



# International Cessna 120/140 Association

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

ISSUE 334

JUNE/JULY 2006

## ***In this Issue...***

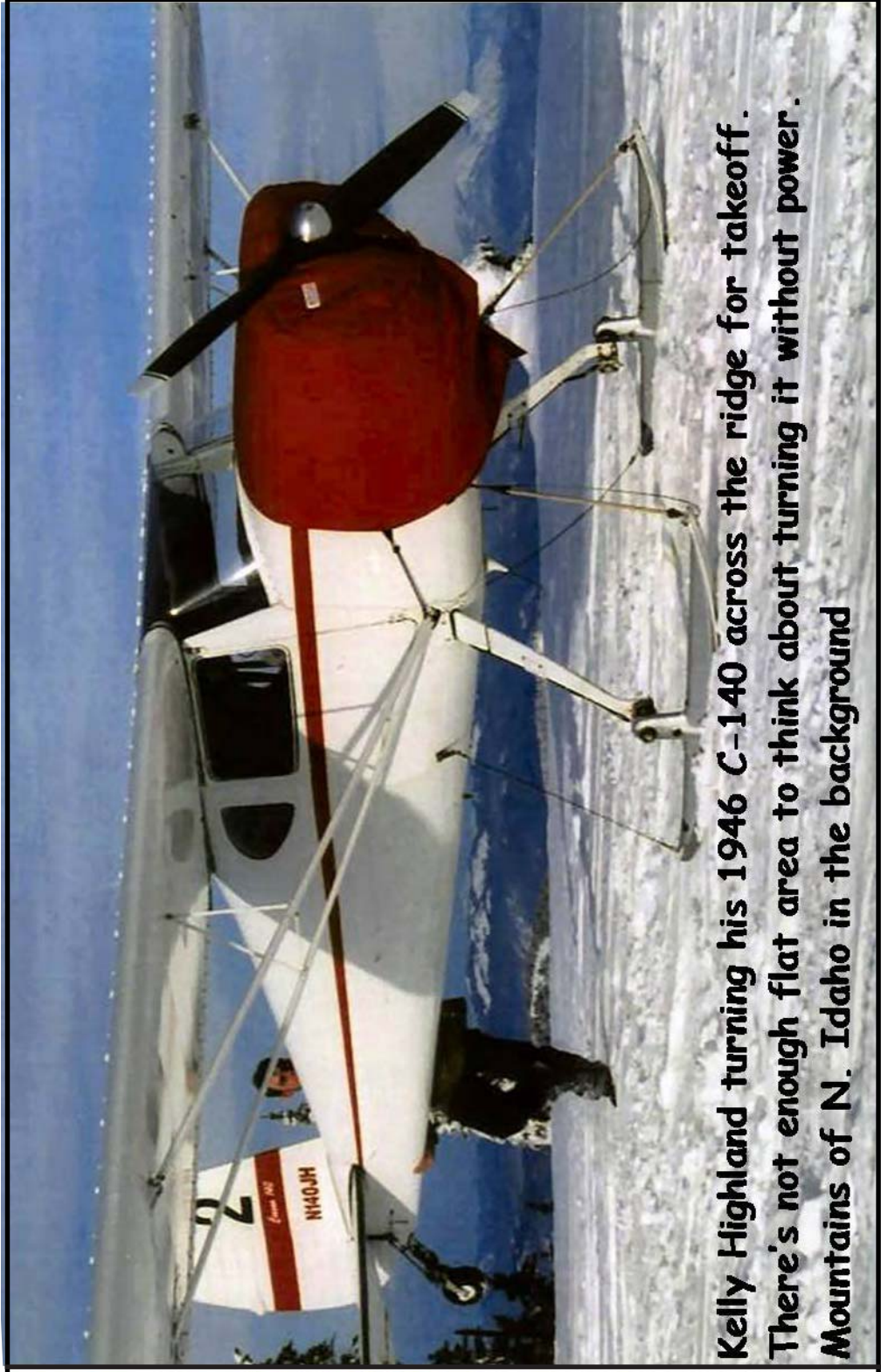
**Kelly & Jerry Highland -  
Member Profile** Take a  
look at another side of  
flying our favorite  
airplanes!

**Cessna General Letter**  
Check out this 1946 letter  
to Cessna dealers.

**Some Days** Guest  
Contributor Howard  
Hollinger

**Scott Oil Temperature  
Assembly Member Neal**  
Wright gives us a super  
education on Oil  
Temperatures

**Tech Talk** by Victor Grahm



**Kelly Highland turning his 1946 C-140 across the ridge for takeoff.  
There's not enough flat area to think about turning it without power.  
Mountains of N. Idaho in the background**

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# Some Days...

*(This is about a Luscombe, but it is a two seat  
Taildragger, so it is allowed! Ed.)*

There I am on port tack, beating upwind against thirty knots, heeling to starboard with every gust. Trying to maintain a steady course northward, despite mother nature's best intentions otherwise. Getting pounded by each wave, rolling and pitching and crashing along.

Hanging on to anything that's close by and sturdy.  
Going nowhere very fast.

Too bad I'm not in a sailboat.

Luscombes are stout airplanes, I remind myself. But mine's fifty-seven years old, and I have mental visions of rivets popping, or a "Jesus-bolt" somewhere letting go. I never think about this stuff on a clear, smooth afternoon, just cruising along in visual splendor. But I can't help but think about it today as I cinch-up my belts just a little bit tighter. The return flight from Christmas in Austin is far from dull, by anyone's measure.

