



International Cessna 120/140 Association

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Editor's Note

1. This months Newsletter contains a number of articles with no pictures... Please wade through them anyway! They contain important info about our airplanes and their continued maintenance.

Please let your officers know how you feel about these issues. **We need your input** to keep the Association in the right direction.

2. On another note... Audio Recordings of the AirVenture Forums are Available at: <http://forums4.us> They are done by Dave Yeoman, an EAA Volunteer, for historical records. Dave has been recording the Forum presentations for over 30 years. There are no Video Recordings made.

Thirdly. I had the opportunity to walk all over the Oshkosh Airventure Convention grounds, looking for Cessna 120/140/140As. I found a bunch, but not as many as I thought I would! I walked all the way down to row 148, (yes I do have blisters!), looking for 120/140 owners. I didn't find many owners as they were all out looking at planes like me!

Here are a few pictures from the Oshkosh Adventure!

CALENDAR PICTURES

If you want your beauty to be in the 2006 calendar please send/email your pictures to Lorraine Morris by the middle of November.

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Overheard while in the pattern at FNT:

Tower: N12345 traffic at your one o'clock.

1. **N12345:** Looking for traffic. [long pause...]

Tower: N12345 traffic now ... your traffic at three o'clock.

N12345: Still looking. I only see birds over there.

Tower: Well, look close. One of them has a transponder in it.



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BILL KINSMAN, THE 120/140 MODEL MAN

Wm. J. Kinsman had a dream. His dream was to get a model of HIS airplane. He has owned his Cessna 140 for 35 years, and has looked and looked, but none of the models for sale were up to snuff. The models available were exorbitantly priced and the detail was lacking, so he decided to have one made.

Bill commissioned a couple of art graduate students at the local university, and had molds made that are incredibly de-



tailed. In order to create these models, there are nine separate molds used. All these different molds mean that you can have the flight controls positioned any way you want, flaps down for landing or up for cruise flight. Take them off and

you have a 120! (currently a 140A model is not available). The D-windows and skylights are painted on, so they can be left off also, if desired.

He has gone to great lengths to make these as accurate as possible. The airplanes have a 16"

wingspan, and the fuselage is 11.5" long. They are made from a dense resin, and each airplane weighs 2 lb. 10 Oz. The base is dense resin also, and is made to resemble the end of a grass runway to land. The aircraft is mounted on a clear plastic post.

The detail is incredible. The landing gear, tailwheel spring and lift struts are made of spring steel! Yes, really! You can hold the model and grab the gear and they flex, just like our own airplanes! They include pitot tubes, metal gear steps, and wing and tail lights, exhaust stacks and an air filter. The controls have corrugation on them and the wings look like they are fabric, with the slightly dished appearance between



the ribs. The propeller even spins! If you look closely, you can see the cowl latches as well as the skin lines on the fuselage.

Bill has made these models available in a standard 'from the factory' paint scheme for \$189 with the basic silver base and either Red, Green, Blue or Burgundy trim colors. If you want a customized paint scheme, add \$95 extra and be ready to supply good quality photos so they can match the paint color and scheme.

He has these made on an as needed basis, so there is a 4-6 week lead time. If you interested in one for Christmas, birthdays or special occasions, order a couple of months in advance to be sure it is done in time. If you are interested in one, see the Merchandise insert!

Bill says this is NOT a money-making enterprise. He has gone to the effort to get the model made for himself, and is willing to help other 120/140 Association members get a model for themselves if they want it also, hence the reasonable price. He will take orders, get the models made, and take care of the billing. After you get your model, he will then make a donation to the club for every model sold. Thanks Bill, for going to the trouble to make these detailed models available and for the donation the Association!

Bill Kinsman, The 120/140 Model Man





August 1, 2006

We were delighted to see Mary Lou and Charles Corder arrive from Cincinnati in their beautiful 140A this weekend. They were packed tight with camping gear and K rations. They even have a CD player in their gorgeous panel. Now they are off to SFO and Yosemite. - Dorchen

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SENIOR TRIP

By Duff Zimmerman

Our oldest son Matthew graduated from high school this spring and as graduation approached I was wondering where he would be going on his senior trip. He had no interest in heading to Florida like many of his classmates so I suggested, "Why don't we fly to Colorado in the 140 and climb some mountains?" Much to my surprise and delight he thought that would be a great idea. Can it get any better, my son wanted to take his senior trip with his old Dad, get lots of flying and hiking, climbing and camping!!!

Like all good trips planning is a lot of fun. Don't you just love the smell when the package of new sectionals arrives from Sporty's! When laid out on the floor the Atlanta, Memphis, St. Louis, Kansas City, Wichita and Denver maps reach wall to wall. The blue highlighter marks the way after hours of research to find the best airports, routes, gas stops etc. The AOPA on line flight planner is a great help for flights like this and I would recommend it heartily. Just type in the beginning airport, BGF Winchester TN, and the destination, 00V Meadowlake, CO and it generates a big red line direct. You can grab the line with the mouse and move it around, should we stop here or there and how far is it out of the way. Lots of fun. We decided we wanted to fly about 2.5 to 2.75 hour legs. First stop is Kennett, MO an airport in

