International Cessna 120/140 Association

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

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Carl Webster's '47 C-140

See Member Profile on Page 14.

2005-2006 OFFICERS

Ken & Lorraine Morris, President
815-547-3991
Email: Taildragger7w@aol.com
Reddoch Williams, Vice President
850-863-3330
Email: reddoch@aol.com
Marty & Sharon Lochman, Sec/Treas
405-391-6773
Email: my140@mcloudteleco.com
Mac & Donna Forbes, Past President
336-226-4582
Email: mcforbes55@bellsouth.net

BOARD MEMBERS

Lorraine Morris, Newsletter Editor
815-547-3991
Email: taildragger7w@aol.com
Denise Jackovich, Merchandise Coordinator
319-285-7296
Email: vbjfly@aol.com
Tina Visco, State Rep Coordinator
760-373-4433
tina.visco@earthlink.net
Jack Hooker, Member at Large
815-233-5478
Email: hoohar@mwci.net

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
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: yeepie121@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 Standaart
Email: piet.standaart@wxs.nl
WEST GERMANY - Wolfgang Schuele
Email: wedees@gmx.net
FLORIDA -
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 Lagno 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 -
Martin Green 607-739-1204
Email: n2319n@aol.com
Bob Campbell
Email: Cessna @alltel.net
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@lanecc.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: mrichey@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
UTAH -
Allen Macbean 801-636-6613
Email: allen@photographicsolutions.cc
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

Note from the Editor

Happy Spring! I know if I keep saying it, it will be here before we realize it! Time to get out the polish and clean up those airplanes! Make it to a fly in, and if you can't find one in your area, put one on! All it takes is ONE plane to fly in or ONE car to drive in, and you have a 120/140 gathering!

That is exactly what Members **Don & Maureen Alesi** and **Jan** and **Dave Stadt** did this past January. It was supposed to be a fly in, but the weather was so bad airplanes couldn't even safely taxi over to the hangar where the fly in was taking place.

Cars in Fog

Pizza Group

None the less, there were about 11 people that showed up and ate their donuts and pizza and drank their coffee and hot chocolate and had a great time! Thanks Don, Maureen, Jan and Dave!

I got a couple of really cool tools lately, so I am going to try and feature one every so often. With a few pictures will be a review (by ME, or Ken if I can convince him to write one), so if you have any neat tools that you like, or tools that you have found to work better than others, by all means, let us know. Do a little write up and send in a picture or two. *(Please, however, don't do a write up on the generally accepted everyday tools that EVERYBODY knows are the best, like: Needle nose pliers, duct tape, vice grips, WD-40 and a BIG hammer).*

Fly-in Group

Cool New Tool - Nut Holder

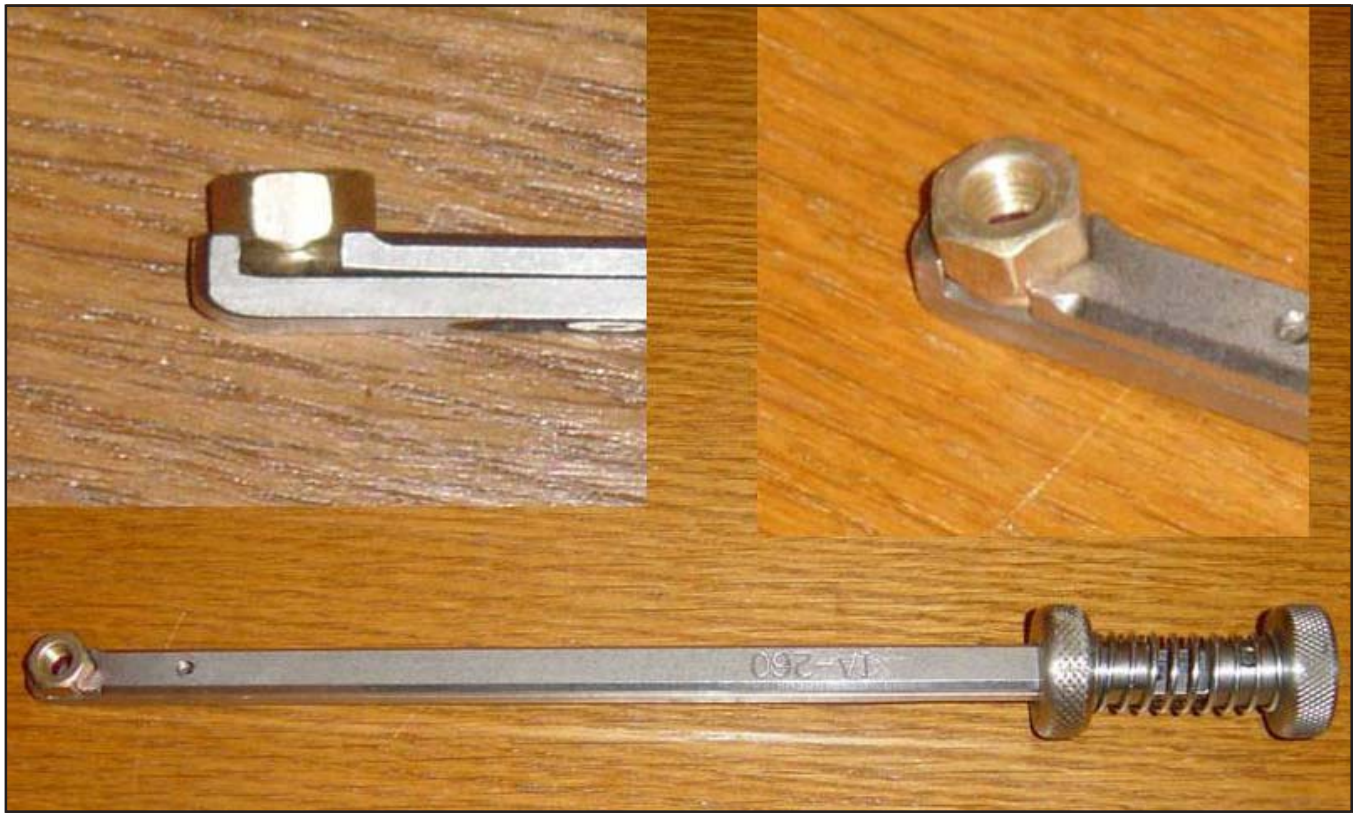
The featured tool this issue is a Nut Holder. This tool is specially designed to hold any sized nut. It has a 9 3/4 inch shank and can be used to hold the nut in position in those hard to reach places when your fingers either can't reach or are too fat for the space.

