



International Cessna 120/140 Association

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

ISSUE 340

April/May 2007

In This Issue

[Cover Photo: German 140](#) Member Profile of Jens Kampe and his story of getting his 'new' Cessna 140 to Germany.

[Cessna 140 to Chicago O'Hare Part 1](#) Previous Cessna 140 owner, Denny Cunningham gives us a humorous look at flying his Cessna 140 into O'Hare., plus MUCH more!

[Tech Talk – Parts and Alterations](#) Technical Advisor Victor Grahah (check spelling) talks parts!

[Benefits to Membership](#) What do you get for your dues?



Jens Kampe's beautiful 1946 Cessna 140 before its first flight in Germany!

International Cessna 120/140 Association Officers & State Representatives "Quick List"

2006-2007 OFFICERS

Ken & Lorraine Morris President
815-547-3991
Taildragger7w@aol.com
Reddoch Williams
Vice President
850-863-3330
reddoch@aol.com
Dick & Nicki Acker
Secretary Treasurer
989-339-1009
s-t@cessna120-140.org
Mac & Donna Forbes
Past President
336-226-4582
Mcforbes@alltel.net

BOARD MEMBERS

Lorraine Morris
Newsletter Editor
815-547-3991
taildragger7w@aol.com
Nicki Acker
Merchandise Coordinator
989-339-1009
Tina Visco
State Rep Coordinator
530-477-5972
n1803v@yahoo.com
Jack Hooker
Member at Large
815-233-5478
hooker@mwci.net

STATE REPRESENTATIVES

ALASKA
Jason Marand
907-832-5614
alaska120@yahoo.com
ALABAMA
Steven & Edna Earle Simmons
334-898-7376
sesimmons@centurytel.net
Kenneth Spivey, Jr.
205-979-5436
kenneth.r.spivey@faa.gov
ARIZONA
Ronald Wiener
520-742-5485
rkw55@msn.com
ARKANSAS
Donis Hamilton
870-236-1500
Hamilton@grnco.net
Bill & Marsha Morgan
870-239-4517
brmorgan@grnco.net
CALIFORNIA
Tina Visco
530-477-5972
n1803v@yahoo.com
COLORADO
Jack Cronin
303-333-3000
jcronin@ix.netcom.com
CONNECTICUT

Bob & Sandy Boyer
203-264-7512
boband-
sandy140@charter.net
DELAWARE
Hugh Horning
302-655-6191
yeebie121@aol.com

FLORIDA
Robert Ray
850-678-3133
betsyn-
bob@peoplepc.com
GEORGIA
Bob Parks
770-962-6875
rparks@kcc.com
Charlie Wilson
770-927-6179
cwillson193@aol.com

IDAHO
David & Peggy Hoffman
208-495-2307
dhpd@cockpitlights.com

ILLINOIS
Don & Maureen Alesi
847-426-7880
N2084V@comcast.net
Douglas Corrigan
815-636-1143
DPCflyer@aol.com

Stacey Greenhill
847-541-7793
sjg140@earthlink.net
Jeff Kohlert
630-513-9275
Kohlertjc@comcast.net

INDIANA
Scott Spencer
317-698-6845
aeroki-
netic@sbcglobal.net

IOWA
Vince & Denise Jackovich
563-285-7296
vbjfly@aol.com

KANSAS
Don Becker
620-663-1148
ds-
becker@sbcglobal.net

KENTUCKY
David & Gayle Lowe
270-736-9051
lowesacra-
mento@aol.com
Paul Crouch
985-892-1979

MARYLAND
Fred & Sue Lagno
410-827-7896
train@intercom.net

MASSACHUSETTS
Ken Manchester
508-378-3557
ken-
manch@comcast.net
MICHIGAN
Matt Lahti
248-886-8826

eight8november@yahoo.co

MINNESOTA
Tom & Jan Norton
651-459-1423
jannorton@compuserve.com

MISSISSIPPI
Mitch Hendrix
662-324-3330
tdrager1@yahoo.com

MISSOURI
Frank Murray
636-227-4111
famurray@sbcglobal.net

NEBRASKA
Ward Combs
402-426-8041
wacii@prestox.com

NEW HAMPSHIRE
Glenn Mori
603-539-8655
gmoriflys@aol.com

NEW JERSEY
Jim & Diane Morton
609-884-8723
jdmort@comcast.net

NEW MEXICO
Ed Blevins
505-399-2449
ed_blevins@valornet.com

NEW YORK
Robert Campbell
716-358-4210
cessna@alltel.net
Eric Saliba
631-472-8372
esaliba@northeastaviationm

NORTH CAROLINA
Mac & Donna Forbes
704-209-3301
mcforbes@alltel.net
Thomas & Martha Reddeck
704-279-2110
w4vhh@juno.com

OHIO
Terri Hull
419-375-4704
bthull@bright.net

OKLAHOMA
Marty & Sharon Lochman
405-391-6773
my140@mcloudteleco.com

OREGON
Bruce Gustafson
541-463-4316

gustafsonb@lanecc.edu
PENNSYLVANIA
Mark & Yvonne Macario
610-380-1313
macario@prodigy.net
Michele Vida
724-770-0776

RHODE ISLAND
Erik Thomas
401-635-4381
nc76220@aol.com

SOUTH CAROLINA
Todd Clamp
803-781-4529
tclamp11v@bellsouth.net

Bo Mabry
843-524-5637
swiftbo@islc.net

TENNESSEE
Donald Mitchell
615-223-1005
hawk175@aol.com

TEXAS
Ken Dwight
281-440-7919
kdwright@swbell.net
Leonard Richey
940-627-1883
mrichey@ntws.net
Billy Shires
806-353-1177
Orville Winover, Jr.
903-939-3645
owinover@aol.com

UTAH
Allen Macbean
801-636-6613
allen@photographicsolutions.cc

VERMONT
Robert Desrochers
802-748-8034
robert@fairbanksmill.com

VIRGINIA
Lonzo & Robin Cornett
804-966-2386
lonzo140@excite.com

WASHINGTON
David Sbur
360-699-0727
sbur@hei.net

WEST VIRGINIA
William Motsinger
304-397-5155
wmotsinger@charter.net

WISCONSIN
Matt & Carole Rybarczyk

Director of Maintenance
David Lowe

Phone: 270-736-9051
Email: lowesacramento@aol.com

Technical Advisor—Victor Grahn

Phone: 616-846-9363
Email: zenyamaero@netzero.com

Member Profile:
JENS KAMPE

Member, Jens Kampe, brings N89109 home to Germany!

Submitted by Mac & Donna Forbes -
AND WE THOUGHT U.S. AIRCRAFT OWNERSHIP WAS A CHALLENGE!

"Afflicted" with flying like many of us, Jens Kampe earned his Private Pilot license in 1992 and accumulated some 900+ hours in "common" Cessnas – primarily 172s, with a little time in a 177 and a 210. Also like many of us, as he learned more and more about Cessna's "evolution", he was quickly drawn to and enamoured with the relative "economy" and unique appeal of the "old" 140s. Then, while driving to work on his 40th birthday (Jens says, "...maybe midlife crisis" time?), he made the firm decision to "do whatever it takes" to find and buy his own 140! (Interestingly, ownership of "N registered" aircraft isn't allowed for Germans – the aircraft is actually held in a US-trust)

Now, there aren't a lot of "our" birds around in Germany – in fact, our great friend and fellow member, Wolfgang Schuele, has one of the few...and, he wasn't about to give it up to Jens (...or anyone, says Wolfgang!). He certainly was, however, willing and able to lend advice and enthusiastic support in any ways possible, and has done so.

As Jens began the exhaustive search, it predictably centred in the U.S. He regularly looked at Trade-A-Plane, of course, and

combed through many common (and, not so common) internet sources. No doubt he corresponded with several of his now fellow members in the Association. In late 2004, he had found and narrowed to three "very interesting" 140s for sale, "spread out" from California to Texas. As fortune would have it, a friend who is an A & P lives part time in Phoenix and part time in Hamburg, Germany was (relatively) nearby, possessed the needed expertise, and was able to take a look at the "candidates". Scott's quick assessment came zipping to Jens that he should definitely buy N89109 which had been purchased and completed for "perfect show" restoration by a small flight school operator. Before that the aircraft was owned by our former member Robert B.

Lingel for almost forty years! Jens sent a \$1,000 deposit to cinch the deal just as quickly as possible, and booked a flight to Phoenix!

Shortly after arrival in Arizona, Jens and Scott were winging their way in a rented Tomahawk to the "Citrus Capital of the World", Santa

Paula, CA where THE 140 was



A&P Scott and former owner Curt Schutze



Flying Back to Arizona



based. And, after a quick up-close and personal inspection, it was so obvious that this one was perfect, in-

deed. The deal was quickly completed. The (now) old owner gave Jens some good, focused dual instruction – "7 landings to get the basics" and, of course, the dreaded X-wind practice. Jens "passed" it all with truly flying colors (Being a new, enthusiastic owner can often seem to make one very teachable, can't it?). Now that the "easy part" was over, it was time to "figure" how to get this bird home to Germany, and the trip began with a super fun flight of 2 back to Phoenix.



