



International Cessna 120/140 Association

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Tribute to Jack Manchester
New Massachusetts State Rep Ken Manchester tells us about his father.

Aging Aircraft A look at the old airplane situation by Editor, Lorraine Morris.

Tech Talk Technical Advisor Victor Grahn talks legs! (Gear legs that is!)



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Editor's Note

Well, my words for wisdom this month will probably have been heard and heeded before my some of you, but here goes:

Back up your DATA all the time!!!

I bought a new laptop computer last August to replace my aging unit that kept deciding to shut down at inopportune times. All was going well, and I had lots of stuff for next years newsletters all lined up for publication. After it was 4 months old, it decided to freeze upon startup. I thought it was a simple software problem.

Since I had purchased the super duper 'we will fix it no matter what' extended warranty package, I took it back to Best Buy for a look see. They tell me it has a bad hard drive AND bad RAM. They will have to send it to the Service Center in Louisville, KY to have it fixed. It should be back on the 11th of January. No problem, I think, I can get it back and get the data off of it and have the Feb/Mar Newsletter ready to go!

Three weeks into this ordeal, I got a call from Best Buy.... 'Agent Davenport' from The Geek Squad,

calls me to tell me that they sent my computer to get the RAM replaced but had removed the hard drive before they sent it out. Two weeks later it gets back and the 'super technicians' can't do anything to it if it is missing pieces (read the hard drive!). So, Agent Davenport says he will charge me \$59 to 'try' and get my info from the hard drive over night and call me first thing in the morning. The next morning, no call. I call to see what is up, and find that Agent Davenport doesn't come on duty till 3 pm! So much for morning action!

At 5pm, Agent Davenport calls to tell me that the \$59 data recovery yielded NO results. So, for a \$200 more, they can send it to the Service Center and have them give it a try. If that doesn't work, a mere \$1600 to send it to the 'Really Smart Guys' will surely get results!!! UGH! I don't think so!!!

The end result is that this months issue may be missing some for sale adds that were sent in and lost. If that is the case, I apologize! Send them again, and I will get them in the next issue. I think I found most of the stuff, but you never know.

I tried to get everything in this issue, but rest assured, I have learned my lesson!!!!

Thanks for your patience!

337 Data - Help Request

Lorraine Morris

If you read the article on Aging Aircraft, then you probably have an idea where this is going...

There is the good possibility that in the future the FAA may turn over the responsibility of maintaining the older aircraft in the General Aviation fleet to the specific aircraft type clubs. (The FAA considers the International Cessna 120/140 Association to be the Type Club for the Cessna 120s, 140s and 140As). Current thinking is that when and if that happens, any and all documents currently held by the type club may become the basis for a 'Type Club Approved Service Manual', and all allowable maintenance and modifications for that aircraft type will go into this manual as "acceptable data".

In an effort to get the most info in our hands in case this happens, we are requesting that EVERY 120/140 member send us copies of ALL 337s done on your aircraft. Please spend a moment or two, (or three or four if you have lots of mods on your plane), and a \$0.39 stamp to send us copies of BOTH SIDES of EVERY 337 on your airplane, even if that modification is no longer installed on your plane. Old, new, installed or removed, copies of all the 337s will be most helpful! We need a copy of both sides of the approved modification.

We will appoint someone to go through the copies and pick the most clear, comprehensive example of each mod-

ification for our 'pick of the litter'. (Right now, that person will be Co-President Ken Morris! Since he can't run the computer, the least he can do is sort through papers, right?)

If you do a 337 in the future, make an extra copy and drop it in the mail to us also!

If the FAA changes it's mind and never turns loose of the process, at least we will have a super selection of 337s, and we will be able to **supply members** with already approved 337s to use as the basis for mods on their aircraft, hopefully making the installation/approval process smoother.

Please be assured that we are not going to use any personal information that appears on the 337s, we are just trying to get a record of mods that have been approved in the past. As you know, the local FSDOs are more apt to approve something that someone else has had approved. This has great potential for our members to help each other.

Please send the copies to: Ken Morris, 2900 Howard St., Poplar Grove, IL 61065. If you don't want to spend \$0.39, feel free to scan them into the computer and email the files to us at: taildragger140A@gmail.com

If you are not sure if you have all the documents pertaining to your aircraft, or you just want to get the latest and greatest paper trail, you can request a CD-ROM from the FAA. The cost of this CD is currently \$6.25, and can be requested online. Go to: <http://162.58.35.241/e.gov/ND/airrecordsND.asp> to order this online. This will have copies of all the paperwork the FAA has on your airplane in PDF format, which can be emailed to us also.