No more smushed fingers when trying to hold the nut in a tiny space. No more masking tape wadded up in your wrench to hold that pesky little nut in place. No more nuts slipping out of your fingers dropping down into the deep dark abyss of your airplane, never to be seen again.

If you have a narrow area and need to get a nut in there and hold it in position, this may be the tool for you. It is made of quality steel and the spring action keeps the nut in place so it won't slip off the holder.

I have personally used this on rudder pedal parts, seat track stops and more.

The Nut Holder is made by Ideal and was acquired from RuLon Aviation Marketing. The list price is $84.50, but RuLon Aviation Marketing has agreed to make it available to 120/140 members at a discounted price plus shipping. Call them for details and be sure to tell them are a member of the International Cessna 120/140 Association. RuLon Aviation Marketing (800) 888-6002



Sun n Fun

The Association booth will be operating at Type Club HQ
Tuesday, April 4 through Saturday, April 8
9:00 AM 'til 4:00 PM each day

The Association Maintenance/Mods Forum will be conducted on
Saturday morning April 8 - 9:00 AM 'til 11:00 AM.

A group dinner is tentatively planned at Farmer Jones' Red Barn, Lakeland
Friday evening @ 6:00 PM

Please check in for details and register at type club tent/Association booth."

Kapt in Kens Wandering Thoughts – Part One

One of our goals is to bring new members into this organization. To do so I believe that we have to provide some guidance and or instruction for those interested in an exceptional classic that can do a lot of things well.

As aviation evolves it seems to emphasize technology while de-emphasizing stick and rudder skills. Once in a while, the instructor in me just jumps out when I see something I consider bad juju! (Sometimes when I was instructing full time, I wanted to just jump out!)

With that in mind, I'd like to discuss the ever popular "Run-up 101" for our new or transitioning 120/140 pilots.

There are three main reasons for doing a run-up. The first two reasons aren't talked about very much, if at all, but bear discussion.

1. Warming up the engine. You wouldn't start your car when it's cold and immediately push the accelerator to the floor. (Or at least you SHOULDN'T!) Be smooth and let the engine warm up when it's cold.

2. Mentally prepare yourself for committing aviation. Leave the leaky faucet, flooded basement, bankrupt company at home. Give yourself some time to transfer to 'flying mode' and get your head into the game.

3. (This is the one everyone talks about) **Making sure the aircraft is indeed flyable.** This can take on many forms - anything from a lick and a promise to a virtual annual inspection. (I am always behind that guy).

Start with courtesy. Try to park into the wind, keeping in mind what's behind you. Don't blow gravel, rocks, boulders, etc. onto anything or anybody. Having surveyed the run-up area, HOLD THE WHEEL BACK, at least during the higher power portion of the run-up.

Now look at your engine instruments. Of course you have already verified Oil Pressure after the engine start, so you have that. The oil temperature may or may not be registering yet.

The AMP meter reading will also vary, depending on battery condition or if you have the original generator or an STC'd alternator installed. The advantage of an alternator is that it will supply power at near idle engine speed and by the time you get to the run-up area the battery power used for start may already be re-charged and very little current may be noted on the AMP gauge. A generator requires more RPM to operate (somewhere between 1200-1500 RPM) before the voltage regulator will allow the generator to 'kick in'. So, if you have lights, radio, radar, etc on while taxing, it would be normal to see a discharge on the AMP meter at low RPM. This means that the battery is supplying the electrical power needed. When you do your run-up, the AMP meter should start showing a charge once you exceed the cut out RPM. If the AMP meter still shows a discharge at runup RPM, then the generator 'no worky'! Check the master fuse/CB before you panic. Then panic if necessary.

Flight Instruments – although I haven't seen one in a long time, the cheap 'non-optional" altimeter from Cessna was a non sensitive type (has nothing to do with your feelings). It only has one hand and no Kolsman window (where you put the altimeter setting). Set this type at field elevation. Most of us have a Kolsman window. If you receive ATIS, set the altimeter setting in the window, if not, set field elevation. It pays to once in a while, when at an ATIS type field, to compare field elevation to ATIS barometric pressure. Note the difference between Baro/Field elevation. Some altimeters may be waaaaaay off.

The 120/140 was not designed for much IFR operation. Therefore instrument equipment was more of an after thought. The static system was originally only hooked up to the airspeed indicator, leaving the altimeter and vertical speed statics open to the cabin. Obviously if you want to fly in clouds, a proper static system must be installed. Most modern aircraft have electric turn & Banks that are "hard wired" to power (they run when the master switch is on). In the 140s there is a switch to turn it on (if needed).

To be continued…….

Medical Story

by Del Dammann

November nine two thousand two, I had just finished breakfast, and was putting my jacket on to leave the house when it felt like someone dropped a bowling ball on my chest.

M.I. myocardial infraction, doctor word for heart attack. Yelled for my wife to get out of bed and get me to the hospital.

Ten minutes later I am in the emergency room and they are prodding, probing and taking pictures. After about forty five minutes they decided I needed to go to Abbot hospital in Minneapolis, about eighty miles away so that will require a ride in a helicopter, the only time I have been in a helicopter and not been at a set of controls.

I remember talking to the helicopter pilot on the way to the hospital and the next thing I remember is waking up in the intensive care unit. They told me the prognosis was fifty percent.

My first thought was, there goes my flying license.

I did not have any of the indicators for an M.I., I am not overweight, I don't smoke, my blood pressure is good, cholesterol is low and I was generally in good shape. Go figure.

After putting in two stents and some time in the intensive care unit, the rehab and all the stuff the medical people want you to go through and six months have passed, the FAA will let you take the medical exam.

The six months, during which I got on a serious exercise program, modified my diet and started a medical regimen, the M.I. was the simple part.

After a couple of phone calls I picked a local AME to do the medical exam and apply for a special issuance, that is what they call it after you have had a disqualifying condition.