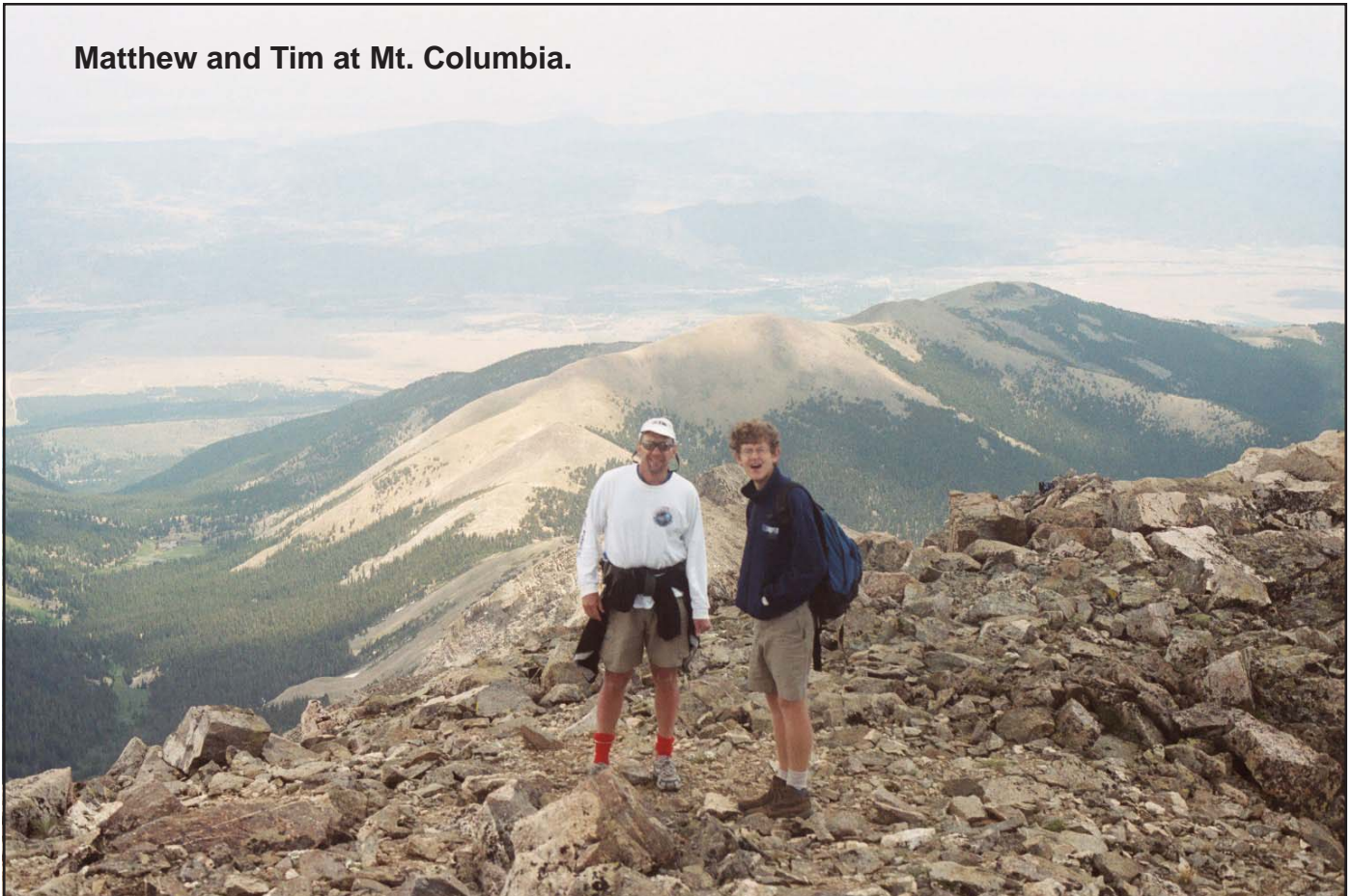


Co-Pilot Matthew

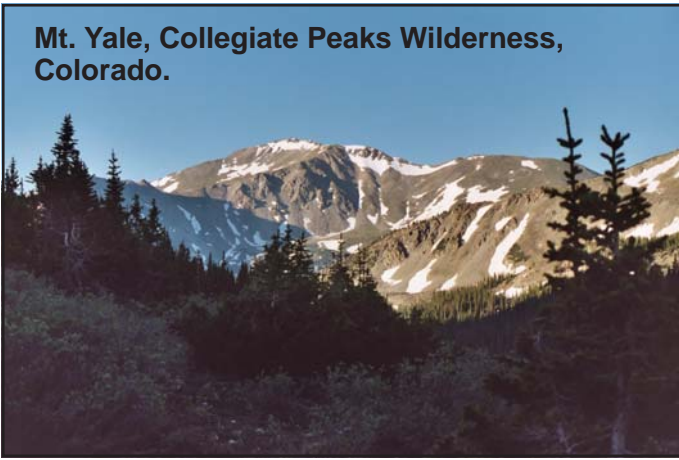
the boot hill of Missouri with self serve fuel in case we start really early. Next stop Pittsburg, KS then Scott City, KS then Meadowlake. Once the route is determined it is soon time to start watching the weather. I know we can't do anything about it but it sure is fun watching the weather patterns move across the country and try to get a feel for what the weather will be like.

I was apprehensive about density altitude and how it would affect the performance of our 140A, 5353C. It only has a C85 that has plenty of hours (1500+) I sent an email to fellow C120/140 Association member Craig Kloppenburg who is based at our destination airport according to the 2005 Membership Directory and he quickly responded with tons of information about 140's

Matthew and Tim at Mt. Columbia.



Mt. Yale, Collegiate Peaks Wilderness, Colorado.



at altitude. It was clear that we wouldn't have much excess horsepower for operations at an airport 6874 feet above sea level. We decided quickly to send our camping gear by UPS in an effort to keep the weight down as much as practical and make sure we take off in the early morning when we get ready to head back.

Finally the big day arrives, oil changed, plane polished (as best you can for someone with 3 kids and a full time job) topped off and packed. It was Wednesday June 30 about 8 am when we took off. It was a typical hazy summer day with some scattered fog around (or so I thought) as we took off. There was blue sky above us as we lifted off from BGF with haze all around. As we checked in with Memphis Center for flight following it quickly became obvious that the fog had changed from patchy to almost everywhere and we were soon VFR on top with no ground contact. Thank goodness for the GPS. Our hand held Airmap kept us on course an idea of

Mt. Harvard, Collegiate Peaks Wilderness, Colorado



exactly where we were. Soon airplanes all around were calling into Memphis Center and asking for IFR clearances into nearby airports. Center called us and inquired of our current flight conditions. "VFR on top" I replied realizing I could not see the ground in any direction! I'm certainly glad I had my IFR rating so I knew to concentrate on heading, needle/ball and airspeed. After about 30 minutes the ground came into sight again as we crossed the Tennessee River. Boy were we glad to see the ground again! After we cleared the ground fog the

visibility was not much improved, maybe 5 miles in haze. At 4500 feet the ground was even a little hazy. The farther west we flew the better the visibility. This turns out to be an understatement as you will read later. Finally the mighty Mississippi River comes into view and shortly after Kennett, MO (KET). It was hot! (95 degrees and 100% humidity) The only green spot in sight was the grass around the terminal where numerous hoses and sprinklers were set up. It looked like the major occupation at this airport was watering that grass. In 30 minutes we were on our way again westbound for Pittsburg, KS.

This leg was no doubt the most boring of the trip, although flying in a 140 is never boring so let's just say "least interesting". No roads, no lakes, no towns, no farms just rolling hills with scattered trees. Even Memphis Center said "no radar contact, radar service terminated, contact Kansas City Center when able". I tried Kansas City for almost an hour and never got an answer. Finally as we neared Jefferson City we were able to contact approach there. As we neared PTS (Pittsburg) visibility improved dramatically to almost 15 miles. It was still hot and humid 95 degrees and 90 percent. We borrowed the courtesy car, a 1990 Dodge Caravan, and

Matthew & Duff on the summit of Mt. Harvard.



had lunch at Wendy's.

When we got back to the airport an older gentleman was admiring 53C from inside the air conditioned terminal. He told us he had learned to fly in a 140 many years ago. I was thinking to myself, "yea that was 50 years ago old timer, we're flying across the country right now". It just goes to show never judge a person on first impressions. The elderly gentleman invited us to see what he was flying now – a brand new Beech Jet!! It turns out he was the corporate fleet manager/pilot for a company based in PTS. He invited us to see in the cockpit and even fired up a generator to show us how the all glass panel worked. Aren't small airports great?

The wind was picking up a little as we left PTS from the SW at 15 knots. We used runway 20 and took off almost directly into the wind. When I called flight following I received quite a bit of grief over my southern accent. The destination airport was LQR, Lima Quebec Romeo. Since I work with cranes and am familiar with Lima cranes I always pronounce Lima with a long i, L-eye-ma. Apparently the correct pronunciation is L-e-ma.

The controller kept asking me over and over to repeat those identifiers. Finally a smart aleck airlines pilot chimed in and said, "that's L-eye-ma, like in bean" Really funny! Ha Ha! Now there was a lot to see, farms, lakes, airports, railroads and plenty of great landmarks for following along on the sectional. The farther west we flew the better the visibility. It was atypical summer afternoon in the plains and we started to see buildups to the North of our route. We watched as the clouds got taller and darker. I really like the fact that in Kansas you can see those storms for miles. We decided to land at LQR, Larned, Kansas to check on the weather and fuel up. A quick check of ATIS wind from 180 at 30 gusts to 35 knots temperature 90 degrees!! Thanks goodness there was a runway 18 there. We turned left downwind for 18 and throttled back to 70 mph, one notch of flap and turned base. Where did the airport go? It's about a mile south of us by now and getting farther by the second. We turn final, let's see airspeed 70 mph wind 40 mph, that makes ground speed 30 mph... We might not get there today so back to cruise power and we finally get to airport and land. Ground roll is about 100 feet it seems and taxi very carefully to the gas pumps keeping the aileron turned into the wind. When we hop out the wind tries to blow 53C down the ramp so Matthew holds it in place while I chock and tie it down. Matthew has never seen wind this strong and this steady. Neither have I except on top of a



Agriculture in Kansas.

