### WEST VIRGINIA -

Rod Bush 304-275-3508

Email: funflite@citynet.net

Bill Motsinger 304-757-7706

Email: wmotsinger@tai-cwv.com

### WINNIPEG, CANADA -

Jack Foster 204-256-0754

### WISCONSIN -

Matt & Carole Rybarczyk 414-767-0920

Email: crybarck@wi.net

### DIRECTOR OF MAINTENANCE DAVID LOWE

Phone: 270-736-9051 - FAX 270-736-9051

Email: loweaviate@earthlink.net

### TECHNICAL ADVISOR - VICTOR GRAHN

17465 Woodland Lane, Nunica, MI 49448

Phone: 616-846-9363

Email: zenyamaero@netzero.com

# From the Left & Right Seats

## **SPECIAL FRIEND & FELLOW MEMBER "MIA".**

At this writing, long time member and famous long distance 140 flyer, **Herb Hough**, is missing on a flight from his ranch in Vavenby, BC to Abbotsford. He and a passenger departed on August 29 and, to date, massive air and ground search efforts have been unsuccessful in locating them. We know that we join the entire 120/140 community, Herb's loving family, and his many friends with solid hope and from-the-heart prayers that they will be located soon, safe and sound.

## **SHOPOWNER? A&P/A? WANT TO BE LISTED?**

With '06 already bearing down on us, it's time for your Secretary-Treasurer team to begin updating and assembling the '06 Membership Directory & Handbook. There will be a reminder on the website and maybe others – consider this your "first reminder" to submit your information to be published in the Directory so that fellow 120/140/140A'ERs and those seeking to become owners can contact you for help with maintenance, mods, inspections and pre-buys. With every passing day, it seems that the number of truly qualified, knowledgeable 120/140/140A "specialists" is in shorter supply. Please consider adding your name to that special directory section for "Licensed Mechanics" (See contact info. for Marty & Sharon Lochman on the inside front cover of this newsletter).

## **NEAL CONTRIBUTES!**

At last count, there are now 35 very detailed and thoroughly researched articles on maintenance issues, modifications, and inspection procedures posted on your website. The amount of just pure "work" in terms of identifying potential and real

problems, proving the best solution concepts and methods and, then, publishing the information in very useable text-book form is impressive, to put it mildly. If you haven't gone to [www.cessna120-140.org](http://www.cessna120-140.org) recently to see and read **Neal Wright's "Technical Article Forum"**, you're in for a treat!

## **CONVENTION(S) TIME IS HERE!**

Hopefully, this newsletter will have reached all members before the start of our exciting, so looked-forward-to Omaha convention. With the venues, activities, famous hospitality and incredible energy amassed by hosts Ward & Judy Combs, this is sure to be a fun experience! We're looking so forward to seeing and being with you all there! (Hint: Next year's big event is likely to be at a place where we have been before...and, where we had a super convention orchestrated by some very special, long time fellow members!! ...more to come on this announcement soon!!)

## **FOLDING UP THE "SEATS".**

As we write this final little edition of "The Left & Right Seats", we're impacted that these last couple of years have really whizzed by! We have enjoyed and appreciated the true honor of serving as Association co-presidents and of "working" with a group of dedicated people who bring the term "volunteer" to bright new levels. And, while we aren't planning to "fly off into the sunset" completely, we will take this opportunity to express our sincere thanks to all of you who have so positively supported and provided critical energy and vital expertise for this very special organization during our term in office. Going forward, now...

We See Positive Traffic @ 12:00!

**Mac & Donna**

**Its Calendar Time Again...**

## **Note From The Editor**

If you haven't noticed, this is the October issue. Not the October/November issue. I realized that if we have an Oct/Nov issue, then you won't get the Convention information until February. So, we will put out this October issue, and after the Convention, we can have a November issue with the Convention wrap-up!

The EAA AirVenture at Oshkosh this year was typical. It was HOT, then WET, then Chilly. Typical. I didn't get any articles submitted, but I did get a few pictures. I put one in this issue.

I am also giving you a break this issue in the Rant and Rave Department. I don't have anything to complain about this month, so this is a short note. Hopefully I will see you at the Convention!

Phone: 248-698-3431

Email: [jaw133jw@aol.com](mailto:jaw133jw@aol.com)

If you have that "special picture" of your "special 120/140" we need it for our 2006 calendar.

We know you've got it, so just send it in. It can be a photograph, painting, or drawing. You can send the photograph or email the picture (use JPEG format and high resolution). The larger the print the better since they will be printed 8" x 10" and making big enlargements can cause loss of detail and objects can become "fuzzy."

Since we can only print 4 pictures in color, we like colorful paint schemes, colorful and interesting backgrounds - you know, just plain (plane) great pictures. Send to:

**Joy Warren, publisher**

**1009 Porter Rd.**

**White Lake, MI 48383**



# Member Profile

## Don D. Becker

Don owns a 1940 Cessna 140A, N9656A, which he bought in April of THIS year from Wayne Rumble in Marmora, N.J. The aircraft is based at KHUT, Hutchinson, Kansas. (If you make it out to his neck of the woods, you can check out the Best Steak House Restaurant in Hutchinson, KS at the Airport Terminal Building, The Cosmosphere Space Museum and in 2006 they will have the Underground Salt Museum.)