Acre after acre of fires are raging below me. The smell of burning brush and scrub wood fills the cockpit. All of West Texas seems to be on fire this afternoon, the smoke clearly showing the strong, dry, northwest winds. "290 at twenty-eight, gusts to thirty four" crackles in my headset, confirming the vision as I slowly crab along over the dry land. Visibility is getting, uhh, somewhat murky in the yellow-brown-white dusty smoke of late afternoon. It's one of the worst droughts in my memory, and I truly feel sorry for the people on the parched land below.

I am constantly getting blown east of my rhumb-line, and today that is not a good thing. The Commander in Chief is in residence in Crawford, and my transponder-less little wonder is not allowed to play within thirty miles of his backyard. I chose to divert around the TFR to the west...a circular route of considerable magnitude...in order to have the late afternoon sun behind me, and hopefully, a tailwind on the last leg back to home. I am holding a nervous finger on each landmark on the sectional to verify that I don't get my paleface blown into the land of Apaches.

Finally I am far enough north of the Great Circle of Crawford to turn northeast and head for home. Glen Rose, Cleburne, then the Metroplex emerge from the murk. Southwest Arlington and Kennedale are on fire. Blasting in from the West, I fly over the runway and, yep, I see that the bad news is confirmed. The grassland north of the hangars is burned. The sock is starched in the straight-out position, and it is, of

course, frozen perpendicular to the runway. The good news is that the sock is holding steady, and all of the hangars appear to be untouched by the grass fire.

I pick 36 and set up the approach. I anticipate the crosswind and turn way early from base to final, but I still get slung wide of the centerline, and have to crab back a little to line things up for the side-slip down final. I am focused on the centerline. If I crash this thing, I'm going to do it on the damned centerline, I tell myself. I have decided to three-point the little beast, the rationale being that the tailwheel having contact with the runway will help my directional control better than having it cat-tailed up in the air during roll-out in a crosswind. All this doesn't matter, as there are as many opinions about this, as there are pilots. My airplane, my runway, my decision, my crash.

I'm on close final now, and I make damned sure the heels of my shoes are away from the brakes, and that fuel is feeding from the up-wing tank. Slowing down over the threshold, I begin the flare, as more and more left aileron and right rudder are needed to keep things centered. The rest of the world doesn't matter now, directional control is my only concern...it is life...it is everything. Nose up in the flare, I hear the ringing of the tailwheel on concrete followed by the squeak of protest from the left main tire. It's full aileron over to the stop now, and a lot of dancing on the rudder pedals as we continue to slow, gravity finally taking over from lift, and the right main tire smacks the concrete. Several gusts want to swing me into the wind but I refuse...sometimes full right rudder is not enough, and I give a quick blast of propwash to hold things straight. Even slowed to taxi speed the plane demands all of my attention. Not very pretty, I think, but it all worked out okay. Suddenly exhausted, I head toward the hangar.

The turn and bank slowly spins down, and the 8-day clock shows an hour and fifty-five minutes. Damn, it seems like all day to me. I need a cold beer, a cigar, a bathroom, and a telephone call, not necessarily in that order.

Howard Hollinger

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Don't Forget to Stop in the Type Tent at

**EAA AirVenture OSHKOSH**  
**Monday, July 24-Sunday July 30, 2006**

We'll be there again - so you can sign in, visit with other 120/140ers, check on the times for the dinner and the forum. See you there!!

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It is with sadness that we report on the death of one of our founding members. Frank S. Rittersbacher, 88, of Liberty, MO, passed away on March 13, 2006. Frank was one of the oldest active FFA designated aircraft inspectors. He was the fourteenth charter member of the International Cessna 120/140 Association.

Tom Teegarden sent in this note regarding Frank.

Frank Rittersbacher, his wife Ethelyn, Jack Popenhagen and his wife, JoAnn were the first to arrive at our original and first Fly-in at Lancaster, TX in 1976. They arrived separately from out of state in marginal weather, while I, in caution, drove from only about 50 miles away.

Frank was a loyal member and we used to meet him in the annual Tulsa Fly-in and others. He had rebuilt his 140A as well as other 140s. He was known as the mechanical guru at his Kansas City airport. He assisted with his technical knowledge of our aircraft, individually, and with our early newsletters.

While working at TWA maintenance facilities, in Kansas City he had a mishap with a Constellation. While pulling a prop through in the shop, a P-lead failed, the engine fired and he was thrown several feet across the hangar. He suffered a minor head injury and was taken to the nearest trauma hospital. A fellow employee became worried when checking on his progress after several hour of wait-ing. He found he hadn't been attended to. His friend got this statement from the trauma supervisor: "There's no hurry with that head wound patient from a prop strike – he's a gonner." Frank told that story many times as he had been able to hear the conversation. Frank never failed to get a laugh out of the story.

Ethelyn, his wife, was a loyal member and enjoyed visiting with other members at the fly-ins. She decorated her official T-shirt with white lace, making it 'more feminine'.

It is hard for us to lose these staunch and wonderful members who's loyal assistance helped this organization prosper.

Yours Truly,  
Tom

Come One - Come All for  
**LUNCH & FUN!**  
Saturday, July 8, 2006 - 10 am til ???  
at the FAMOUS Clare Airport

Lunch - Spot Landing - Nerf Ball Drop  
More info contact **Dick Acker** at 989-465-6229  
[dacker007@hotmail.com](mailto:dacker007@hotmail.com)

## STATE CHANGES

Our State Rep Coordinator, Tina Visco, has been hard at work getting a State Representative for each of our states.