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Vintage Not Old Pilot Writes to Doug Stewart

Editors Note: Doug Stewart is a Flight Instructor who has a column in each issue of the magazine of the Vintage Aircraft Association, a division of the Experimental Aircraft Association. This is a note member Hugh Horning wrote to Doug in response to his article in Vintage Aircraft magazine, titled "Getting' Old" Gettin' Old? Who's Gettin' Old ?

Dear Doug:

Next year my plane (a Cessna 120) will be 60 years old and I will be 80 years old. Over the weekend, I read your excellent article in the August issue and was moved to write you regarding "aging". Heck, you're one year younger than our oldest daughter !

I believe "age" is only a number, provided you take care of yourself through exercise, good nutrition (lots of vodka) and keeping "involved" and active physically, mentally and socially. My email address is YEEPIE: a Youthful, Experienced, Enthusiastic Person Involved in Everything (also very humble). So much so that I am usually 2-3 issues behind in reading all my magazines, so it was fortuitous that I read the August issue "on time".

I have been married to Marge for 57 years, a former American Airlines stewardess from 1944 -1949 with some 2000 hours in DC -3s (vintage aircraft) plus 3000 hours in "spam cans" like DC-4s and 6s. We have six children, twelve grandchildren and three great grandchildren. Our primary residence is in Wilmington, Delaware. We also have a small 18 acre farm on the Eastern Shore of Chesapeake Bay in Maryland. We spend half the time in each place. I have been "retired" for 22 years. I pursue flying, senior olympics, hunting, fishing, boating, oil painting, writing, travel and numerous volunteer activities (focussed in recent years on aviation). I have appeared in the media (newspapers, magazines, TV, radio, organizations' newsletters) over 250 times since I "retired". No brag, just fact.

My first love is flying which I have been doing for 43 years, with private pilot SEL and Glider ratings I love the Golden Age of flying, with minimal technology, just the sheer joy of basic contact and pilotage VFR flying. I am a longtime member of EAA, AOPA, AAA, etc. and was a member of AOA (Airstrip Owners Association) which no longer exists. Yes, we have a 1600' grass strip on the farm which runs from the road to the water with 300' displaced threshold so only 1300 is useable before going into "the drink". As my wife is now disabled and unable to drive, I don't fly down to the farm much anymore unless it is to mow the grass. Until this year, it was eight hours of mowing every week with my Farmall "H" tractor and Bushhog until the "H" threw a rod. One of our sons gave me a brand new Kubota tractor and 6' cut Bushhog so now it is only 4 1/2 hours every week...a time when I do much thinking and planning.

Now, regarding "Gettin' Old and flying, I agree with everything you said in your column. Regarding all-important vision, I started wearing reading glasses at age fifty because of astigmatism. Vision was 20/20. It is still 20/20! Two years ago, I asked my ophthalmologist if I needed prescription glasses or could I go to the Dollar Store and buy my glasses there. He said "sure". So I did. Bought two pairs at \$1 each and used them for about a year. Then I stopped using them entirely. Now I read newspapers and the phonebook without glasses! So I am lucky and OK on vision.

Regarding "bold pilots", I have never been one. My motto is "when in doubt, don't". I also follow my personal "4 Ps" formula before flying: the Pilot must be right; the Plane must be right; the Planet must be right; and the 4th "P", you do just before taking off (especially appropriate for the "older" pilots). As I have moved through the late seventies and approach eighty agewise, I am a little more conservative and "think twice" regarding flying decisions. In checking my personal flying statistics for aircraft insurance purposes, there was an AMAZING coincidence. For each of the years 2004 and 2005, I flew only 19 hours, probably bordering on the "unsafe" level, but I had 52 landings in each of those years. Many of these landings were Young Eagle flights where I have a total of 67 so far, one at a time. If I have no particular place to fly to, I will just practice "stop and go" landings which are more demanding than "touch and go", particularly for a taildragger.

To keep proficient, I also participate in the FAA Pilot Proficiency ("Wings") Program where I am now on Phase XV.

The thing that concerns me regarding flying at my age is that I have a real case of SADS (Senior Attention Deficit Syndrome). I will start on one thing, see something else that needs attending and go to it, then something else and go to it. It is probably a by-product of the "do it now", "get things done" attitude that guides my life. But one can become distracted from the task at hand. Coincident with this is the tendency to forget things. I have always religiously used check lists; they now take on greater importance. So when I fly, I concentrate on staying focussed: on what I am doing and what needs to be done next.. I find it helpful to talk to myself as I do things, kind of "thinking twice", once in my thoughts and once in my actions (the time between the two often being a second or less).

