



# International Cessna 120/140 Association

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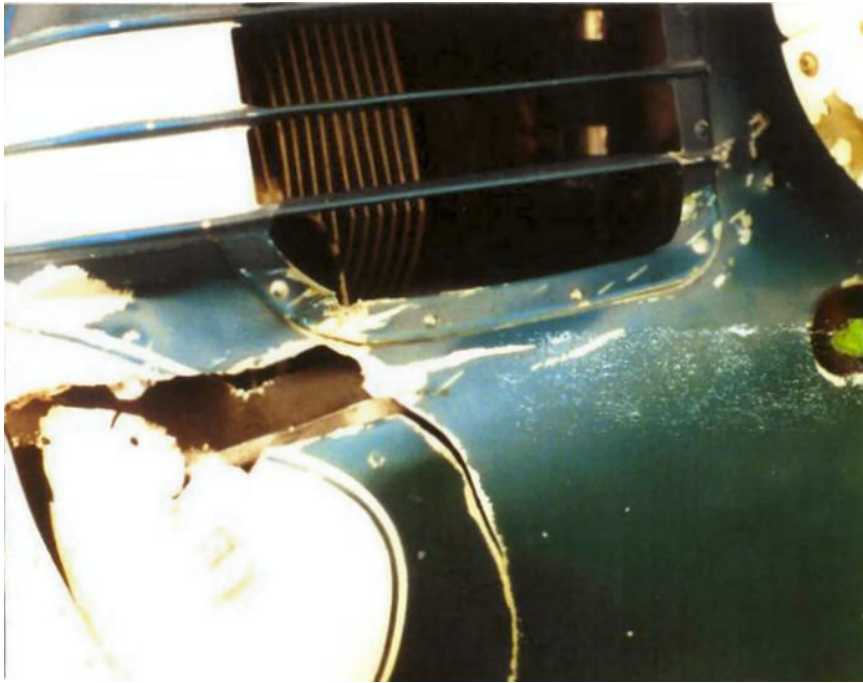


Aircraft N5639C, S/N 15592 was damaged in an accident in New Jersey during 1993. It was later awarded on bid to Jenkins Aircraft Salvage of Wyoming, DE, where it sat in storage until the spring of 1994 when at that time my partner and myself after walking by it for almost a year decided that it was too valuable to let it be parted out, so we moved it into my hangar which is also

located at Jenkins airport. We began to restore the aircraft and in about 1995 and when it was complete, we painted it with Imron. It was a lot of work but we felt it was worth the effort.







The power line sliced the cowl.

The cause of the accident was the engine quit after takeoff, the pilot turned back to the runway which he just took off from and almost made it except he hit the top wire on the power lines that closed the end of the runway. The line did not snap, instead stopped the plane in mid air and like a slig shot threw it backwards causing it to land straight down tail first. Luckily no one was injured.



The next year at an EAA air show the previous owner and pilot was amazed that the plane had been restored, he told us that he had made a carrier landing backwards. 5639C is still flying great and now has 15,150 plus hours TT. The engine has 8,125 plus hrs. TT, and it a C-85-14F. N5639C was mentioned in an article in the Feb/Mar 2005 issue by Gene Adkins, Brooklyn, IA., Titled High time Cessna 140A. N5639C had his engine in it at one time. The large dorsal fin was installed in 1950 according to the CAA 337 in our records and luckily survived the crash, it also has 150 seats.

Ellis Jones & William Spruill



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## A Cessna 140 to Chicago, O'Hare – Part 2

by Denny Cunningham

The only real problem with flying the little 140 into O'Hare in those days was that there were no tie downs on the Butler ramp, only chocks. But I quickly found that the folks at Butler could be quite accommodating. When the wind started to kick up or it appeared that a thunderstorm was going to pass through the airport, I'd call over to Butler, and minutes later there'd be half a dozen city buses pulling onto the Butler ramp, where they'd park nose-to-tailights, creating a protective windbreak on the upwind side of my airplane. Sometimes, it pays to know people.

Most of the airline pilots seemed to enjoy the sight of the little Cessna flitting about the taxiways, but there's a grouch in every group, and I met him one day when I taxied out for takeoff. As I pulled into the 27L runup pad, the tower sequenced me ahead of an L1011 that was coming down the parallel taxiway.