Don has had his pilots license for 46 years, and it sports an ATP – Multi Engine on it! He soloed in a J-3 Cub, got his Private/Instrument and Commercial in a Cessna 172, and his ATP in a Piper Navajo. He used to own a different 140A for several years, (N5656C), and after he retired he decided it was time to get another one. (He still flies Twin Cessnas for a Company.) I asked him how he got interested in flying, and he said, “When I was a little boy I use to watch the Army Planes train in



Western Okla. and was hooked ever since.”

Don flew the aircraft back to Kansas from Mamaroa, N.J., (1430 miles) and had a great experience. He has the Radio, Transponder and GPS, what more do you need? He hasn't had to do any work to the plane, and gives all the credit to Mr. Rumble who rebuilt it from 1994 to 1998. (Don says he did a “wonderful” job!) 56A has 3900 hours on it and Don says he is going to fly it about 75 hours a year. He plans to take his wife, Shirley, with him to visit the Grandkids and just fly around and show off the plane! He is looking forward to the \$100 Hamburgers and Coffee for lunch!

## Computer Corner, no batteries allowed!

Here are the questions for this issue. Be sure to check out the next newsletter for the answers. Now that you have the whiz wheel under control, we are going to get a bit tougher.

1. Off Course Problem. You are 110 stat. miles from your departure point. You are 13 stat. miles left of your intended course. At your current off course position, you are 200 stat. miles from your destination.
  - a. How many degrees should the aircraft be turned to parallel the intended course?
  - b. How many total degrees should the aircraft be turned to converge on the destination?
  - c. Which direction should the aircraft be turned (right or left)?

2. Time to Station. (*I am sure this is very important to everybody with a GPS!*) You turn perpendicular to the VOR radials involved and find that it takes 2 minutes and 30 seconds to accomplish five degrees of bearing change. How far are you from the VOR station?

Answers for the questions from the August/September issue:

1. If you are flying at 12,500 feet and the barometric altimeter reads 30.42, what is your true altitude? **12,000 feet.**
2. If you are flying at 4000 feet pressure altitude and the outside temperature is -25 degrees C., what is the density altitude? **Sea Level.**

How did you do? Here are the members who got the answers right! David G. Hoffman, NC90025. (I am going to have to call this the David Hoffman Computer Test!)

## Congratulations Sara!

(This was forwarded to us by Betty Vinson, VA Chapter Ninety-Nines.)

On July 18 long time member Sara Parmenter was named honorary Ambassador for the Virginia State Department of Aviation's newly announced Passport program which is set up to encourage pilots to visit all public use airports and obtain a stamp in their passport booklet.

The event had its formal kick off at a gathering at the Virginia Aviation Museum near RIC which was attended by numerous airport managers, aviation dignitaries and several VA Chapter Ninety-Nines members. At that time, Randy Burdette Director of the VA Department of Aviation presented Sara with a leather flight jacket which is also the award for those reaching the top level in the program.

Sara is to promote aviation by visiting airports in the commonwealth and encourage others to do the same. This will be a breeze for her as her favorite past time is "airport hopping." She is well known around the commonwealth for having flown for 57 years. She has owned her current plane, a beautifully restored Cessna 140, for 33 years.

Approximately seven years ago, Sara was the recipient of the Lifetime Achievement Award from the Virginia Department of Aviation. In addition to being active in the VA Chapter Ninety-Nines, WIA International, she serves on the Board of the Virginia Aviation

## Sara Parameter & Randy Burdette



Foundation and is a charter member of EAA Chapter 1202 at Farmville Airport (FVX).

## CARL MAKES THE MOST OF HIS HANGAR SPACE

(NOTE: In issue 157, February 1991, we printed an article and picture showing how Carl elevated his 140 to fit it into his 30' x 40' hangar with his Comanche.) He writes:

"I wish to bring you up to date.

"In March 1992, I added an RV-4, N151CP, because I thought every 67 year old pilot needed an acrobatic airplane so his wife would have something to worry about.

"The photo shows the three airplanes in my hangar. The lift system for my C-140 still works perfectly.

"I am almost 80 years old and still have



good health and fly every day the weather is good.

"I have the same wife 61 years and I still have not gotten her in the Cessna (or the Rv-4). She will go flying in the Comanche we have owned for 42 years, N6265P.

Regards,  
Carl Purnell



# HIGH NOTES\*

by Dorchen Forman

Oshkosh 2005 was historic with all the Rutan inventions in the same air. There were three B-17s flying formation, four Tri-motors rising from the runway in trail. The most important part for me were the 140 friends. There were a record number of 140 pilots and families that signed in at the type club tent but far fewer of their airplanes. I have to assume they were saving their gas money for the big Omaha fly-in in September.

I went to the forums regarding medical problems and there is a consensus that the Third Class Medical is not having much effect on the number of accidents. Trying to retrieve a medical after any major surgery has become a major operation. I was especially interested to hear Dr. John Keating from Tulsa who was the principal doctor who helped me. He has been on the review board regarding medicals and thinks that the Sport License medical language should be changed.

As David Lowe said, "the Sport License may go the way of the Recreational License if the rules can't be straightened out."