I agree that a benefit of aging is wisdom. I also have long believed that one learns much about life and living from flying....anticipating, planning, adjusting, multi-tasking..and enjoying the beauty of living much as we enjoy the beauty of flying.

I guess you might say that, like my aircraft, I am a "vintage pilot". My short term goal is to be a Flying Octagenerean (next year !). My longer term goal is to be a Flying Nonagenerean. Centenerean ? We'll see.

Clear Skies, Tailwinds and Happy Landings,
Hugh Horning

HIGH NOTES*

2006 Texas-Minnesota Bound

by Dorchen Forman

Bruce and I just had a super three-week flying trip. We flew 4,550 miles and saw lots of dear friends and relatives. It's always hard to leave my pretty 140, ol' three-niner-no-wonder. It gets so much attention. But we took the heavy in the Siwash fleet, the 1956 Cessna 172. It has the STC for the

120/140s and see two of my grandchildren at Carleton College, but the nose-dragger would have to do.

When we took off we could see the orange-brown smoke from the I-5 fire. We could smell it and the visibility forward was awful. It was blowing straight out to sea at Ventura. We tried to climb above it where we could see the mountain peaks, but not until we got out over the Mojave Desert did the air clear. East winds are called Santa Anas here and they were definitely slowing us down. We stopped at Apple Valley for breakfast and a top-off. Every meal at an airport produces interesting conversation with pilots. Some airport cafes have a



baggage door and can pack a change of underwear.

When the **Corders** came to Santa Barbara this summer they had figured out every inch of space. They had an amazing trip in their 140 all the way from Cincinnati. But Bruce and I aren't that neat and we were carrying home-grown fruit to family.

Our ultimate goal was Faribault MN where we would attend the 60th Anniversary of the Cessna

Liars' Table where lone pilots can set down and visit.

The first night we stayed with a high school friend at Cottonwood AZ, a very pretty community by the mine at Jerome. We left too early to order fuel so we hopped up onto the butte at Sedona, 14 miles, for gas. Such a gorgeous place with lots of planes there for Sunday breakfast and hikers starting down the trail to Oak Creek Canyon. We admired a newly built yellow RV-6 from Prescott. It

was owned by **Franklin Benedict**, a 140 friend, who flew his granddaughter to Sedona for breakfast. The wind was pretty strong out of the north but the runway slopes toward the southwest. I elected to take off to the north even though it was hot. Mistake. It took us a long time to climb to altitude. Most planes were taking off downwind so they could at least fall into empty space at the end of the cliff.

After circling the meteor crater we followed the highway snapping photos of the Painted Desert and the Indian caves built into the mesas. When we landed at Double Eagle in Albuquerque there was a glossy LANCEAIR with a scene from the new movie The Fly Boys painted on its fuselage. They had just come from the Reno Air Races.

The winds were fierce from the south at Santa Fe where we followed a P-38 on final. That's a plane I adore. I tried to marry every P-38 pilot that returned from WWII, whether he'd lost a leg or an eye. This particular P-38 had engine trouble and was going to stay put.

Climbing out of Santa Fe we took every bend in the road over to I-25 at Las Vegas NM. At 11,500 feet over Raton Pass we could see all the way to Kansas. Our lunch at Pueblo CO was particularly interesting when two Fire Dogs landed (Agcat-like

planes that carry 800 gallons of water). They had just left the fires up in Wyoming.

A bright yellow **Tony LaVier** Schoenfeldt (Firecracker) taxied in; 200-hp engine, small wings and elevators, flown by a retired SR-71 pilot who knew **Tom Wathen** and was on the board at Flabob Air Academy. It was great fun to see it and meet him.

The north winds were ferocious when we landed at Centennial and we had to come in full power. We stayed with friends overlooking a golf course...someone else mows the lawn! We went to Boulder to see a friend who owns Haystack Goat Farm. Her cheeses are delicious. I learned to fly in Boulder so I wanted to show Bruce the gorgeous Flatirons and what was once our house.

We stopped to see our friend **Ken Liggett** at Limon CO who has three hangars full of boats, old cars, and the Cessna 140, the Bonanza and the Cessna 180. He was actually in Wichita at the end of the war in the Cessna factory when **Clyde Cessna** and **Duane Wallace** designed the Cessna 140! He said that they used the Luscombe as the model they would improve. The first 50 Luscombes were built in New Jersey before they moved the manufacturer to Dallas. Ken had flown a Culver Viking, Fairchilds and others with 85-horse





engines. The 140 passed them up easily. More about him later.