Welcome, and THANKS, to these new State Reps:

**ARIZONA:** **Ron Wiener** La Cholla Airpark, 13101 N. Tailwind Dr., Tucson, AZ 85755-9508 520 742-5485  
[rkw55@msn.com](mailto:rkw55@msn.com)

**KANSAS:** **Don Becker**, (620) 633-1148,  
[ds-becker@sbcglobal.net](mailto:ds-becker@sbcglobal.net)

**NEW MEXICO:** Ed Blevins, 1011 W Ave. H, Lovington, New Mexico 88260

**NEW YORK:** **Bob & Anita Campbell**, Randolph, NY, (716) 358-4210, [Cessna@alltel.net](mailto:Cessna@alltel.net)

**UTAH:** **Allen Macbean**, based at Spanish Fork, Utah, (U77), (801) 636-6613  
[allen@photographicsolutions.com](mailto:allen@photographicsolutions.com)

**VERMONT:** **Bob Desrochers**, (802) 748-8034,  
[Robert@fairbanksmill.com](mailto:Robert@fairbanksmill.com)

Tina Visco sends us this list of possible duties for State Reps:

1. Host a fly-in (if only 2 people show up, it is 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 (especially small states).
7. Know IAs and CFIs in your area you can recommend.

Tina says we are looking for State Reps for the following states:

Hawaii	North Dakota
Maine	South Dakota
Montana	Wyoming
Nevada	British Columbia, Canada

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## ■ FOR SALE ■ FOR SALE ■

■ **1947 CESSNA 140 N42K** • \$30,000 • FOR SALE TO GOOD HOME • Unusual Cessna 140, Only 2 owners in 59 Years, always an Arizona aircraft, never a trainer, Only ever flown by 5 people, all A/C logs since factory. No damage history, TTAF 3048 hr, C-90-14 1097 hr SMOH, metalized wings, Cleveland wheels & brakes, Scott 8" tail wheel, King KY97A radio, King KY76A transponder, Apollo 618 Loran, Pointer ELT, Auto Gas STC, treated exhaust stacks & mufflers, hangered most of life, redone interior, replaced windshield & skylights & D-windows, Hooker Harness, quick drain oil plug, Brackett air filter, 199 hr since O/H on mags with



successive S/N, Silver w/Poppy Red trim, new Gill battery, located Show Low, AZ. Quality Annual March 2006. Reason for selling - lost medical. • Contact **Don Goebel** - 928-369-2580 - [dongo@cableone.net](mailto:dongo@cableone.net)



## ■ FOR SALE ■

■ **1950 140A**, TTAF 3285, 705 SMOH, Cont. 0-200, 150 Exhaust, 150 Seats, New interior, Hooker harnesses, Scott 3200 tailwheel, Clevelands, Fiberglass wheelpants, Strobes, Gen-ave Alpha 600 Nav/Com, Narco A150 transponder, Excellent compression, \$27,500. 724-513-9678 **Michele Vida**

■ **Cessna 140** for Sale: 1947, O-200, 5244TT Airframe, Approx 1244 hours since overhaul, Wing Fabric 20 yrs old, New tires, wheels and cleveland brakes 200 hrs ago. New headliner 2003, new horizon 2003, no nicks in prop, seats are good, 720 channel radio, Hooker Harness,

annualued August 2005, \$22,000. **Elden Larson**, 425-747-1609

■ **1947 Cessna 140**, 5255 TTAF, 445 SMOH. Val-Com 760KX-175BNav-Com, King K1-209 Indkator, North Star M-1 Loran-C, Narco At-50A transponder, A-30 encoder ACK Auto-Fuel STC, metal wings, rotating beacon, oil tank heater, Cyl-head temp., 3400 Scott tailwheel. Tailwheel towbar, wheel pants, two headsets, in-dash intercom, oil filter (spin-on), Cleveland wheels/brakes. New ELT battery, Sky-catch door catches. 9-1/2 inside and out. New hydraulic lines (two) on right side to brake, carburetor rebuilt recently,

new starter clutch, new spark plugs, right mag rebuilt. Hanged last 20 years that I know of. Lost license. \$24,900. **Chuck Wolter**, phone 269-683-8688.

■ **1948 Cessna 140**, C-90, 3825TT, 1490SFRM. Extensive restoration completed 2003. New interior. New KY97A, KT76A, and AK350. Dual intercom and headsets. Cleveland W/B. Original metal pants. Tip strobes. L/E landing light. Cessna harness. Quick drain. All logs from new. Annual to Oct. 06. Award winner Horn Point Antique Fly-in, May 04. Photo cover 120/140 News June 04. \$31,500. **Bob MD/410/592/8358** email: [RJH72V@aol.com](mailto:RJH72V@aol.com)

# GENERAL MEMBERSHIP MEETING OMAHA, NEBRASKA

*(The business meeting minutes are being reprinted here and now, so everybody has a chance to read them before the convention, and our Secretary (Sharon Lochman) doesn't have to read the whole thing at the next convention prior to approval!)*

23 September 2005

The meeting was called to order by Mac Forbes, President, at 5:37 p.m. Mac gave a special thanks to Ward Combs for hosting a great convention.

A briefing was provided by Sharon Lochman regarding Secretary/Treasurer issues. A motion was entered by Frank Murray to waive the reading of last year's minutes and accept as published in newsletter. A motion to second was received and previous minutes were accepted. A treasurer's summary was provided for fiscal year 1 July 2004 – 30 Jun 2005. As of 22 Sep 05, our balance was \$8, 226.77. Total membership for the organization was 1048. The motion was made to accept the treasurer's report and approved.

A reminder to members that it's almost time for the membership directory, so watch the website for the update function and respond accordingly. And finally, watch those expiration dates. They are once again being printed on your newsletter labels. Reminder cards are also mailed – just in case.