Bad decision. This guy assured me that he had never had anyone turned down, he has now. In addition to the standard medical exam., he wanted a stress test and a echocardiogram plus a record of every test and Dr. visit I ever had.

Later on in a conversation I had with a AME, who is a member of the cessna 140 club that I belong to, said, "Do not give the F A A anything that they do not specifically ask for." That is good advice.

While I am waiting for the F A A to process my application, which took six months, I had the opportunity to talk to one of the medical people from Oak City who was at the F A A booth at Oshkosh. I complained about how long I had to go without flying. His reply, you can fly all you want, you just have to take a safety pilot along. I replied, that is hard to do in a single place airplane. He said, "How long have you been flying?", I said, since 1955.

He said, "How often have you been checked?", I said never, he said "there you go" and shrugged.

After about six months, I got a letter from the FAA stating that they were denying my application because of my M. I., no explanation or suggestion on what I would have to do to get it approved.

Many of my friends said, to heck with them, just go fly. I considered it, but that would mean flying without insurance, and I did not want to do that.

I do not give up easily and I did not want to go back to the A M E that gave me bad advise. I remembered seeing an ad in Sport Aviation magazine for something called "Pilot Medical Solutions" They have an 800 phone number, so I had nothing to lose. The nice lady that I talked to assured me, after I explained my situation, that they could see to getting my medical back (for a price).

After sending them my records, they suggested a bunch of tests that required two days at Abbot hospital in Minneapolis.

The hospital was to send the records to Pilot medical Solutions. After two attempts in which Pilot Medical Solutions said they had not received them, I went to the hospital myself. It took two trips and better part of two days to get my records from the hospital.

All of this stuff is taking up a lot of time. Pilot Medical Solutions submits the records to the FAA. They hand carry the stuff twice a week. They do get results much faster than submitting directly to the FAA. I would usually get the results within four or five days.

Turned down again. Decided to call the EAA and see if they could help, I talked to a nice lady there who referred me to a cardiologist in Ohio who is listed as an advocate with the EAA. He was downright pessimistic, and told me I had very little chance to get my medical returned. Some advocate!

One thing about Pilot medical Solutions, is they seem to have a way of finding just what the FAA will require. They suggested some additional tests that would be more definitive.

After submitting those tests, turned down again. This time they gave a reason, they wanted me to be taking rat poison. (coumadin). My cardiologist said I did not need to be taking it, a second cardiologist we consulted said coumadin was not indicated. My family Doctor, who is a pilot, said he wouldn't take it even if it meant he couldn't fly. The FAA in their infinite knowledge said I must be on it and to make sure, I need to have my INR (the test to check the level in my blood) once every month. After submitting six test results they issued my medical certificate good for six months, after which I had to go through another round of tests. They then issued a certificate good for one year, still with the stipulation that I do the INR. It took almost two years and fourteen thousand dollars to get back in the air and it sure feels good. Would I do it again? Yes, but I would find someone who was experienced in special issuance, it would have saved me a bunch of time.

Special Issuance

(*Editors Note: I forwarded Del's story to our resident Doctor, Reddoch, and here are his comments.)*

Hey Lorraine: Some comments regarding Del's situation:

Unfortunately Del's story is all too common. I do not know the particulars of Del's situation, but would be happy to make "generic" comments regarding special issuances.

An cardiovascular "event" usually means a heart attack, placement of a stent, coronary bypass or similar "event".

A six month period must pass before submitting a "package" to the FAA requesting a "special issuance".

The requirements of the FAA regarding coronary artery disease are on the faa.gov website at: http://www.faa.gov/licenses_certificates/medical_certification/specialissuance/coronary/index.cfm

Requirements for special issuance for many conditions are viewable on the FAA website.

The process of submitting information as a single package involves the pilot and the AME working as a team to acquire the information, assemble it in the format the FAA requests, and submit the information as a single package.

It is important to read the requirements very carefully, and answer the requirements item by item.

It is equally important to not cloud the issue by submitting information which is not requested or pertinent.

In my opinion, it is worthwhile to search out an AME who is a pilot, who enjoys working with pilots in need of special issuance, who is an EAA AME Pilot Advocate, and who seems to be reasonable and practical in manner.

The AME should be willing to take charge of the process of assembling the necessary documentation into a single package to be submitted in a single mailing. The AME should be responsible for reading the information and advising the pilot if the material answers the FAA requirements.

The pilot should be prepared to devote some time, energy, and of course money - to the task of obtaining the information for the AME.

In Del's case, the process I am describing ultimately occurred, but unfortunately in a circuitous manner, requiring more time and money than needed to be spent in the first place.

The most significant problem I read in Del's saga was that the FAA requirements were not known until very late in this process. That is very unusual, as in my experience the requirements for appeal/special issuance should be known before submitting the "package", or should be made clear at the time of the first denial letter.

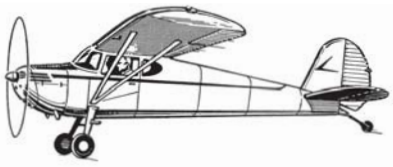
I can't answer why this did not occur in Del's instance, but obviously the process would have gone smoother had the FAA's requirements been known and answered early in the process. Again, an AME experienced in special issuances should have specifically sought out the requirements at the beginning of the process.

Lessons learned:

1. If the pilot has a condition requiring a special issuance, this should be made clear to the AME and pilot before starting to fill out the FAA 8500-8 exam .
2. If a special issuance is required, the pilot and AME should gather current information as required by the FAA to request the special issuance.
3. The information required for special issuance should be submitted along with the 8500-8 form at the first mailing as a single package - which will allow a chance for the special issuance to occur with only one request.

Happy flying! Hope to see ya'll at Sun N Fun.

Reddoch Williams MD



www.cessna120-140.org

www.cessna120-140.org, The ***official website*** of the International Cessna 120/140 Association, 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.