Next coupla days were spent in Hutchinson KS after flying through a horrible dust storm, so bad it took the paint off my face. Our KS Cessna 120/140 State rep **Don Becker** was kind enough to find a mechanic, a rental car and a hotel. The good folks at Wells Aviation changed the oil and the air filter while it rained. Perfect timing. We were able to see the Cosmosphere which is extremely interesting with a real Mercury capsule and all kinds of WWII history of the development of the atom bomb. We always carry the Membership Book so we can call the local 140 pilot to give us a hand. And they always do! It's great to meet them and see their pretty planes or projects.



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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.

Got this note and these pictures from 1/2 of your Secretary/Treasurer, Dick Acker...

Tomorrow is my family's Christmas celebration and for the past several years we use the terminal building (about 25 family will be in the gathering.) Three or four young ones still believe in Santa and a few years back I had a brain storm and Santa flew in to visit in a red/white Cessna 120 that he borrowed from Uncle Dick because this was an early "special" visit and he didn't want to tire the reindeer out for this one special trip.

(see attached) The reindeer would need all their energy for the big night on Christmas Eve. Well the tradition was born, so I have to get going!





Aging Aircraft

Lorraine Morris

(The following numbers were shamelessly taken from the August American Bonanza Society magazine, because I am too lazy to go and find the numbers somewhere myself!)

OK, if you have not heard of Aging Aircraft, then you haven't been reading all the latest publications from EAA, AOPA, FAA and the rest of the alphabet organizations.

The FAA seems to think that aging aircraft are going to be a problem in the near future. There are currently about 205,000 aircraft in the general aviation fixed-wing fleet. Of these aircraft, about 20,000 are experimental, and the FAA is not concerned about them at this time. What they are concerned with, however, are the remaining planes, of which about 150,000 are at least 35 years old. Most of these planes were certified under CAR 3 with no life limitations. That means that these airplanes can be flown indefinitely, if they are kept 'airworthy'. Our 120s and 140s are in this category.

(As a side note, about 10,000 planes in the current General Aviation fleet were certified under FAR 23. These have a 10,000 hour time-in-service limit. That means that when the plane reaches 10,000 hours, it must be removed from service, permanently. These planes must be scrapped, crunched or smashed, never to be flown again, regardless of their condition. Bummer! From what I understand, this was fully supported, if not promoted, by the aircraft manufacturer – can you say 'Liability'?)

What effect does this have on us and what can we do about this? A few of your Association volunteers attended the Aging Aircraft Summit in Kansas City last March (at their own expense). We are trying to figure out how to head this issue off at the pass, so to speak. (See related article on **337 Data Help Request**). If we can figure out ways to 'help' the FAA and alleviate their concerns, we should be able to keep our planes flying for another 50 years, but it will require participation from the entire 120/140 community.

When you do your annual, or any maintenance on your airplane, fill out a Service Difficulty Report if you find something unusual. Maybe a chafing fuel line or a crack somewhere. These reports will help us track the history of problems in our fleet and hopefully we can notify members of the possibility of problems before they become

problems!

Send your Service Difficulty Reports to Technical Advisor, Victor Grahn, or David Lowe. Whoever you send it to will try to copy the information to the other person.

What is a Service Difficulty Report? It is just the important stuff you found during your annual. Your aircraft type (C120/140/140A), your aircrafts total time, and what you found. We DO NOT KEEP track of which airplane this is on. This is just to get a good idea of what kinds of things are happening to our fleet.

Thanks for helping out!!!

Got this note from a 140 Member.

Dear Treasurer,

Thanks for the reminder. I regret to say that I will not be renewing my subs because I have sold my C140 in France to Gilles Daylaud in Nimes (the birthplace of denim). It is re-registered F-GURO. It was a difficult decision to sell after 23 years. As you know there are few aircraft that can beat a 120/140 for looks, performance, simplicity, maintenance and cost of operation.

You may be interested to know that the UK CAA required an annual check before export, even though the previous annual was only done 4 months previously. The paperwork took 3 months! At the check I changed the oil, but didn't run the engine. When Gilles came to collect the aircraft we started it up and....no oil pressure. We tried everything, gauge, pressure relief valve etc, all to no avail. We therefore tore the engine out and sent it away for strip, to check the oil pump. Nothing was found. The overhaul shop ran it on the bench for 3 hours and said it ran very sweetly. £2000 later we reinstalled the engine. On start up to fly to France no oil pressure again.

