



# International Cessna 120/140 Association

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

ISSUE 343

October 2007

## In This Issue

Member Profile Alan Stegner Page 3

My Life in the Air - Part III by Member Joe Rostron Page 4

Kansas City Fly In Member Don Becker Hosted a Fly In and gives us a recap Page 7

N/A by S/N A little maintenance information from Member Ken Morris Page 8

N numbers on Airplanes by Lorraine Morris Page 12

Royal Flying Corps Monthly Report, Dec 1917. Page 14

License Plate of the Month Page 16

Oshkosh 2007 Wrap up Page 17



**Alan Stegner - Member Profile** 10 10 2004

# 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  
bobandsandy140@charter.net

#### DELAWARE

Hugh Horning  
302-655-6191  
yeepee121@aol.com

#### FLORIDA

Terry Dawkins  
850-376-8284  
tdawkin@southernco.com  
Kenneth Gibson  
813-949-6256  
140flyer@usa.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  
aerokinetic@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  
lowesacramento@aol.com

#### MARYLAND

Paul Crouch  
985-892-1979  
Fred & Sue Lagno  
410-827-7896  
train@intercom.net

#### MASSACHUSETTS

Ken Manchester  
508-378-3557  
kenmanch@comcast.net

#### MICHIGAN

Matt Lahti  
248-886-8826  
eight8november@yahoo.com

#### 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\_levins@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  
mrichy@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  
262-767-0920  
redtail@winet.com

#### WYOMING

Bill Madsen  
307-682-4390  
cfm@collinscom.net

#### Director of Maintenance

David Lowe

Phone: 270-736-9051

Email: lowesacramento@aol.com

#### Technical Advisor—Victor Grahn

Phone: 616-846-9363

Email: zenయాmaero@netzero.com

Alan Stegner  
Churchton, MD 20733

My 1949 Cessna 140A, Ser# 15381, might be one of the most original 140s around, having less than 1400 hours total flying time since new. Upgrades include brakes, tail wheel, radios, spin-on oil filter and exterior paint. Like most C90's, this one starts quickly and runs strong. 9660A is hangared at Harford Co. Airport in Churchville, Md. I have owned this airplane for 17 years. I bought it from my father who only had it a few years.

I am a 25-yr. Journeyman tool room machinists and workaholic, so I don't get to fly as often as I'd like. My wife Charlotte and I live 15 miles south of Annapolis.

# **Idaho Regional Fly-In**

## **October 20, 2007**

**Hosted by Idaho State Reps,  
Peggy and David Hoffman  
Call them to RSVP and for more details,  
(208) 495-2307**

**Join us for steaks on the grill!  
Planes can tie down and overnight  
in my front yard if they want to!**

## **Sunrise Skypark ID, ID40**

## **My Life in the Air Part III** by Joe Roston

During the summer of 1958, I worked near Washington, DC at the ERDL (U. S. Army Engineer Research and Development Laboratories), Fort Belvoir, VA. My assignment was in the Topographic Engineering Department to study the accuracy and feasibility of convergent aerial photography. With this connection, we were able to obtain current but no longer needed equipment used by the Army Map Service. We were thus able to provide better hands on experience for our students taking the Clemson photogrammetry course.

In early 1959, a Fairchild 24 airplane owned by **Dr. Ed Byars**, a Clemson engineering professor, became available for our use as a photo plane. We used it to continue taking vertical aerial photos as needed. We also had a 9"x 9" format aerial camera with a 6" focal length lens which was the standard used by commercial aerial photo service companies at the time. We were then able to compete with the big boys but at much lower cost. With low rental cost for the Fairchild 24 and free labor (My salary was already paid by Clemson, a State institution) it is easy to see it was no contest. However, to guard against unfair competition, we took on no commercial projects and limited our work to state agencies.



**Fairchild 24**

engineering mechanics and Morgantown, WV. But, he let me show the project I was working on in Morgantown.

department and made use of various projects. With the loss of finding a reliable and economical way of going. We found that the forward visibility and a tricycle landing gear pod big enough to carry our camera had derived from their fuselage from the 170 Cessna continued to make

they changed the vertical tail. The tail change was purely cosmetic.

metic.