While at Oshkosh I was able to meet Jack Pelton, the CEO of Cessna Aircraft Company. He learned to fly in a Cessna 140 in Long Beach, CA. He now owns a tail-dragger. His father is also a pilot. I presented him the problem of lowering our gross weight ala David Lowe's STC to 1320 pounds. He was interested and kind enough to take the time to examine it. As an Association our Presidents Mac and Donna Forbes have petitioned the FAA to exempt our Cessna 120s and 140s from the Sport Plane License rule: "...unless previously certificated for a higher gross weight." Since the original STC was already put in place upon approval of the Sport License and since the new language was tacked on after the comment period had ended, the STC should be valid. That new phrase is probably illegal.

Old Joe Rostron (I can say that cuz he's turning 90) is such an even-tempered friend who has more wires inside his cockpit with all the Heathkit radios he's built and the generator on the gear leg of his 120. He's still flying. We send Happy Birthdays across the nation.

This letter from Carrie Draher is such a well-written example of the people who love their 140s:

## THE FAMILY AIRLOOM

*(This is a letter to Dorchen Forman from Carrie Draher about her family's 140)*

What a coincidence. Your grandson soloed in your 140? Steven is also a "grandson" of the plane's owner through marriage, my grandfather. He'll be the first and only grandchild to solo in 28Victor (N2228V).

She's a very special bird. My grandfather was Kyle Turknett. Everyone called him Papa Turk, except his kids and grandkids (we just called him Papa). He bought her in the 70s too. A stroke grounded Papa in 1994. When they took his wings they might as well have taken his very breath away too. Papa checked out and took off into the wild blue yonder in 1996.

Papa built Little Elm Airport from scratch after he settled in Temple, TX after War World II. He plowed under his crops on a very choice piece of his farm. He cleared, cut and pulled, plowed, packed and groomed all 2200 feet of the runway. He built the hangars for himself and his "cronies" to hangar their airplanes (for free) and hang their hats for a cup of coffee and a lot of talk of airplanes and such. Turk's field was a happening place in the 30 years he ran it. They flew in and out. They cooled their heels in the hangars, leaning way back in their chairs, eyes to the skies, watching for strangers to fly in. "Strangers" were fed and fueled and they left feeling a part of Papa Turk's Family. It was

a really grand thing; very simple and humble physically, but the amenities were spectacular! But those times passed. The fly-ins flew off. Papa's "cronies" got old and grounded for one reason or another. Papa passed. 28Victor and Little Elm Airport fell into disrepair. Tommy, my uncle couldn't bear to sell her and he couldn't afford to repair her. So, 28Victor sat and sat and sat, in a hail shed. My Uncle needed weatherproof space and 28Victor got crowded out. (You wouldn't believe our Texas "Dirt Daubers". Steven has dug out these mud wasp nests buried deep inside the fuselage, under the floor, binding the cables together and **inside** the metal wings! They averaged the size of baseballs! Inside the cowlings there were bird nests between each cylinder!)

We moved away from Temple, a couple of hours south to San Antonio. A couple of years later Tommy's son needed a new car. He was too attached to 28Victor to sell her, but he just couldn't see any other way. Steve had always wanted her and quickly stepped up when "sell" was just an idea. Since he was family the deal was acceptable. So Steven, I and the whole fam-damilly loaded 28Victor onto a flatbed trailer. More than a few eyes got "something" in them and "water" ran down their faces as we drove away. We brought her here to San Antonio where Steve had taken a job with San Antonio's Cessna Citation Service Center. Steve has been an A&P for over 25 >>>

years. He turned a wrench with Cessna for a couple of years and is now an inspector with them.

28Victor needed a little bit of TLC and a whole lot of hard work and cash. Steve supplies the labor and we lavish her with love. I sacrificed my parking spot for her and she roosts in our three car garage, all three bays. I don't think I've parked a car in a garage of any home we've owned. Steve is a die-hard mechanic and always has a project going in the garage. When I saw this house and it had 3 garage bays I thought surely I'd get a spot, but that just wasn't to be. Her wings are stored in slings at the back of the garage and she sits cozily sideways, end to end, safe and sound. This way we save money on hangar rent and the restoration work is close at hand, convenient for an hour or two of work in the evenings. Steve once told me that by definition "An airplane is a large hole in the sky into which you pour money." (Lots and lots of money.) We hope she'll be ready to fly in a year or so. All of the family "down on the farm" are waiting for us to buzz their houses one day soon. "Baby" has come a long way and I know her Papa would be so proud.

Carrie Draher

## ■ FOR SALE ■

■ **C120**, N81064, C85, TT 2767, TSMO 1486. Annual due 12-05, Xpndr/encoder, Foster Ioran, MX11 comm, many upgrades, well maintained, hangared, all logs. Lots of spare parts and other goodies with sale. \$17,500. **Bob Jones**, phone 419-289-1863 or Email: [bbjones@bright.net](mailto:bbjones@bright.net)

■ **Back issues of Association Newsletter**, starting in September 1977. Have most. \$.50 each. Contact **Ed Vopelak**, 2223 Burbank Ave., Janesville WI 53546, or phone 608-754-2136.