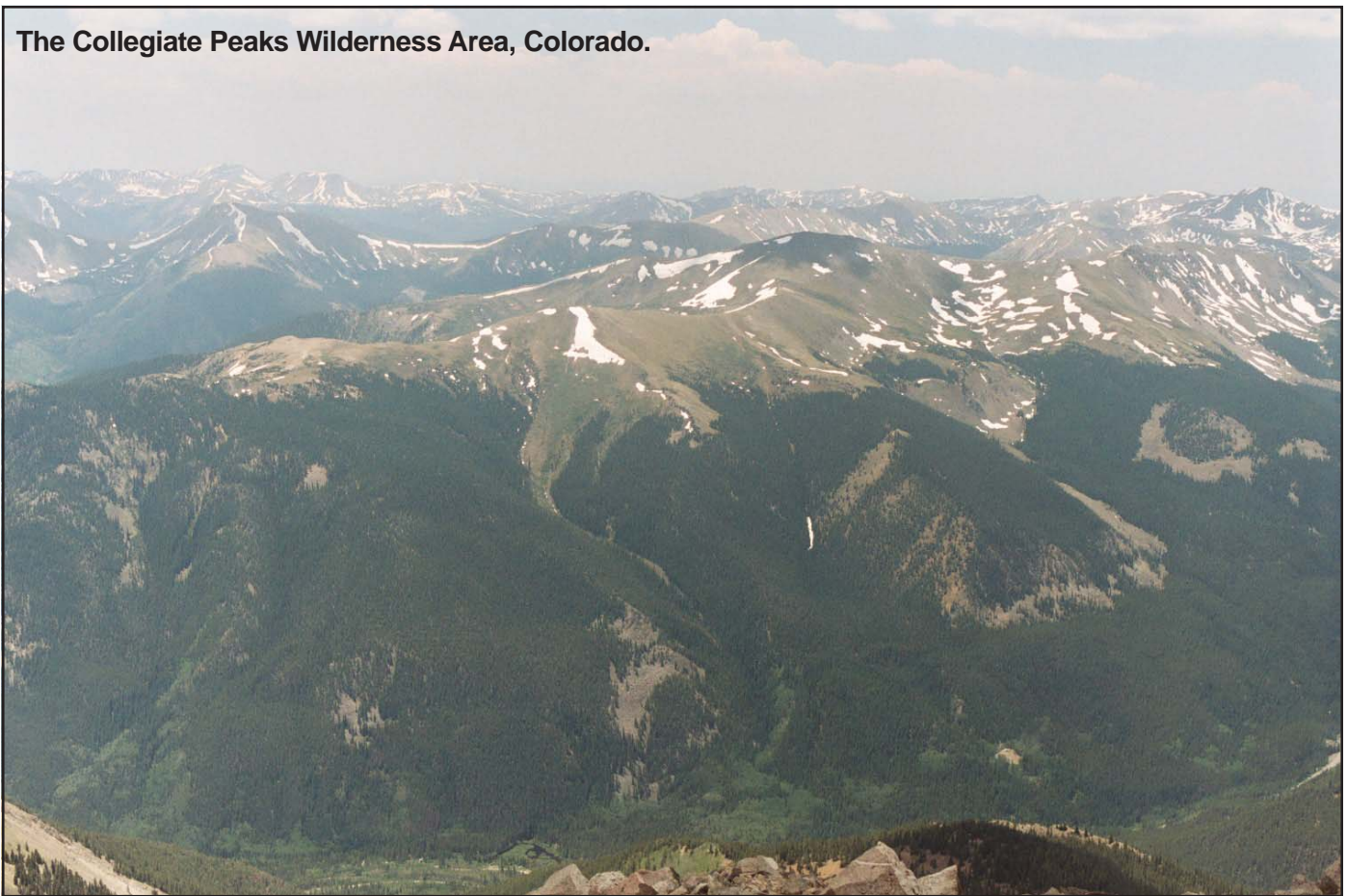
mountain!

After self serving we head inside for a weather briefing. It is really looking dark in the West/Northwest now. The FSS guy was a real professional. He told us about severe thunderstorms, with tops to 45 K, hail and gusts to 60 knots just 30 miles west of Larned. I was beginning to think our flying day was over when the briefer suggested, "If you just go south of Jetmore KS about 20 miles south of your proposed route you will miss all the convective activity." Wow! I've never had a



After the storm over Kansas.

The Collegiate Peaks Wilderness Area, Colorado.



briefly suggest anything but “VFR flight not recommended”. Well when in Kansas do as the Kansans do and besides who wanted to be on the ground in your beautiful antique plane when 60 knot winds and hail come through? After carefully taxiing back to 18 the wind is still 35 knots and it is hot, more than 90 degrees. I calculate density altitude to be about 5000 ft. The highest we have ever taken off in so far. I figure with 4200 ft of runway and a 35 knot headwind it really wouldn’t be a problem. I don’t know how real pilots take off in big crosswinds and I really hope I don’t have to find out any time soon. Takeoff is no problem and we turn a little southwest and head for Dodge City, groundspeed almost 50 mph. Almost to Dodge City we turn west and decide to call it a day at Garden City, KS GCK. I tune to the GCK ATIS

and can hardly believe my ears, wind 0 degrees at 5 knots, temperature 70 degrees!! Incredibly when we land at GCK it is like a different world. Visibility was greater than 20 miles and no haze, cool and clear. What a great way to end a day of flying. The FBO treated us like royalty even though we only bought 6 gallons of fuel. For ground transportation we got a real treat: A faded yellow 1989 Cadillac Sedan Deville with a faded yellow leather interior. As Matthew had never driven a “land yacht” I thought this would be a great time to let him get some “yacht time” as we drove into town for dinner and motel.

The next morning we were off at 7:30 am and climbing to 8500 msl, the highest I’ve ever been in 53C. In these parts of the country stockyards are so big they are noted on the sectional. At GCK there is a huge one. You can

First view of Pikes Peak.



Matthew about to take his first drive in a “Land Yacht” Garden City, KS.



see it and smell it as you fly by! Everything begins to thin out as we approach Colorado, roads, towns, airports and landmarks. We pass small towns with name like Kit Carson, Wildhorse and Punkin Center. Soon we are in contact with COS approach control who take us straight in to Meadowlake 00V. A couple of planes are in the pattern and we enter left traffic for runway 15 and have arrived in Colorado. It is great to finally see some mountains. We call our friends Tim and Rina to come pick us up and make arrangements to put 53C in a hanger for the weekend since there is a good chance for afternoon showers.

That afternoon Tim, Matthew and I made the drive from Colorado Springs to Buena Vista, hit the trail, hiked about 3 miles and set up camp at around 11,000 ft. in the Collegiate Peaks Wilderness Area. Over the next two days we would climb Mt. Harvard 14,420 ft, Mt Columbia 14,073 ft and Mt. Yale 14,196 ft. The wilderness was spectacular and surprisingly uncrowded for the 4th of July weekend. As a matter of fact when we returned to the trailhead on Saturday afternoon ours was the only car in the parking lot. I have been in many National Parks on holiday weekends and it is usually very crowded. National Forests may be the best way to find wilderness. I think the drive back to Colorado Springs was the scariest part of the whole trip. For some reason our host Tim, felt the need to pass everything in sight on a twisty two lane highway! But we made it back unscathed just tired and hungry.

I had been concerned about the return flight ever since our arrival on Thursday and begin checking weather as soon as we arrived at Tim's house Sat night. I called the airport and asked them to leave 53C out in case we needed to make an early departure. So at 5:30 am on Sunday I made my first call to Flight Service. Unlike most summer days there were already huge thunderstorms right over our route of flight and first stop Scott City, KS. And of course "VFR flight was not recommended". One thing I knew for sure, we had to depart Meadowlake (Elevation 6,874) early that morning or we might be stuck there as it was supposed to be hot for the next few days. So I

thought we could take off, it was severe clear at the time and go as far as we could before we had to land. At least we would be at a lower elevation to plan our next move. So about 6:45 am, temperature 65 Degrees wind from the North at 8 knots, density altitude 8,200 we started our takeoff roll on runway 33. I had remembered to lean the mixture during run up and slowly we accelerated down the runway. Actually the runway sloped slightly upward but I believed the head wind more than compensated. We became airborne after approximately 3000 ft and begin to climb much to our relief. Soon we turned eastbound and knew it was all down hill from there. By the time we got to Scott City two and one half hours later there were no storms in sight. We set up to land for fuel but on downwind Matthew noticed there were no cars at all at the airport and the hope of getting fuel looked bleak. So we pulled up and headed for Larned, KS where we knew there was 24 hr fuel. It was shortly after this we got a reminder of why you should **always** know where you are on a map just in case the GPS goes wacko! The GPS started telling us to turn left but we could clearly see where the east west road was and where we were in relationship to it. We set a compass heading and flew on toward LRD. After about 15 minutes the GPS came back on line and performed flawlessly the rest of the trip. I guess we may have been in the "Kansas Triangle"? After picking up fuel in Larned we had no trouble at all on to Pittsburgh, Ks and then Kennett, Mo. There was still an hour of daylight left so we decided to try and make it all the way home that night. We watched huge cumulus buildups on both sides of our route as the setting sun lit them up with an eerie orange light. We were able to see many fireworks displays in small towns since it was July 3 as made our way across Tennessee. By the time we arrived in Winchester all of the showers had moved well to the east. About 9:30 pm we landed and promptly broke a tailwheel spring! There is no place like home! Total flight time 22.5 hours, fuel 121 gallons, time with Matthew, priceless!