Tool Descriptions

Editors Note:
Submitted Anonymously by a FAA master Mechanic!
Mechanics Mantra: "Always use the proper tools"

Subject: A thru Z Tool definition guide

a. DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, splattering it against that freshly painted part you were drying.

b. WIRE WHEEL: Cleans rust off old bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprint whorls and hard-earned guitar calluses in about the time it takes you to say, "Ouch ..."

c. ELECTRIC HAND DRILL: Normally used for spinning steel pop rivets in their holes until you die of old age.

d. PLIERS: Used to round off bolt heads.

e. HACKSAW: One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

f. VISE-GRIPS: Used to round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

g. OXYACETYLENE TORCH: Used almost entirely for lighting various flammable objects in your garage on fire. Also handy for igniting the grease inside a brake drum you're trying to get the bearing race out of.

h. WHITWORTH SOCKETS: Once used for working on older British cars and motorcycles, they are now used mainly for impersonating that 9/16-inch or 1/2-inch socket you've been searching for the last 15 minutes.

i. HYDRAULIC FLOOR JACK: Used for lowering a car or motorcycle to the ground after you have installed your new front disk brake setup, trapping the jack handle firmly under the front fender.

j. EIGHT-FOOT LONG DOUGLAS FIR 2X4: Used for levering a car or motorcycle upward off a hydraulic jack.

k. TWEEZERS: A tool for removing wood splinters.

l. PHONE: Tool for calling your neighbor to see if he has another hydraulic floor jack.

m. SNAP-ON GASKET SCRAPER: Theoretically useful as a sandwich tool for spreading mayonnaise; used mainly for getting dog-do off your boot.

n. E-Z OUT BOLT AND STUD EXTRACTOR: A tool that snaps off in bolt holes and is ten times harder than any known drill bit.

o. TIMING LIGHT: A stroboscopic instrument for illuminating grease buildup.

p. TWO-TON HYDRAULIC ENGINE HOIST: A handy tool for testing the tensile strength of ground straps and brake lines you may have forgotten to disconnect.

q. CRAFTSMAN 1/2 x 16-INCH SCREWDRIVER: A large motor mount prying tool that inexplicably has an accurately machined screwdriver tip on the end without the handle.

r. BATTERY ELECTROLYTE TESTER: A handy tool for transferring sulfuric acid from a car battery to the inside of your toolbox after determining that your battery is dead as a doornail, just as you thought.

s. AVIATION METAL SNIPS: See hacksaw.

t. TROUBLE LIGHT: The mechanic's own tanning booth. Sometimes called droplight, it is a good source of vitamin D, "the sunshine vitamin," which is not otherwise found under cars or motorcycles at night. Health benefits aside, its main purpose is to consume 40-watt light bulbs at about the same rate that 105-mm howitzer shells might be used during, say, the first few hours of the Battle of the Bulge. More often dark than light, its name is somewhat misleading.

u. PHILLIPS SCREWDRIVER: Normally used to stab the lids of old-style paper-and-tin oil cans and splash oil on your shirt; can also be used, as the name implies, to round off Phillips screw heads.

v. AIR COMPRESSOR: A machine that takes energy produced in a coal-burning power plant 200 miles away and transforms it into compressed air that travels by hose to a Chicago Pneumatic impact wrench that grips rusty bolts last tightened 40 years ago by someone in Sindelfingen, and rounds them off.

w. PRY BAR: A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50-cent part.

x. HOSE CUTTER: A tool used to cut hoses 1/2 inch too short.

y. HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate expensive parts not far from the object we are trying to hit.

z. MECHANIC'S KNIFE: Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on boxes containing seats and NASCAR/motorcycle jackets.

FLOOR PANEL MODIFICATION

About 3 years ago I broke down and bought another Cessna 120. I got a phone call from a man in Ohio asking me what I thought his 120 was worth. As the retired Association Maintenance Advisor this was not unusual and I pretty much had a standard reply. This time though I told him when he decided on a price to let me know. I was looking for something to fly. He told me to make him an offer.

About a week later Carol and I were flying down to Cincinnati. The airplane was in sad shape, and I have looked at a lot of 120/140s. At least one cylinder was bad, brakes were cracked, both elevator spars were cracked, both the elevator and rudder cables were frayed, 46 top cowl/47 bottom, etc. But it had a few things going for it, the instrument panel was perfect, no holes that weren't supposed to be there, and there were no back windows. There was corrosion, but not extremely bad. To make a long story short, I bought it. It took a week of work (by 3 of us – I called in some favors) and a lot of parts from the PROJECT 120 to make it safe and legal.

I call it my "50 footer" because from that distance it looks like a pretty good airplane. Every year I try to do something to improve it. Last year the back floor panels came up and the skin got a good cleaning and the pulleys and cables were cleaned. This year it was time for the front floorboards to come up.

When we initially worked on the plane mouse nests were found and I knew there were more under the front floorboards. It was so hard to get in there to clean I was sure we didn't get it all.

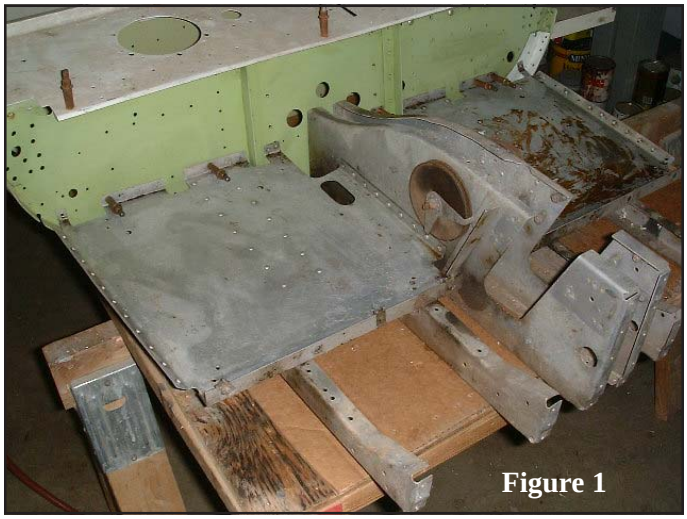


Figure 1

Figure 1 shows a mock up of the floorboards. Note the small openings at the gearbox bulkhead.

Figure 2 shows the 8"X3" inspection panels I made in the boards. This would give me more than enough access for cleaning and inspection. About halfway through this project I decided the cut about 3" from the forward end of the boards.

Figure 3 shows the forward end I cut off. This part is removable and allows for easy cleaning under the rudder pedals.