## OLD BUSINESS

There was no old business.

## NEW BUSINESS

### Committee Appointments

Many accolades go to Yvonne Macario for her hard work and dedication to our website. Prior to the convention we saw many improvements and look forward to many more in the future. Recognizing the effort that it takes to maintain this website the formulation of a website committee is now a necessity. In addition to Yvonne, the following individuals have agreed to serve in this capacity: Victor, Grahn, Matt Lahti, Mike Smith and John von Linsowe.

In preparation for next year's convention and upcoming officer elections, the following individuals have been named to the 2005 Nominating Committee: Ward Combs, Bob Parks, and Nikki Acker. Contact these members if you are interested in an office or know of someone who would be a good candidate. With continued involvement we can continue to grow as an organization and what a better way to get involved.

## ELECTIONS

A lot of hard work went into finding candidates for this year's elections. With that, the following positions were presented for election:

**President** – Ken and Lorraine Morris were nominated for this position. Nomination requests went to the floor with no response. With no other nominations, Ward Combs put a motion to accept the nomination as is. This was seconded and with a show of hands, Ken and Lorraine were elected.

**Merchandise Coordinator** – Current coordinator, Denise Jackovich, has offered to serve a second term in this position if elected. Matt Lahti was on the original nomination list but asked to be removed due to Denise doing such a great job. Nomination requests were offered to the floor with no response. By a show of hands, Denise will retain this position for another term.

**State Rep Coordinator** – Current coordinator, Ken Dwight, has agreed to another term if elected as well. Additional nominations were Orville Winover and Tina Visco. Nomination requests were opened to the floor, with no additions. Ballots were provided to the membership and upon tabulation, Tina Visco was elected as the State Rep Coordinator.

**Member-at-Large** – First a thank you to the outgoing MAL, Ken Morris. Nominations for this position were: Jack Hooker, Blake Mathis, and Ken Spivey. Nomination requests were opened to the floor, with no additions. Ballots were provided to the membership and upon tabulation, Jack Hooker was elected as the Member-at-Large.

## 2006 CONVENTION

The location of the 2006 convention was announced to the membership. Next year's location is: FAIRBAULT, MINNESOTA. A brief presentation was made by Bill Rhodes, upcoming Convention Host. Watch the newsletter and website for updates thru the year.

The meeting closed at 6:15 pm and the evening dinner began.

Respectfully Submitted,

Marty & Sharon Lochman  
Secretary/Treasurer



# ASSOCIATION OFFICER NOMINATIONS

This year's annual membership meeting, as specified by association by-laws and your board of directors, will be held at the convention in Faribault, MN, September 29, 2006. Officer nominations are being solicited and accepted until a meeting motion to "close," with voting to follow. PLEASE consider volunteering for one of the three offices to be filled this year (Vice President, Secretary/Treasurer, and Newsletter Editor). Contact one of your '06 Nominating Committee members ASAP to submit your name, or the name of another member who has indicated a willingness to serve.

## **Nominating Committee members are:**

Nicki Acker ([acker1nr@cmich.edu](mailto:acker1nr@cmich.edu) or 989-465-6229)

Ward Combs ([wacii@prestox.com](mailto:wacii@prestox.com) or 402-426-8041)

Bob Parks ([rparks@kcc.com](mailto:rparks@kcc.com) or 770-962-6875)

If you have any questions about these offices and/or related responsibilities, please refer to the association by-laws (...in your '06 Membership Directory); ask Nicki, Ward, or Bob; or contact any of the association officers/directors.

Reprinted Job Descriptions. Please consider contributing your talents to the club!

## **Vice President – submitted by Reddoch Williams**

Lorraine:

I feel guilty, since my position has absolutely no function except to give "atta boy's" to the rest of you.

The V.P. stands around, occasionally belches, tries to look like he knows what's going on, and introduces newbies to the older members at meetings.

Seriously, the V.P. has no function other than to be available if needed by the Prez - and this term the Prez's have done such a great job that there's nothing left over for the V.P. to do!

I do enjoy the members, socializing, and learning the "pearls" others have to offer concerning our great little planes.

I try to remember it's all about having fun - and don't try to get up tight about the small bumps in the road -

Most of all - I appreciate the work you folks do that enables slugs like me to enjoy the association, its members, and the meetings.

- Reddoch

## **Secretary/Treasurer – submitted by Marty & Sharon Lochman**

### **Secretary/Treasurer Positions**

**Secretary:** Maintains the Association database that includes all domestic and international members home mailing address, telephone, email, membership status whether current or past, model of aircraft owned i.e., 120/140 or 140A, mechanic certificates held and nearest air-port to your home location. This is a Windows XP Pro, Microsoft Office ACCESS database program and the software is on the association owned Dell laptop computer.

The secretary notifies current members by mail 60 days prior to a members' expiration, handles all incoming mail and adds new members to the database. Membership renewals will require application of the appropriate postage to a 5x7 card, affix a mailing label, identify the membership expiration date and drop them off at the post office. July is our largest month for activity as 500+ members are renewing during this time frame. Additionally, the secretary builds the newcomer packages, assigns membership ID and sends a "Welcome to the Association" letter highlighting the "perks" of membership. Makes reservations for the Type Club dinner at Oshkosh.

**Treasurer:** Maintains the Association banking and financial transaction history. Makes bank deposits and reconciles monthly statements. Insures payment of all association related expenses such as convention fees, caterers, banquet dinners and other supporting vendors or services related to the operation of this organization. Responsible to file Association tax documents at the end of the business year. Our business year ends June 30. Quicken is the software we use to maintain this activity.