The crusty captain wasn't happy, pulled the monster airplane up where he had a good view of me, shook his head and said on freq, "Do you realize that by playing around here in that little airplane, you're delaying 300 people?" I picked up the mic and shot back, "Do you realize I'm carrying a live heart into a 2000 foot grass strip? If you want to do it, I'll move out of the way!" The chastened pilot didn't say a word, embarrassed at taking out his ire on the pilot of what he assumed must be an organ transplant flight. The tower controller didn't say much, either—he was laughing so hard he couldn't talk, knowing that the only live heart on board was mine. I *was* taking it into a 2000 foot grass strip, though, so although I may have misled that captain a little, I didn't lie.

After a few months, I found a deal on a radio that not only worked far better than mine, but had 360 channels to boot. The total take in the tower mayonnaise jar was a few hundred dollars short of the purchase price, but I bought it anyway, bringing joy to the controllers so tired of responding to my transmissions with, "Say again? That radio is unreadable." I still had no transponder, but help arrived from an unexpected source when I learned we had a new controller coming to O'Hare who would be commuting from Rockford—and he had a Cessna 140. Scott Hartwig and I became fast friends from the day he arrived, and my flying-to-work routine soon changed: N2300N and N36937 would rendezvous over Arlington Park Racetrack before the shift, form up, then call the tower as a flight of two. Scott had a transponder, so he did the squawking. I had a better radio, so I did the talking. Teamwork.

One beautiful morning as we flew the 14L final in tight formation, a Delta

L1011 pilot came up behind us on final for 14R, and the tower controller issued our little formation as traffic: “Delta 345, traffic 11 o’clock and three miles, a Twin Cessna on final for the left side.” The Delta pilot acknowledged he was looking, but his voice went up an octave when he called the tower back, saying “Tower, we have that traffic in sight, and that’s not a Twin Cessna—that’s a pair of Cessna 140’s in formation!” The tower controller laconically replied, “Yeah, I knew that, but didn’t figure you’d believe it.”

Departures from the immense O’Hare runways as a flight of two were fun. Even with only half of the width of the runway available to each airplane, we each had a piece of pavement that was two to three times the width of the runway at the home end of the commute. We’d be airborne in just a fraction of the length, of course, and the tower folks appreciated a quick turn away from the runway to free it up for the departures behind us. One afternoon as we departed 27L, the tower controller made the mistake of saying, “Start your right turn to the north as soon as feasible—and fly by the tower so I can get a better look at those things!” Always obedient to tower instructions, we did-- at the same 200’ agl altitude as the tower windows. Just prior to reaching the tower, we split up and Scott passed on the left side, while I slid by on the right. The scene inside the tower looked like something out of *Airplane*—I think the tower supervisor’s hair was sticking up at about the same angle as Lloyd Bridges. Nobody ever asked us to do that again.

As active general aviation pilots, Scott and I had both empathy and sympathy for the little guys that made a foray into O’Hare. But, we were the exception—

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the average controller was a non-pilot who had no idea what the operation looked like from the perspective of any airplane, let alone a little one. So, we gave a lot of airplane rides to our colleagues, often during the midnight shift. A tour around downtown Chicago, then back to O'Hare for a few touch and goes (we could make a dozen or more on one pass down runway 14R, which was 12000 feet long). We made takeoffs and landings on all the runways (and most of the taxiways) on the airport. There's even a rumor that Scott once made a 4 o'clock in the morning takeoff on the Butler ramp when he got hemmed in by airport construction. All I know for sure is that I cleared a "helicopter" for takeoff on that ramp, the call sign was mighty familiar, and Scott's airplane was gone when the sun came up in the morning.

Perhaps the best thing we did for some members of the controller workforce was to humble them by putting them in the hot seat. It's easy to get frustrated with pilots that make wrong turns on the taxiways when you're looking down on them from a 200' tower, and some controllers just couldn't see what the problem was—so we showed them. We'd land on a runway miles from the tower, and tell the passenger it was his job to guide us through the morass of runways and taxiways back to the Butler ramp. From a height of four feet, all the runway and taxiway lights tend to merge together, and it was an eye opening experience for many of them.

FAA managers saw the educational value of such flights, and usually allowed us to fly them on duty time. Then, after a close encounter with a landing fee from a new Butler employee, I talked the tower manager into writing a letter to the City of Chicago requesting that we be officially exempted from the landing and parking fees, "...due to the educational nature of these flights" (cough, cough). Okay, I actually wrote the letter, but the manager did sign and send it, and we did get a letter of exemption. In a final effort to give us respectability, we asked for and were issued our very own, personal, discrete transponder code—0333. By squawking that code, our target would automatically be depicted on every radar scope at O'Hare as "FLIB1". If you don't know what FLIB stands for, let's just say it's a slightly fouler version of **Funny Little Itty Bitty**. While some controllers use the term in a derisive manner, we were, and continue to be, proud to be FLIB drivers.