■ **1946 Cessna 140**, O-200, 260 SMOH, 3900 TTAF, Garmin flip-flop radio/moving map GPS, Garmin transponder, built-in intercom, Millennium cylinders, new Slicks, new harness, new plugs, new battery, 60 amp alternator, B&C light-weight starter, M-20 oil/air separator, spin-on oil filter, McCauley propeller, Cleveland, 150 seats, Scott 3200 tailwheel, leather interior, like-new glass, like-new headliner, wheel pants, excellent tires, original logs, all AD's listed and current, always hangared, polished with red trim, gorgeous, pristine. \$32,500. **Mike Frost**, Florida 813-642-8900



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# Why I Don't Do Aerobatics in My Cessna 120

By Mark Pasqualino

A few years ago while flying my Cessna 120, I heard a snap while flying straight and level. I immediately noticed that my left aileron did not move when I turned the control wheel yet I still had control of the right aileron. I flew for ten minutes back to my home airport and made a straight-in approach, landed and taxied to the maintenance shop. The shop was very impressed when I showed them how you could turn the control wheel 180 degrees. We soon found that a bracket that held one of the pulleys to the aileron control cable had broken. They replaced the bracket and used a very large bolt to hold it in place. The bracket showed signs of corrosion and actually snapped in two, not at the bolt hole as the enclosed photo shows.

The aircraft logbooks and 337 forms for my Cessna 120 recorded at least five crashes and twenty-two previous owners. It had spent time as a trainer and had about 6400 TT when the part failed.

Since this was an in-flight control failure, I called the NTSB as required by their rules. I gave them all the details and they asked if I had crashed and was hurt. They seemed disappointed that I had made a successful landing. They hung up and I haven't heard from them since.

Finally I called Jack Hooker and asked if I qualified for the Hooker Harness Test Pilot patch since I



have the Hooker Harness in my plane. Again, since I didn't crash I didn't qualify for his patch.

The only way of checking to see if these brackets are near failure is to actually remove part of the headliner and visually inspect.

## OSH Forum Tent





# The Taildragger Band

by Tom Teegarden

North Central Texas has always been privileged when it came to State Representatives. Inspiring all who came after her is Bonnie Haber-Stahl. Bonnie was the Pearl Mesta of the early eighties. She had the imagination and energy to keep our 120/140 group active and growing. She loved to entertain and she had the ultimate home and location. Her octagon shaped home featured a swimming pool in the open center. It was but a short taxi to the grass runway of Stagecoach Hills.

At a summer swim/wiener roast party, the subject of music arose. Hubby Ralph Stahl set up his guitar and entertained us with a few ditties. We gave proper accolades and he volunteered that he had played trumped in his family's band when a youngster in Iowa. Then the other outpourings began.

The Formans had played in a group in Alaska. Bonnie played Also sax in High School and College. I played trombone in school and later with Dick Warr's Dixieland band. We all talked a good game, and talked ourselves into scheduling a practice the next week-end with Bonnie on sax, John Forman and Ralph on cornet and trumpet Dorchen on clarinet, and me on trombone.

We started these practice sessions and to our amazement actually produced passable music. We drafted Ken Lifland to learn to play drums, and Beverly Teegarden, the tambourine.

Since we all had 120's or 140's we made the same fly-ins. The Texas Antique Airplane Association had an annual Fly-In at Denton, and we were invited to perform. This was one of our first big time gigs as this is one of the best attended fly-ins in the country. Our "sort of" Dixieland style lent itself to a lot of old standards. One request I remember was for "The Yellow Rose of Texas" to be played as a beautiful yellow OX powered Waco from the 20's taxied in to the main party.

My brother, David, had just returned from playing drums with the Bob Seger Silver Bullet Band tour of Europe. I knew he planned to attend the Oklahoma City AAA Fly-in where we were slated to perform. Ken Lifland agreed to lay out on drums if I could talk David into playing with us. David showed up in his 195 and fished a light drum set out of the baggage. As we set up and got ready for the moment, I said, "David, play real loud, because we aren't very good!"

I learned to never ask a rock drummer to play loud. He about blew out our ear drums on the first number. We were playing outside which makes for difficult acoustics anyway, and there was no way we could hear each other. Being a pro, he responded to the request to "forget playing loud", and we settled down to some passable sounds.

We played mainly for our own amazement and often at Bonnie's, the Forman's or our home after we moved to a fly-in community. At times one of the Stahl's neighbors sang with us in his confident Irish tenor voice. A 170 pilot's wife sang professionally, but joined us for fun with her dusky late 40's style.

You'll note all of this activity took place in the past. The only thing consistent in life is change. And changes did occur within this little group. Ralph and Bonnie "split the sheet" so to speak. There went our first trumpet and alto sax, two thirds of our lead instruments. You've heard that old refrain, "Wedding Bells have broken up that old gang of mine". Well, in this case it was divorce.

All of us in this area who've had a turn at state Representative are still emulating Bonnie's great efforts and trying for her successes.

Thus ended the era of the "Taildragger Band". They say big bands are coming back. Who know, maybe the Taildragger Band will also.



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[www.cessna120-140.org](http://www.cessna120-140.org), The **official website** of the International Cessna 120/140 Association, [www.cessna120-140.org](http://www.cessna120-140.org), offers club information, Officer and State Rep contacts, membership information, a guestbook, merchandise and club calendar. The Discussion Forum is a favorite place to communicate with members. The photo album is available to show off your "baby." There are links to member sites, printable membership applications and merchandise order forms, and much more. Stop by and sign in.