Figure 4 is the aft board that is riveted back in place. You can see part of the inspection panel.

This was one of the few times I modified my plane

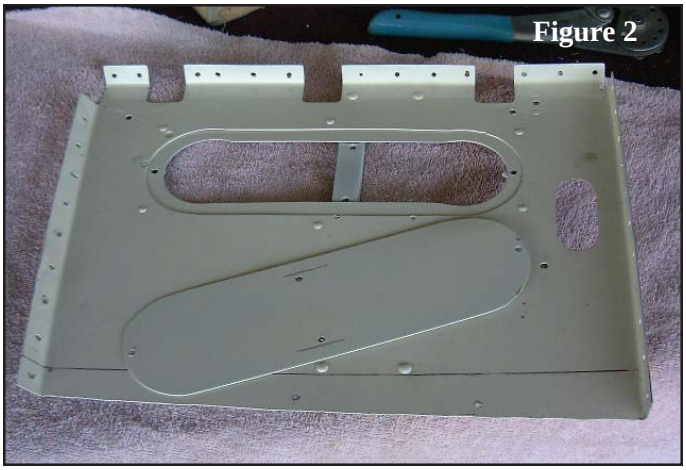


Figure 2


Figure 3


Figure 4

before talking to the FAA. I took a chance that there wasn't going to be a problem with the MSP FSDO. The 337 went through without a hitch.

Just a couple of final notes. I held my breath when I pulled the floorboards. I knew there would be mouse nests and probably corrosion, but it would also be the first time I had a good look at the forward gearbox bulkhead. I was happy to find no cracks in the lower flanges and the corrosion was not as bad as I thought it would be.

Bill Rhoades
Pilot140@aol.com

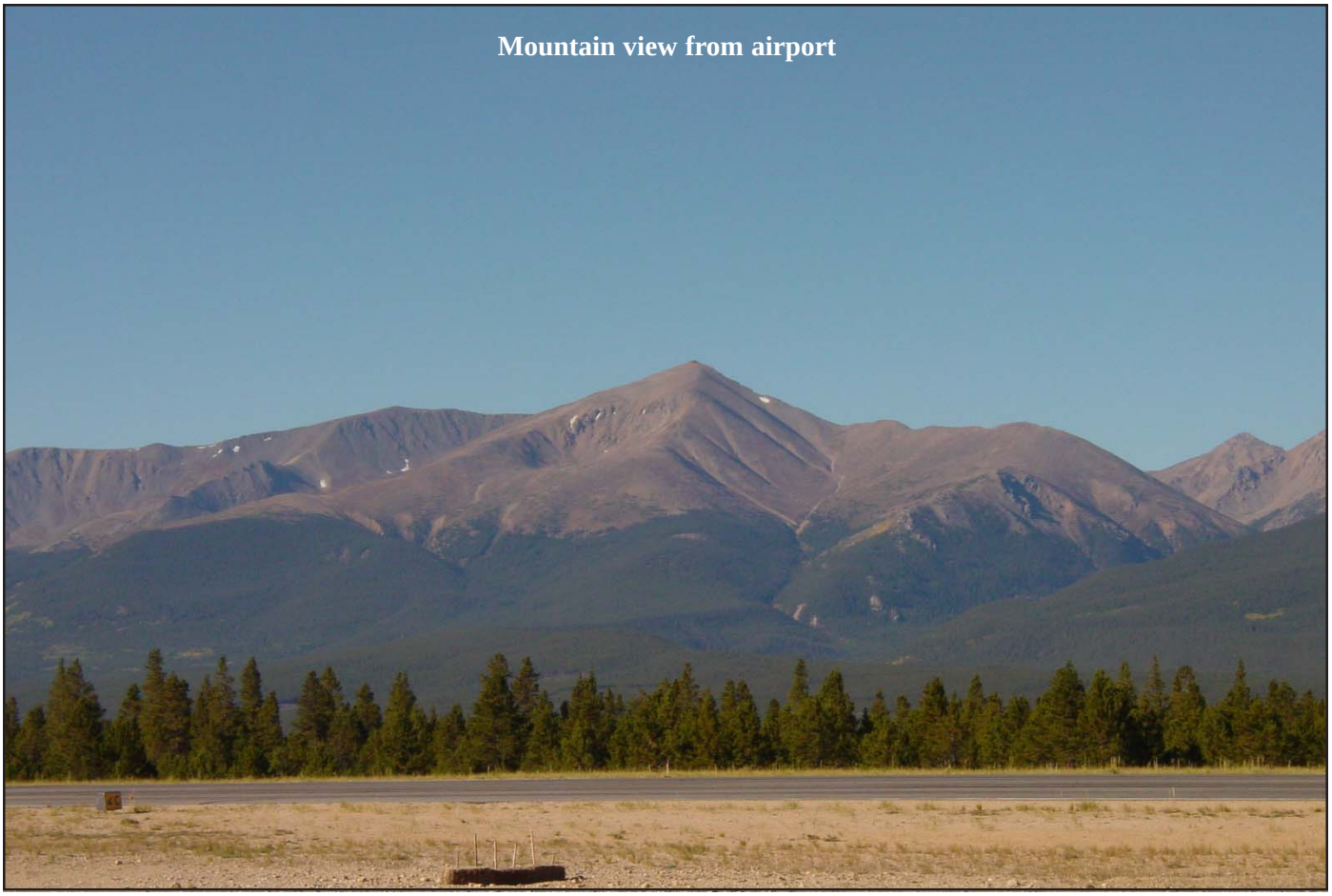
Trip to Leadville

Frequently Association members combine their flight to the Convention with a side trip vacation. One member, **Hugh Woodle,** from Midlothian, Virginia has done that for every convention he has attended, and the side trip for the Omaha Convention was a visit to the airport (LXV) at Leadville, CO.

Hugh was stationed at Camp Carson (just south of Colorado Springs) when he came back to the states in '52 and one duty was Post Engr at Camp Hale (long since leveled to the ground) about 20-30 miles west of Leadville close to the Continental Divide. He frequently commuted from Carson to Hale as a passenger in an L-5, L-19 or a Beaver. For Saturday night entertainment all the troops went in to Leadville to visit the Silver Dollar Saloon (sawdust on the floor, spittoons by the bar and a female manager with a pistol on her hip) The raw, majestic beauty of the Leadville area impressed Hugh, and many years later in civilian life after getting his private license, he developed a longing to go back and land at Leadville in his own aircraft. (Dorchen says that Hugh is only the third 120/140 to land at Leadville, at 9927' elevation the highest altitude public use airport in the US.)