In the meantime I had read the Newsletter articles about engines 'losing their oil prime' so we lifted the tail and hey-presto, 50psi! If only I had remembered the oil pressure articles before we sent the engine away. So, first thing to do if you get no oil pressure is LIFT THE TAIL. I hope this tail of woe is of some use. I haven't deserted Cessna entirely. I am negotiating the purchase of a 1940 Cessna 165 Air-master, once owned by Glenn Miller Jr. Best wishes from the UK where avgas is \$5.70 a US gallon.

Bob Screen, Membership #5908.

SORTING OUT THE GEAR LEGS

Our aircraft came standard from the factory with three different styles of gear legs. A straight set with small axle bolts, a straight set with large axle bolts, and a "swept forward" set also with large axle bolts.

What brings this up you might ask?

Well, one recurring subject of debate that continually comes up in conversation about our aircraft is wheel extenders. Generally, it's like politics, either you love em or hate em. Seldom do you find any "fence riders" on this subject.

One interesting bit of info that came up on the website concerning gear extenders was aircraft already having "swept forward gear" and then having gear extenders added on top of that.

Allow me a little explanation.

What several members have turned up has been rather unusual, so to help everybody, or anybody that has been in this situation here is a simple way to tell which gear legs you have of the three different types.

This way if you want gear extenders, you'll know what you have as far as gear legs, or, if you just want to know which gear legs you have installed, then this simple observation can tell you.

The "worst case scenario" has been found, one of which is a member from New Mexico that had a swept forward gear that had gear extenders added on top of it. That might be called a "double extender"?

One of the other odd things that happened was a Wisconsin member had swept forward gear but was installed backward. (which I suppose isn't as bad as straight gear legs with extenders added, going backwards)

Neither of these two situations was what Cessna had in mind when they made wheel extenders as an option for our aircraft. You can have extenders, or swept gear, but not both. Going forward, or backward.

Figuring out if you have straight or swept gear legs is easy once you know what to look for. You can do a search on the website if so inclined as I believe Tye Hammerlee posted some pictures late last year with the differences.

Basically it goes like this. The area you want to concentrate on is the 4 bolts that hold the axle to the gear leg.

If you have the 1/4" allen head bolts holding the axle to the gear leg, you have straight gear legs. In fact if you have 1/4 bolts of any kind, allen or hex, you will have straight legs. (Before

we get too far on this, you have to realize two things, one of which is that I'm talking about the diameter of the shank of the bolt, a 1/4" bolt shank will normally use a 7/16's wrench or socket to remove it, that will be the hex size; The next thing is that I suppose it's possible for someone to have a later gear made with the 5/16's hole in the axle area and then bush it down to a 1/4" bolt, I don't know why they might do that, but it is possible)

Technically the cut off s/n range for the earlier smaller axle bolt (1/4") gear legs is around the 14,300s/n range aircraft. After that they should have 5/16's bolts to hold the axle.

Realizing of course in the passage of time your aircraft could have been repaired after a ground incident and anything can be installed on it.

If you have 5/16ths bolts holding on the axle now you have to start looking to determine if you have "swept gear".

Stand, or kneel by the left gear, as if you had just gotten out of the cockpit and look at the inside of the right gear, across and underneath your aircraft. Notice the pattern that the 4 bolts make on the inside of the gear leg at the bottom as they go through the leg then into the axle.

If the pattern is even, if all 4 bolts are equally spaced from the sides of the gear legs, top to bottom, then you have straight gear.

If the top, forward bolt is very close to the front edge of the gear leg and the aft bolt has noticeably more space behind it, then you have swept gear.

We're not talking about mm's here, the front bolt will be right on the edge and the aft bolt will have maybe a 1/2inch space behind it.

So, if all 4 bolts are evenly spaced, don't bother getting out your ruler to see if one bolt is a 1/16 of an inch off or some thing. It isn't that close, you can easily tell by eye, without having a ruler.

Hopefully this description will be clear if not, we'll see if we can't get you some pictures. You can always call or email me.

The vast majority of our aircraft will have straight gear legs with 1/4 inch bolts holding on the axle. However there are enough a/c made with the other gear to keep it interesting.

One little side note, if you have an "A" model 140. You should have a 5/16 inch axle bolt arrangement, with the swept forward gear. At least this was how the airplanes came out of the factory.

- Victor Grahn

When We — the Airplane and I — Were Young

By Dick Acker

Back when I was a brand new pilot (1964) I was using a Michigan Tech flying club Cessna 140, flying out of Houghton County Airport. It was a college club plane, which means we didn't have the financial backing to do all of the maintenance that probably should have been done. As an example, we didn't use the landing light when flying at night (I still rarely use it today) because it would run the battery down and then we would have to hand-prop to start it.