Scott and I continued to commute to work by air throughout our O'Hare careers, although we eventually sold our 140's to move up to bigger and better airplanes. We were obviously kidding ourselves about the "better" part, though, because it's not the years I commuted in a Bonanza that I remember most fondly. If you own a 140-- you know what I mean..                      The END



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to be capable of understanding anything.

## 2007 High Notes\* by Dorchen Forman

Our distinguished nonagenarians are finally writing about their experiences. **Virginia Rabung** and **Joe Rostron** have started going through their logbooks and jogging their memories: when and where they flew.

Virginia flew her 140 to Cuba twice before Castro and has many tales to tell. She worked for many years in Chicago and kept her 140 at O'Hare. She was able to get her instrument rating even though she had a full time job. Her company painted the word ACCENT, the flavor enhancer, on the side of her 140 and sponsored her when she flew to Cuba. She was in many of the Powder Puff and different air races with the 99s. Keep on writing, Virginia.

Joe started adding up all the different planes he flew and I am amazed even if he isn't. His list of 45 Aircraft flown is in chronological order: Piper J-3; Piper J-4; Monocoupe 113; Great Lakes; Aeronca L-3B; Fleet; Stinson L-5; Stearman PT-17; Taylor E-2; Taylorcraft BC-12; Ryan PT-22; Navy N3N; Cessna UC-78; Vultee BT-13; Piper J-5; Norseman UC-64; Aeronca Champ; Aeronca Chief; Mooney Mite; Ercoupe; Cessna 120/140; Fairchild 24; Piper Super Cub; Cessna 172; Beech Stagger Wing; Piper Tripacer; Piper Colt; Cessna 182; Cessna 150; Cessna 152; Piper Cherokee 6; Beech Bonanza; Citabria 7ECA; American Yankee; Piper Cherokee 140; Cessna 185; Stinson 108; Swift; Navion; Aeronca Sedan; Waco UPF; Cessna 170; Taylorcraft L-2; Cessna 175.

He writes about his many experiences in all these different planes. ( His story starts on page 11.)

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## *My Life in the Air* by Joe Rostron - Part I

February 2007

We hope you had a good trip back from Faribault. Our return by car was uneventful and on schedule. All in all, the Convention was very enjoyable even though the weather wasn't good enough for us to fly. Conventions we attend in the future will be by car or airline. I am now 91, I feel it is time to quit flying altogether and I don't plan to try for another FAA flight physical. My Biennial also needs to be renewed if I occasionally wanted to take a flight as a Light Sport pilot. This might be possible with our C-120 (solo) if **David Lowe** ever succeeds in getting his STC approved.



Our plan is to keep our C-120 in storage in our hangar awaiting our son's semi retirement when he will have more time to devote to flying. His present job is too demanding for him to keep up his

flying hobby. In the mean time, I will occasionally pull the plane out for taxi exercise of the engine to keep it in good shape. We will also drop the insurance and annual inspections, but I will do routine maintenance as long as I am able.

A number of months ago, Dorchen requested a summary of my experiences relating to aviation. The following story goes back about 75 years while I was growing up in Troy Ohio where Waco airplanes were built during the 20's, 30's and early 40's. Troy is just 20 miles north of Dayton, and a great place for a curious, mechanically inclined boy to grow up.

My older brother and I spent many enjoyable hours making kites, building model airplanes, and looking over the fence at Waco Field to watch airplanes take off and land. Then one day in 1927, a pilot who worked at Waco beckoned me and my friend to hop the fence and get in his Waco 10 for a ride. What a thrill for a couple of 12 year old boys to watch the ground fall away as the big OX 5 engine pulled the plane down the grass runway and into the air. We flew over the town to see the familiar but tiny houses and streets.



As the Great Depression set in, my family moved to Pasadena, CA where my two brothers and I pursued higher education. Aviation took a back seat for us while we all took pre-engineering at the local (free) Jr. College and then obtained BS degrees in civil engineering from different four-year schools. WWII was underway in Europe when I graduated from SMU, so I accepted a job offer in electrical engineering at the Charleston, SC Navy Yard.