## Helping out on the Pre-Buy

Repeatedly on the web site or occasionally on the phone the question is asked that follows a similar line to this one; "I'm thinking of buying a small Cessna, do you think I should have it looked at first", then shortly there after the question comes up, "well where should I take it?".

Something as intricate as an airplane, something that is affected by all the rules of the FAA, something, that in my mind costs as much as an airplane, NEEDS to be looked at by a knowledgeable Technician.

Many, many people I've met, bemoan the fact that they didn't spend enough time researching their airplane or didn't have it looked at first. Their very next comment is something to the effect of "my first annual cost 7 times what my buddies did, who had the same airplane!!!!!!!!!!". "I just can't believe the A&P found a cracked motor mount on the first Annual".

Occasionally, yes occasionally someone will say, "I bought an airplane and everything turned out great". Annuals weren't terribly expensive, I flew it for years and then sold it and got a good price for it. I've met these folks, they are out there, I'm not going to say they are even in the minority, but I sure seem to meet more of the people found in the preceding paragraph.

I don't mean to preach to the choir here, most folks who are reading this belong to the association, already have an airplane and probably fall into one of the two "stereotypes" listed above. However, if you find yourself at Oshkosh, just flying around from airport to airport, or traveling to our Conventions you and I will continue to meet people who are perhaps interested in owning one of these fine birds. Well, here's your chance to do 'em a favor. Tell them to get a Pre Buy done first before they sign on the dotted line.

At the present time the Association, both in print and on the website is trying to get more information to the group, and to any potential new owners. We are trying to make lists of;

- Where to find a good qualified A&P or IA,

- Where to find a good CFI

- Where to find parts

If you fall into this group, consider sending in your name and location (part of the country or World for that matter) so other interested folks can find you.

Now I'm certainly not the "Guru" of pre-buys, I don't claim to know it all, but I have run into some interesting things found on pre-buys. I'm not going to list all the odd and sundry quirks of airplanes, the simply inane things like finding squared headed hardware lag bolts keeping the rear spar splice together. (with no 337 or log book entry, imagine that!) What I will list below is some of the things you should consider to get mentally prepared to go out and purchase an airplane.

Having been on a slew of pre-buys over the years ranging from the "in-expensive" personal airplanes to the more expensive charter airplanes, lets say Aztec's and up, to the multi-million dollar business jets here's what I've

found. (so far)

Most small airplane owners aren't "snakes" (and that's not being fair to snakes and sharks and any other non human word association relationship) They are simply ignorant. They don't know what makes a "good or great airplane". They were told when they had purchased the airplane by somebody (read in here; friend, friendly mechanic, local airport bums, a mechanic who didn't know that specific airplane etc) that the airplane they were purchasing was a "good" airplane. Now, as they go to sell it it's an even better airplane, because they owned it. (no, I'm not making this up!)

Time and time again, I've done or been associated with a pre-buy, on both sides of the fence, where during the course of a pre-buy you'd find any amount of items, sometimes even a "grounding item". Lets say a bent or cracked engine mount.

This airplane had been annualized by the same guy or the same shop for years and either they had not noticed the problem or had worked out some arrangement whereby "when it became bad?? or the money was available, or "the engine needed to be removed anyway" the engine mount would be fixed. In the mean time it "wasn't hurting anything".

It's funny how people can rationalize things in their head.

Occasionally you'll find someone who gets belligerent about the deal but mostly it's a case of ignorance rather than outright fraud.

Airplanes and their condition is highly, highly subjective. Your idea of a pristine airplane and someone else's is always different, every single time I looked at an airplane, I saw it differently than the next guy. Just be prepared for that fact of life.

Occasionally during the course of the Pre-buy, the owner and or the prospective purchaser really got a "schooling" and were extremely thankful and grateful. That is always a wonderful and gratifying experience.(for me) Their comment was something to the effect of "Man, I just had no idea!!!" and they meant it.

### Large singles and twins;

Here's where you start to find "salesmen"(brokers etc) as often as not, as opposed to a single owner. These people know and expect there to be issues with their airplane. They price accordingly and either hope you don't find whatever may be hiding in the airplane, or if you do find something, then they plan on entering into an extended "word association dance"(read serious dealin') that ends up with you buying the airplane at a reduced price. Be careful here as this takes a bit of experience to separate the real jerks from the regular sales folks.

I have met honest and reputable brokers, unfortunately I don't always get the chance to be in on the purchase of any airplanes with them, but they are out there and to be honest they are probably in the majority otherwise the whole system would collapse.

### Business Jets;

You've just moved to another planet. The only thing



# 140 Strut End Spacer Reply

Folks,

Copied below is a un-solicited email I got from Charles Pate. This is really great, just something I got because no doubt Cliff Ives got a copy of the Newsletter and decided to check on things.

This is helpfull aviation folks at their best!!!

**Victor**

PS, I'll be emailing Charles back.

**Victor Grahn:** Cliff Ives (retired Cessna Product Support) called and asked me about the location of the spacer on the wing strut of the Cessna Models 120 and 140. During our conversation, he mentioned your name as the person needing this information. The Model 120-140 Airplane Assembly Drawing 0400001, Zone 8-C (copy attached) and the 120-140 Parts Catalog show the spacer to be placed on the aft side of the strut's rod end. The wing strut assembly drawing dimensions this weld assembly, assuming the wing attach end fitting is in the forward portion of the space between the two strut attach straps attached to the wing front spar. Having said this, and as you may know, controlling the final dimensions on a large weld assembly, such as the strut, is very difficult. The precise amount of thermal contraction and deformation is difficult to control. These differences from one production part to the next; results in variations in the uninstalled (unloaded) distance between the strut assembly's attach points at the front and rear spars.