N5353C at Meadowlake airport (OOV)



REBORN - Buzz Steeves' "Jezabelle"

(Editors Note: This article is reprinted by permission of the original author and Buzz Steeves. The pictures were scanned from the magazine so may not be as clear as possible)

Not all rebuild projects are planned. The reconstruction of Jezabelle began in 1998, when Fred Hawkins and Jerry DeGroof were landing to refuel in Michigan City, Indiana, enroute to Oshkosh. The little '47 Cessna 140 groundlooped, and landed up in a drainage ditch. Clambering out to see if there was any damage, Fred and Jerry were horrified to find that the aluminum tail cone was a wrinkled, twisted mess, and the left stab and elevator were all bent. Further inspection revealed the cause – the tailwheel bracket had fractured and bent around, causing the groundloop.

The pilot was exonerated but there was the small matter of the plane having been wrecked. The two intrepid aviators dismantled Jezabelle and loaded her up into a truck to make the long drive home. On the way they debated the various options available to them for repair of this sweet little plane. They considered the Owner Maintenance category but felt that it was too limiting. Rebuilding to certified standards might have worked because Jerry is an AME, but they wanted to do some improvements. The cost of the STC's was higher than the price of going through the MD-RA amateur-built inspection. When they got home the options were presented to Buzz Steeves, the third partner in Jezabelle. Buzz is an expert metal-worker and decided that amateur-built would be the best way to end up with an improved Jezabelle, because the three partners could do a spars-out rebuild. They opened a file with MD-RA, went through a 51% evaluation and they were on their way.

The boys decided to start with the twisted metal fuselage, figuring that if they could rebuild it, the rest would be a cakewalk. In the early years of 140 production the fuselages were "coach built" so these would be little opportunity to buy used parts for rebuilding. The partners drilled out every one of the 4800 rivets and ended up with a pile of misshapen aluminum. Almost every panel would have to be newly made. Buzz applied his patented cowboy boot technique to the panels, followed with rubber and leather mallets, until he had a complete set of flat patterns to be used for reproduction. Even the bulkheads would have to be reproduced, using the old ones as templates. They got to keep a few of the original fuselage pieces, but just the firewall, the doorposts, and the landing gear box. Buzz made and formed all new panels and bulkheads, but then became ill and ended up in the hospital. About this time Jerry took a job in England so



he was able to provide only occasional help. Fred ended up doing much of the assembly of the fuselage. He was able to reuse the original vertical fin and rudder and some of the right hand stab and elevator. A new-used left hand elevator was purchased, but the left hand stab was still a mess. When Buzz got out of the hospital he gently massaged the left stab back to perfection, made stronger root ribs, and new thicker skins to correct the common stabilizer cracking problems of the 140. On the walk around it is suggested to wiggle the stab tips up and down to hear if there is any oil canning that would suggest cracks in the root ribs. On Jezabelle the root parts were made longer so the skins would be doubled in this high stress area, and extra rows of rivets could be used to transfer the flight loads to the spars. With the metalwork complete the fellows embarked on the next phase of the project.

On To The Wings

The wings were stripped and found to be in pretty good shape for a fifty-five year old bird. All fittings were cleaned and refinished and new Ceconite with Randolph was used for the covering process. Buzz is a master painter and applied and sanded the silver, and then fourteen coats of Randolph to get his flawless finish. Buzz has some strong preferences in painting. He has tried the new HVLP guns but returned to his trusty DeVilbiss. He found that the HVLP raised the temperature of the paint and could not provide a consistent spray pattern. For the fuselage and tail feathers Buzz preps with an Alumaprep etch and Scotchbrite pads. He follows this with Dupont light grey epoxy primer and flashes all the seams, edges, and rivet lines first. This is followed by a light tack coat and then a flowing finish coat. If you are ever at a fly-in where Jezabelle is on display, have a close look at the flawless Imron paint on Jezabelle's fuselage.



Improvements

There were a few improvements to be made to the airframe. First on the list was to install a set of Cessna gear leg extenders to position the main wheels 4" further ahead. These distribute more weight to the tailwheel for a more positive feel, and lessen the chance of a noseover under heavy braking available from the new Cleveland brakes. Buzz carved wheelpants from Foam, covered them with a thin layer of glass, and then dug out the foam. Jezabelle spends most of her time on grass, so these half-pants are a good compromise between speed and rough field capability.

The old C-85 engine was sold, and a zero time O-200 was bought from Leavens. The seats were stripped of their old horsehair and down to the bare frames. Buzz carved foam to a comfortable shape and sent the seats out to an upholstery shop. He cut new carpet material to fit the floor and sent these pieces out for edging. The panel came in for some major rework. Out went the old ten pound ADF and the eight pound Narco. In went a new Icom at 2.2 pounds. The remaining instruments were either rebuilt or replaced with new units. Fred made a new white centre panel on the computer, and covered it with a clear plastic cover plate. Buzz made metal placards and had them engraved. The panel was painted with spray cans to match the interior color, and to provide a less shiny surface. Unlike many restorations, the interior in Jezabelle resulted in a net weight saving. Those old radios and upholstery weigh more than one might think.

The engine compartment was detailed and polished, and all new baffles, wiring, and plumbing were installed and properly routed. The cowlings were carefully massaged to better than new condition, and painted to the same standard as the fuselage, with the inside panels in white to

reflect heat. Buzz is not ashamed to open the cowlings when the plane is on display at an airshow. A look at the photos will say more than several paragraphs.

Occasionally life throws a curve ball. One of these was meant for Buzz, who was whisked off to the hospital in the middle of his chapter fly-in one Saturday. He had been on the waiting list for a new heart, got the call on his cell phone, and was off to Toronto for an operation and a period of convalescence. The final assembly chores fell to Fred Hawkins and Jerry DeGroot, and when these were completed, Marty Swartz did the MD-RA inspection and signed the plane off. Bruce Paylor of Guelph is the owner of an original Cessna 140 so he offered to do the first flight. Buzz felt that Transport might have taken a dim view of himself flying the plane before he got his medical signed off from the heart transplant. First flight was on June 17, 2003, and Bruce's comment on landing was "What a sweetheart, don't touch a thing. She's perfect." Bruce enjoyed flying off the first ten hours and made a standing offer to buy Jezabelle if she ever came up for sale. Fred

Hawkins flew the next 30 hours, but these were to be his last. He passed away quietly one day in October. Buzz and his son Ed flew to Oshkosh the next summer, and uneventful trip this time. Jezabelle still has her original C-85 prop and with the O-200 it acts like a climb prop. Cruise is 105 mph at 2500 rpms, with the engine consuming five US gph on a mix of 25% 100LL and 75% regular unleaded. The takeoff roll at full gross is 650-700 feet and rate of climb is 1100 fpm. Flown solo with half fuel the takeoff is well under 600 ft and the climb is 1800 fpm.

What It's All About

Now that Jezabelle has two summers on her, I asked Buzz how he feels about what the three partners had created. Buzz responded that it was not just the three owners who had built the plane. He owed a lot of thanks for help from the members of his RAA Flamboro chapter. Buzz reports that what he likes best about Jezabelle is the ease of maintenance on this simple aircraft, and the economy of operation. The C-140 is lighter on the controls than a C-150 and will carry enough luggage for two people to travel for a week. The plane will slip with flaps, trims well for cross country work, and is a rudder airplane. Buzz cautions that a C-140 can be a bit of a handful on landing and requires a fully-trained pilot to keep ahead of the plane. Future plans include more trips to Oshkosh and to fly-ins all over Canada. I asked Buzz how Jezabelle got her name, thinking of the old Johnny Rae song. Buzz replied that "the plane got called an awful lot of names during the reconstruction, and Jezabelle was the only one fit to paint on the side of an airplane."

See Buzz's Member Profile on next page.>>>

Computer

Corner,

Here are the questions for this month's issue. Be sure to look on the Nov 2006 page for the answers

no batteries allowed!

Q. Flying at 120 mph for a distance of 1.5 miles. How much time will it take?

Q. Flying at 15,000 feet pressure altitude with outside air temperature at - 30 degrees C, what is the density altitude?

Answers for the questions from the last issue:

Q. You are 120 miles from departure station and 18 miles off course to the right and 170 miles from your destination. What is the drift angle? How many degrees do you have to turn to go to your intended destination and which way do you have to turn?

A. Drift angle is 9 degrees. Need to turn 15 degrees LEFT.

Q. Altitude - 5000', temp - +15 deg C.; IAS - 125 mph; what is the TAS?

A. 137 mph

Buzz Steeves - Member Profile

Now that you have read about Buzz's modified 140, here is a little information about Buzz!