Email....email updates and web updates are received thru normal email correspondence. Typically, we receive an average of 5 emails per week from members providing changes to their email, home address or telephone as well as other information.

Snail Mail.....from normal mailings or forwarded mailings from Richardson TX we receive an average of 3 envelopes per day including renewals, membership applications, photos, sale ads, etc.

Each year around Thanksgiving we gather "update" information from a link provided on the association web site home page. This "Update Form" is filled out by the member via the web and when submitted is emailed to the association laptop email address where the information is reviewed and compared to the information we have on file. All changes are made and a "reply email" is sent to the submitter to indicate the items that were changed. Obviously, keystroke errors occur and this is our way to double-check data prior to building the Annual Membership directory. Each section of the directory is exported from ACCESS to a Rich Text Format, converted to a \*.doc file and then imported into Microsoft Publisher. Once in Publisher the editing begins and the product is developed. Once developed, it is printed and shipped to the publisher for publication, binding and distribution.

Jointly, the Secretary/Treasurer maintains all legal and historical documents, publications and financial records including association by-laws, amendments, meeting minutes and other like items as required.

In a nutshell, it's a handful but one of the most rewarding positions to hold in this organization!

## **Newsletter Editor – submitted by Lorraine Morris**

The newsletter editor is responsible for collecting interesting articles for the newsletter, and soliciting members to contribute articles and interesting stories for the rest of the membership to enjoy.

The newsletter editor also bills the advertisers for the advertising in the newsletter and keeps track of which advertisers have paid and which have not. Simple!

# A Peek Back in Time

A peek back in time at a Cessna letter to Distributors and Dealers  
December 16, 1946  
General Letter No. 48  
To: Distributors and Dealers  
by Don Flower  
Subject: **NEWSPAPER DELIVERIES BY AIR**

Afternoon newspapers have always had difficulty competing with their morning rivals in surrounding town distribution, because the morning papers always have about a six hour advantage in getting from the press to the customer without appearing late on arrival.

As an example, in Macon, Georgia, the Macon News, an afternoon paper, has been using a light airplane for approximately a year on a paper route and they report cost of operation by the plane is much less than by automobile. We've been in touch with the Macon News and, while their operating costs were not supplied, there is every indication that a Cessna would do the job at less operating cost than the plane they are now using. I quote the following from their letter of November 23:

"At present we are shipping about 1,000 copies on the plane, and a 20-page paper is just about a capacity load."

"The route covers an air distance of about 160 miles and approximately two hours is required to make the trip. We make one landing at Dublin, Georgia which is approximately 50 air miles from Macon, at which point the Dublin papers are put off, together with some other packages, for connection there with an early bus. The remaining seven towns are dropped from the plane at treetop height; that is, from 75 to 100 feet. We prepare those papers by wrapping them in stereotype mats, both top and bottom, and the larger packages are put into the old army type barracks bags. The smaller packages are just only rolled in the stereotype mats and dropped from the plane as is. These mats, as you know, are tough and will withstand a great deal of punishment. We have not had a great deal of trouble with damaged papers, only on occasions when the bags happen to hit some obstruction in the fields where they are dropped, such as a rock or an old stump, and this does not damage the papers to any great extent; however, the bags are mutilated quite a bit. We buy these bags from army stores

here in Macon at the rate of 40¢ each.

"Before inaugurating any delivery from the plane, permission, that is, written permission, has to be given by the property owner, and this together with a map showing the location of the field goes to the C.A.A. board for permission to release the packages from the moving plane. Our representatives handle this work and, wherever possible, the site was chosen just as close to the distributors home as possible to get away from transportation from the field into the town. At one particular point, Cochran, Georgia, we were unable to secure a field close enough and we are, therefore, having to pay a man to meet the plane each day and bring the papers into Cochran for the newspaper boys. We have been able to get permission to drop papers on these fields from the property owners by giving a subscription to the newspapers.

"Our delivery is handled by the Red Dog Airways, Inc., which is company owned, and on days when the weather does not permit flying, they are required to furnish fast auto transportation for the delivery of the papers. Statistics will show an average of about 15 days per year of non-flying weather, however, I rather think the local weather conditions enter into this very greatly since this year, for instance, we have had a total of 39 days on which the plane did not make the trip.

"We have been able to increase circulation at these points via plane, due primarily, of course, to the rapid delivery.

"I believe that this covers just about everything concerning our delivery set-up by plane, however, if there is any further information desired, please let me hear from you."


Sincerely yours,

H.P. Smith

Circulation Manager

It occurred to us that a lot of you might have an opportunity to develop a paper route, or routes, with your local paper, and in addition to making the airplane sale, we believe it would prove an excellent source of a certain amount of continuous newspaper publicity that should prove valuable towards building up future business over a period of time.

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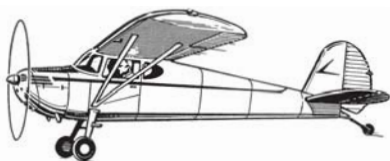
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## Ya Might Be A Redneck Pilot If:

1. Your stall warning plays DIXIE.
2. Your cross-country flight plan uses flea markets as checkpoints.
3. You think sectionals should show trailer parks.
4. You've ever used moonshine as AV-Gas.
6. Your toothpick keeps poking your mike.
7. You've ever taxied around the airport just drinking beer.
8. You wouldn't be caught dead in a Grumman Yankee.
9. You use an old sweet mix sack as a windsock.
10. You constantly confuse "Beechcraft" with "Beechnut."
11. You've never flown a nose-wheel airplane.
12. You refer to formation flying as "We got us a convoy."
13. Your matched set of lightweight flying luggage is 3 grocery bags from Piggly Wiggly.
14. You have a gun rack in the rear window.
15. You have more than one roll of duct tape holding your cowl on.
16. You figure mud and manure in your weight and balance calculations.
17. You siphon gas from your tractor to go flying.
18. You've never landed at an actual airport even though you've been flying for over 20-years.
19. You've never ground looped to avoid hitting a cow.
20. You consider anything over 500-ft AGL as High Altitude Flying.
21. There are parts on your aircraft labeled "John Deere."
22. You don't own a current sectional, but have all the Texaco road maps for your area.