From a structural standpoint I do not think it makes much difference which side of the strut end fitting the spacer is on. However if the particular airplane has the 0422315 Mooring (Tie Down) Lug and the 0422279 Strut Cuff Fairing installed, then the Tie Down Lug would need to be correctly positioned to match the cut-out for the Lug in the Fairing. See Figure 80 in the 120-140 Parts Catalog. If the particular plane does not have the Strut Cuff Fairing installed then the spacer could be placed on either side of the Rod End in the strut. Considering the dimensional variation from one strut weld assembly to the next, from a strut and wing preload standpoint, placing the spacer on the side of the Rod End that has the most gap would be reasonable. However, my guess is that the difference in preload would be very small no matter which side of the Rod End the spacer is placed.

Some personal history: When I came to work here at Cessna Single Engine Engineering, 40 years ago, I had just finished recovering the wings and overhauling the C-85 of 1946 Cessna

Model 120, serial number 10102. I had acquired this 120 to work on while attending the Sacramento City College A&P Mechanic night school. My "day job" was serving as an Aircraft Maintenance Officer for Lockheed RC-121 Super Constellations, in the US Air Force stationed at McClelland AFB, California. After I came to Cessna, my wife and I flew this Cessna 120 for about 500 hours during which she used it to obtain her private pilot license and I did most of my training in it for my Commercial and Instrument ratings.

Unfortunately, although we still own that aircraft, it has not flown since it suffered tornado damage about 35 years ago. Every few years when I can get some time between higher priority projects (I own and maintain two Cessna towplanes and a glider used by the local glider pilots; a 1961 182D, a 1980 A185F and a 1967 Schweizer 2-33) I do some work on the 120 repair and restoration. I have repaired the fuselage but have yet to start on the wing damage. Procrastination reigns! Right? During the last several years, as if I did not already have enough airplanes to work on, I acquired two, Model 140, major rebuild projects and the remaining inventory (junk yard) of a retired 140A rebuilder in the Oklahoma City area.

My 40-year-old, electrical engineer, son tells me to not acquire any more airplane projects, as I would have to live to be 135 years old to finish all the ones I have now. He and his wife are both glider pilots and are on their second, fiberglass sailplane restoration project.

Here in Cessna's Single Engine Engineering, I frequently get involved with researching subjects pertaining to our many propeller models. However, as you may guess, I have a particular interest when the request for information involves the 120-140 Model Series. Let us know if there is additional information you need and we will do our best to get you an answer. There are still two or three of us here in engineering who know what a 140 is.

Newsletter: Many years ago when we were answering Cliff Ives and Bill Rhoades' inquiries concerning Cessna Models 120 and 140, Bill placed my name on the mailing list for the International Cessna 120/140 Association newsletter. I would route the issues around our Engineering Department and then place the issues in a binder for future reference. Somewhere in time, the mailing list was apparently purged and our name deleted. Unfortunately many of our new engineers have little knowledge of the older Cessna models such as the 120 and 140. Regular exposure to the 120/140 Association's Newsletter could help remedy this situation. If we could be restored to the newsletter mailing list, it would be much appreciated.

Thanks again, **Charles Pate**

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## Helping Out on Pre-Buy

that can and should be done here is move the airplane to a "neutral site". Your are looking for a shop that is very familiar (usually a "Service Center") with the type of airplane you are considering and have them do the pre-buy. These inspections can cost a ton of money, and can take days, weeks, (or sometimes, months). At the end of the pre-buy you sit down with everything that is found and you decide to continue talking and pay up or walk away. The buyer usually pays for the pre-buy and the owner will usually pay for any airworthiness squawks found.

One of the most memorable Pre-Buys I did was the most work and the most fun. Two weeks in Paris (Le Bourget). The French did the inspection and spoke some

American and little Italian, The Italians were buying the airplane and spoke a little American and a little more French. Victor only speaks "American" and was in the middle.

What a blast!!

I know nothing of buying and selling Heavy Iron. (read Airliners)

I'd say when you do a pre-buy, ask lots of questions, get lots of pictures, play "word association" so you know what "airworthy" and "pristine" means to the current owner or seller.

Take your own Mechanic or take the airplane to a neutral site that has a Tech who is very knowledgeable on your aircraft type.

Be prepared to walk away. (or run).

# HOW TO GROUNDLOOP YOUR TAILDRAGGER

*(Editors Note: This was emailed to me, and I have NO idea who wrote it. If I did, I would give them credit)*

Judging by how frequently it is performed, the Groundloop is indeed a popular maneuver. The Groundloop is an extreme low-level figure that is highly acrobatic in nature, which may be executed in many exciting variations. It is customarily performed as the last figure in a sequence, but I have seen the Groundloop attempted as a preliminary or warm-up maneuver.