Buzz keeps Jezebel on a private grass strip (Grand River Airport) close to where he lives. He is just outside of 3 larch TCH's, Toronto-Kitchener-Hamilton. There are lots of rivers and lakes around him. This airplane was originally a 1947 Cessna 140, but Transport Canada would not allow them to call it a Cessna since so many of the parts had to be fabricated. They had to cancel the original C number and reapply for it because it is now an 'amateur built' aircraft! It has about 150 hours on it since the rebuild. Buzz joined the partnership in 1978 and his son, Ed, is a private pilot with night and seaplane ratings, so flies it regularly also. Buzz has over 1000 hours in 20 different types of aircraft from Stearmans to Aztecs. He has a long term project, a Zenith CH250TD which has been extensively modified. He flies all over Ontario, New York and Ohio and has flown to Oshkosh and Iowa many times.

PRIMER LINES

I get regular, irregular phone calls about various component, systems and other related questions on our aircraft. The great thing about these phone calls is that about 50 percent of them cause me to rethink, or view from a different perspective these fine little aircraft we all fly around in. Or at the very least, the calls require me to open the hangar and take a closer look at my airplane to see what it is the phone caller is interested in.

I got a phone call about primer lines not so long ago. I don't remember the exact question but what I did think about is this. After viewing many aircraft at conventions, and the various fly-ins around the country, I got to noticing that a great many aircraft have some really old primer lines in them.

Judging by the dark color brown of many of the copper primer lines some of those things might even be original.

So, what's the problem? Ah, good question. Inside these copper lines runs fuel and should that stuff decide to leak out, you might not want to be flying the airplane at the time. Hot engines, exhaust and fuel are fine for controlled lab chemistry experiments, but not good flying companions.

Basically, copper work hardens over time with age, flexing and heat. Once it becomes brittle there will come a point when it no longer wants to flex with the vibration and stress of flying and will just want to break. Not a good situation, no matter if you're flying or not.

There are 4 copper fuel primer lines and two copper oil pressure lines on an originally equipped aircraft.

The two to be most concerned with are the two lines, one fuel, one oil, that extend from the firewall to the engine. These are the ones that suffer the most abuse. Were I to recommend changing any particular line first, those are the two I'd go after.

I have seen the long fuel primer line crack, right where it makes the sharp bend before attaching to the spider, right above the carburetor. This more than another reason lead me to write this article, so you can either replace the lines yourself or have mechanic take a good look at them.

Another problem I've seen is that when the two lines leave the primer behind the panel, sometimes they are in tight spots and are hard to view. You might want to take a look at these spots to ensure they have not chafed on something and might be about to spring a leak.

As far as the oil pressure line from the engine to the firewall it's fairly short and has seen its share of flexing over the years. Beyond basic replacement with new copper you could consider the following:

Neal Wright out of California has written a fine article defining the use of a more "modern" rubberized flex line to replace the oil pressure line that runs from the engine to the firewall. Not a bad idea. This is what almost all modern aircraft have today.

As far as the replacement of the copper line, it is available in bulk. You could (depending upon the legalities of the situation) have your mechanic remove the old lines, cut off the ends and reuse them and flare new lines and re-install.

This is a great way to fix something fairly inexpensive and add some peace of mind. Or look at it as a way not to overlook the "small parts of flying." - **Victor**

Way to go John!!!!



John and former owner

A heartfelt congratulations goes out to John Von Linsowe, who was awarded **OUTSTANDING CESSNA 120/140** at the Oshkosh Airventure this year, for his 1948 Cessna 140, NC2165V, nicknamed 'Vicky.'

It is amazing how many folks these planes bring together! John is taking a picture of John Copeland, from



Northborough, MA. John C. owned Vicky during the 1970s, and it was his first airplane. John C's son learned to fly in it and says it NEVER looked this good when he had it!

On another note, John V's son, Justin, just got his license in this plane. He is starting classes at Western Michigan University in the Aviation Flight Science program. Now there is one proud papa!



John with plane

Convention Pictures



More Convention Pictures



Convention Host Bill Rhoades... working



Awards Wrap Up

Glenn Usher Award: Mac & Donna Forbes



Aircraft Awards

Best Original Cessna 120: N72318 – Thomas Olson
 Best Original Cessna 140: N72742 – Vince Jackovich
 Best Original Cessna 140A: N1116D – Ken Morris

Best Modified Cessna 120: N89777 - Dennis Kelley
 Best Modified Cessna 140: N140P – Bob Parks
 Best Modified Cessna 140A: N427LP – Lisa Peasley

Judges Choice: N3537V – Greg Tschida (flown by Mark Holliday)

Peoples Choice: N4062N – Richard Poppe

Flying Event Awards

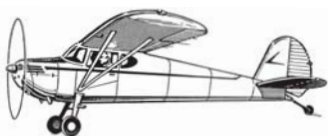
Short Field Takeoff-modified: Doug Corrigan
 Short Field Takeoff-stock: Vince Jackovich
 Spot Landing: John Von Linsowe
 Best Nerf ball drop: Doug Corrigan & Vince Jackovich
 Best Nerf Ball catch: Chris Vehrs & Blake Mathis
 Longest Distance Flown: Reddoch Williams
 Longest Distance Driven: Bill Cardiff



Peoples Choice - Richard Poppe



Judges Choice - Gregg Tschida



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.

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Last minute instructions



The Peanut Gallery



More Fun & Games



Oshkosh/AirVenture2006

Margaritaville

Planning for a trip to Oshkosh/AirVenture takes quite a while for some, a few weeks for others and then you have people like me. Our plans are last minute, hop in and go. We want to go in the worse way but there are others or other things that take priority and have to be accommodated.

In my case, Bob, my non-flying spouse, had a week of vacation arranged for us at the family shared cottage in Traverse City, MI. Unfortunately we didn't have a lot of choices in scheduling the week and he didn't know it was the week of Oshkosh. I finally had the time off and really wanted to make it to OSH. It would be the first time since 2000 that I had been able to fly in to the show (I had flown in the previous 8 or 9 years in a row).

As you can see, my loyalties were somewhat divided. Another factor that I found out about five days before my proposed fly out date was that my 12 year old daughter had invited two of her twelve year old friends to TVC for the week. Now I was in a dilemma because three girls can be a hand full when two adults are present but to leave Bob by himself – I wasn't sure of his chances for survival.

Bob knew I really wanted to go to Oshkosh so he said with confidence "GO – I can handle it." Not one to argue with my husband of 22 years I said, "OK – I'll go." Then we decided I would join them on Tuesday weather permitting (yeah right!).

A few days later I was throwing the last of my bags, tie downs, tent, etc., into the 140 and heading out to AirVenture. Some early morning scud and rain cleared out from Portland, IN (PLD) where I base my airplane and I committed the act of aviation heading northwest.

A quick pit stop at Valparaiso, IN (VPZ) before joining the Lake Michigan shoreline is always a good idea what with all the water in sight being a constant reminder of the distance to the next rest area. I visited the Ladies Room, topped off the fuel and bought a turkey sandwich from the local EAAers (HUGE sandwich = two meals). The cool thing for me was the fuel man remembered me from all the past years I had stopped in – he was so nice!

Up the lakeshore I flew on a crystal clear Saturday morning. Chicago was beautiful and once again I passed by the remnants of a once proud Meigs Field and hoped that Daley would see me flying about a mile off shore at 500 feet because I am **not** a menace to the city and the FAA allows me to be there.

Off of my soapbox now, I flew past Waukegon then Waukesha and made another "fuel" stop at Hartford before joining the line at Ripon. I joined behind five RV's and other assorted flying machines. It really wasn't that busy at the time although even before landing I was urged to exit runway 36L quickly as a T-33 jet trainer was cleared to land behind me. Just after I rolled into the grass he rolled by on the runway. I love flying into the show because it's one of the few chances to be legal when the



FAA tells you to land three at a time on the same runway and most of us manage to do it quite well. What an awesome day!