As part of the preparation for the flight he called the Colorado Aviation FBO (owners Craig and Kimberly Powell are wonderful folks) at Colorado Springs (COS-elevation 6184'), for introduction to an experienced mountain flying instructor. Retired AF Col Al Uhalt, who now teaches mountain flying, responded to a fax of three pages of specific questions with a three hour telephone conversation. Both had Denver charts with them to ensure accurate communication, and Hugh described it as the most beneficial briefing he had ever received. There was strong agreement not to take the direct 80 mile route over Pike's Peak and other very high mountains, but to go south of COS for a few miles and follow the Arkansas River, which made the route ~ 140 miles. He also tested his airplane and oxygen system before leaving Virginia by going up to 12,500' in a practice area a few miles from VA80, his grass strip in Midlothian. Aircraft performance and all systems checked out fine.

Weather considerations required four days to fly from Midlothian to Colorado Springs, leaving Hugh four days based at COS to find one good day for flight to Leadville before heading for Omaha on Sept 21. Forecast for Sept 17 was clear, with occasional moderate turbulence over 10,000', but the occasional was removed before he got off the ground just after sunrise. Sage advice is to do your mountain flying before 10:00 in the morning or after 4:00 in the afternoon-bruises from the turbulence are much less severe this way. Planned altitude of 11,500' was generally held +/- 500' even with the turbulence. The "almost touchable" 14,000'+ mountains on each side and the 8,000' valleys below were absolutely beautiful in the morning sun. Calm winds permitted a straight in approach to 34 at Leadville, with LXV ASOS indicating density altitude of 11,400'.



Mountain view from airport

Hugh's Panel

After visiting with Deborah Hedrick, Leadville Airport Manager, and Daniel Jensen, President of the Leadville Airport, Inc., getting his picture taken in front of the Leadville airport sign with his Clemson Tiger Paw flag (VERY important for Clemson alumni), and collecting his certificate, it was time to leave while the air was still cool. A slight wind had come up favoring runway 16, so that facilitated a takeoff toward the valley which was much more comfortable than toward the mountains. Takeoff roll was ~2000', and ground effect was used to build speed to a climb rate of 200'/min (close to what was predicted by the test at home) over the end of the 6400' runway. The flight back down the valley by Bueno Vista and Salida was comfortable at 11,500' – 12,000'. Then reality set in with a down draft that pegged the VSI needle at 1500'/min down, in spite of full throttle in climb attitude. N1740N had all 100 horses straining to no avail. The Col's words came back: "If the air is going down where you are, it is bound to be going up somewhere else in the valley. Go find it." The correct maneuver located a thermal going up at 1000'/min, and he rode that up to 13,000'. Although about 30 miles off the original course by now, he could still see the next waypoint at Canon City and crossed the last ridge with a groundspeed of 124 knots and smooth air. To lose that extra 7,000' slowly, the return to COS was by the way of Pueblo VOR. The pilot greatly appreciated the special consideration from COS Approach as they worked the tired little airplane into traffic smoothly. The tie down at Colorado Aviation was a welcome sight.

His flight time round trip from COS to LXV was 4.2 hrs. Total flying time from Virginia to Colorado, Nebraska and back to Virginia was 38.7 hrs! Holy Cow! I think that is the sore butt award for this year's Convention!

Hugh with Clemson Paw at Leadville

Hugh and Plane

Hugh's recommendations and suggestions:

* It was a great experience. However, he doesn't plan to put his 120 through the torture again.
* Such a flight is do-able, but it requires careful planning and concentration.
* Hugh used oxygen for the entire flight from COS to LXV as his Cardiologist recommended not risking any stress on the heart after a bypass. He suggests that anyone making such a flight use oxygen, too. Even if you don't plan to go above 12,500' plenty of oxygen keeps you more alert.
* Plan your flight carefully and don't be ashamed to cancel if conditions change.
* Be acutely aware of DENSITY ALTITUDE

Hugh strongly suggests that anyone planning a small plane flight to Leadville or anywhere in the Rockies should contact Col. Uhalt and pay his fee for a briefing. It is money well spent.

The Col's numbers: Home- 719-574-1111, Cell- 719-213-5555

10/28/05, HAW


Mountains out the window

Altimeter

FAA Mountain Flying Checklist

The following is most of an FAA publication. It goes well with Hugh Woodle's Story on flying into Leadville, CA. This is a one page handout, with the FAA numbers: FAA-P-8740-61. AFS-803 (1999). I couldn't reproduce the Density altitude chart. *If you want to get more information, the FAA has a 16 page pamphlet that you can get/order. It was WAY to long for me to re-type it in, so if you want it, here are the numbers for it are: FAA-P-8740-60 AFS-803 (1999).*

IMPORTANT NOTE: Take the FIRST Step: Attend a comprehensive Mountain Flying Ground School before attempting a Moun tain Cross-Country Flight!

PREFLIGHT PLANNING

✈**General** Make sure both you and your aircraft are mountain flight candidates.

1. Plan for DAY-ONLY VFR flying
2. Plan for ETA's NO LATER than 1300L to mountain destinations

✈**Preflight Weather Briefing**

-Cloud Height and Ceilings muyst be known for mountain top conditions: 15 miloes flight visibility as a minimum.
-Winds aloft: Maximum of 30 knots at 6,000/ 9,000/12,000 MSL.
-Temperatures: surface temps for density altitude calculation: temps aloft for route performance.

✈**Route Planning**

-Plan accurate routs with magnetic course and wind correction angle calculated.
-Know elevations and plan for at least 1000 AGL.

✈**Weight and Balance**

Preflight weight and balance with takeoff weight no more than 90% of FAA max. gross weight in the pilot's operating handbook (POH).

✈**Fuel on Board**

Fuel on board = planned burn out plus 1 hour or more reserve.