Shopping Cart full of supplies

With some of Scott's tools, a trip to the store for supplies, use of a fork lift loaned by a friend with Lufthansa and "armed" with instruc-

tions on just how to disassemble and crate, the real work now began. It took four days to prepare the plane for a 40 ft container that had been made and sent by a German company (January 31-Feb

The Wingless Wonder



3). Then, with 24 more hours of work to very carefully "stuff" it in the container, it left Phoenix on a Friday afternoon for California...then to Houston, and to Germany. But, it did take some time to make the trip – leaving Houston on February 17th, it (finally!) arrived on March 8th while Jens (now



back home and "tracking" the shipment every day) anxiously awaited his wonderful "new" 140.



Again, with the tremendously valuable help of friends and an FAA authorized inspector, the reas-

sembly went smoothly. On March 13, 2005, they finished up and with final airworthiness assurance and fueled up at 4:10 P.M. on a Sunday after-



Unloading in Germany



noon (Jens remembers the time well!), old 109 flew perfectly! And, again and again, Jens continues to thank the several old and



new great friends who have assisted and supported his "mid-life crisis" and, more importantly (and, accurately) his

burning desire, significant investment and hard, hard work to earn the "right" for buying and flying his own neat Cessna 140! After three months of ownership, he had a forced landing resulting in four new ECI cyl-

inders. He has installed new Airtex carpet and fixed the instruments. He learned to polish aircraft and received first place at an air show in Denmark in June

Gassing up in Germany



2005. He has new wheelpants that are ready for paint and installation and so on and so on...

Ready to fly in Germany



If you happen see Jens, who often visits Sun'N Fun, Oshkosh or just "talking" on the Association website, be sure to extend the 120/140 "family" congrats, welcome, and best wishes for many, many years of fun and safe 140 flying.

(Editors Note: Jens sent me a FABULOUS CD packed with about 290 pictures! It was very difficult to decide which ones to put with this article!)

AIRCRAFT SPRUCE

Everything For Airplanes!

FREE 700-page
Parts Catalog!



1-877-4-SPRUCE

Aircraft Spruce West
225 Airport Cir., Corona, CA 92880
ph: 951-372-9555
fax: 951-372-0555

Aircraft Spruce East
452 Dividend Dr.,
Peachtree City, GA 30269
ph: 770-487-2310

Aircraft Spruce Canada
1760 Meyerside Dr., Unit 5,
Mississauga, ON, L5T 1A3
ph: 905-795-2278

Info@aircraftspruce.com

www.aircraftspruce.com

ORIGINAL STYLE DOOR SEAL

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

BILL RHOADES

Box 51, Northfield, MN 55057

Email: pilot140@aol.com

Editors Note:

Get your Newsletter Online!

It is here! The online newsletter is a reality! We now have a Members Only section on the website and YOU can choose to get your Newsletter online or sent in the mail!

Please read John von Linsowe's article (in this issue) about the new Members Only section, and follow his directions to get access to this new benefit. You can log into the members only area and verify the correctness and update your personal contact and airplane information.

While you are updating or verifying your personal information, one of the options in your profile, is the selection to 'Mail Newsletter'. If you select NO, you will no longer have the bi-monthly newsletter snail mailed to you. Instead you will be able to get instant access to the information as soon as it is published, saving about 4-6 weeks! Rest assured, however, because the December Issue (Calendar), as well as the January Issue - (Membership Directory), WILL STILL BE MAILED TO EVERY MEMBER.

We still have some members with no computer, so for now, we will continue to print out the newsletter for those folks.

Because the newsletters are mailed out 'Periodical Rate', there is no telling how many of these are going to bad addresses. The Post Office does not forward periodicals. If you choose to continue to receive your newsletter via the mail, please make sure your address is correct on the Members only section. If you don't have a computer, then check the correctness of your information in the membership directory. If there are corrections needed, please let the Secretary/Treasurer know so the database can be updated.

Here are the realities of each as I see it:

Getting the newsletter online

1. FULL COLOR pictures of everything! Better detail and prettier!

2. You get it on time, as soon as it comes off the presses. No more waiting for up to 6 weeks to get the printed copy.
3. You can print out only the pages you want, and they will be in color.
4. You will be saving the Association money which we will use to better the website!
5. You can have as many copies as you wish. Faster access to For Sale advertisements.

Getting the newsletter mailed to you

1. You will get a printed, two sided copy already three hole punched.

You will probably wait for three to six weeks to get it after it is mailed, due to the periodical rate that we 'enjoy'.

Anticipating the inevitable question, "**If I get it online, will my dues go down?**" The answer is, 'No'. As the situation is now, we are barely breaking even with the reduced frequency mailings we do now. When the postage rates go up this spring, (and they are going to go up!), we are going to be in a world of hurt. At that point, the dues may not cover the costs of mailing the newsletters, let alone the other expenses the Association has. Offering the newsletter online is a way to offset these costs as well as get the information to our members in a more timely fashion. (Many of you have already asked for the newsletter online, so here it is!)

If you would like to download the newsletter and get it as soon as it is published AND in full color, you can go to the Association's website, www.cessna120-140.org. Log into the Members Only section and go to the 'Newsletters Online' tab. The current issue, and all past issues are **only available to Association Members**, in the Members only area.

A past issue (Oct/Nov 2006) is available to all forum users on the 'Info'-'Free Newsletter' tab.

Cont.....

From IFR Magazine's "On the Air", This comes from a search and rescue pilot at Canadian Forces Base in Bagotville, Quebec. It happened late one night during bad weather, as heard over the tower radio:

Helicopter pilot: Roger, I'm holding at 3,000 feet over the beacon.

Second voice: (Panic in voice) No, you can't be doing that...I'm holding at 3,000 feet over that beacon.

Helicopter pilot: (Short pause) You idiot, you're my copilot.

Online Newsletter Continued...

If enough of our members choose to get the newsletter online, the cost savings may allow us to print the Calendar issue (which will be MAILED TO EVERY MEMBER) in full color for every month (that would be REALLY COOL!)

Please, seriously consider getting your Association Newsletter online. OR, at least try it for one issue! If you normally throw out the issue after you have read it, the online version is perfect for you! If you are one of those people that like to take it to the 'Loo' and read over everything, you can still do this! If you like to keep the copies in a three ring binder, you can do this too!

(You just need to do some hole punching on your own). This is the best of both worlds!!! And did I mention that you won't have to wait up to 6 weeks to get it???

If you don't have a computer, or still have slow dial up, then the mail might still be for you. Or, this might be just the impetuous you need to get faster internet!

Your Association Officers are working hard to keep the costs of membership low as well as use the dues responsibly. Please help us in this endeavor!

O-290 Conversion by Jerry Highland

With the McKenzie STC back on the active list soon, I thought some user information might be helpful to those considering it.

We've had both the O-290D and D2 in our '46 140. Both engines are 289 cu in. with the same bore and stroke. The takeoff and cruise RPM are also the same. The D is 130HP for takeoff and 125 cruise and the D2 is 140 and 135. The compression ratio is 6:5 to 1 and the D2 7:5 to 1 and it has hyd lifters. The timing for the D is 25 degrees and the D2 18 degrees so be sure to get it right or you will have an unhappy engine. The D has a 2000 hr TBO and the D2 a 1500 TBO.

How do they perform? "Awesome!" Our O290-D came with a 76 AM6-2 prop pitched at 56, it would cruise 125-130 but was weak in the climb. We re-pitched the prop to 52 and it was a perfect match. We could easily cruise at 115, hop off the ground quick and climb at 1,000 FPM without much problem. We burned 6.7 GPH on average. We flew this in the mountains and high density altitudes for four years and went in and out of some pretty amazing places. The D started feeling its age so we installed a D2. We started with a 74DM6 prop at 54 pitch and it worked okay but we wanted more get off the ground and climb so we took it back to 50. We sacrificed a little cruise but it was worth it. Our plane is modified with light weight everything and VG's, so light on gas with one person in it makes some pretty spectacular takeoffs. With two people and full tanks you can still get off in 300' and climb 1000+ FPM. You can give 150 HP, fixed pitched cubs a run for their money. Several times we've

climbed faster at the same angle.

The performance of the two engines is very close so I could get either one you could find in excellent condition. Make sure the oil pump AD is done or deduct that from the price. The horsepower is useless without the right prop. The D2 is 135HP at 2600 RPM so if you have a prop that only turns 2350, you have a 101HP 140! For mountain flying and max performance the 76AM at 52 and the 74DM at 50 worked great. Both combos could reach 2600 RPM and creep towards 2800.

The 74DM prop is 8 lbs heavier than the 76AM. The 76AM has a 25 hr AD for this installation. It's just an inspection for damage towards the blade tips. The biggest negative is fuel consumption. With 24 gal useable and 7GPH you have to watch it closely especially if you fly the back country, you could be an hour from fuel. These engines also have a reputation for running hot in this installation and it's true. Pay close attention to the baffling and I would suggest a CHT gauge. The oil cooler system is very efficient and if your oil temp is showing high, your CT is already out of sight. This is by far the best conversion for maximum performance from your 140. The 150hp engines weigh more, use the same prop and eat at least 8 GPH. The O-235 engines are certainly better than the C-85 but won't hold a candle to the O-290's.

We've learned a lot after 5 years of serious flying the O-290's and would be happy to share information with anyone interested. Give Jerry a call a 509-466-3431 or stop by and take a ride.