I had a fellow Tech student that wanted to go to Madison, WI to visit his girlfriend at the University of Wisconsin; and best of all worlds, he was actually willing to pay for some of the cost of flying the airplane (\$7.50 per hour wet!). The only chart I had for the trip was a Michigan sectional, so I asked a friend, who was making a quick trip to Marquette, MI, to pick up a chart for me that covered Wisconsin. He got back to Michigan Tech late and my passenger and I were in a rush to get going. I had filed a flight plan and I needed to get in the air. (First mistake - don't be in a rush to get started.) I tossed the Wisconsin chart in the back and I was ready to go. The airplane wouldn't start (I figured someone had used the landing light) so I propped it, and off we went. What I didn't know was the generator had quit working.

Things went well all the way to the Michigan border. I brought out the Wisconsin chart and started to use it for navigation. The airplane had a VOR, but we didn't use it much and this was way before GPS. After a while, things just didn't seem to look right. I couldn't quite figure it out. I was pretty good at pilotage and navigating with the chart, but I couldn't find any good references on the ground. Finally I decided to call someone and see if they could help. I looked up the frequency for Rhinelander, WI, tuned the radio and gave them a call. What I got back was a surprise. They said, "Aircraft calling Rhinelander, I can hear you clicking the mike, but cannot hear your transmission. If you are in trouble click your mike twice, if you are okay, click it three times." Well, I wasn't in trouble, I was just lost, so I clicked it three times and continued south. I knew I could straighten things out pretty soon and I would get to Madison just fine. (Second mistake - admit it when you are in trouble).

Partly because I had a late start, and probably I had a head wind, this flight was taking much longer than I had planned. Before I got things straightened out between what I was seeing on the chart and what I was seeing on the ground, it started to get dark. I remember looking down and seeing an airport and could tell it was an airport because the runway lights were on. I couldn't figure out which airport it was on the chart, but my paying passenger

needed to get to Madison to see his girlfriend. There was no time to land, so I continued south because I knew I would figure all this out soon. (Mistake three - When things are bad, don't assume they are going to get better).

It was about this time that I looked on the front of the chart and read "World Aeronautical Chart." It hit me that this was one of those WAC things that I had heard of, but never had seen before. Now I knew the problem! I was used to flying for ten minutes and covering two to three inches on the sectional chart. Now in ten minutes, I was only covering one to one-and-a-half inches. Now things had to get better. I had the chart figured out, but it was very dark. There were few landmarks I could even see on the ground, let alone identify. It was a beautiful night. I could see lights all over the place and I was still headed south toward Madison with plenty of fuel. (Mistake four - don't be lulled into thinking things are better than they really are.)

I made a best guess as to where I was and looked on the chart. I was probably over something called the Wisconsin Dells. I didn't know what the "Dells" were, but it sounded like water and sure enough I could see a light now and then scattered all over the place. Those had to be islands in this great big area of water. (Actually they were yard lights on the farms below. At that time there were no yard lights in the Upper Peninsula of Michigan and I didn't know there was such a thing.) Boy, was I glad things were going so well, because I didn't want to think about what would happen if the engine quit and I had to land in that water down there. (Mistake five - Don't make the situation fit your misconceptions of what is real.)

I decided it was time to get serious about my situation. It was really hard flying the airplane and trying to read the chart. I gave my passenger a five-minute lesson in how to keep the airplane wings level and headed roughly south. After a little while he was doing okay, so I was able to concentrate on the chart. Madison had to be getting close and I had some decisions to make. I guessed that the Madison airport had to be bigger than the Marquette County airport in Michigan, which was the largest airport I had ever been to at that time. The chart indicated that Madison had something called a "control tower" and that sounded pretty special and might require me to do something different than what I was used to when landing at Houghton County airport. (At that time there was no requirement to make three landings at a tower controlled field to get a private pilot license.) All you did at Houghton was to call the flight service station (FSS) that was located on the field and ask them about the wind. That wasn't required. Most of the time you could just land anywhere and anytime you wanted to. I instinctively knew I couldn't do that at Madison, but it probably didn't matter much anyway because by now neither the VOR or the COM radio was

working. Things were starting to pile up on me because I suddenly realized that my VFR flight plan was past due. In a few minutes they would start looking for me and no one knew where I was. Even my call to Rhinelander didn't get my N-number. They would have to look for me all the way from Houghton to Madison. What a waste. I knew I was fine. They just didn't know where I was; come to think of it, neither did I. Time for me to get on the ground and close the flight plan. I looked up ahead and saw three airport beacons. I was pretty sure one of them was Madison. Which was the correct one? Remembering an old kid's game, I literally pointed to them and said, "Eeny, meeny, miny, mo, my mother told me to choose the very best one." The "one" was the light on the left so that was it. (First good decision - get on the ground when things are not going right.)