✈**File a VRF Flight Plan**

-Only AFTER all limitations are met. If not, cancel, select an alternate route or rent a car.
-This is your "Insurance Policy." Keep it up to date, with positions reports.

✈**Survival Kit:** ***Have a survival kit and warm clothing for all occupants.***

PERFORMANCE PLANNING

✈**Lean Mixture, as appropriate (EGT~Fuel Flow)**

1. Set for taxi/run-up 2. Set for takeoff power
3. Set for Cruise 4. Set for approach

✈**Takeoff Ground Roll/Rate of Climb**

-Calculated for existing temperature. (See POH & Density altitude chart)
-Expect excessive ground roll and sub-standard Rate of Climb.
-Monitor VSI and airspeed during all climbs and descents.
-Know the ground track, for a safe departure. Check with FBO/CFI/other pilots.

ENROUTE PROCEDURES

✈**Communications Plan**

-ACTIVATE THE BFR FLIGHT PLAN, make frequent position reports and PIREPS.
-Know FSS and other comm. frequencies for the entire route.

✈**Navigation**

On all Route Segments:
-Fly planned altitude.
-Maintain magnetic headings, corrected for drift, for *each* route segment.

✈**Mountain Technique**

1. Canyon & Drainage Routes

-Fly the windward side, never up the middle of a canyon.
-Scan for Opposite Direction Traffic

2. Ridge/Pass Crossing

-Terrain Clearance: at least 1,000 feet AGL.
-*Always* identify your "escape" paths as early as possible
-Approach at 45 degrees; exit at 90 degrees.

DESCENT AND LANDING PROCEDURES

1. Know the pattern or approach track for the destination field.
2. Determine a safe go-around track for the destination. Remember, a go-around may not be possible!
3. Fly a stabilized approach at appropriate IAS.
4. Plan the touchdown at 1,000 feet from the start of useable runway.
5. CLOSE YOUR FLIGHT PLAN (& give a final PIREP when you do!)

ALWAYS KNOW YOUR DENSITY ALTITUDE

<u>If at any time the conditions for continued flight appear doubtful – land at a suitable alternate airport – which may well be your departure point.</u>

Member Profile -
Carl Webster

If you frequent the website, will recognize the name of Carl Webster. He has contributed greatly to the discussions that occur in the forums there. Now is your chance to get a little bit more information!

Carl owns and flies a 1947 Cessna 140, N2488N. The aircraft has 5050 hours on it total time and he has owned it for 6 years. Carl lives in Kentucky and his aircraft is based at London, Kentucky (KLOZ). The flying there is interesting because he has all trees and hills and there are no section lines to keep yourself straight.

Carl learned to fly in 1995 and has over 3400 hours of flying so far. (If you do the math, that averages over 340 hours per year!) Carl does a lot of flying in his 140 and he averages over 200 hours per year on the little bird. None of his family is much into flying, so it is all up to Carl! He has his Private and Instrument licenses and in addition to flying his 140 has other planes to fly. He is a

member of the CAP and so he gets to fly their airplanes as well as Pipers, Cessna 170s and some small twins based at his airport.

Carl has made it to the last four 120/140 Conventions and makes it all around Kentucky and Tennessee on the weekends. If he can find a reason, any reason at all, he will be found in Ohio, Virginia, North Carolina, Georgia, Alabama or any other state.

His airplane is equipped with a KY-97A Com, KT-76A transponder, Fly Buddy Loran, Panel mounted intercom and a Garmin 92 hand held GPS. So far he has gone completely through the engine, changing all cylinders to new ECIs. (If you remember the Newsletter story on the Case of the Missing RPM a few years ago, that was Carl.

He plans on keeping the airplane so someday the Grand kids can have it! These pictures were taken at the Omaha Convention.

STATE REP UPDATE

State Rep Coordinator TINA VISCO says that we are in need of State Representatives for the following states:

Hawaii
Kansas
Maine
Montana
Nevada
New Mexico
North Dakota
South Dakota
Vermont
Wyoming
British Columbia, Canada

STATE REP RESPONSIBILITIES:

1. Host a fly-in (if only 2 people show up, it's still a fly-in!)
2. Attend EAA and antique fly-ins.
3. Hand out newsletters, postcards, and business cards.
4. Contact people.
5. Write a bio or flying adventure for the newsletter. Include anything you're doing in your state.
6. Co-host with other state reps (esp. small states).
7. Know IAs and CFIs in your area you can recommend.
8. Keep 'em flying communications.
9. Know who would be willing to give rides to prospective buyers.

Computer Corner, no batteries allowed!

Here are the questions for this months issue. Be sure to check out the June/July 2006 newsletter for the answers.

Question. If you are traveling at a speed of 175 mph and you have traveled for 4:00 hours what is the distance you have gone?

Question. If your Mach is .8 and Air temp is +15 deg C. What is TAS?

Answers for the questions from the last issue:

Question: Altitude – 7500 feet; IAS – 105 mph; temperature - +15 degrees C; distance – 256 miles; fuel consumption – 11.5 gph; wind – 0 mph; How much fuel will be burned?

Answer: T.A.S. – 121 mph; time – 2:07; 24.4 gallons

Question: If an aircraft burns 8.5 gallons per hour for 2:00, how many gallons of fuel were burned?

Answer: 17 gallons

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

Finding the Elusive Dorsal Fin STC's for the 120/140/140A Cessnas

Two STC's are current (2005) and one entry for a different source in the planes' TCDS concerning the dorsal fins appears to be invalid today. One of the STC's is for the 120/140 planes and one is for the 140A (but only the A model with floats). Listed here are the two which are still on the active list according to the FAA records. Both are owned by Wiley's Seaplanes in Oregon.

The first noted is for the Cessna 120 and 140 planes only.

STC Number: SA3500NM
This certificate issued to: Wiley'sSeaplanes

STC Holder's Address: 13060 SW. Fielding Rd. Lake Oswego OR 97034 USA

Description of the Type Design Change: Installation of a dorsal fin.
Application Date:
Status: Issued, 05/30/1986

Responsible Office:
ANM-100S Seattle Aircraft Certification Office Tel: (425) 917-6400

TC Number -- Make -- Model:
A-768 -- Cessna Aircraft Company, The -- 140
A-768 -- Cessna Aircraft Company, The -- 120

Full Text of STC: (me..so far, no STC "full text" has has ANY information listed.