After the attack on Pearl Harbor, activity picked up at the Navy Yard. Some of the younger coworkers in my office resigned to enlist in the Navy or as Air Corps cadets while some (I included) were too old to be accepted for flight training. The recruiting office told us older guys to go back to work at the Navy Yard to make our contribution to the war effort. About 15 of us who were rejected for active military service decided to form an aero club to learn to fly on our own. We bought a used 50 hp J-3 Piper Cub and began flying lessons. In a few months, after the required 8 hours dual, I made my first solo. The date was June 1942. Two others in the club also soloed and I had put in about 20 hours solo before the government shut down personal flying for a 150 mile strip along the East Coast.

Meanwhile, I courted a lovely, air minded young lady (**Frances**) and we were married in June 1943. By 1944, the submarine activity along the coast had subsided and the restrictions on flying were lifted and I resumed flight training by renting various light planes and instruction from a local FBO. To reduce rental costs, I bought a 1929 Velie Monocoupe. Since the local instructors were unfamiliar with the Monocoupe, with just a tailskid and no brakes, they would not give me instruction. So I taxied and then flew the plane solo from the grass airport. Fortunately, the Monocoupe flew very much like the J-3 Cub I had soloed the previous year. I later found out that all airplanes of the same configuration responded about the same to the laws of aerodynamics and flew about the same, although bigger planes generally required heavier control input.

When the CAA shut down personal flying in 1942, **Freddy Simmons**, one of our navy yard aero club members, resigned from the Navy Yard and moved back to his home town (Shelby, NC) so he could resume flight training and get his commercial and instructor's pilot ratings. He then returned to the Charleston area and opened up a nice grass airport (Clark Field) on James Island. Freddy knew how to fly the Monocoupe, so I moved our plane to his airport to complete training for my private license which I obtained in November 1944. Freddy had helped me bring the Monocoupe to Charleston when I bought the plane in Illinois.

My check ride was not like the typical one given a student pilot. The CAA examiner refused to ride in the Monocoupe, so I had to borrow an Aeronca L-3 from Freddy Simmons. After we landed, the examiner told me to get a parachute and go back up to 3000 ft. and make a two and one half turn spin while he watched from the ground. I attempted the spin, but all the L-3 would do was a tight spiral. Having no radio, I had to land and ask Freddy how to make a spin. He said to enter the spin with a power on stall. The procedure worked so I got my ticket. I continued to fly the Monocoupe and give rides to friends and relatives

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through the winter and spring of 1945. I also flew a 40 hp Taylor E-2 Cub that belonged to a student pilot-friend. About mid summer, he decided to move to Southern Iowa and he asked me to ferry his E-2 to his new location.

The weather was good, and I was glad for the opportunity fly out to the Mid-west. Freddy Simmons knew I was going and he asked me to pick up a J-3Cub for him out there and bring it back to him. I would have to take a bus to Milan, TN and was glad to comply and avoid the long bus ride back to South Carolina.

A new grass airfield (Truluck Field) had opened in West Charleston and was near my In-laws, so I moved our Monocoupe to the hangar at Truluck Field. Not long after the move, a strong squall line moved across the area, blew the roof of the hangar onto the planes inside and totaled our plane. The loss of the Monocoupe was no great tragedy. It was a cheap airplane I had flown for about 40 hours and it served to establish my reputation as a "fly anything" ferry pilot. WWII ended with V-J Day on September 2, 1945, and the pace of work at the Navy Yard was winding down. I had plenty of leave time accumulated so I could take off about any time for a ferry trip.

**June Bell** was an A & P mechanic who was also an Air Corps veteran. He was able to bid on various surplus military liaison, primary/basic trainers and personnel transport airplanes. When he had successfully bid on a plane, he would send me out to pick it up and fly it back to him with a ferry permit.

He would then convert it for civilian use and put it up for sale. If the buyer wanted it delivered, I would ferry it to him. The first ferry I made for June was a short trip to pick up a Stinson L-5 from Camden, SC. In the following months, I made many longer trips for June and others. June had other airplanes he used for ferrying pilots back and forth to pick up the surplus planes he was buying and selling. He had a Stearman PT-17, Ryan PT-22 and a Taylorcraft he used for this purpose. In addition, any of us who were flying for June were free to fly for our own pleasure any of these airplanes. I enjoyed flying the PT-17 when the weather wasn't too cold.