Bill Shain and I designed a fiberglass camera pod which was streamlined in shape and fit the bottom of the C-172. The pod was held on the plane with three auto type seat belt straps which circled around the pod and over the door sill of the 172. The straps were connected together under the front seats using turnbuckles. The 24V power to run the camera was provided by two 12V auto batteries strapped securely in the back seat of the 172. A venturi was mounted on the side of the pod to provide vacuum for holding the film flat on the focal plane of the camera. The camera pod was built by the wood shop of the School of Agriculture while the civil engineering shop built a dolly to roll the pod under the C-172 when the pod was being installed. There was approximately seven inches of



## **1958 C-172 with camera pod - Aug 1979**

ground clearance under the camera pod when installed. This clearance was adequate and no one flying photos ever landed hard enough for the pod to strike the runway.

To make the operation of the above system legal, it was necessary to obtain a supplemental type certificate. The FBO (Ben Johnson) at the Anderson airport provided the



1956 172. The CAA/FAA examiner met us at Anderson and we installed the pod, first with weights to check the load capacity of the system, and then with the camera installed to check the flight characteristics. The plane flew well with the pod and no significant loss of air speed or rate of climb was observed. The examiner declared the operation air worthy and granted us the STC. The STC specified that no more than two persons could fly on a photo mission. This would compensate for the added weight and drag of the necessary extra equipment.

I flew a C-172 with the aerial photo configuration during the next 30 years for many projects in South Carolina and Georgia, including those for the state Wildlife and Marine Resources Department, state Highway Department and several Clemson academic and service departments. I continued flying photo missions with the C-172/camera pod system until the fall of 1991, about 12 years past my retirement from Clemson University. At this point, Bill Shain began using a pilot from one of his graduate classes to fly photo missions. Unfortunately, the last of these flights ended in a crash resulting from fuel exhaustion. The pilot failed to add fuel for the trip home and ran out of gas about three miles from the Clemson airport. The C-172 and photo equipment were totaled and the pilot significantly injured. Bill Shain owned the airplane at the time and was sued for damages by the pilot but the court threw out the case and ruled pilot error as the cause of the accident. That was the end of the Clemson "do it your self" aerial photography.

Throughout my employment at Clemson, I flew a number of business trips for myself as well as for other staff members. Usually, we would rent a Cessna 172 or 182 and charge the cost to the expense account for the trip.

We would usually save on hotel bills and time over motor pool car trips of 150 miles or more. On one such trip during the summer of 1964, an associate and I had a research project which required interviews at agencies scattered all the way across the country. We surmised that we could make the trip in a rental airplane for less than the cost of dozens of separate airline tickets. So we rented a C-172 from a Greenville FBO and made the trip. Occasionally, we would be delayed a few hours by bad weather, but we always made our scheduled appointments. On one occasion, when we needed to travel from Sacramento, CA to Olympia, WA, we had to take an airline to avoid the typical IFR

## Stinson L-5 Like the one Joe has flown



weather of the region. It was a fun trip that allowed us to see the scenic wonders of the far west and visit relatives in California, Colorado and Ohio.

During the summer of 1973, I joined the Anderson Squadron of the Civil Air Patrol. They had a 108 hp 7ECA Citabria which qualified members could fly for training and search and rescue missions. The squadron also had a Cessna 152 for pilots who were not qualified in tail wheel airplanes and we could also fly a T-41 (an Air Force C-172) shared with another nearby squadron. Some of the practice missions as well as real search missions involved several squadrons from the general area.

Those CAP members who owned their own airplanes would often use them for the purposes of a mission as well. I did likewise after I bought our Cessna 120. I continued to participate in CAP activities until the fall of 1988 when I reached the age of 73. The maximum age for enlistment in the CAP is 65, but they allow a few years over that if you were already an active member and could pass the required annual check ride.

## Cub Coupe J-4 Like the one Joe has flown



My older brother, **Charles**, was interested in learning to fly while he was a professor at LA Tech in Ruston, LA. He joined the aero club at LA Tech learned to fly their 8A Luscombe and got his private license. He later moved to La Junta, CO where he was the county engineer. While in La Junta, he bought a 1947 Cessna 120, and as was his custom of changing jobs every few years, he took a college teaching job in Monrovia, Liberia. Since he could not take his C-120 to Africa, he made me an offer I couldn't refuse and we bought it from him in April 1975. It was a bargain although it had no more than basic instruments and no radio. It had been converted with a

C-90 engine and an electrical system a few years after it was built. It also had the forward canting landing gear which was not used by Cessna until the '48 model. I don't know how our '47 C-120 got the '48 gear but I suspect someone taxied in a hole, collapsed the '47 gear and replaced it with the '48 gear. If so, it was not recorded in the airplane logs. During the 30 plus years we have owned the C-120, it has always been airworthy, although we have made many upgrades on the airplane since we bought it in 1975.