And this is the STC for the 140A dorsal fin, though only for the planes with floats:

STC Number: SA3501NM

This certificate issued to: Wiley's Seaplanes

STC Holder's Address: 13060 SW. Fielding Rd. Lake Oswego OR 97034 USA

Description of the Type Design Change:
Installation of a dorsal fin. (140A NOT INCLUDING LANDPLANES)

Application Date:
Status: Issued, 05/30/1986

Responsible Office:
ANM-100S Seatle Aircraft Certification Office Tel: (425) 917-6400

TC Number -- Make -- Model:
5A2 -- Cessna Aircraft Company, The -- 140A

Full Text of STC: Zero Information

I made calls to the "supposed" phone numbers for Wiley Seaplanes listed in such places as the Airnav site. The call to the Wiley's Airplane Service got the response that son Dave was handling the business now, so I called son Dave and left a message and asked for a return call. No return call, so I tried again with the "Dave" number and got Dave.

503-636-4930, now Son Dave's business Sept '04

Are you still selling the STC for the dorsal fin? "Yes." Do you have any fins? "No, haven't had for a long time. I had picked up all the 150 fins from a nearby reclamation service but they are all long gone. You can make your own quite easily."

Over>>>

Do you still sell the STC? Yes." How much? "$50." Are there two STC's, one for the 140 and the other for the float A? "Yes." Order the right one.

He mentioned there is a "tricky" thing to fabricate at the tip of the installation.

He said that some STC buyers made their own fins.

The TCDS Listing:
The other dorsal fin source for the 120/140's has been found only as a listing in the airplane Technical Certification (cert for short or TC). Note the date of 1958 for this listing.

DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION
A-768 Revision 33 Cessna 120 140 September 24, 1958

The lising on the plane cert includes the asterisk which means that it is not a Cessna-offered option nor a requirement. I have been unable to find it on any active list, and the responsible office of issuance is no longer on the list of such offices by the FAA and no cross reference as to which other office took over their STC territory. Because of the way it is listed on the cert, without an identifying STC number, tracking it has proved impossible to date. Do note the moment arm and weight, since both pieces of data might be useful if you ever find a fin. I looked up Consolidated Aircraft Repair but could find no record in the FAA listing by name or by Type. If there ever was an STC for that installation, I suspect that STC is dead and gone.

*608.
Installation of dorsal fin in accordance with Consolidated Aircraft Repair, Inc., Ft. Wayne, Indiana, drawing entitled "Dorsal Fin, Increased Effective Area of Fin is 0.61 Sq. Ft., Aircraft Modification to Improve Directional Stability." 2 lbs. (+149)

With the *608 listing on the TCDS, only a log book entry would have been required, no 337.

Finding STC's:
If you want to search some more for the dorsal fin STC, follow this path.
http://www.airweb.faa.gov/Regulatory_and_Guidance_Library/rgSTC.nsf/MainFrame?OpenFrameSet

A real shocker was to find out that the FAA never kept any physical record of what the STC covered; all they had was the title, name, address and minimal pertinent information as to which plane, by model and cert, was covered. If there was ever any testing done by the STC owner to prove that the modification actually worked, and was safe, those records were not retained either, and there is no proof that the FAA ever looked at any such documents. Consequently, according to the FAA cert offices I have contacted, they have no blueprints or instructions of any STC on file. If you can't find the original or present owner, then you cannot find the STC unless you stumbled across an old, very old, FBO records file which included the original prints and howto information.

If any reader has any of the STC's, let Victor Grahn know (Technical Editor of the International club).

TCDS = Type Certificate Data Sheet, often shortened to "cert". Old ones such as the 5A2 for the 140A and the A-768 for the 120/140's are not identified as a TCDS but as "Aircraft Specification" to confuse further. The TCDS lists the features and accessories and limits of the planes.

Neal Wright

November '05 filed as dorsal fin STC Lorr cougarnfw@aol.com

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

■ Active STC's ■

C-85 Carburetor STC
David Lowe - 270-736-9051
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

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Deadline: First of each month.
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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.

■ FOR SALE ■ FOR SALE ■

My name is **Norman Fuhrmeister** fellow pilot and Tail-Dragger Herder. I have a number of 120 and 140 Cessna parts form former projects that I have done. I have **Wings, Instrument Panels, Fuselages, Gearboxes, Brakes,** about everything needed for member's projects. At one time I had a lot of aircraft purchased for parts and now time and my health has run out. If your members need parts call me or write to my e-mail normfuhr@surfbest.net My cell phone number is 402-676-4601.

C140A PARTS FOR SALE

		PRICE
1	Flap Assembly Right #0426900-1	$100.00
1	Flap Assembly Left #0426900	100.00
1	Aileron Assembly Right #0523800-1	750.00
1	Aileron Assembly Left #0523800	750.00
1	Elevator Bell Crank #0434120	10.00
1	Windshield Clear #0411172-49	25.00
1	Back Seat Assembly #0411735-18	50.00
1	Seat Cushion Left #0411793-22	50.00
1	Seat Cushion Right #0411793-23	50.00
1	Control Column Assembly #0411221	100.00
1	Rudder Bar Shield, not sure left or right	10.00
2	Rudder Pedals #0310452	@ 20.00
2	Rudder Pedals #0411300	@ 20.00
1	Air Scoop #0450266	10.00
2	Rudder Pedal Bearings #0411263 (outboard)	@ 10.00
2	Rudder Pedal Bearings #0411264 (center)	@ 10.00
1	Tail Lamp Assembly w/Wire Bulb clear	25.00
4	Valve Covers 85/Continental	@ 10.00
1	Heat Exchange Box & Bracket C/85	100.00

PARTS PLUS SHIPPING COST
Email **Bob Kelly** at TJKRDK@AOL.COM

International Cessna 120/140 Association

Box 830092, Richardson, TX 75083-0092

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<<< ALWAYS BRING YOUR TIEDOWNS >>>

31st Annual Convention - International Cessna 120/140 Association

FARIBAULT, MINNESOTA

September 27-October 1, 2006

Plan Ahead!

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.