By February 1946, new airplanes were coming on the market and Freddy Simmons had me pick up a new Taylorcraft for him at the factory in Alliance, OH. This was the first brand new airplane I had flown and I noticed that the controls were a little stiffer.

I made my longest trip for June Bell when I delivered an L-5 to Denver, CO. I first flew to Victoria, TX to check on some surplus airplanes that were up for sale by the

government. I then headed north up the Texas panhandle to Denver. While traversing the panhandle, the wind was blowing up a dust storm that reduced visibility to about 1 mile at 500 ft. I found a RR track going north which I followed to Lamar, CO. Lamar had a good grass airfield so I turned west over the town and landed into the strong west wind. The wind was so strong when I landed I could only taxi slowly to the edge of the field where I waited with the engine still running. Thankfully, the man in charge of the airfield heard me fly over the town and came out to tie me down. Only then could I shut off the engine. The next day, the wind had subsided and I was able to continue on to Denver. I then caught a DC-3 airline flight to Dallas and then a bus to Jackson, TN where I picked up a Navy N3N for a ferry back to Charleston.

A few weeks later, I was back at Jackson, TN to pick up a Cessna UC-78 (commonly known as the Bamboo Bomber). Having never flown a retractable twin, I got a quick check ride for "solo only" and flew it to Clark Field near Charleston. I then flew it to Miami, FL to a buyer June Bell had already lined up before I picked it up in Jackson.

Earlier, June Bell wanted to pick up a PT-17 in Jackson, TN and fly it back to Charleston. I needed to fly him there in his Ryan PT-22 so we left at dawn for the trip. After dropping him off at Jackson, I headed back in the PT-22 and got back as far as Atlanta before it got dark. I continued on to Augusta, GA following the airway beacons, located at 15 mile intervals, until I made it to Augusta's Daniel Field. By leaving the PT-22 at Augusta, I could catch the last DC-3 flight back to Charleston. This was the longest one day trip I had ever made until the jet age arrived.

In August 1946, I ferried a Vultee BT-13 to Lansing, MI for June Bell. After crossing the Appalachian Mountains, the weather deteriorated and I had to land near Irvine, KY. I thought I had landed on a small grass airport a little north of Irvine, KY. I was surprised when I noticed a small tree in front of me as I was rolling to a stop on what I thought was a runway. It turned out to be a golf course. Oh well, any port in a storm. Needless to say, I was glad to be safely on the ground. People at the site told me that small planes often used the golf course as an airstrip. The next day, I completed the trip to Lansing with no other surprises. It is interesting to read the expense account for the trip which I recorded in the back of my log book, as follows:

Gas- 31 gal.....	\$9.30	at Asheville, NC	(Don't you wish
Hotel .....	1.75	at Irvine, KY	we could buy av gas
Supper.....	1.15	"	for this price now?)
Breakfast .....	0.55	"	
Gas - 55 gal.....	16.50	at Troy, OH	
Lunch .....	0.54	"	
Insurance - \$5/hr...	<u>35.00</u>		
Total .....	\$64.79		Continued next month....



Great Aviation Quote “There are Rules and there are Laws. The Rules are made by men who think that they know better how to fly your airplane than you. Laws (of Physics) were made by the Great One. You can, and sometimes should, suspend the Rules but you can never suspend the Laws.”

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For Sale: 1947 Cessna 140. \$26,500. 3194TT, O-200 1050 SMOH/new mags & carb; 2 place intercom; val 760; Narco AT150 Mode C; Escort 110 Nav; Landing lights; Lowrance 500 airmap; (STCs: Shoulder Harness, O-200, Auto Fuel) wheel extenders; scott 3200. Contact Bill 870-430-5277. Located in Cotter, AR.

### '07 Sun'N Fun Exceeds Expectations!

For 25 years (...at least – *we lose count!*), our Sun'N Fun philosophy has been “come early, stay late”. What fun and privilege it is each year to be a part of what rapidly becomes a special “neighborhood” at KLAL surrounding the World’s “2<sup>nd</sup> greatest fly-in”! This year was surely no exception...in fact, it *surpassed* high expectations! (See related photos elsewhere and on the Association website.)