Fighting over the Left Seat – Ken & Lorraine Morris

Benefits to Membership – the Long Eloquent Version

When we first joined the International Cessna 120/140 Association in the early 80's, the total membership was around 1500 members. Since that time, the membership has slowly dwindled to around 960 members. We asked ourselves why. (Is it because of us?) The total number of Cessna 120s and 140s out there seems to be the same, in fact the quality and numbers being restored to pristine condition has increased, so why the significant decrease in the Association membership?

Our conclusion, after dwelling on this in the evenings in the hot tub (NOT), is that part of the decrease is because of the advent of the internet. The profusion of information on the internet has allowed owners and interested parties all the info they could ever want instantly. What need is there for a newsletter from an Association that wants you to pay dues when almost all of the same content is free for the asking? (That reminds me of the saying, 'Why buy the cow when you get the milk for free')

Because of that, we started thinking about the reasons to belong to the International Cessna 120/140 Association. Just what are the benefits for members? ...are they significant? ...and how can we communicate those benefits to our current and interested future members?

We believe that we need an increasing, solid and PARTICIPATING membership because ours is definitely an "aging" aircraft, and we are quickly losing the support of the FAA, Aircraft Manufacturer (Cessna), and EAA (who seems to like new light sport planes more – after all, they buy full page ads in the EAA magazines!). These organizations seem to wish that we would just "go away" with what they think are old, worn-out airplanes. They don't want the perceived liability or potential headache associated with us.

Evidence abounds that the FAA is actively in the process of trying to shift the maintenance and support of the planes onto the Type Clubs, so it behooves us to have the most participating members we can muster – and, of course, to be well positioned and appro-

priately organized with capable, caring, responsive fellow owners/pilots, and well selected leadership.

With the larger membership, we can more effectively and efficiently represent the majority (if not all) of our aircraft type out there. We can actively solicit and collect data, and get a line on small issues before they become big problems. And with this data, we can come up with solutions before they blow up into huge AD's with the associated cost to the members. When you think about it, this may be the area of most potential for us to impact the ever increasing cost of owning and flying these planes!

We have the ability to communicate to the Aircraft ownership base quickly, through email, website or newsletter, what problems they might see, and how they can alleviate/mitigate them. We can also keep the membership updated on availability of parts, and other important information.

OK, you say, we can do this right now using the website that is already up and running. That is correct. We CAN get information out using the website at this time. But right now, less than half of the website users are Members of our Association, and many of our members don't get on the website at all... Many of those who participate on the website are enjoying the benefits of membership without being members themselves.

When the website was first started, it was decided that the website forums should be free to all and that it was not necessary to be a member to participate. The exchange of information is invaluable and should be available to everyone who operates the 120s and 140s. Quite frankly, the long term members of the organization have supported, and insisted, that everyone with a genuine interest have access to valuable Association information. No doubt, this policy has contributed greatly to the websites success and growth. Because of that, we are actually contributing to our Clubs demise!

So, what do you get for your dues, or what do your dues pay for? (from the top of my head – not a complete list, for sure, and you may come up with some more of your own.)

Newsletter printing and mailing.

This is by far the biggest expense we have. (Members submit articles and content as well as volunteer time to gather information for the newsletter itself)

Website Hosting and software.

(Members volunteer to moderate the website forums and program all the site content.)

Association Laptop computer

for Sec/Tres to keep track of membership. (Volunteers give time to keep track of the membership information.)

Professional Administrative

Services (Yep, we have to prepare and file

UNIVAIR FAA/PMA PARTS FOR YOUR 120/140 CESSNA

NEED PARTS? For over 60 years, we have been Supplying Cessna 120/140 parts. We also carry many fine distributor items. **UNIVAIR has what you need for your classic aircraft. CALL UNIVAIR FIRST!**

Univair's General Catalog is available for \$5, which will be credited with an order of \$50 or more. We also offer, upon request, a free Parts Inventory Price List.



2500 Himalaya Rd., Dept. 124, Aurora, CO 80011-8156

Toll Free Sales: 1 (888) 433-5433

Info Phone: (303) 375-8882

Fax: (800) 457-7811 or (303) 375-8888

e-mail: info@univair.com

web site: www.univair.com

UNIVAIR®

AIRCRAFT CORPORATION



All merchandise is sold F.O.B., Aurora, CO. Price & availability subject to change without notice. 3-1-07

Benefits to Membership Continued...

a myriad of tax 'forms', etc.)

Miscellaneous office supplies for day to day business.

Access to the Technical and Maintenance Advisor
(A Member who volunteers his/her time to answer questions of a technical nature)

Now, it is important for all to know that the **dues do NOT pay for the Conventions**, (they are self supporting), so we need to stress that even if you cannot attend the Convention, you can benefit from membership.

If we don't participate, who is? Who is going to carry the torch for continuing to own, maintain and safely/legally fly our airplanes?

All we have is our membership and the wonderful folks out there (potential, needed/wanted members!) who can enthusiastically participate and take advantage of the information available through our website, as well as through the "conventional" channels of contacts with Association State Representatives, the Newsletter and Membership Handbook, fellow members,

Maintenance Advisor, Director of Maintenance, and other dedicated elected/volunteer leaders. *(How is that for one really big, run on sentence?)*

As we continue to grow significantly with online participation, we will surely need similar growth in related financial support. The website isn't free, of course, and is paid for by members of the Association. It is a vital and much needed "tool" for effectively gathering and communicating information to some of the finest folks in the world, "120/140/140A;ers", no doubt will all agree. Our dues are currently \$25 per year and we are working hard at keeping costs down to maintain that price. That is minor compared to the cost of belonging to AOPA (\$39), EAA (\$40 min), the Bonanza Society (\$55), or a few days worth of coffee at Star Bucks!

You received this newsletter, and therefore YOU are a dues paying, card carrying (maybe) member of our Association! I would like to personally thank you, as well as extend my thanks from the other Officers, Board Members, and Association Members. You are contributing just by being a member of this Association and we (the membership) appreciate it.

Benefits to Membership - Lite - the short version (for those with little time OR too lazy to read the long version)

Background:

- Membership in the 120/140 Association has dwindled down to 960 members
- We are losing support of the FAA, Cessna, EAA, etc.
- FAA wants to shift maintenance responsibility to Type Clubs
- We need a way to collect Maintenance data from members
- Less than half of the website users are Association members, but it is paid for by Association Dues
- Website participation is growing, and we need the related financial support

We spent lots of time in the hot tub figuring this out (NOT)

What do you get for your dues/where do dues go?

- Website and associated software
- Newsletter mailing/printing
- Association Computer
- Professional Administrative Services
(Taxes, etc.)

- Office Supplies for day to day business
- Access to Technical Advisor

What do the dues NOT pay for?

- Convention - it is self supporting
- Volunteers time and travel

Why be a member?

- Ability to represent the majority (if not all) of our airplane type to the FAA, Cessna, and other groups whose attention we need, with a large verifiable membership (strength in numbers, bigger voice)
- Be part of soliciting and collecting data and coming up with solutions before they become ADs.
- Access to past Newsletters online.
- The knowledge that you are helping keep these great planes in the air!
- The Associations Newsletter
- Help support the services you enjoy(see dues above)
- Conventions - be part of a great group of people!



A Cessna 140 to Chicago, O'Hare – Part 1 by Denny Cunningham

(Forward by member Scott Hartwig: Denny Cunningham and I both retired from ATC at O'Hare, but once upon a time, we each owned Cessna 140s and flew them to work. (unfortunately, Denny's N2300N, or "NooN" for short, was later destroyed in a fatal accident with a subsequent owner) Some of you may recognize Denny's name as a contributing editor to IFR Magazine. We asked Denny if he'd take a little time off from penning for IFR, and tell us about "flying to work at ORD". Aside from being the best controller I've had the privilege to work with and learn from, Denny is an aeronautical engineer, instrument and multi-rated pilot, and some of you may have even heard him at work when you flew into Oshkosh during the EAA conventions. Since he retired to Arizona, he can be found playing Air Boss at Copperstate, Prescott and Front Range airshows, among others.)

Somewhere in the friendly community of Cessna 140 folks, there are a couple of owners who probably don't realize that their 140's have more O'Hare experience than most airline pilots. The story of how that came to be begins with my first general aviation trip into ORD, which wasn't in the classy little Cessna, but in a rather mundane Cherokee 180. As a young and ambitious air traffic controller at Flint, Michigan, the control tower at O'Hare was a natural career progression—and when I was granted an interview for the job, I decided to fly over in a club Cherokee for the big event.

O'Hare is an intimidating destination for any GA pilot, and I was no exception. I felt I held my own pretty well (speaking fluent controllerese certainly helped), and I was brimming with confidence when I

ended up on final approach and contacted the tower. Turns out, my confidence was a tad misplaced, because my arrival wasn't pretty. Take it from me, when a controller tells you to "keep your speed up as long as able on final", consider things carefully before you agree to oblige. Having never made an approach at 140 knots before, I had no idea *that* much runway would slide by beneath me as I attempted to slow the Cherokee enough to land. Eventually, I drove the airplane into the ground at about the 6000 foot mark, barely stopping before the end of the 8000 foot runway, desperately hoping that nobody in the tower realized that the doofus in the Cherokee was trying to become one of their own.