Next thing you know I'm being marshaled by a volunteer on a minibike. He started to turn me south towards row 100 or something approaching three digits when another biker gave the "Hold on – I'll take this one" sign. I get to turn north – from past experience this means I'm heading towards the area south of the Theater-In-The-Woods. As we turn into that area we continue to the next section south of a line of trees where volunteers have numerous tents pitched. I am marshaled to row W72, first row south of the tree line and close to the road that passes the Hanger Café. Showers and, shall we say, restrooms are just the right distance (you probably know what I mean). The perfect parking spot. As I complete my shutdown the marshal introduces himself as "Hi, I'm John Nielsen, Welcome to Oshkosh and Margaritaville" and points to row W73 right behind my airplane. There sits a beautiful polished 170 with USA flag flying and a pennant proclaiming it to be "Margaritaville". Tarps stretched over both wings creating shelter for watching the show on one side and kitchen/bar area on the other or bar/kitchen depending on how you look at things. John (Bloomer, WI) invited me to join the group as they would be serving later that afternoon. My perfect parking spot just became more perfect.

I tied down, registered and set up camp. It was a very warm day and something ice cold was sounding good and, as if he had ESP, John appears around the corner of my tent with a "frozen concoction", a come with me gesture and an invitation to join the crew at Margaritaville. More about John later.

Over the next few days I met and got to know a little bit about a great group of people all hanging out at "Margaritaville". John's 170 was the hub of afternoon/nightly activities. Saturday evening John's wife Nancy provided some delicious food for dinner to a group of about 20 people. Another member of the group, Mike



Woodson (Seattle, WA), was the gas-powered mixer master and grill-meister. Mixing the drinks and grilling chicken, ribs, burgers etc. You gotta love a guy who not only makes good fire for cooking but also knows how to run a blender. Mike you were great!

Jeff, Kim and daughter Kelsey Poschwatta (Kent, WA) were contributing daily with the best fresh made salsa I've ever had along with other mixing and making talents. I think Jeff was also a volunteer A & P for aircraft in need.

Russ and Desiree (Mill Bay, B.C. Canada) were also an integral part of the festivities. Although their aircraft spent some time in quarantine compliments of US Customs they didn't let that slow them down. Their tent was



pitched next to the bar/kitchen – a place of honor for the friends from not-too-foreign territory.

A nice V-tail Bonanza was parked next to John's 170. It belonged to David Bray (Natchez, MS). David was one of the gang representing the southern tier of the lower 48. Also representing the south (really southwest) was Tim and Sherrie Greene (Andrews, TX). They had their tent pitched in the trees just north of my 140. With use of a golf cart due to Tim's volunteer work as an aircraft judge they were quick to offer transportation if you were headed their way. Thanks Tim and Sherrie for the ride to the Fly Market and the ice delivery!

Bela Havasreti (Kent, WA) and Bambi Miller ((Lee, NH) were also part of the group and there were others that I failed to get names of but you are probably getting a good idea of the neat community within a community that I fell in with at AirVenture 2006. I was honored to be included in the fun.

Flashback to John Nielsen. John is a former member of the 120/140 Association having, in times past, aided his grandfather in the restoration of a '47 140 (N4158N). It won several awards and was featured on the cover of Trade-A-Plane and in many calendars.

Imagine someone with a lot of energy and aviation enthusiasm suddenly unleashed at a place like Oshkosh. John was volunteering, hosting an almost non-stop hospitality suite at his airplane, cooking, coffee-making (the Spanish Coffee was quite a show - it included pyrotechnics!) and to top it all off, he played guitar and sang a terrific repertoire of songs inviting everyone to join in. He had his 12 string guitar and another 6 string model which he gladly invited anyone to use and play along with him. I tried one evening to remember those lessons from years past but Bela was the one who completed the duet with John on more than one occasion. They sounded great!

All in all the food, drink, song and especially the friendship at AirVenture 2006 was fantastic. I also had the pleasure of joining Ken and Lorraine Morris for a couple of other parties in the area meeting many other people all with aviation on the brain.

So what does this have to do with the 120/140 Association you might ask? **Everything.** I got to fly my Cessna 140 to Oshkosh for the first time in several years and although the show has grown what has stayed the same is the opportunity to meet new friends and to renew friendships with those I haven't seen in a while. That is what makes the planning (even on short notice), packing (I only forgot to bring a coffee cup and bowl – thanks for the community coffee cup Margaritaville!) and effort worthwhile.

Along with Ken and Lorraine I was able to visit with Mark and Carolyn Pasqualino and Don and Maureen Alesi from the Association along with a few others. Even if it was only for a few minutes it was great to see everyone.





I missed out on the 120/140 dinner Wednesday night and heard that 47 people were able to attend. I wish I could have stayed long enough to attend but remember Bob's survival was at stake so I made the trip over the pond to Traverse City, MI on Tuesday. I think I made it just in time!

By the time this reaches print the Cessna 120/140 Association Convention in Faribault, MN will be in the history books. It was celebrating the 60th anniversary of our type. I most likely missed it this year due to another commitment but I mostly missed seeing all of you from the Association that take advantage of our terrific once a year conventions. I hope you were able to make it to Faribault because I can almost guarantee you left there feeling re-energized and hopeful for the future of our two seat taildraggers (or whatever you may be flying). That same feeling is what I take away from every convention or fly-in. It feels good to exercise the privilege of flying even if it is more expensive these days. You only live life once so enjoy your privilege to fly as often as possible and enjoy the people you meet along the way. To the Margaritaville crowd, I hope to join in the fun again next year. It was a pleasure getting to know all of you.

CAVU to you,

Terri Hull N77161

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324 E. Stephenson St. - Freeport, IL 61032

INTERNATIONAL CESSNA 120/140 ASSOCIATION
GENERAL MEMBERSHIP MEETING
FARIBAULT, MINNESOTA
SEPTEMBER 29, 2005

The meeting was called to order by Co-President Lorraine Morris at 5:10 p.m. A special thanks was given to Bill Rhoades' convention team for hosting the 2006 convention.

SECRETARY'S REPORT:

A motion was made by Reddoch Williams (seconded by Orville Winover) to accept last year's minutes as published in the newsletter. Motion passed and secretary's report accepted.

TREASURER'S REPORT:

Our current balance is \$17,337.58. Income for the year was \$40,540.74; expenses were \$45,806.98. Dick Acker made a motion (seconded by Ken Dwight) to accept the treasurer's report. Motion passed and treasurer's report accepted.

OLD BUSINESS:

There was no old business.

NEW BUSINESS:

If you have any 337s please send them to Ken Morris (we will remove any identifying information). We will be compiling a manual, with examples, to make it easier for people doing future work on their airplanes. This is just the first step in a long process.

Yvonne Macario and John von Linsowe, web gurus, are working on getting our membership application and renewals on-line. This will also include a merchant account so that we can accept credit cards.

A by-law change was proposed to clarify when our elected directors and officers take office. Article II, Section 2 currently states, "The officers of the association shall be elected at the annual meeting of the members, and each officer elected shall hold office until his successor is elected and qualified." The proposed change is, "The officers of the association shall be elected at the annual meeting of the members, and each officer elected shall hold office until his successor is elected and qualified which shall be between the end of the convention and thirty days after the end of the convention."

This clarification will allow a smoother transition particularly in the position of secretary/treasurer regarding meeting minutes and financial accounts. A motion was made by Dick Acker (seconded by Reddoch Williams) to accept this change to the by-laws. Motion passed and by-law change accepted.

In preparation for next year's convention and upcoming officer election, the following individuals have been named to the 2007 Nominating Committee: Doug Corrigan, Charles Corder, and Don Becker. Contact these members if you are interested in an office or know of someone who would be a good candidate. Offices to be filled in 2007 include: President, Merchandise Coordinator, State Rep Coordinator, and Member-at-Large.

Joy Warren has made ten International 120/140 Association banners (so far) for State Reps. Please see Joy if you need a banner.

We need State Reps for the following states. Please contact State Rep Coordinator, Tina Visco, if you are interested in being a State Rep.

Hawaii	Nevada
Maine	North Dakota
Mississippi	South Dakota
Montana	Wyoming

2006 ELECTIONS:

Nominees for this year's elections were presented by Nominating Committee member, Bob Parks.

Vice President: Current Vice President, Reddoch Williams, has offered to serve a second term if elected. Ken Dwight was on the original nomination list but withdrew his nomination. Nomination requests were offered to the floor with no additions.

Secretary/Treasurer: Dick and Nicki Acker were nominated. Nomination requests were offered to the floor with no additions.

The nominees were accepted by a unanimous vote.

2007 CONVENTION:

The location of the 2007 convention was announced; Freeport, Illinois. It will be hosted by Jack Hooker during the third or fourth weekend of September. Watch the newsletter and web site for updates throughout the year.