Seeing and visiting with old and new friends and 120/140/140A “Family” members is clearly the highlight, while just being up close and personal with planes, plane “stuff” and super “plane people” is a close second. Our normal spot at the Type Club HQ was busy all week – and, as a very special treat this year, Association Sec-Treas. Dick Acker brought his famous energy and hospitality along with much needed “automation” to streamline member services. (With the regular “day jobs” and their many other duties taking priority, Co-Prez’s Ken & Lorraine Morris were unable to make the trip down this time – *we all missed you two!!*)

This year also brought a new and exciting experience for our traditional Sun'N Fun dinner gettogether – Georgia members/120 Owners, Gene and Debi Jackson treated us to a wonderful “Low Country Boil”! Past years’ dinners have been popular, certainly, with total attendance normally totaling 60+. *This* year, however, ticket sales topped out at an incredible 100+(!) including members and guests, and the Jacksons truly delivered outstanding food in the midst of their (literally!) world famous “campground hospitality”. From detailed planning, shopping locally for the freshest and finest ingredients, to the hard work of preparing a hot-off-the-fire “all you can eat” scrumptious meal, Debi, Gene and their great back-up team made it look like they do this every day! (There’s indication that this just could become a “new tradition” for us @ SNF, so be sure to stay tuned for '08 announcements – you don’t want to miss it!)

With special thanks to Past Prez Jack Cronin for his continued Sun'N Fun relationship enabling our special 2-hour Forum, we kicked off on Saturday morning with Maintenance Advisor (And, '07 Convention Host!!) Victor Grahn. Covering several items of mutual interest as well as an excellent outline of the super fun, but “laid back” activities planned for “Benton Harbor” (September 13 – 16, '07), he made sure that members and friends attending understand his

very genuine willingness to help with the inevitable maintenance issues that come up with owning and flying these “old” birds. (Quoting WA State Rep., Dave Sbur, Victor said that we should “*learn from my problems – it’s cheaper!*”)



David Lowe, Dick Acker, Jan Norton, John Haynes (New member, Knoxville, TN) (Gene Jackson in background, watching over the boiling pot!)

Pat Eby  
&  
Ted Cadou





“Part II” of the Forum brought Director of Maintenance, David Lowe, on stage with quick update on the “pending” STC to placard/limit weight of our aircraft for flight by a “Sport Pilot”. Admonishing all to contact our Representatives/Senators, David outlined how this is ramping up in some interesting, disturbing ways and will likely be resolved in the near future. (Watch the Association website and be sure to stay in contact with David and your officers on this!) As usual, too, David brought a lively discussion with useable advice on everything from “wheel extenders” to engine types and maintenances/repair issues and long term use of “car gas”. Both David and Victor made themselves available (as usual!) before and after the Forum, at the Type Club HQ and on the field, to answer questions and share a wealth of experience and expertise. (As mentioned in Forum introductions, these guys were “flown in for us at great expense – *theirs!*”. When tallying the values of membership, the “free” access to these two guys just has to be at the top of any “list”, we no doubt all agree!)

A final Forum note: Recognizing the significant contributions of John von Linsowe, website administrator and Yvonne Macario, webmaster, we asked for a show of hands of those “utilizing” the website – it was practically 100% of the group! That surely emphasizes the value of this great communication “tool”. At the same time, and at the very real risk of excluding many able and significant contributors, we specifically thanked Randy Thompson (Prez of W. Coast 120/140 Club), John Cooper (NY member) and Joe Sills (TX member) for their regular advice/expertise-sharing and assistance with maintenance issues on the website.

A gathering of “120/140’140A Folks” – wherever/whenever it is, makes for an excellent reason to “come early and stay late”, be it Sun’N Fun, AirVenture, Convention or regional/area get-togethers. How great it is to have these wonderful, neat “old airplanes” for fun “getting there” to visit with wonderful friends – again, no doubt we all agree!! *We’ll look forward to seeing you all at the next opportunity.*

### Mac & Donna Forbes

Scott, Debi & Gene Jackson-- our hosts!



Judy Maggart &  
Carol Callahan



Bob Ray, Steve Simmons, Tom Julian





# More Sun 'N Fun Pictures



Dip & Joe Davis







# Sun 'N Fun 2007







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

Is THE *official website* of the International Cessna 120/140 Association. [www.cessna120-140.org](http://www.cessna120-140.org) offers club information, Officer and State Rep contacts, membership information, a guestbook, merchandise and club calendar. The discussion 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!

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## PROJECT FOR SALE

1947 Cessna 120. The project was disassembled in 1979. All logbooks. I got it in pieces and have roughly 50% of the work done. Wings are Polyfiber process, covered and first coat of Polybrush.