From Don Becker, KS State Rep



## [www.cessna120-140.org](http://www.cessna120-140.org)

[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.

## The Bib-Bee

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CONTACT:

**ROGER ELY**

Phone: 480-898-3444

Email: [zoome41@yahoo.com](mailto:zoome41@yahoo.com)

## ORIGINAL STYLE DOOR SEAL

I had a run of the original style of Cessna 120/140 cabin door seal manufactured. COST: \$25.00 per aircraft (20 feet) also fits 190/195 or \$1.25 a foot includes shipping. For a sample send \$1.00

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# SUN 'N FUN TYPE CLUB TENT







## Flight Manual Oversight and Looking for Drawings

In the Jan/Feb issue I wrote an article about the required flight manual for the 120/140 series. Inadvertently I omitted the Cessna 140A.

So, to helpfully answer some of the questions from folks who didn't call, or email here is what Cessna says on the subject.

Yes, you need the small "Flight Manual" if you own a Cessna 140A. What you need to know is that you have to have the correct engine on your flight manual. If you have a C-85 in your aircraft(yes, there are C-85 powered 140A's) then your flight manual should be for that aircraft/engine combination. The same for the C-90 powered aircraft.

I apologize for the confusion, but the same information I covered in the previous article for the 120/140's goes with the 140A. If you have the handy little pamphlet called an operating handbook or some such wording, that is not enough. Your manual has to have the magic words "Flight Manual" at the top to keep you legal and airworthy.

### Drawings;

Many members have metallized wings on their 120/140 aircraft. (140A's were all metallized at the factory) Some of us still have the fabric wings with which our aircraft left the factory. Ok, not the SAME fabric, but have fabric wings which is how our planes were first produced.

There are several metallization processes that I'm aware of;

1. Met-co-Aire
2. Birtcraft
3. Ruleto Industries
4. H. Farley Vincent
5. Skycraft

I'm sure there are more, but these are the ones that come to mind. What I'd like to present for the members is that each of these "Processes" were done with a "Drawing" generated by the company before A&P's could remove the fabric and rivet on the Aluminum sheet. Many, many times members have requested these drawings so they could answer some sort of technical question for their local IA/ A&P, such as "do the drag/anti-drag wires need to be in the wings? These drawings may be very helpful in answering these and other questions.

Should you, have one of these drawings, please consider helping out the membership at large by making a good quality copy and sending it to either myself, David Lowe, Yvonne or some officer of the Association so that we can post them for everyone to have access to.

A little bit of re-search through your aircraft records, archives etc. might yield some really nice finds, a small amount of work on your part could be very helpful for a surprising amount of other aircraft owners.

By the way, there are lots of Drawings for various additions to our aircraft, so don't overlook the following;

1. Dorsal fin installation
2. Cowl Flaps
3. Blister Windows
4. Federal or Woychik Skis
5. Static outlet
6. Jump seat
7. Various types of Wheel Fenders or Wheel pants
8. Edo (or other types) of Floats
9. Aeromatic or other types of adjustable props
10. Weight Shifter (I just couldn't leave that one out, yes it is a real "option")

These are some of the items I've seen on the website or heard folks express some interest in. I hope that out there somewhere, someone, has the drawings for some or all of these items in their aircraft records. It would certainly benefit the membership if we would be able to catalog and put these drawings into a Library.

An interesting bit of information that turned up during the Sun-n-Fun 120/140 forum was that our very David Lowe has been placed on an advisory board to help out with "Aging Aircraft" issues. Along with some other very qualified, motivated and interested folks in the small aircraft world David is going to try and get some issues resolved as far as keeping our aircraft airworthy(at a reasonable price).

One issue they will tackle is old STC's that nobody seems to have any information on. What typically happens is that the STC holder does one of the following. Sells it, loses interest, passes away or some other scenario that I haven't thought of. In the event that they might pass away the surviving family members may not know the value of the paper work and might throw it away. Who knows?

What we do know is that whether you're flying a Cessna 120/140 or any of the older aircraft, Aeroncas, Eaglerocks, Ercoupes, Fleets, Howards, Monocoupes, Stinsons, Swifts, Wacos, Oh, the list is just endless, somewhere there is probably some "needed paperwork" laying around that some airplane owner would just love to get their hands on.

David is going to try and set some policies in motion with the FAA to keep STC's updated and current, such as every five years you may have to mail into the FAA the current, effective state of your STC. That way they can keep files current should someone need the info.

So please consider that even if the info you might know of, say, some old STC to fit an oil cooler on a Waco or something, may not pertain to the airplane you own, you could very well be helping out some other aircraft owner if you were to forward it on to David.

### Post Script:

One of our members, Rodger Webber out of Minn. had a mishap with his airplane and wanted to alert everyone else, so hopefully they would not have to go through the same thing.

Seems his aft ski cable broke while flying and the ski flipped upside down so that as he looked out his window he was looking at the bottom of the ski and it was facing aft. During landing the gear leg dug in and he had considerable damage done to the aircraft.