They must not have figured that out, because I got the job-- and when I started working there, I had more than a little empathy for the GA flyers that venture into the belly of the beast. Nine months after moving to Chicago, I was certified as a journeyman controller and celebrated by going airplane shopping. No dull old Cherokees for me-- a shiny aluminum and red '47 140 was available in nearby Indiana, and \$5500 later, N2300N was mine. I lived well north of Chicago, near the Wisconsin state line, and soon had my "new" airplane tied down at Westosha airport in Wilmot, Wisconsin. Sitting in a tollway traffic jam on the way to work one day, I started doing the math: would it be practical to trade my 45 minute commute for a 15 minute drive to Westosha, followed by a 30 minute flight to O'Hare? Of course not. But few of us fly because it's a practical choice, so I made plans to do it anyway.

N2300N was a bare bones bird, sporting only a 90 channel radio and a wet compass. So, you're thinking I overhauled the panel, installing enough gyros and electronics to make it ORD-friendly, right? Nah. There were workarounds for the lack of channels, and I'd be following

roads, not radar vectors. And while a transponder is required for entry into the airspace, that requirement can be waived by the controller—who had a powerful incentive to do so, since my arrival meant that he got to go home. Besides, they'd know which blip was me—I'd be the only target within 50 miles that didn't have a transponder. I figured I was good to go.

Not eager to repeat the experience of my first flight into O'Hare, yet not ready to end up as a hood ornament on a big shiny airliner, I picked my first commute carefully, planning to arrive late in the evening for a midnight shift. It was a beautiful VFR night when I first called the tower on the telephone and gave them a heads-up that I would be flying to work. Launching out of Westosha at 11:00pm, I arrived over Arlington Park Racetrack, seven miles northwest of O'Hare, and admired the wondrous view of the massive O'Hare runway layout against the beautiful backdrop of the Chicago skyline. Since my 90-channel radio didn't have the normal O'Hare Tower frequency, I called on the alternate frequency I'd arranged and was told my transmission was unreadable. Still, they knew it was me, so I wasn't surprised to hear, "Cessna 2300N, cleared into the TCA, and cleared to land 14L."

I taxied in to Butler Aviation, feeling like a weed in a forest of Giant Sequoias, and was soon making friends with the gal at the desk. I explained that I was a controller in the tower, showed her my government ID, and was pleased to hear that landing and parking fees were waived for (wink-wink) "government aircraft". Excellent! I filed that away for future reference, walked across the roadway and took the elevator up to the tower. At the top of the tower stairs I found a mayonnaise jar sitting on the tower

A Cessna 140 to Chicago, O'hare Continued...

console with a nickel in it-- and a nicely printed label on the side that said, "DC's Transponder Fund". Somebody had penciled in, "he could use a decent radio, too" underneath. I promised the guys I'd get both -- some day -- and went to work. The flight home at dawn the next morning was glorious-- and I decided that, weather permitting, I'd never drive in for a midnight shift again.

A week later, I'd worked up enough nerve to try the flight for a day shift, and rather surprisingly, it worked well, too. By arriving early in the morning or late in the evening, I wasn't dealing with big, busy O'Hare—I was landing at an airport that seemed to have a lot more concrete than it did airplanes. Departure after the shift could get a little dicey, since there were big airplanes everywhere, but I was savvy enough to know what direction to pick that would get me to the nearest runway and out of the airspace, VFR at or below 1800 msl, with minimum delay. Wake turbulence was a constant concern, of course, but manageable by carefully choosing flight paths and touchdown points.

I was in aviation hog heaven. Flying to work for most day and midnight shifts (usually three per week) was a lot of fun and sure beat shoving quarters into toll-way baskets for an hour-and-a-half each day. Most of my colleagues were good natured about working me in and out of the big 'drome, and few could pass up the opportunity to make fun of me and my bugsmasher. Since most of the runways at O'Hare intersect other runways, I knew I could make the controller's lives easier by landing on a short piece of concrete and holding short of any runway being used by the airliners—so I'd tell the tower on initial contact that I could "land on anything and hold short of anything". My bluff was called when

one controller responded with, "Great! Cleared to land at Palwaukee, hold short of O'Hare." He was kidding, but that transmission has been immortalized on the internet, where it's falsely touted as a true story of how difficult it is for little airplanes to get into O'Hare.

Once my arrival schedule became known to the tower controllers, some started using the ATIS to give me a special greeting. I'd started this trend myself when, a few years earlier, I was working both tower and radar at Flint, alone on a midnight shift, and got bored. The first and only flight of the early morning hours was always North Central 942, a Convair 580, that would arrive from the north at 6 o'clock in the morning, then head out to Detroit a few minutes later. Previous experience had shown that the crews of these flights were usually easy going sorts, so I recorded a special ATIS that would surely get a controller fired if he did it today: "Good morning, North Central 942. My name is Denny, and I'll be your Flint controller this morning. This is a test of the FAA's new automated clearance program, so please listen carefully to the following instructions.

"North Central 942 is cleared direct to the Flint airport. When the airport is in sight, you are cleared for a visual approach to runway 18, you are cleared to land on runway 18, you are cleared to make a 180 on the runway and back-taxi to the ramp. You are then cleared to Detroit Metropolitan Airport via Victor 42, PLAINS, direct, maintain 6000. You are cleared to taxi to runway 18, you are cleared for takeoff on runway 18, and you are cleared to proceed on course. Upon reaching 6000, give me a call on 128.55 and I'll grade your performance on these tasks."

The silence on frequency was somewhat eerie when I took the radar handoff from

Saginaw Approach but never heard from the pilot. I watched as, in utter silence, the Convair descended and landed, then back-

taxied to the ramp. A few minutes later I saw the engines start, the airliner taxi out, and it took off towards Detroit. Not a word was spoken on frequency until shortly after I saw the aircraft level at 6000 on the ARTS display, at which time the pilot nonchalantly inquired, "So, Denny... how'd we do?"

That story had made the rounds at O'Hare and, until the novelty wore off, a lot of controllers took glee in customizing the ATIS in anticipation of my arrival. Some were similar, "don't call us, we'll call you" broadcasts, some were dire warnings to the airliners of an errant Cessna in the vicinity, and some aren't repeatable in a family forum. Suffice it to say that it seems that a lot of O'Hare controllers seemed to have a problem remembering the official phonetic alphabet.

My landing clearances, while not exactly X-rated, were sometimes, uh, interesting. My favorite was the young female controller who put on her sexiest voice, cleared me to land, then made the same sort of noises later made famous by Meg Ryan in *When Harry Met Sally*. Finally, sounding breathless and disoriented, she breathed, "Zero-Zero November, I guess it's true, size doesn't matter. Clearing you to land was *just* as good as clearing a 747!" On another morning, the same controller (eager to go home after being up all night on the midnight shift) told me to, "keep your speed up, because the quicker you get here, the quicker I'll be in bed." Before I could answer, the captain of an airliner on final for another runway offered, "Hey, if there's anything we can do to get you into bed, just let us know!"

Stay tuned for Part II !!!



Engine for sale

Continental O-200-A, S/N 21R521, 1200 SMOH. Have log books and will send cc of all paper work if requested. Asking \$3500 Contact: Ward Combs, 800 759 1942 Ext 150.

Association Website Members Only Section

Triple Dubya Dot You!

The International Cessna 120-140 Association website was created a few years ago by Yvonne Macario. Yvonne and her husband Mark are Pennsylvania state reps for the Association as well. The purpose of the website was to help communicate using modern technology to promote safety and information exchange to maintain and operate our fine little aircraft.

Over time there have been changes to the website with the addition of the forum pages, want ads, technical articles, photo albums, a dynamic calendar, service locator, library including AD's, service letters, TC's and more, convention information and now an Association MEMBERS ONLY section. I was asked to be the website committee chairman a couple years ago and thought this would be a great way to give back to the Association. Yvonne and I have been working together for a couple years now trying to make the site as useful and inviting as we can. It is because of some of the changes done lately I wanted to provide information via the newsletter to help everyone access this great resource.

There is a MAIN MENU on the main page (<http://www.cessna120-140.org>) that includes links to the various parts of the site. This message refers specifically about two items on that menu, FORUMS and MEMBERS ONLY section.

First is the FORUMS link. When you click on the FORUMS link you will be shown eight different forums that we have online. The Calendar is for posting any Cessna 120/140 related event. The Pilot Lounge is to talk about airplane related subjects hopefully that would be of interest the Cessna 120/140 crowd. Technical Support is just that, Cessna 120/140 technical support, a gold mine of information. When you post a question you will be surprised how much knowledge is there. Use the search function before posting because chances are out of the nearly 15000 posts already there, your subject has been discussed. Next are Technical Articles graciously supplied by Neal Wright. Neal is a no opinion, all fact, kind of writer that has posted these articles about key subjects relating to the Cessna 120/140 group. The other four forums are want ads and for sale ads. They are kept current to a certain rotation time period. Can't find that bracket or piece? Post it and you may be surprised.

The forums can be viewed by anyone on the internet. To post on the forums requires you to register and log in although it does not require you to be an Association member. You ask why? Early on we did not require registration and we were vulnerable to spam, porn, you name it. To reduce this we added the requirement to log in. Why can anybody register, even non-members? We have found that much of the information gained has come from non-members. If a person is getting information from the forum I would hope they would join the Association (\$25-cheap) to help support the costs involved in keeping the site online. So,

registration for the forum, member or not is to control the usual internet problems some people seem to want to create. We have a great group now and the forums are very productive.