Wings to this stage have been signed off by AI. Will include all material to finish through silver. Fuselage has New wheels, brakes, rudder pedals and brake lines installed and operational. Scott 2000 T/W assembly overhauled and painted. New windshield and side windows (green tint) installed. Interior painted forest green. Doors and latches work perfectly. This is a mostly complete project and only needs a few odds and ends to complete. For example, control cables are in good condition and ready for installation. C85-12F Engine and prop. Log states the engine has 188 SMOH, but hasn't run in years. I've removed the oil pan and checked the interior as best I could and it appears to be clean. All cylinders have compression. Has a pull starter but no alternator. I was told that previous owners have put oil in it and rotated it. I have done the same on several occasions.

There are extra parts; some instruments, 1 wing strut, 1 gas tank, and misc. This is a very clean project located in northern Arkansas. Asking \$11,500. Call Dick at 870-421-3682.





Sec/Tres Dick Acker dropped a bunch of Easter Eggs to the delight of the local kids in Clare, Michigan. We won't give him too much grief for not using his 140, though.



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

Your Name \_\_\_\_\_ Phone No. (\_\_\_\_) \_\_\_\_\_.  
Street or Box No. \_\_\_\_\_ Email: \_\_\_\_\_  
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A/C Info: Model: \_\_\_\_\_ S/N \_\_\_\_\_ N \_\_\_\_\_ Year \_\_\_\_\_ Engine \_\_\_\_\_

Your Prime interests in joining: Maintenance ☐ Engine Mods ☐ Parts ☐ Fly-Ins ☐  
Other (please specify) \_\_\_\_\_

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\*Family Membership add \$5.00

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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.

## **SOME LAWS OF THE NATURAL UNIVERSE**

### **Law of Mechanical Repair:**

**After your hands become coated with grease, your nose will begin to itch or you'll have to pee.**

### **Law of the Workshop:**

**Any tool, when dropped, will roll to the least accessible corner.**

### **Law of Probability:**

**The probability of being watched is directly proportional to the stupidity of your act.**

### **Law of the Telephone:**

**If you dial a wrong number, you never get a busy signal.**

**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)**

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# Check Your Battery Box

Tech Talk — Victor Grahn

I just worked on a plane that had a corroded battery box. You know, that black thing that's right behind the baggage compartment. The corrosion wasn't bad, in fact it would have hardly been noticable, other than the white residue track that went out the bottom of the battery box, and down the belly of the airplane. Obviously it was not bad enough to make major pits, or holes in the aluminum in the bottom of the box, but it was leaking. It was hard to tell if it had been leaking acid for a little while or a long time. When I cleaned the belly of the airplane, (that's on the inside of the tunnel, not the outside) the aluminum looked nicely cleaned. It wasn't corroded at all. However it did need to be cleaned up, prepped and painted. The outside skin of the belly showed almost no white residue in any location. Almost as if the acid dried out before it exited the airplane? However I'm getting ahead of myself.

In the course of inspecting an airplane for an annual, a hundred hour, or a pre-buy inspection, many times I've found myself diligently pulling out the battery, checking the electrolyte specific gravity, charging the battery, topping off the water, cleaning off the battery posts, cable ends and then putting the battery back in. Sometimes it's hard to make yourself stop and take a close look at the box that the battery came out of. I mean really look at it.

Is all the black acid proof paint still there? Is any of it bubbled up? Is White power residue laying on the bottom or sides? Are the electrical cables, the positive and/or negative rubbing on the side of the box? Any chance for chafing, then worse arcing and sparking?

Like most parts on an airplane the battery box is important too. It has to hold a roughly 25-30 pound object firmly and keep it from getting loose and flying around. It has to contain some rather corrosive liquid inside and then if the liquid does come out of the battery, it has to make sure the excess exits the airplane through the proper drain tube.

So at this point in the article you're thinking what's the big deal here? Why even mention this stuff, after all isn't it self explanatory? Just find yourself some water and baking soda and flush it out, right? Maybe slap a little patch on it and you're good to go. No big deal. Right?

Well, it could be.

Consider the location of the battery box. It sits right on top of several of your most important cables. There's a pair of aileron cables, an elevator cable, both trim cables, and if you have a 140, a flap cable that run right underneath the battery box. Personally I'd rather not have one of two things happen or both. I'd rather not have corrosive battery acid leak onto my cables and damage their integrity, And I'd rather not have any part of the battery box collapse onto the cables. Either scenario, while extreme to be sure would certainly ruin your flying day, or if nothing else raise your level of concern while flying.