It is rarely scored however, because it is most often performed out of the Judges' line-of-sight. Also, the Groundloop is categorized as a surprise maneuver, and therefore nobody is really prepared when it is executed. In fact, the figure is not considered genuine unless Judges, spectators and the pilot-in-command are all surprised! The many interesting and dynamic variations do not have a Degree of Difficulty or "K" attached, but rather are rated on the International HC\* scale. \*Holy Cow

## HISTORICAL PERSPECTIVE

The Groundloop is one of the earliest recorded aerobatic figures. It was performed on virtually all of the taildraggers dating back to Aviation's infancy. The maneuver really came into its own during the Golden Era of the Groundloop which was when the cross-wind landing was invented. Previous to this, circular landing fields were the norm and the pilot simply eye-balled the windsock, and landed into wind. However, it was soon discovered that a short, straight landing strip could be plowed out, and now there would be lots of room for hangars, clubhouse, and an expansive cocktail lounge. Once everyone saw how much fun this new land-use concept generated, it was adopted internationally. The daily Groundloop displays were an instant hit, and helped cast the new idea in tarmac.

## ANALYSIS

Most Groundloops are weathercocking related phenomena. This means that at least one main wheel must be touching the earth, and a wind is blowing. Traditionally, the maneuver is started in a cross-wind; during the landing roll-out the tail is allowed to be blown down-wind. At this point there are a variety of options that can be exercised depending on your inputs, and the maneuver can take off in almost any direction, and finish in a variety of attitudes. Groundloops that occur under calm conditions are more rare, and require vigorous control inputs, so you really have to work at it to get a decent one.

Groundloops can be generated anywhere from 5MPH to flying speed. When executed at high speed, the figure covers more territory and generally spawns the most interesting variations.

High-wing taildraggers probably Ground loop the best because the upwind wing is more exposed to the breeze. The high-wing also enjoys a longer arm to really accelerate things once the maneuver starts. If the airplane is designed with the wheels forming a small triangle (short-coupled), and in the hands of the right pilot, this could be a Groundlooping champion.

## ESSENTIAL BACKGROUND KNOWLEDGE

Avoid the study of the following subjects: a) Cross-wind

Landings and Take-offs. b) Ground-Handling in winds. Avoid seeking instruction on these subjects, for it will greatly reduce your chances of producing a truly World-Class Groundloop. Also, you might want to have a good line ready in case someone raises one of these subjects in conversation: "Cross-wind Landings, heck, wasn't that about lesson 5 on your Private License? I'm way beyond that."

## PREPARATION

To be successful, we must prepare both pilot and aircraft.

## PILOT

To perform good Groundloops, the best preparation is no preparation.

## AIRCRAFT

The aircraft can be prepared in a variety of ways to ensure consistently good Groundloops. First of all, the main wheels should be shimmed to a toe-in condition. If the wheels are adjusted to track straight ahead or are shimmed slightly toe-out, the tracking will be too stable to assist your attempts at Groundlooping. Keep the tire pressures different from one another. If you know the direction of the cross-wind, reduce the pressure on the up-wind tire before going flying. And remember, it isn't necessary to change the tires until you can see the second ply of fabric showing; a blow-out can be the start of a dazzling Groundloop.

Avoid the hassle of taking off those trouble some wheel-pants by putting a drop of Loc-tite on the screws. Now you have a good excuse not to inspect the brakes. So, when the brake fails on one side or the caliper pinches through a rusted disc, you will enjoy a splendid Groundloop.

At the back end, you can start by loosening the fitting that holds the tail-wheel spring to the fuselage. Just back the nuts off a few turns. Also back off the nut that attaches the tail-wheel casting to the spring. Now, slack off the steering springs a couple of links so the chains sag. And while you're at it, cut off that lock wire that some conscientious Engineer installed in case the chains break. From time to time they break on landing and produce a thrilling, and rakish Cramer-like lurch. Fantastic! These simple mods will produce a delightfully loose rear-end that feels like it's on ball-bearings.

The little tail-wheel is best left alone; over time it becomes worn into an interesting cone-shape by the effects of slipstream, P-factor and gyroscopic effect. These left-turning forces create more wear on the starboard side of the tire, and soon you have a beautifully unstable little demon back there to really help you out.

Install the push-to-talk switch in a remote area of the cockpit. When the tower talks to you on the roll-out, you can look down into the cockpit to locate the button, and when you look up, you may be treated to the wonderful green-and-blue kaleidoscope of rotation about the vertical axis.

## TECHNIQUE (HOW-TO)

Once the pilot and aircraft are prepared, it's a little like shooting fish in a barrel; there's really nothing to it. There are several things you can do to get the Groundloop



going, but really the best thing to do is nothing. Just let it happen. If you are landing or fast-taxiing in a cross-wind and you want a Groundloop... you guessed it- do nothing.

Taxi with abandon. As a pilot, you are a free-spirited individual, and this can be best displayed by a carefree jaunt down the taxiway. Just let go of the stick and use the hands-free time to organize your maps and sequence cards. If the tail-wheel comes off the ground, you're going a little fast. Maybe you'll want to use the time to put on your seatbelt, polish the inside of the canopy, re-tie your shoelaces or perhaps light up a smoke. Taildraggers have the right-of-way, so you won't have to stop suddenly.