Another recent addition is the MEMBERS ONLY section of the site. This is our membership database online. Paid Association members can log into their account and view/update their personal data on record. This will provide the most current and accurate information for the Association database. Not getting the newsletter? (then how are you reading this??) Log in and check your mailing address on file and see if that could be a problem. Members can also see newsletters online. An advantage of this is they are all COLOR whereas the printed versions are mostly black and white to save cost. More newsletters are being added all the time so you can read past newsletters as well. Upload all of them since 1978 to the web?? Big project, may happen some day. Members have the option in their profile to uncheck the NEWSLETTER box and terminate their snail-mail version and only receive the online version (it is a .PDF format file and can be printed out as well). This would save the Association money and would not affect mailing of the Membership Book or Calendar to you.

Why another login for the MEMBERS ONLY section? If I were to combine the forum login with the member login we would either have to restrict the forums to members (not our intent) or have an unmanageable and huge database full of irrelevant entries. That leaves us with two usernames and passwords. The member's only section username will be your Association membership number. To make it easy you may want to register on the forum with that same number and set your passwords the same. Sorry there is an extra step but there is a good reason behind it.

The future... Maybe even by the time you read this the Association Online Store will be up and running. Another big step for us here in cybersville. I feel that one of the highlights of this addition is the ability to JOIN and RENEW online with your favorite credit card. There is also that cool merchandise as well as the Technical Reference book that can be purchased. We are trying to make YOUR Association more accessible and beneficial to its members. The store also will have a login available. This is a separate secure system and is only your store account. It is not required to login to purchase items however you will create an account to allow you to check your orders.

There will be additions to the MEMBERS ONLY section as well. Some things are being worked on now.

The goal of the website is to make the exchange of information easier to promote the preservation, maintenance and operation of Cessna 120/140's. Also to make the Association work for it's members in helping with their individual requirements and information needs. It truly is an International organization and the website brings us closer to achieve its goals.

I always like to hear suggestions and comments about the website. Feel free to email me at john@cessna120-140.org with your suggestions and comments. The Association website can be found at <http://www.cessna120-140.org>. Visit us often!

Regards,
John von Linsowe – Website guy



SKY CATCH



**FINEST AIRCRAFT
DOOR CATCH MADE**

Adjustable Tension
Simple Installation
Rustproof Chrome
Lifetime Quality
Streamline

Fits
CESSNA TRI-PACER
LUSCOMBE AERONCA
Cessna 120/140
GIVE MAKE & MODEL
Dealer Inquiries Invited. 100% Guaranteed
Strut clamp & hardware \$10
Price \$20.25 Each or \$39.95 a pair postpaid

Make check payable to
ROMILLY W. TRAVES
Dept. 1, 5555 Columbia Rd., Medina, OH 44256 - 330-723-2778





Carbon Fiber Wheel Pants and Mounting Plates

www.lahtiaerospace.com

Lahti Aerospace, Inc.
2971 Sleaford Dr.
Waterford, MI 48329
Office: 248-886-8826
Fax: 248-942-3849
Email: matt@lahtiaerospace.com



Wheel Pants \$600 pr.
Mounting Plates \$200 pr.
+ Shipping & Handling

Weigh less than 2 lbs. Lighter and Sturdier than original metal wheel pants.

Our Website
www.cessna120-140.org

Our website is located at www.cessna120-140.org Our website Committee is staffed by the following members:

John von Lonsowe - "Chairman"

810-797-5660 N2165V@aol.com

Matt Lahti - Moderator

248-762-1836 eight8november@yahoo.com

Mike Smith - Moderator

850-871-1082 mspcfi@juno.com

Victor Grahn - Technical & maintenance Advisor

616-846-9363 zenయాero@netzero.com

Yvonne Macario - Webmaster

610-310-1313 macario@prodigy.net

For Sale:

Custom made plexiglass panels for
 CESSNA models:

140 - P/N 0412490-S/N 11843 thru
 14306

140A - P/N 0413316-4 All

170A - P/N 0413316-4 All

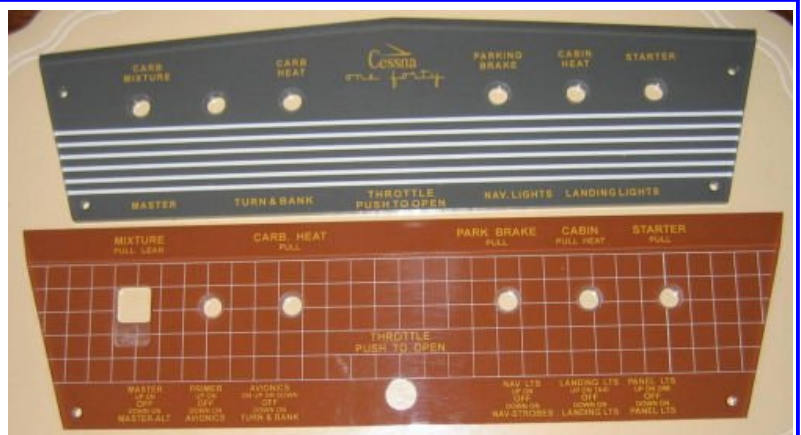
170B - P/N 0413316-4 S/N 20267
 thru 25372

Price \$200.00 each - Call for more info:

Cecil L. Neal

913-831-1465

rlnrailroader@sbcglobal.net



Great Service... Great Rates!

- **EAA-Vintage Aircraft Association Approved Insurance Program**
- **We write all types of general aviation insurance for aircraft, hangars, airports, corporate jets, helicopters and aerial applicators**

**The best is affordable.
 Give AUA a call - it's FREE!**

800-727-3823

*Fly with the
 pros...fly with
 AUA Inc.*



NEWSLETTER ADVERTISING RATES

Full Page

1 Issue 3 Issues 7 Issues

\$140.00 \$135.00
 \$128.00/issue

1/2 Page

\$78.00 \$75.00 \$72.00

1/4 Page

\$48.00 \$43.00 \$40.00

1/6 Page

\$39.00 \$35.00
 \$32.00

1/8 Page

\$30.00 \$27.00 \$24.00

1/10 Page

\$26.00 \$23.00 \$20.00

1/16 Page

\$18.00 \$15.00 \$10.00



This is Magee Airstrip in Northern Idaho about 50 miles East of us. It's 3000' Elevation and 2400' Long. It would be very doable in a stock 140 in the summer. The Idaho guys usually keep it mowed and there are picnic tables and fire pits for camping. You can land either way with good go arounds if needed. In early spring it's soft and the grass is long, but by the end of June it is in good shape/

The strip is at the end of the valley. The snow was great, nice fresh deep powder! We have 12" bottoms on our skis which are really great for deep powder but not so

great on wet sticky stuff. If there would have been another six inches or so we would have laid tracks to pack down a runway. Getting stuck in deep snow sucks! We normally land with good power, that way you can get a feel for the snow before you totally commit.

We have plenty of snow in the mountains but one problem is having enough at the airport. We use the infield between the taxiway and main runway. We have dollies to push the plane on. Hopefully we'll get out a few more times!

Have a good Winter and Lay Tracks! Jerry Highland



Tom Ricchio weighs in on the Aging Aircraft

(Editors Note: This is a response from one of our members to an article in the Feb/Mar 2007 Issue. Proof that SOMEBODY actually reads it!)

I just finished reading your article "aging aircraft" in the latest newsletter.

As an owner of a Cessna 120 several years ago, and current owner of a 140 for over 20 years, I am obviously interested in matters such as this.

I have some thoughts about this, if I can share them with you, and fellow 120 / 140 members as well.

First, to have a 10,000 hour life limit doesn't seem to be a matter of concern to me. I think that the calendar age would be of more significance to me. It is rare to see a 120 or 140 with more than 5000 total time on it at this time. That makes the average, for say a 1948 model, of about 85 hours a year since new. So the 1948 140 would hit the 10K mark in the year 2065. I know we all would like to fly more, but I would be willing to bet that there are very few of us who fly our Cessnas 85 hours a year.

I look at my 140 in terms of age, just as I do of myself. When I was much younger I would do loops, rolls, and spins in the airplane. I am going to be 60 this year, and my 140 is one year older than I am. When I get out of bed I hear all kind of noises that I never heard when I was younger. I treat my body much differently than I did when I was young, and I treat my 140 the same way. No more aerobatics! Its too bad we don't have health insurance for our airplanes. If we had to have a knee or hip replaced we would probably do it, but spend \$100 on new hardware for our wing attach points, and struts...no way!

There are too many variables that contribute to the condition of an airplane. It is difficult to think that all airplanes, even the ones that get a "real" annual, are in great shape after so many years of operation. We have all seen the museum pieces, and also the ones that we wouldn't dream of putting our kids in. Most are actually somewhere in the middle.

I am a retired corporate pilot that flew N.A. Sabreliners years ago. That airplane had a 10K airframe limit on it. Most of those airplanes were maintained on an entirely different level than our little airplanes are. They are in a heated hanger their entire life, and have professional maintenance almost on a daily basis. Quite different than so many of our airplanes that have spent much of their life tied down outside, and looked at once a year at best. Let's be honest too, who isn't looking for the annual inspection that is the cheapest instead of the best. At the 10K hour mark the Sabre had to go in for basically a major tear down that on most aircraft revealed some frightening things. Cracks, corrosion, wiring problems, fuel leaks, etc., with some discoveries actually scary. After that inspection was complete, and repairs made, the airplane was returned to airworthy status. If a 120 or 140 ever makes it to 10,000 hours I would hope that the owner would realize that this is a reasonable time that it should be inspected to a level that I am quite sure most of our airplanes haven't seen maybe ever.