Roger's recommendation would be to inspect the cables regularly and to possibly consider installing a fore and aft safety cable to forestall such a situation. (that would be two cables per end)

Another item that turned up was that as he was taking his damaged aircraft apart he closely examined his front carry through spar. At 2600 A/C TT his carry through spar was cracked in a similar fashion to the one that has been shown at Oshkosh several years ago and at some of the Conventions.

This is another example of a cracked front carry through spar, so if given the opportunity you may want to remove what ever is necessary (the wings) and check those carry through spars.

- Victor



## Member Profile:

# Kelly & Jerry Highland

Jerry and his son, Kelly, live in Washington State. Their 1946 Cessna 140 is based in DEW, Deer Park, Washington near Spokane. N140JH has 3300 hours TT and they have had it eight years. Kelly got interested in flying because his sister got her license and flew a twin otter and DC-3s in Alaska, as well as flying her 180 and 140 on skis and floats. They go all over the back country of Washington, Idaho, Oregon and Montana.

### Jerry sent in the following letter:

Hi, I'm not trying to overwhelm you with stuff, but just wanted people to know that there's another side of flying 140s! I know the club is pretty much an antique club dedicated to the preservation of our little birds. That's really great, and is needed, and I appreciate that. It seems a lot of 140 people don't think much of modified airplanes but I wanted to give them another view of the subject.

While those folks are enjoying fly ins and breakfasts, we are camping in places they can only fly over! Most of our flying is done in places a stock 140 just wouldn't make it. We fly into strips as short as 450' and strips over 7000' Elevation. Some of these have very ugly approaches and are one way. We've had the airplane for several years and everything we've done is to enhance performance in the mountains and high altitude. Some of the things are obvious, but there's a lot of small things also that add up to better performance.

We have an O-290D2 (135 hp @ 2600 rpm) and a major climb prop. It will fly at 35 mph, power off stall with flaps is 32 mph, and safely maneuver with flaps at 40 mph. Normally in the canyons we use 50 mph. we cruise at 2350 @ 105 mph and 6.4 gph and can get full RPM up to around 7,000' and 2500 RPM at 9,000' and out climb a stock 140 at it's seal level climb. Rate of climb 500 fpm through 12,000', with initial climb at an easy 1,000 – 1,500 fpm. We get lots of positive feedback from pilots in the backcountry on our little plain white wrapper 140.

A couple of years ago we were landing at a strip that is above 7,000' and a person in a 180 was taking our picture on final. I told my son that he thinks this would be the last picture before the crash! As we taxied up the hill past a guy in a 180 Super Cub he raised a hand and had a look of disbelief on his face. We took off over the guy and he had a big smile and was waving both arms. DA was around 8,500' and we easily maintained 850 fpm. A couple of months later I called a guy about a work party in Hell's Canyon. We were discussing a difficult strip we'd both been to and he asked what we were flying. I said, "You won't believe this but a C-140". He asked what color and I said "White". He asked if we'd been into Cold Meadows awhile back and we had. He said, "I was the guy taking the picture" and he thought our little airplane was pretty cool!

My son, Kelly, flies the airplane and has close to 1,000 hours in this plane. Much of this time is in the back country and he's become a very competent mountain pilot. Every time we fly he practices techniques such as J hook takeoffs and slipping turns into landings. A good short field landing isn't hitting the numbers – it's stopping on them!

We use our airplane for camping, hunting and fishing and just going some really cool places that couldn't be accessed with less of an aircraft. We fly Washington, Idaho, Montana and Oregon and support their aviation associations.

I put some photos in and I think you see why we really

love what we do and where we go. It's awesome and these places are slowly disappearing. In the winter we go on skis and fly as much as the weather allows. Skis in the backcountry are neat, but you have to be extremely aware of snow conditions and depth, you can quite easily get stuck in deep snow! As with any mountain flying, you need to know how your airplane performs in different snow conditions and practice laying tracks to get the feel of the snow and to pack down a runway in deep snow. The main thing is upon landing, don't aim at anything you don't want to hit!

It would be fun to get to the convention, but it's hard to get the time. I'm sure it's a beautiful time of year back there. That time frame around here is some of the best camping. The mountains will have their first snows and the nights will be cold and the days warm with the fishing at its peak. October is when we normally start carrying covers and a pre-heater. It can easily get in the teens that time of year.

Our flying season is just kind of starting now (March). Last weekend we went down to a friends place that has an 800' strip in a canyon along the Snake River. We flew over and the wind sock was straight out right down the runway, looked great. He's a helicopter type and it would be nice to have one to visit him. The approach is across power lines at the end of the canyon then you have to lose a thousand feet in a little over a ¼ mile and hit his little runway. It was warm and we were getting some thermal lift and we had a good head wind and major lift from the wind coming up as it hit the canyon walls! On pass #2 we came across the wires as low as safety allowed. What to do with a 500 fpm updraft, a stiff head wind and you want to go down without going forward very far. Pointing the nose down and flying down would put you fast and you wouldn't make it. I'm not sure what went on, we were hovering, stalling, slipping to almost stalling. Anything to make an airplane that loves to fly, not fly! It was ugly but we made it on the second try. Once we landed, Kelly was laughing and said, "That would have terrified most people!" I said, "Only if they were pilots!"

When we left, we took the tailwind. Kelly did a full power J-Hook turn and we were off in 300', kept it in ground effect, got some speed, pulled off headed for the canyon wall, and we caught the Up Elevator! Anyway, that was a new one for us. Never a dull moment around here!