Now I was landing at an unknown airport at night with few ground references and no knowledge of trees or other obstacles. I made a low pass to see what little there was to see. It didn't do much good. I wasn't even sure if it was grass or hard surface. Considering the circumstances the landing went pretty well and I was on the ground. We got out and walked up to the building and read the sign on the front. "Watertown, Wisconsin." I got out the WAC chart, which by now, I had become intimately familiar with, and easily found Watertown. Not bad. I only missed Madison by about thirty miles. I used the pay phone to call Madison tower and asked them to close my flight plan and told them I was on the ground at Watertown. They said they had made a couple of calls and were wondering if I was okay. They also wanted to know if I was still planning to fly to Madison. I said I was. (My paying passenger was really feeling the need to see his girlfriend and we were only a few miles away.) I told the tower that my COM radio was not working. They said that was okay. It was 11:00 p.m. and they were not busy. The wind was calm and I could land on any runway. They had more than one runway! Imagine that! Sounded great to me. I told them I would be there pronto. (Mistake six - don't leave a good place for a probably worse one.)

Back to the airplane. I had my passenger hold the brakes while I propped the engine back into service. Life was good. I knew where I was and would make it to Madison in time for my passenger to see his girlfriend before we had to head back to Houghton. This was a two-day weekend trip and we had already used up one day.

I didn't need no stinking VOR, LORAN, GPS or even a chart! There was a good highway leading from Watertown to Madison and I could just follow it. It was a good thing I didn't need the chart because shortly after I took off the cabin lights went from dim to off. I now had no lights in the cabin. Then I realized the cabin lights were also connected to the position lights on the wings and tail. I had just

become a stealth airplane. No radar coverage and no lights for others to see us. Madison was only a few miles away so I forged on.

When I arrived, there were runway lights everywhere. This airport was huge. On the telephone, the tower said the wind was calm and I could land on any runway, so I picked the biggest one and set up my approach. As I said, I always landed at night without a landing light, but I had never landed without cabin lights to see the instruments. I had no idea what my altitude or airspeed were. By the way, did I mention that even though I knew this trip would end at night, I didn't bring along a flashlight? (Mistake seven - be prepared for situations that you can foresee happening during a flight.)

On a positive note it was one of the best landings I have ever made. However, what I hadn't expected was what to do when on the ground. Where do I go? I had landed on the end of a great big runway. There were red lights, blue lights, yellow lights, white lights, and green lights. I guessed they probably meant something, or they would all be white, but I had no clue where to go. I could follow the runway or taxiway by looking out the side window and keeping along the edge of the paved surface, but had no idea where to park the airplane. I considered shutting it down right there and walking, but decided the next airplane to land might consider hitting a Cessna 140 parked on the runway, a major inconvenience. I decided to head for the beacon light. I didn't even think that at some airports the beacon is located out in the middle of the field. As it turned out this one was right where it was supposed to be and I pulled up and parked exactly where the general aviation was supposed to park. I went in and called the tower and told them I was on the ground at Madison. They said they didn't see me arrive. I told them my lights might have been "a little dim" because I was having problems with them. They said they weren't looking all the time and probably just missed me. Can you imagine a conversation like that happening today with any tower?

The stay at Madison and the return trip home are two more stories that will have to wait until another time. I know much of this is inexcusable stupidity, but try to put it in the context of general aviation at the time. There were a lot fewer airplanes flying around and there were a lot fewer rules and regulations. A pilot could do some dumb things and in most cases not endanger anyone except himself. They were great times and you learned a lot about life. If you survived, you learned a lot about yourself. I use many of the lessons from this trip, yet today. I still work on improving my pilotage skills. I always carry two flashlights in my flight bag. While still in the air, I always look over the airport and get a picture of where to go once on the ground. And, I try to do fewer dumb things than I have in the past.