A motion was made by Reddoch Williams (seconded by Don Becker) to adjourn the meeting. The meeting was adjourned at 5:40 p.m.

Respectfully submitted,

Dick and Nicki Acker
Secretary/Treasurer-Elect

EXCEEDING ALL EXPECTATIONS

by Don Alesi

I have to admit that I wasn't exactly thrilled with the prospect of flying to Minnesota in late September. The last time the convention was held in Faribault, the weather was cold and rainy. There was one airplane that landed in such poor weather that when asked why he didn't fly IFR he said that it was below minimums. No, I will not tell you who it was.

I guess the weather Gods felt like they owed the hosts of the convention some decent flying weather and did they deliver. More on that later. This year we decided to fly with Dip Davis and his partner in crime Scott Ross. It was Scott's first trip away from shore and his first convention. I told him to pack for summer sun and winter cold. Yes, the baggage compartment can handle it. Our good friend Lee Hilbert decided that he wanted to fly his Cessna 120 on floats to the land of a thousand lakes and would join us on Friday. I suggested that skis might be better.

Calling the weather service is like checking up on your annual inspection. They are never optimistic and it's always worse that it really is. The briefer this time was so positive about the forecast that I actually asked him if he was joking. Except for some gusty winds at Faribault, the weather was to be severe clear.

The flight to Minnesota was great. Clear skies and smooth air along with the fall colors made the time pass way too quickly for our little airplanes. The twenty-two knot winds at Faribault were right down the grass runway. After tying down the airplanes, were met by a reporter for the local newspaper. Scott and I made the cover of the paper the next day. At the end of Tuesday over fifteen airplanes had arrived. So far so good.

On Wednesday, we watched at the airport began to fill up with little Cessnas. I thought I was seeing double when two matching Cessna "A"s made a low pass and then landed. It turned out to be Ken and Lorraine Morris. Talk about the double cool effect. As the day turned tonight, Matt and Carole Rybarczyk decided that runway lights were not needed as a lightning storm in the distance kept things nice and bright.

The rains did come at night but cleared up during the day. Scott flew every day but I discovered that even though he was a truck driver for his day job, he is unable to fly straight and sing "Convoy" at the same time. Carolyn Pasqualino took advantage of the sailplane school at the field and made two flights. It's rumored that after landing she asked the instructor to remain seated with belts fastened until they came to a complete stop.

The trip to the Spam Museum was fun. I bet the attendees will mention this part of the convention for a long time. And yes, the weather was good on that day too.

On Friday morning at "O" dark thirty, Lee Hilbert called and said that he was on his way with his 120 on floats. While waiting for Lee at the FBO, Lisa Peasley made the mistake of being nice to us Poplar Grove folks and even offered to fly Lee up to the airplane museum in her great looking "A" model. Lisa turned out to be a riot and we were able to corrupt her by the end of the convention.

After a few passes down the runway, we picked up Lee at a lake near the airport. Lisa and Lee took off in her airplane with Maureen and me right on her tail. Mark, Carolyn, and Scott followed in two 120s. The nice weather past Minneapolis allowed Lisa to give us an air tour of this part of Minnesota.

The two Museums at the Anoka airport have a nice collection of airplanes and I wished that we had more time to spend there. After returning to Faribault, Lee gave some float plane rides and made several passes down the runway. What a fitting end to a nice day.

Let the games begin. When you have perfect weather, everyone wants to compete. The airport sky was filled with Cessnas as pilots burned off fuel to help with the short field contest. Lee and Dip started the pumpkin drop contest in the float plane but decided not to attempt the short field or spotlanding part of the games. I wonder why?

The whole group at Faribault did a terrific job of hosting the convention and deserves our highest thanks. And yes, the weather for the trip home was perfect. The convention at Faribault exceeded our expectations.

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■ **1946 Cessna 140**, N72255, S/N 9429, Continental C-85. 4180 TT, 1165 SMOH, Very good compression. July Annual, Gear Extensions, Scott 3200 Tail Wheel, Auto Gas STC, Macauley Propeller, Complete log books. One owner last 18 years, always kept in hangar. Located in Harrison Airport (80D), Michigan. Contact **Dan Pechacek** (989) 429-0100



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■ **1947 Cessna 120**, 85hp, 1800 SMOH. Wings recovered, aircraft stored in hangar, out of annual. \$15,000.00. No headliner, Bendix magnetos. **Jack Jasinski**, Necedah, WI 608-565-7248. **WANTED:** Cessna 120 Left or Right rag wing for experimental project.

■ FOR SALE ■ FOR SALE ■



■ **1947 Cessna 140**, TT 3970, 350 SMOH. Original engine, original metal prop. All logs and very good paperwork. All new interior w/leather seats and door panels. All new inst panel. Garmin 250, intercom, transponder. New windshield new skylites. This is a real beauty and it flies the same. Best offer over \$27,500. 817-491-9110

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Q & A

Q & A The following are some questions and answers taken from the forums on the International Cessna 120/140 Association's Official Website, www.cessna120-140.org

(Some editing may occur for brevity, clarity or spelling).

Corrosion-X

Q. I have a question or two (or three) regarding the application of corrosion-X. I've heard that some paint facilities will not accept a plane for a paint job if it has had corrosion-X applied. I guess I do not understand the reasoning behind this if corrosion-X is applied internally.

Generally speaking, does the application of corrosion-X detract from the value of a plane (any plane)? Does it actually work or is it just a temporary fix designed to slow the process? If a plane had minor existing corrosion BEFORE corrosion-X was applied, would the corrosion still be evident or does the corrosion-X conceal the evidence of corrosion?

Can the application of corrosion-X adversely affect any of a planes control cables, pulleys, etc.? M

A1. Corrosion X and ACF50 can seep through the laps of aluminum sheets and it is rather tenacious stuff to remove. If you can't get it removed it makes for lousy paint prep areas. If you spray the 'inside' of your fuselage or tail feathers and the stuff 'seeps' out to the outer surface, see what I mean? And even if you do manage to get the stuff on the outside removed, the stuff on the inside is still 'seeping' and will ruin your prep area.

These products seem to break down over a period of time (years, whatever). I waited until I painted my metal parts, and then for several months, before I made an ACF50 treatment. Interestingly, there are a few blemishes on my fuselage where I think a long ago Corrosion X treatment may have influenced/caused.

Seems to me that ACF50 is more 'seepy' and gets into the crevices better than Corrosion X, just my opinion. I'm told that ACF50 does not last as long as Corrosion X, and that Corrosion X makes more of a protective coating than ACF50. All just my gut feelings, etc.

Most folks I talk to say it's just fine to put the stuff on control cables, don't know about pulleys. DS

A2. My A+P introduced me to Corrosion X about 5

years ago, and it is now a regular feature of my toolbox.

At annual inspection, and during the course of the year I slather corrosion X all over my airplane. I put so much on that it runs out of drain holes on the bottom. I use it for cable lube, hinge lube, on place areas I haven't had to repaint some of the plane is, polished, some problems with wet paint. I've noticed that it seeps out of the seams along the fuselage sides. This is good in my case, as it is inside the crack protecting it.

I have also been using it on guns, marine hardware, and on my cars.

So far, I would say it is the best product of its type I have ever used.

Living on the New England seacoast, I need all the help I can get. BB

Legal Brakes

Q. I have a friend who owns a 140. He allows me to fly it and I in turn help with the maintenance. On his last annual, he went to a new IA and it was discovered that he has McCauley brakes, for which we cannot find a legal precedence. It had them when he got it. Is there any way these brakes can be legal? HM

A. We have McCauley brakes on our 140 since we bought it. I believe we have a 337 form in the records that describes it.

I was led to believe they are really the same as Cleavelands, but "Cessna Crafted" under the McCauley banner.

Well, I found the 337 form for the McCauley conversion our plane had back in 1978.

Here are the details:

"Installed McCauley Wheel and Brake Assemblies as used on Cessna 150 aircraft parts catalog number P511-12, Figure 37A, Item 1 & 18. Brake number is McCauley C-30018 and wheel assy number is McCauley D-30260"

"Install axles to gear assembly with NAS 6604-25 bolts. Reduced hole sizes in brake mounting ring with bushings and reamed to .250 diameter."

"Installed 12" flex lines (MIL-H-8792-4 hose) from existing brake line to brake housing"

"Machined existing axle to accept grease seals, to 1.625 diameter as on the newer axles".