One thing you might add in the STC column is Micro has VGs for 120s and 140s now. Cub Crafters have BLR VGs and they don't have a horizontal kit. We have the Cub Crafters, but purchased a tail kit from Micro and it makes a big difference in elevator effectiveness. The tail kit has to be field approved because Micro STC of for installation of the full kit. If you like to fly and maneuver at slow speeds, VGs are worth it. They help take the edge off the edge. Micros are more reasonable and easy, but time consuming to install.

We all fly the same basic airplane, and we promote 140s in the back country the same as the nice restored airplanes represent us at fly ins.

- Jerry Highland

*Jerry and Kelly! I am jealous! You are truly utilizing your airplane in ways I can only imagine. I will think of your 450' strip at 7000' elevation the next time I have a 'vicious' 13 knot cross wind on a 7000' runway at 450' elevation. J Thanks so much for sharing another side of this wonderful little airplane with our members. I for one didn't know they were that capable! From now on when I see a modified 120 or 140, I will think of its many possibilities! - Lorraine Morris*

More>>>





**Cayuse Creek in the Northern Bitterroot Mountains of Idaho near Montana. Kelly getting warm in the early morning chill waiting for ground fog to lift. When it did there was a moose eating on the runway. We flew down the N. fork of the Clearwater river for 50 miles to Elk River for breakfast. It doesn't get any better than that!**

**Kelly with Dinner! This is one of our favorite spots in Eastern Oregon. This was late October and it gets in the teens at night. We leave the engine cover on all the time and have a portable pre-heater and other covers if needed.**



**Wurtz Montana on the north fork of the Flathead River near Canadian Border. Glacier National Park is right across the river. Strip is not closed nor open. It was washed out by a flood and the whole middle section is gone. There's a 450' section and a 1000' section left. We landed on the long part and took off on the short part. The long was very loose gravel with rocks and the short part was well packed and smooth. It's life is limited as the Forest Service is letting it self destruct while in limbo. One of their normal tactics.**



It's true! It does get lonely on top! This is a 6000' ridge in the mountains north of us. As you can see, there's not many flat spots. This was early, packed snow and very fast. You had to be careful not to slide sideways downhill. For the takeoff, you fly across ridge and over the edge!! This will get your pacemaker moving!



Cool picture taken by my Son-In-Law of us landing at Sullivan Lake in northeast Washington. What is neat about skis is all these places that are very busy in the summer are all ours in the winter!

When the water is down we are always ready for some gravel bar fun. This is a 700' gravel bar on an island in a river northeast of us. Pretty Cool!



■ **FOR SALE** ■ **FOR SALE** ■

■ **1947 Cessna 120**, N-1819V, SN74004. Hangared and based in Washington, GA (11Y). TT 2709 SMOH, 704 SMOH, 377 STOH, 310 SPOH. KX-155 TSO, AT50A Transponder, Mode C Cert. 10/04/05, Sigronics Intercom, C-150 Seats, C-150 Exhaust, Maule Tailwheel, Oil Filter. \$20,000. **M.H. Barnett** (706) 678-2890, (706) 202-8435



## Computer Corner, no batteries allowed!

Here are the questions for this month's issue. Be sure to check out the Aug/Sept 2006 newsletter for the answers

Q. Altitude to gain is 9000 feet. Time to gain altitude is 21 minutes. What is the rate of climb?

Q. Degrees of Bearing Change – 5; Time between bearings – 3 min; Aircraft Ground speed is 110 mph. What is the time to station and distance to station?

### Answers for the questions from the last issue:

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? **A. 700 miles**

Question. If your Mach is .8 and Air temp is +15 deg C. What is TAS? **A. 528 kts**

■ **FOR SALE** ■ **FOR SALE** ■

■ **C85-12F engine**. S/N 23305-6-12. All logs. TT 2264 hrs, since overhaul 1050 hrs. Complete minus carb & oil tank. Removed from A/C due to prop strike. Make offer. Also many Continental parts. **Curtis Hewitt, Jr.**, 133 Canaan Mt, Falls Village CT. Phone: 860-824-5839.



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Gary Rice - 361-643-4330

### Continental O200 - 120/140/140A

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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.



**SEPTEMBER 27 - OCTOBER 1, 2006**

*NOTE: Activities are planned for September 27 - not an arrival date*

## Main Hotels:

**AmericInn** Rate: \$70.00  
Manager: Chad Hamman  
507-334-9464  
1.1 miles from the airport  
*Convention Hotel*

**Days Inn** Rate: \$63.00  
Manager: Traudy Nordine  
507-334-6835  
1.1 miles from the airport  
*Newest Motel in Faribault*

**Super 8** Rate: \$57.88  
Manager: Noreen Kuchinka  
507-334-1634  
1.1 miles from the airport -  
across street from AmericInn

## Backup Hotels

Select Inn  
507-334-2051  
2.8 miles from the airport

Lyndale Motel  
1-800-559-4386  
507-334-4386  
2.1 miles from the airport

Budget Inn  
507-334-1841  
3.3 miles from the airport

Galaxie Inn  
888-334-9294  
507-334-5508  
2.5 miles from the airport

**Convention Hotels:** Credit Card deposit required. All rates plus tax. *Limited number of rooms blocked in the main hotels and will be released by the hotel one month before the convention. Reserve Early!*

# International Cessna 120/140 Association

Box 830092, Richardson, TX 75083-0092

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31<sup>st</sup> 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.**

## THIRD SATURDAY 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,<br>Texas side of Lake Texoma |
| 4th Sunday - | Hicks Field (T67)   |
| 5th Sunday - | Hicks Field again   |

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