Fly safely,
Dick

An Aviation Legacy

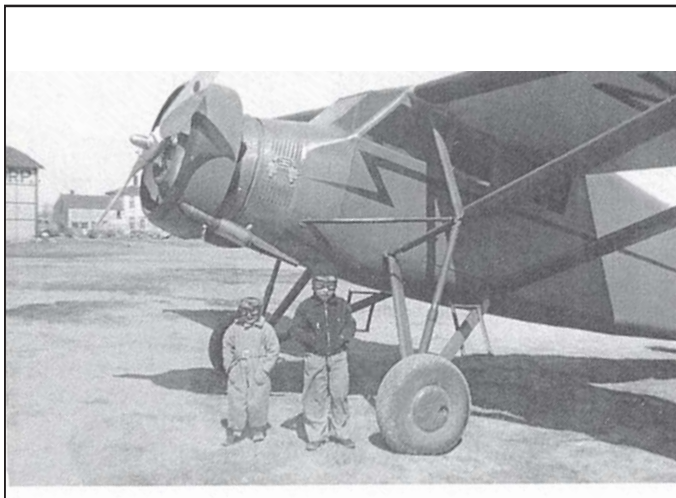
By Ken Manchester

It is with great sorrow that I inform the association that my father, Massachusetts state rep, Jack Manchester passed away on Saturday, November 11th, 2006.

An active member of the Cessna 120-140 Association for many years, he contributed several articles to the newsletter and his 1950 Cessna 140A, N5355C, has been featured in the calendar several times. He truly enjoyed being the state rep for Massachusetts and often spoke about his encounters, emails, or phone conversations with many of you. He valued your friendship, your expertise, and your passion, similar to his, for these wonderful aircraft. On his behalf, thank you.

His father, Ralph, who graduated from M.I.T. in the 1920's and learned to fly in the M.I.T. flying club based at the old Ames airport in Easton, Mass. The Ames family owned the shovel company that won the U.S. government contract to supply the hand shovels needed to build the railroad to the Pacific. He moved to the Taunton Airport in the early thirties as a customer of aviation icons Everett and Ora King's parents and remained active in aviation there his entire life.

As a young boy, my father spent a lot of time at the Taunton Airport with his dad. He often told stories of going for rides all around New England and New York in Stinsons, Cubs, Taylorcraft, and, of course, 140s.



King Field (now Taunton Municipal Airport) 1942, Jack, at age 4, with his brother Ralph, Jr., age 6. Photo by Ralph Manchester, Sr.

His favorite destinations included the Taunton traffic pattern, Plymouth, MA, the Greenville, Maine seaplane fly-in, Oshkosh, WI twice, and the grass fields of Katama on Martha's Vineyard, Cape Cod Airport at Marston's Mills, Hampton, New Hampshire (where he bought the airplane in 1983), and his favorite, Rhinebeck, New York. '55C was once owned by Bill King, who has had several planes displayed at Rhinebeck or flying in their weekend air shows. He and Dad developed a good relationship

over the years having '55C and a passion for aviation in common.

I cannot think of a more even tempered person than my father. Every time there has been some bump in the road he never seemed to break stride. For example, two years ago when a cylinder head seized while he was on his way to the Cessna 140 gathering outside St. Louis, he remained calm, focused on flying the airplane, and landed safely at an airport in Ohio. He quickly rented a car, put the engine in the trunk and drove home. He then made plans with a friend who owned a motor home and trailer, went back, disassembled the plane, and brought it home. Shortly thereafter, the airplane and engine were reassembled and are now flying again.



Taunton Airport 1970, Jack with sons Ken, Steve, and John, Jr.

He has instilled this passion for aviation into 100% of his children – not a bad average! My brothers, John and Steve, and I also grew up at the airport and are all licensed pilots. John has his CFII and flies professionally and Steve owns a 1946 Commonwealth Skyranger 185. John taught both Steve and me to fly in '55C. I am now flying with my three kids in "Charlie", which could some day result in the fourth generation of Manchesters involved in aviation.

Talking about aviation, even during the recent tough times, always put a smile on his face and a twinkle in his eye. We are so lucky to have the opportunity to do something that makes us feel this way. Sure, cars are cool. Boats are nice. But flying airplanes? That is special! Dad always felt this way. Even after 40 years of flying and being at the airport with his father since the age of three, he still LOVED flying.

He and I recently discussed the euphoric feeling when we're leaving the airport after a good flight – we feel almost godlike - 12 feet tall. As pilots, we are all special. We get to leave the ground to go anywhere, to see anything, to get our minds off the pressures of our real lives. This gift was given to me by my father - for me to pass on to my children.

In conclusion, my father was incredibly influential and



Cranland Airport, Hanson, MA, 2004, Ken with his youngest of three, Michael, age 1. Photo by Jack Manchester
involved my life. He was an amazing dad, coach, mentor, and friend. As the new Massachusetts State Rep, I hope to contribute to our organization as elegantly and intelligently as my father has done for so many years. His passion for aviation lives on. Thank you, Dad.



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 questions from the Oct/Nov 2006 Issue.

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**International Cessna 120/140 Association
32nd Annual Convention**



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