Remember folks, this is just a safety issue. No one is trying to make life difficult for us, they just want us to keep on living.

Thanks for listening.

Tom Ricchio
Cessna 140 N89104

Tech Talk, by Victor Grahn

Parts, Alterations And the Field Approval

Just recently I read again in a large general aviation publication where someone had written in asking if they could install an un-approved part on an airplane. The editor of the magazine said the following; (or something very close to this, not recalling the exact wording) "sure you can, just install the part and have your A&P/IA fill out a 337 form and send it into the FAA for a Field Approval.

Well, I suppose, technically he's right, that is what you can do, but he made it sound so simple and straight forward.....almost as if you could snap your fingers and "Poof" just like magic it would happen.

The truth is while that may be all there is to it, you sure are not going to just snap your fingers and make it happen. There's the part about getting the FAA to sign off on it that was left out of the story.

Truth be told these days, it's fairly hard to get Field Approvals, compared to ten or even five years ago. And there are even "depths of degrees" to getting a Field Approval. Lets say you want to change something that the FAA has considered as being worth a second look, say, something in the oil system of an engine or the fuel system in an airplane, the Field

Approval has to go right past the local FSDO (where it usually stops) right on to the regional office (ACO usually) and get through and be approved by FAA Engineering. Even if you are able to do that, it won't happen overnight, and you will most likely be in for a re-write or two, or additional data may be needed, or, or, or something else, other, or just a blank refusal. So for certain systems, as I've listed above you will be in for even effort to obtain a Field Approval.

You may be better off attempting to get a "One Time STC".

When isn't a Field Approval needed? When someone has already obtained, through many hours of hard work, expense and paperwork an STC (Supplemental Type Certificate). Then you are allowed to install the part/parts/ or a system, such as a remote oil filter, provided you do it per the STC instructions, and just send in a 337 form already signed, approved by the inspecting IA or Repair Station.

Typically, STC's cost money, why? Because of all the hard work, sweat, trials and tribulations and time to obtain them. They cost money for the paperwork, and with some STC's the parts you need are included. An aircraft owner may think, "well, that's nonsense, this here little fuel valve looks just like the one I saw in some aircraft supply store, I'll just buy it there, and get my Mechanic to install it, or better yet install it myself." I suppose, but consider the following.....

Occasionally, I get requests to install a non-approved, or even a TSO'd part that isn't for the airplane they would like to install it on, via field approval, even though there is an STC available for the same thing. Why?, because the Field Approval is cheaper, because, theoretically the non-approved part is cheaper than an STC'd part. By the time I charge for all my time and effort to "TRY" and get a Field Approval, we'd have probably all been better off just having "someone" pay for the STC'd installation. I can seldom if ever bill for all the time I have trying to get the FAA to sign off on something. And, back to the previous paragraph, the Aircraft owner doesn't understand why it should cost so much, after all they were trying to save money in the first place.

What other time isn't a 337 Major Repair and Alteration form needed? Several times actually, when the part is a direct replacement (See PMA below) or when it's a Minor Alteration. Ok, what's a Minor Alteration? Per the FAR's, anything that isn't a Major Alteration. "Ah, I see" said the Blind man as he picked up his hammer and saw.

So, where might one find a Minor Alteration? A good start might be if you were going to replace your fuses with Circuit breakers. A good case could be made for this being a Minor Alteration, but then again, I've seen where folks considered it to be a Major Alteration. In this case it's a little up to the IA that's signing off the work, since they are approving it for return to service. Do I sound like I'm vacillating a little here? Well, no doubt I am, only because there's no firm and hard rule for something like this. At least as explained to me.

Let's start with some basic terms, such as what's an approved part, and what isn't.

Parts is Parts: Right? Well, not so fast.....

An approved part will come with some fancy terminology, like FAA PMA or TSO, kinda sounds like we're going for our Doctorate aye? An un-approved part doesn't have these fancy terms. Let me give you some examples.

PMA is for Parts Manufacturing Approval. This would be a part that is aircraft, or several aircraft specific. Such as; a flap for a Cessna 172F model, or a seat rail for a Cessna C-177, or an Elevator for a Lear Jet 35. In other words, the kind of part that you would put on a specific airplane or several specific airplanes. Generally speaking (sorry, writing) if you are installing a PMA'd part then it would be a direct replacement for an OEM part in every way, so usually all you need is a logbook entry.

TSO, or Technical Standard Order would be a generic part, something like a Battery, a light bulb, a tire, a seat belt or spark plugs. These are the kinds of parts that can be used on many different airplanes. Sometimes for TSO'd parts,

■ Active STC's ■

C-85 Carburetor STC

David Lowe - 270-736-9051

Continental O-200 120/140

Gary Rice

Continental O-200 120/140/140A

Randy Thompson - 530-357-5440

Alternator Installation

Fred Lagno - 410-827-7896

Cessna 150 exhaust

Walt Thomas - 410-544-7670

Shoulder Harness Installation

Jack Hooker - 815-233-5478

Vortex Generators

Cub Crafters - 887-484-7865, Ext. 209

Cowl Fasteners

Dip Davis - 815-568-6811

Tech Talk Continued...

even though they are suitable for many different aircraft you made need a 337 to install them. Such as changing your radio package for instance. The radio's are TSO'd parts, but to get them installed on your aircraft, due to not being original equipment, they need a 337, also for the "install" part of the equation. Or lets say you want to install a 10X6 tundra Tire on your 140. Well, the type Cert says 6, 7 & 8:00X6 are all approved but since a 10 (assuming they make a 10) sized tire isn't on the Type Cert you will need an alteration form (337) to install it, legally.

PMA'd parts, can be and some times are, also TSO'd.

Mil Spec. this would be something, once again generic, but still able to be used on many different airplanes, such as electrical wire, greases, lubricants, etc.

A Mil Spec or AN number (From the old Army Navy) this would be something like hardware(bolts, nuts, screws), hydraulic fittings, cotter pins, grommets, "O Rings", etc.

Let's get back to my "Minor Alteration" above, wanting to replace fuses with Circuit breakers. This is a fine line, grey area. A good case could be made that a Circuit Breaker is simply a modern "fuse", and that you're replacing one TSO'd part, for another. In which case, depending on the local Technician's "pulse", he could sign it off as just a log entry and consider it a minor alteration. In other words, "he approved it".

Someone else may take this and say, "well, the aircraft didn't come with Circuit breakers, therefore it is a major alteration, therefore we need a 337 form". With out doubt this is a fence riding subject and I've seen it fall both ways. This is simply an example.

To give a clear cut example of a "Major Alteration", let's look at the following case;

If you were to want to install one of those real nice light weight 30 amp alternators you see at Oshkosh on your certified aircraft, such as your hangar buddy has on his Homebuilt, then since this isn't an approved part(yet?) you would need to go through the field approval process.

You would work up a set of electrical drawings as to how you would wire in the alternator and regulator. How you would circuit protect the system. You would obtain from the manufacturer the technical data on the system, their installation instructions, and work up whatever other supporting technical data you can find and submit it to the FAA.

My recommendation would be to send in the paperwork first. Chances are they will have some comments, suggestions, ask for changes, and/or want to come out and see the installation. First and foremost you need to find an A&P/IA that, A. has a good working relationship with the local FSDO and, B. Believes in what you are trying to do and has a good warm feeling about it.

Over the months and years I see this issue come up on the website in various forms with folks wanting to install all sorts of stuff, or question the legality of what has already been installed on their aircraft before they bought it. No doubt, everyone getting a Newsletter may not be on the website, thus this article.

I hope this can clear this issue up for some folks. It may raise even more questions, but you are always welcome to call or email. This is the current state of affairs with Field approvals and alterations..... just stay tuned things may change.



www.cessna120-140.org

Is 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 Form is a favorite place to communicate with members. The photo album is available to show off your "baby". You can update your contact and aircraft information in the Members Only section as well as join or renew your membership and purchase club merchandise from our online store. There are links to member sites, printable membership applications and merchandise order forms and much more. Stop by and sign in!

Jerry Highland explains the J-Hook Takeoff

Just got this note from Jerry Highland!

Just got the newsletter – I like the Shotgun Guy, my kind of people!

The J-Hook Takeoff!

You start from a position dictated by terrain, etc. you give throttle as you come around and when you're square with the runway you're rolling and at full power. It's a bit hard to get proficient, but with practice it works. Kelly has it down to a tee. Our tail comes up (keep it low) while turning and we are moving with full takeoff RPM when we line up on the runway. It cuts your takeoff roll a bunch. You can start just off the takeoff area or on it. On it, you just get off to one side and make your turn so the arc is at the end of the runway, which will put you at the normal takeoff position with full power and forward motion! Every little bit helps.

Our snow level is down to 5,700' now, so it's winter sleeping bags, covers and pre-heaters time!

High Notes* Dorchen Forman

1) I would like to point out a dispute with the FAA. It is regarding language that was inserted in part 1 of Title (14CFR), the final rule of the sport pilot regulations. It is this language that made David Lowe's STC that lowered the gross weight of the Cessna 120/140 series of aircraft invalid. Enclosed is a refined time line of the events leading up to the current status of the International Cessna 120/140 Association petition for exemption. I hope that this will help you have a clear understanding of the FAA's abuse of power.