The reason I bring this up is that to properly inspect the bottom of your battery box, and the cables underneath you practically have to stand on your head, inside your airplane with a light and mirror and see what the bottom of this unit looks like.

Generally speaking your battery box is probably fine. Most aircraft are. But suppose for years somebody didn't really pay attention to it and didn't check underneath that little guy.

Annual time is a good time to check it out, or for that matter anytime. The seats are easy to remove. The baggage back wall is typically fabric so it's not too bad to get out. Then all you have to do is hop inside and start looking.

A little preventative MX will go along way here.

One other little item on the battery box, is that on the back wall of the unit, away from your baggage compartment you'll find the master relay. It wouldn't hurt to clean the connections here. Both for your power wire and also both ends of the ground cable. If you've been having some starting issues lately, then maybe corrosion has gotten into these areas, built up some resistance and is causing you to loose some power amperage.

If you find yourself needing to remove your battery box, it's not that hard. There's less than 20 rivets that hold it in. However, once you have it loose there's where the fun starts. Some of the cables I've mentioned above run through the back lower bulkhead for this unit. If for whatever reason you need to repair that little guy, it's a fair amount of work to get all these cables removed from one end or the other, so the entire unit can be removed for repair.

So this is why you want to stay ahead of the problems, Like I tell my Mechanics that work for me. "Aviation Maintenance is all in the details guys". Little details like your battery box.

## Product Review/ Cool New Tool

This month I am going to review a new product called the Talk-N-Clip. (They also make a Talk-N-Nav)

This is a pretty cool device, made by International Cessna 120/140 Association members, Harry & Ginnie at ClassicAeroProducts. Harry

says this was originally designed to keep your old Push To Talk alive and useful for years to come. How many times have you gone to push your PTT and have the Velcro get loose and swing around the yoke? It always seems to happen at the most inopportune times - like when the tower needs an answer NOW! This little contraption was made to clamp on our yoke and position the PTT in an ergonomically perfect position for us to use, as well as keep the wires out of our way. These will work on any Cessna from the 120 through the C-182.

They are made from CNC machined aluminum and finished in black anodize, and are composed of a collar that attaches to any  $\frac{3}{4}$ " control shaft. The Talk-N-Clip has a part on top with a clip for checklists, approach plates, or even a folded map. The Talk-N-Nav has a mount for a PDA or GPS. I tested out the Talk-N-Clip, so don't know how the nav mounts work, but the pictures of it look great.

I easily put it in our 140. Since I have all my radios hard wired, I couldn't actually use it, but I gave it to a friend to use and he liked it. Said it was easy to install, easy to use and made a great PTT! (I had to hassle him to get it back!)

I put it on an extra yoke I have for some pictures. One of the neat features is you can turn the PTT arm upside down, reattach it, and use it for the right yoke and have your PTT under your right thumb when you are flying from the right seat! The PTT cord comes off the PTT and hangs down to plug into your existing mic jack, wherever it is.





My final opinion? Neat product. If you have an original restoration and don't want to put any non-original holes on your panel, this is a clean, functional way to go that does more than just hold your PTT. It would also be great if you flew lots of different Cessnas, and wanted your own set-up that would work the same all the time. It comes with great directions, and all you need is an Allen wrench to attach it.

The model as tested added up to \$177, and that included the Yoke mount for the PTT, a brand new PTT, and the Universal mount for the Clip. You can purchase only what you need, so it can be very economical. See their website for more applications and prices and information. Contact information: Gin-nie or Harry Engelhart at [www.classicaeroproducts.com](http://www.classicaeroproducts.com), or (520) 591-2233.



## ANOTHER EXCITING FIRST FOR MEMBER BUZZ STEEVES

**Buzz Steeves** (see article in Oct/Nov 2006 Newsletter) stopped by the Type Club Tent at SNF to register and say "hello" and just happened to mention another exciting first in his life. The Canadian Department of Transportation has granted to him the first ever Unrestricted Private Pilot License given to a person with a transplanted heart.

On behalf of the Association, congratulations to a friendly'fella' with a truly warm heart! Wishing you, Buzz, and 'Jezabelle' many more happy hours of flying.

# International Cessna 120/140 Association

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- 5th Sunday - Hicks Field again

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