No weight and balance change. EC

Brakes Update...

Thanks for your input. I have found the service letter. Cessna service letter 65-41, item #4 provided

for the conversion on the 150. They developed a service kit for the 120's, 140's, and 170's, SK150-17. It is all there. Thanks for your input guys! HM

Elevator Bearing Removal and Installation

Q. I just got new B-78x Bearings for my elevator. Before I beat the living daylight out of the fittings getting them out ,does anyone have some words of wisdom?

The inner race/bushingss were removed easily by gentle taps. The outer torrington bearing appears to have a press fit.

Help appreciated, PJ

A. Don't pound on Anything!!

Those bearings are meant to be pressed out and then back in.

For a simple tool, you find a socket or some round steel piece that is just smaller than the diameter of the bearing. Then you find a socket that is just a little larger and longer that the bearing will drop into.

Then you find a bolt that is long enough to fit through the two sockets with the bearing in the center, add a couple washers and a nut.

Use the turning pressure/ force of the nut/bolt combination to press the bearing into the larger socket by driving the smaller socket through the space just occupied by the bearing. The bearing will then go into the larger socket.

Then to install turn the larger socket around so it is being used a back plate, and use the small (or another larger socket) to press the bearing into the housing.

They make special tools to do this (and to lube bearings, roller and sealed) but this is the cheap Way to go. VG

Update: Well-phase one complete. Old bearings removed with "socket technique" in the narrow area between the fittings.

My fingers should stop bleeding overnite and I can try to press in the new ones tomorrow morning. I'll need a transfusion standing by.....

Wing Inspection Plates

Q. Hello again, my annual inspection is due at the end of may, and I am still looking to find an AME. But I came across what may be an issue with my 140. There are no (zero) inspection plates that can be removed on the wing at all!!!. The wings were recovered 2 years ago by the PO. The tech logs state that the wing inspections have been completed (last year) I cannot believe that I missed this. When I mentioned this to some other knowledgeable owners, they said that that removable inspection covers may or may not be

required for your plane. Is this true? My plane does have three reinforced fabric spots where it looks like the plastic rings and extra fabric was installed (these are all in a pattern around the Grimes landing light on the left wing) but there are none at all on the right wing.

Do I require these to do a decent and thorough inspection of the wing? Or are the metal plates that are around the wing/strut attachment points large enough that when removed offer an adequate view of the wing and important inspection points? If I do need to install these, where and how many on each wing? GG

A. Those service letters apply to the two "additional" plates that need to be installed aft of the rear spar. One just inboard of the 5th rib and one just outboard of the tenth rib.

Total wing inspections holes "round ones" for a wing would be approximately 10/12 per wing. I'll go out and look at the plane when I get a chance.

I've run into this repeatedly where the wings were recovered, lets say 5 years ago and the airplane has gone through 4-5 annuals and the wings are still closed up. The holes(plastic rings) are there but weren't cut open and the metal covers weren't installed.

Now, how did they inspect the inside of those wings? and how did they know the drag/anti-drag wires and associated ribs were ok?

What's even more mind boggling is the amount of fully aerobatic aircraft, usually experimentals flying around that had the wings recovered and there was no provision at ALL for inspection holes. No plastic rings put in the underside of either the top or bottom wing. Walk around Oshkosh and Sun-n-Fun, you'll be amazed at the number of Un-opened wings.

I've asked the folks flying those airplanes, "how do you know what's going on inside of that wing"? Idunnoknow is usually the response.

If that was me up there flipping around, I'd kinda like to know my spar's still in one piece.

I just went out and took a poll of the few fabric winged airplanes I have access to.

Average is right about 10 per wing, highest being a brand new (well 40 hours) on a Decathlon with 13 per wing and lowest being a Champ with 8 per wing.

Pretty hard with a fabric wing to see all the way out to the tip through that square panel by the aft strut attach point. Especially if you have the small wires in the outermost bay. Even harder to get your hand on the wires to see if they are tight.

Of course if they are really busted you'll probably know it, they sometimes poke down through the fabric. VG

Light Sport Aircraft Exemption STC Update

BACKGROUND

As many of you know, David Lowe applied for and was issued an STC to lower the gross weight of the Cessna 120/140 so they would fit into the Light Sport Aircraft weight limits as defined by the NPRM (Notice of Proposed Rule Making) that the FAA issued in 2004 (or thereabouts). The NPRM specifically stated that one would not need a medical, and that the gross weight of the aircraft be 1370 lbs or less.

Dave's STC approval was issued prior to the final Sport Pilot ruling, and was based on the criteria defined in the NPRM. After the STC was issued, Dave was told that the STC wouldn't be affected by the final ruling. However, the final rule was specifically worded to exclude his STC. Of course, they told Dave that they didn't do this on purpose, but when you look at the wording of the STC, it pretty much says that they worded the Final Rule the way they did to keep Dave's STC from being valid. (This is where the words 'Originally certificated' came into play. They also changed their final rule to say that the airman's medical could never have been revoked or suspended which was also not in the original NPRM. I smell a RAT!)

A formal request was made by then Co-Presidents, Mac & Donna Forbes, for an exemption to this final rule. After a really long time 'in committee', this request was recently denied. In the denial letter, the FAA claims the exemption was put up for comment (for a whole 10 days), and no one bothered to make any comments, so nobody really wants it. What they fail to mention is that NOBODY was notified there was a comment period. Despite Dave calling them EVERY week to ascertain the status of the Exemption request, nobody mentioned the comment period was available and open. All Dave was told it that it was 'In Committee', and a ruling would be forthcoming 'soon.'

Dave hasn't given up all hope, but it is getting dimmer. An appeal has been sent to the FAA. The appeal is based on the holes and illogical reasoning contained in the Denial Letter.

But why should the majority of the Cessna 120/140 community care - especially if you are in good health? Several reasons come to mind.

Number One is Money. As soon as the Light Sport Aircraft ruling was made, all the airplanes that fell into that group shot up in price. Now there is bigger pilot group interested in your plane because it can be used in the LSA group. If this Denial is overturned and the STC is allowed, our airplanes will increase in value. That should be reason enough.

Number Two is Money. If you can no longer fly your Cessna 120/140, and still want to fly without

your medical, then you are going to have to look into the new 'Light Sport Aircraft'. Many of these 'wonderful new' LSA airplanes are very expensive – they start around \$60,000. Even the old ones are expensive – Cubs, Taylorcrafts, etc. (See Reason Number One).

Number three is Safety. If you are current and competent in your Cessna 120 or 140, and you 'lose' your medical by electing to not renew it, you must now get rid of the airplane you are most comfortable in, and get something else. Now you will have a new learning curve associated with the flying and maintenance of this new aircraft. Believe it or not, a Luscombe 8A qualifies as a LSA, and therefore the FAA has deemed this to be more 'safe' than the Cessna 120/140s. They have obviously never flown both planes! (Funny how 'safety' never comes in first place!)

It seems obvious that the FAA doesn't want to allow Dave to use his STC. They may be afraid that it will open a can of worms with the other Type Clubs or something. An easy out would be for the FAA to say that since Dave's STC to lower the gross weight was approved before the Final Rule, it will be allowed to stand and be utilized, but no further STCs to lower gross weight will be approved. But with the FAA, it is all about saving face, and the keep sticking with their saying that "it won't enhance safety."

(BTW, do you know where they got the 1370 lbs the used as the MGW? Turns out this coincides with 600 kg, which is what the international community deems to be Light! An interesting note is that an amphibious plane is allowed to weigh more, and still be a LSA. Also, you can add certain 'safety of flight' components and go above the 1370 lbs. Think ELT.)

Do you care? (See reasons one and two!)

What can you do?

Write your state and national congressional representatives and senators.

Some ideas:

Try to draw attention to the fact that the comment period may not have been properly advertised and that the FAA may have sidestepped the laws concerning public notification of NPRMs.

Let them know that you, as their constituent, don't like it that the FAA seems to have specifically written a ruling to exclude privileges they had previously granted (the STC that was approved).

Anything else that you think might help!

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■ COMING EVENTS ■

<<< ■■■■■■■■ ■■■■■■ ■■■■ ■■■■■■■■■■ >>>

32nd Annual Convention - International Cessna 120/140 Association

FREEPORT, ILLINOIS

September 2007

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International Cessna 120/140 Association

Box 830092, Richardson, TX 75083-0092

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