When cleared for take-off, start bringing the power up as you swing out on to the runway. Of course you'll want to shove the stick forward quickly to get that tail up (you can't get it up too soon). If the plane will fly at 50, hold it on until 65. This technique spreads out the landing gear and brushes off some rubber, but everybody does it and it looks cool. If you get rolling quickly, any cross-wind won't matter. Now rotate as you would a 767. Haul straight back and blaze into the blue.

On the approach, keep it low and fast. If the airplane lands at 50, cross the fence at 100. It's best not to have a planned touchdown point because that can interfere with the free-spirited nature of the flying event. Start fanning the rudders through 500 feet, and keep it going until you've cleared the runway. The fanning technique is to let the airplane know who's boss. Get the plane down to the runway as soon as possible, and force it to land with plenty of forward stick. The fast-landing method is good for all weather conditions, especially quartering tailwinds. Once the plane is firmly on the ground, let go of the stick, but keep fanning the rudder to cool the tail-wheel assembly. Taxi in as you taxied out.

## VARIATIONS

### 1. 45-Degree Overland Express.

This one is best done at about 40 MPH. The airplane is allowed to weathercock slightly, the upwind wing and wheel are allowed to rise about 30 degrees and the plane swings into wind. At 45 degrees off the runway heading, sharp downwind brake, full aft stick and aileron into wind are added to stop the Groundloop. The plane is now headed off overland. This is useful for taking a short-cut to the washrooms after a long flight.

### 2. 90-Degree Quick Turn with Prop Curl.

Use the same technique as above, except at about 20 MPH. When you stomp on the downwind brake, also shove the stick forward. Even though you are traveling slower, the gyroscopic effect of shoving the stick forward will give you that extra 45 degrees of rotation. The tail will rise briskly. As soon as the prop touches the runway, pull hard back on the stick and apply both brakes. This was how the original Q-Tip Propeller was invented. If you've done it just right, you'll probably have a much more efficient prop.

The Prop Curl can also be done straight ahead. Taxi at about 10 MPH while tucking in your shirt or cleaning your sunglasses. Keep your hands off the stick and slam on the brakes. Voila! Also try this while maneuvering the tail-wheel over an obstacle. For a more dramatic Curl, hold the stick forward and add a burst of power.

### 3. Pitts Special Twin Arcs.

Start the Groundloop from the roll-out at about 25 MPH. Remove all cross-wind inputs and allow the airplane to weathercock. Move the stick forward to at least neutral to lighten the tail-wheel and reduce its directional control. The little biplane will rise up on the downwind wheel and begin a concise pirouette. The downwind wing-tip will hit the runway and begin scribing an arc of red butyrate, Dacron and plywood. Without hesitation slam in full upwind aileron, as if to attempt to lift the lower wing. The downwind aileron will shoot down and describe a beautiful red arc parallel to that made by the wing-tip. Pull the stick full back, push full downwind brake with full rudder and a burst of power to erect the plane. These little red arcs are very artistic and will attract a good crowd in the evening following the days flying.

### 4. 180-Degree Pirouette with back-track

This one is best attempted in a light high-wing with narrow bungee landing gear, a Cub will do. The maneuver works best in a quartering tail-wind. This figure looks difficult, but is really pretty simple. It works best if the pilot does not interfere.

Get the weather-cocking started in the usual manner. Move aileron out-of-wind and push the stick forward to get weight off the tail. 20 MPH is fine. As the up-wind wing rises, the center of gravity swings as a pendulum toward the lower wing. About the time the down-going wing smacks the runway, the center of gravity will have swung to the outside of the downwind wheel. Apply this brake hard. Now it's as if you had two upwind wheels because the center of gravity has migrated outside via centrifugal force. So now it wouldn't matter which brake you applied, the effect would be to increase the rotation of the Groundloop.

The wing-tip smacks off the tarmac, the brake completed a full 180-degree turn, and fast-taxi back to the button.

### 5. Groundloop with Bunt.

This is certainly one of the more dramatic figures in the Groundloop family. You'll want to be traveling a little faster to get this one. Say 35 MPH. The figure should start slowly then get faster and tighter as rotation sets in. A dry runway is necessary, and a quartering tail-wind from the left is best. Once rotation starts, shove in full down-wind stick and full forward elevator. This will really tighten up the rotation. Now add full brakes and full power. The tail will shoot upwards and the airplane will do a kind of shoulder roll right on to its back. This is really low-level inverted, and you should ensure that your belts are very tight. This figure should be reserved for the last flight of the day.

## CONCLUSION

The Groundloop has been around for almost a century and I'm sure it will be with us forever. And to keep it alive, all we have to do is be a little complacent, a little cock-sure and in a little hurry. Most important, one needs a thorough understanding of weathercocking, cross-wind take-offs, landings and ground-handling. Sounds pretty easy to me.

Enjoy your spin-around!

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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.

### International Cessna 120/140 Association 30th Annual Convention



September 21-25, 2005 ~ North Omaha Field (3NO) ~ Omaha, Nebraska

### 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 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

#### **Hosts: Ward & Judy Combs**

402-426-8041 - Email: [wacii@prestox.com](mailto: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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## COMING EVENTS COMING EVENTS

<<< ALWAYS BRING YOUR TIEDOWNS >>>

30th Annual International Cessna 120/140 Convention

**NEBRASKA - Come find the good life**

September 21-25 - North Omaha Field (3NO)

**Don't Miss It!!!**

## 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.