The Light Sport Plane STC (SA02482AT) that was granted to David Lowe on behalf of the International Cessna 120/140 Association before the NPRM was concluded, was essentially shot down by the addition of a phrase: "...unless previously certificated at a higher gross weight." That addition to the rules was not there or discussed during the comment period. The STC was already in place. At 1320 pounds the 140 is just 150 pounds over that arbitrary figure. It's easy to keep the lower weight when it's flown as a Light Sport Plane. The beauty of the STC is that the 140 can be both. But we were lied to by the FAA when they added that phrase. You should know that some Ercoupes, some Aeroncas, some Pipers, some Luscombes and some Taylorcrafts can stay within that weight.

If you care about this issue and want to keep your 140 you should write your US Senators and Representatives. The FAA is there to serve the aviation community. The Light Sport Plane was described as a way to make Aviation more accessible and affordable. Is anyone out there listening?

2) It was a sad day for me, but a happy day for Marty Safaie. Marty bought N4239N and flew it back to Tulsa. He joined the Int'l and I hope he finds lots of friends there.

Sun N Fun Announcement and Schedule

This is a special "preview announcement" to those of you in close proximity to Lakeland regarding a very special Association dinner "gettogether" on Thursday, April 19 on the Sun'N Fun fly-in site. Hosted by fellow members Gene and Debi Jackson, there'll be a special dinner prepared for all 120/140 folks on Thursday evening of "fly-in week". Very able, experienced (and, famous!) at enthusiastically serving large groups, Gene, Debi and their "crew" look forward to making this a highlight of your Sun'N Fun week. We guarantee that it will be!

While the time for flight planning (...or, auto trip planning) is yet a few weeks away, please keep the date of this special event, along with the Association's maintenance Forum (Saturday, 4/21 -- 9:00 'til 11:00 A.M.) in mind as you pencil in the time you'll spend in Lakeland. Believe us when we say that you definitely don't want to miss THIS!

Look for more information regarding specific location, menu, exact time, etc. in the coming days and weeks (Please see website and upcoming newsletter), and plan to stop by the Type Club tent for registration and tickets upon your arrival. Too, certainly, please feel free to contact us with any questions. And, finally, please "pass the word" whenever the opportunity arises!

THIS is shaping up to be one of the all-time BEST SUN'N FUNs ever!!

- Association HQ @ Type Club Tent (Adjacent to Vintage Building): Open daily from 9:00 A.M. 'til 4:00 P.M. Tuesday through Saturday (4/17 - 21).
 - Association Group Dinner: On the Sun'N Fun Grounds! Thursday, April 19 @ 6:00 P.M. "until" -- check by Type Club Tent for details and to purchase tickets.
- Association Maintenance & Mods Forum: Forum Tent # 9 Saturday A.M. (4/21), 9:00 A.M. until 11:00 A.M.

Mac & Donna Forbes

Application for Membership
International Cessna 120/140 Association
9015 E. Coleman Rd., Coleman, MI 48618

Your Name _____ Phone No. (____) _____.
Street or Box No. _____ Email: _____
City _____ State _____ Zip _____
A/C Info: Model: _____ S/N _____ N _____ Year _____ Engine _____
Your Prime interests in joining: Maintenance ☐ Engine Mods ☐ Parts ☐ Fly-Ins ☐
Other (please specify) _____
ANNUAL DUES - \$25.00* (U.S. Currency) - Overseas Members add \$10 for postage (total \$35)
*Family Membership add \$5.00

Loss of Electrical System by Hugh Horning

The other day, in an attempt to acquire more than the 19 flying hours I've amassed in each of the last two years, I flew to a Chili/Dessert fly-in at Alloway grass airstrip about 20 miles southeast of NCAA (ILG). It was difficult finding the strip visually as it has a row of trees parallel to the runway on the western side and you can't see it till you're practically over it.

The fly-in was sponsored by EAA Chapter 216 and hosted by the generous owner of the private airstrip. By the time I departed, some 50 planes has flown in, mostly taildraggers. Saw some friends I knew. Dan Marchetti if 216 asked me to be one of the three judges on eight different chili dishes. I thought I would have a JATO on my flight back to Wilmington!

When starting up at Wilmington earlier, the prop barely moved but did fire up. When departing Alloway, the prop didn't move at all and a thoughtful young man gave me a hand prop. I figured the battery was low for some reason. On the flight back to Wilmington, over Salem, NJ, my radio and transponder went out. I flew into ILG at 2400 altitude, circled the field, looking at the tower for light signals but saw none. So I proceeded to Summit airport, landed on the grass strip, and taxied to the amp. No mechanics. I phoned Wilmington tower who had already called summit and asked me to call them. I asked for permission to fly into ILG sans radio. They were very helpful and gave me instructions to follow. I refueled at Summit as the price was \$3.78 per gallon whereas it is \$5.00 per gallon at Wilmington. Got a hand prop from Tommy the line boy and was off!

So all's well that ends well. Am checking my log to see when my battery was installed and will have Hangar 6 Maintenance check the generator as well, as the ammeter needle was not moving.

**DON'T LET THAT
COWL FLAP!**

Replace those troublesome, complex Cowl latches with reliable Camloc® Fasteners. No cowl butchery required. A full set of four latches for less than the price of one original latch.

\$189.00 per set postpaid
With Phillips head fasteners.

Add \$5.00 for "wing" type
(no tools required to operate)

FAA STC & PMA

W.D. "Dip" Davis

411 Pawnee Trail, Marengo, IL 60152
(815) 568-6811



STC'd for C-120/140s

**Hooker
custom
Harness
INC.**

JACK HOOKER
Phone: 815-233-5478
Fax: 815-233-5479
Email: info@hookerharness.com
www.hookerharness.com

324 E. Stephenson St. - Freeport, IL 61032

Disclaimer...

This newsletter is for educational and informational purposes only. Readers are reminded that Federal Air Regulations Part 91 places primary responsibility for ensuring the airworthy condition of the aircraft on the owner or operator. Any person who maintains, modifies, or otherwise changes an aircraft must do so in accordance with manufacturer's recommendations and all applicable FAA regulations.

Just got another note from one of our members..

Hi Lorraine,

Enclosed are copies of the 337s for my 1946 140. I sent to the FAA for the CD-ROM on my 140 and the 337s on it matched the ones I had in my records.

I originally learned to fly when I was 15 years old in Ohio. Shortly after soloing in an Aeronca 7-AC "Champ" a co-worker of my Dad said that I could fly his Cessna 140. I flew it for a couple of months in 1959 before we bought an Aeronca 11-AC "Chief".

The 140 had an "interesting" demise after I started flying the Chief. The owner would let various pilots at the airport near Toledo, Ohio, rent his plane, although he wasn't an FBO.

As I heard the story, one day a couple of guys rented his 140 and decided to fly over to one of the islands in Lake Erie. It seems that on the island there was a winery near the landing strip, and the winery had a "tasting" room where you could sample the various products made there.

The pilot and his friend spent the day at the winery and as afternoon was drawing to a close, they decided to return to the airport and fly back to the mainland.

When they got back to the plane, they discovered they had lost the key to the 140. No problem though, they soon got the engine running and took off toward the mainland. Shortly thereafter however, the engine quit. They were not high enough to glide to land, so they made a successful ditching. There is a lot of boat traffic on the lake in the summer, and they were immediately picked up uninjured (rumor has it that they were both feeling no pain). The 140, however, slowly sunk to the bottom of the lake.

The owner searched the area for some time, but he never did recover the plane. And as far as I know, no one else has either.

So for all the treasure hunters out there, there is a very good 1947 or 1948 Cessna 140 drifting around the bottom of Lake Erie!

If the warbird guys can find and restore Navy planes from the ocean, restoring a Cessna 140 from a freshwater lake should be almost easy!

As a side note, the owner and his wife were really colorful characters. After the 140 was lost, he bought an old Aeronca C3 "Flying Bathtub". If you remember them, the C3 was one of the lightest "light" planes ever made. It had a 37 hp engine and probably would be called an ultralight today.

Anyway, the owner and his wife (who had dyed red, almost orange hair), were rather "above average" in weight. They made quite a sight while flying around the Ohio countryside overflowing out of the fine Aeronca cockpit.

Another time we were all at a fly-in breakfast, and he won one of the raffle prizes – a pair of water skis. I think he was the only pilot at the fly-in who could put them in his plane with no problem. No, he wasn't in his C-3; luckily that day he was flying his Stinson Gullwing!

You've noticed I've carefully omitted names and N numbers to protect the innocent (although I think the statute of limitations has expired and the people involved have long since passed on to the great fly-in in the sky). However, some of our Ohio members may recognize them.

Sincerely,
Paul Brick



AERO CLASSIC

Vintage Tires - New USA Production

Finish off your pride and joy with a fresh set of Vintage Rubber. These newly minted tires are FAA-TSO'd and rated to 120 MPH. Not only do these tires set your vintage plane apart from the rest, but their deep 8/32nds tread depth will give you good service life.

Desser is also a direct distributor for:









1-800 AIR-TIRE
247-8473

Desser Tire & Rubber Co.
6900 Acco St. • Montebello, CA 90640
3400 Chelsea Ave. • Memphis, TN 38108
Toll Free: (800) 247-8473 Local: (323) 721-4900
FAX: (323) 721-7888 Web: www.desser.com



Windshields/Windows

Our windshields and windows are manufactured under our proprietary FAA/PMA approved process. Any product purchased from us is unconditionally guaranteed to be unsurpassed in quality with special reference to material formulation, manufacturing technique, optical qualities, contour, shape, fit, and resistance to aging.



Aircraft Interior Sun Shields

Cee Bailey's manufactures aircraft quality sun shields that give your aircraft interior and avionics maximum protection against damaging ultra-violet sun rays and heat.

1-800 788-0618

Cee Bailey's Aircraft Plastics
6900 Acco St. Montebello, CA 90640
Tel. 800-788-0618 or 323-837-1497
Fax: 323-721-7888 • Web: www.ceebaileys.com

Michigan Convention 2007

We are planning a great convention for you this year here in Michigan. The airport, BEH is located almost right on Lake Michigan in the very southwestern corner of the state.

I'll outline some basic details for anyone that is thinking of coming along with an itinerary listed below.

Hotels are listed in the Newsletter and the main hotel is the Courtyard by Marriot. They have 50 rooms set aside, at a rate of \$80 per night. This is the main hotel and will be where the Hospitality room is located. We also have 50 rooms set aside at the Holiday Inn Express. This is a very short drive, or a long walk away from the Courtyard hotel.

Right next door to the Courtyard is a Best Western and about a building or two down from that is a Red Roof Inn.

Within reasonable walking distance, but across a heavily traveled 4 lane commerce drive is a Super 8 and a Motel 6.

We will have Vans running between the airport and the hotels fairly regularly.

I've had several questions asked about camping. You are welcome to camp at the field, although there are no shower facilities available.

If you plan on driving, both the airport and the hotels are right off of I-94 the main highway that runs East to West along the bottom of Michigan. If you were to come from the West on I-94 you would get off at the Pipestone Road exit for the hotels. The hotels are almost all on the west side of the freeway. To get to the airport, you would take the next exit up, Napier Ave. Turn left towards the lake-shore (west) and go to about the second stoplight (I'm guessing it's the second light), turn north (right) on Crystal Ave. After about 3 miles it more or less dead ends into the airport. Turn left and look for the entrance to the airport on your right.

Coming from the east you would take the I-94 business loop exit for the airport, follow the signs. Then two exits later (go past Napier Ave) would be Pipestone exit for the hotels.

Airline service is available into South Bend Indiana, south of BEH, and Kalamazoo to the east of BEH.

Amtrack train service is available to the downtown St. Joe

Depot. (right on the beach, very quaint and pretty scenic) From there a taxi Cab I suppose to either the hotel or airport.

There used to be Bus service (Greyhound) into Benton Harbor years ago, it may be there still. The bus terminal wasn't in the better part of town(are they ever?) so this wouldn't be my first choice.

A Sales Pitch

For the first time ever we are going to try and see if we can get some folks to pre-register or provide early registration. The reasons for this is twofold.

1. Get an idea of how many folks plan to attend so we can plan for meals & events etc.

And 2.

To help out the folks who are tied to the registration table for so much of the convention. (if you've ever had this job, you'll realize how much fun it is to get "away" from) As an incentive we are looking into drawing one name among all those who pre-register and covering the cost of their hotel lodging.

To pre-register you will have to be registered with Dick Acker(see his article in a future newsletter covering this) by a certain time.

The hotel cut off dates to save rooms are approximately the end of August. You can always make your hotel reservation so that way you have it and should you have to cancel for whatever reason you have until the day of arrival to do so without loss to your CC. This is a rather "touristy" type area and my recommendation is if you "think" you might want to attend make the reservation early. Otherwise it may be too late. You can always cancel later.

Now on to the Nuts and Bolts stuff;

The airport Manager is going to allow us use of the main terminal building as our "meet and greet" area. This is exceptional for several reasons. A large area, inside, with heat or Air Conditioning as the need arises, basically a large hall area for small meetings, eating, hangar flying etc. Indoor bathrooms, a ready made area for the registration tables, a separate area where the merchandise etc can be stored, and locked up overnight. FBO services with computerized weather. Car parking is right outside the door.

At BEH there will be some limited room for aircraft to be hangared inside, on a first come first serve basis.

I can't say enough about the airport or the manager, they've really opened the place up for us to use. The FBO will grant a small discount for the convention attendees on fuel prices. We have a large grassy area to tie down at within a short walking distance from the terminal.

Our days at the convention will be made up of several speakers, and many optional trips, if you should have any ground transportation available to you. And of course plenty of time to walk around and look at everybody's airplane.

Local Winery tours are available, as well as a Farm market experience. St. Joe Michigan is a wonderful lakeshore town with downtown shopping, restaurants, big sandy beaches, a pier to walk on, complete with a lighthouse, charter fishing, sunset cruises etc. St. Joe is a short 10 to 15 minute drive directly west to the lakeshore from the hotels.

Wednesday will be early arrivals.

Thursday will be Winery tours, and or tour the area on your own.

We have a fly out/ Grill out planned at Watervliet Michigan, 40C for Thursday afternoon. . It's a wonderful grass strip, with plenty of large flat runway and parking area. Perfect for our taildraggers. My Dad and I have two hangars there, and Pop has been "on the field" since the 1950's. It's a short 8 minute flight from BEH, but worth it. If you had "too much" on the winery tour and want to drive, rather than fly(or be driven) well, then it's a whopping 20 minute drive. One way or another we'll accommodate you.

We're going to have a local personality, "Chicken Dave" grill us up something good there. His food is outstanding and his philosophy on life is something to hear, very entertaining. Think along the lines of the grill experience we had at St. Louis, Creve Coeur Convention.

Friday is the Kalamazoo Air Zoo. This is a first class in-

teractive Aviation Museum; They have two large buildings within walking distance of each other (they operate a shuttle if needed between the two), with a first rate WW11 offering of airplanes and exhibits. Lunch will be served there, and you can fly or we can drive you there. There is room to park your airplane right at the museum, volunteers will be standing by to help and assist. You can make your own way there, and your own way home and view the museum at your own pace.

Friday night will be the business meeting and meal back at the BEH airport. Then back to the hotel for the hospitality room as always.

Saturday, we will have the local flying club cook us up a pancake breakfast, followed by a short speaker. Then the Maintenance forum. Lunch will be served then on to the flying games.

Saturday night will be the banquet. Right now we're scheduled at the ST. Joe Downtown Elks Club.

Sunday, we'll all fly home.

We're looking forward to providing you with a really great convention experience. Come to Michigan and experience the best we have to offer. Scenic flying, green fields, pretty sandy beaches, and plenty of Midwestern hospitality.

There are two Nuclear power plants on Lake Michigan, one south of BEH about 10 miles and one north about 10 miles. Do not loiter in the area. They are easily identified by the round domes right on the water and the steam coming up from the

cooling towers. Almost year around the scene doesn't change. Basically, they look like power plants.

Benton Harbor "HAD" a tower, it's still there, the building anyway, it isn't occupied; don't ask for landing clearances, some local guy might chuckle at you. It's been empty since 1980.

Hope to see you there!!

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



**September 13-16, 2007
Southwest Michigan Regional Airport (BEH)
Benton Harbor, Michigan**

Hosted by: Victor Grahn
And the Mob (Merry Old Boys)
Hotel: Courtyard by Marriott—269-925-3000
(\$80 per night - Mention the 120-140 Assn.)
Other Hotels: Best Western, Red Roof Inn, Holiday Inn Express
Reserve early - rooms set aside for us until August

International Cessna 120/140 Association

9015 E. Coleman, Coleman, MI 48618

INTERNATIONAL CESSNA 120/140 ASSOCIATION U.S.P.S. 6602-70
Published monthly by Joy Warren, 6151 Hickory Meadows Dr., White Lake, MI
48383. Subscription rates \$25 per year included in annual membership dues.
Periodicals postage paid at Milford, MI 48381 POSTMASTER: Send address
changes to the INTERNATIONAL CESSNA 120/140 ASSN, 9015 E. Coleman,
Coleman, MI 48618

PERIODICALS
U.S. POSTAGE
PAID
MILFORD, MI
48381

COMING EVENTS

<<< ALWAYS BRING YOUR TIEDOWNS >>>

32nd Annual Convention—International Cessna 120/140 Association

Migrate to the Mitt

September 13-16, 2007 - Benton Harbor, Michigan
Details to follow - Plan Ahead!

Come Join Us?

If you're ever out on a Sunday morning, listen for
our Breakfast Club on 122.75 at 8 am (Chicago
Area). We go all over the place! See ya later.

Gary Latronica.

FOURTH SUNDAY OF EVERY MONTH

*Riverside Flabob "International" Airport (RIR)
Breakfast at the Silver Wings Café.*

TEXAS & SOUTHERN OKLAHOMA BREAKFAST/LUNCH SCHEDULE

Most every Sunday the group from Texas and
Southern Oklahoma gets together for breakfast
about 8:30 at the scheduled airport. Hee is their
schedule:

- 1st Sunday - Lake Texoma
- 2nd Sunday - Lake Murray
- 3rd Sunday - Cedar Mills, at Pelican Bay,
Texas side of Lake Texoma
- 4th Sunday - Hicks Field (T67)
- 5th Sunday - Hicks Field again

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