Continued..... in the next issue!

# Kansas Fly-In

On Sat. August 18th we held our Ks. fly-in. We had 5 120-140's that were able to come to the fly-in. The weather around the state did not want to cooperate but here at Hutchinson, Ks Mills Field [ 31KS] it could not have been nicer, the temps stayed in the high 80's and the wind was around 8 to 12 mph.

We held the fly-in in conjunction with the owner of the private strip, Larry Daskocil, who puts on an appreciation fly-in every other year. We had over 55 aircraft come for the event which was great. Larry Daskocil, who started Daskocil Meats, shows his appreciation to the area people who use to work for him and some still work at Tyson's who now owns the Meat Plant. There was unlimited Brat sandwiches, chips, soft drinks and watermelon all day long.



We had free Glider rides and also John Kliewer, Newton, Ks Cecil Neal Gardner, Ks and my self gave rides in our 120/140's to about 20 kids who were from 6 to 16 all who want to become pilots. Cecil Neal told me he had one passenger who he let fly the airplane said that she learned real quick to correct when banking the airplane, This was very rewarding to all of us who

took these future pilots for a ride.

Members who were able to Make it was Cecil Neal - Gardner, Ks, John Kliewer - Newton, Ks

Max Liby - Hutchinson, Ks, Phil Ciholas - Bentley, Ks, Charles Pate - Wichita, Ks, and myself.

Charles Pate, who most people in the International know because he is an engineer with Cessna at Wichita and has been very helpful to Dave Lowe and others with some of the things we get into with our airplanes. Yesterday he was the tow pilot for the glider rides that were given all day long.

Don Becker Ks. State Rep.

(Photos courtesy of John Kliewer)



## “N/A by S/N” by Ken Morris

I've had my A&P for about 35 years with somewhat limited experience. Keeping 'Charlie', (our 140A), flying along with keeping the lawnmower running was about it. Then several years ago Lorraine gently requested that I should pursue my IA. (More like a swift kick in the... Uh Hum...) But I digress... In IA school we learned a lot about TCDs (Type Certificate Data), AD (Airworthiness Directive) notes, etc. In other words, paperwork.... Lots of paperwork.

When an AD note is issued, it generally falls into three groups. These are about the same groups that are in the AD compliance sheets that you should get from your IA at each annual. 1) A one time inspection, fix or part number/serial number verification. Once accomplished, the AD is “Complied With” and on the AD compliance sheet listed as PCW (Previously Complied With). 2) A recurring inspection. These are generally either calendar or tach time specific. As an example, either at annual (calendar) or every 100 hours (tach time). 3) “Not applicable by Serial Number” THIS IS THE ONE! The AD note will state something like “applicability Cessna 120/140 aircraft S/N XXXX thru YYYY. It has a specific beginning and ending Serial number that it applies to. Aircraft made after the last specified serial number have already had

the factory fix incorporated in them, and so on those aircraft, the AD note does not apply. But wait, there's more!

The Cessna 120/140 is a perfect example of potential paperwork fiascos. These planes have been around for 60 years, had multiple owners, and even more mechanics working on them. This has created many opportunities to mess up, or lose log books and other paperwork, generally wreaking havoc on the FAAs tidy paperchase.

The 120/140 series line follows many other types of aircraft, in that generally speaking, the product improved with time and experience. The early models had more applicable Ads than the later models. (Not to take anything away from the 46 models). The fact that most parts are interchangeable is a bit of a double edged sword. Might be a good thing, like '48 gear legs on a '47 model, or it might be a bad thing, like a '46 elevator on an 'A' model. It fits just fine, however Mr. FAA man may not be too happy!

A case in point. Once upon a time I annualled a 140A (not ours). Upon inspecting the elevators, I noticed (keen IA eyes) that the trim tab was the wrong one. The 140A has a slightly larger elevator trim tab due to the slightly better flaps (their story, not mine). Further inspection revealed that the elevator hinge point spar doublers (standard on later model planes)





were not installed on either elevator. This gave me pause, because on the AD compliance sheet, that particular AD note (AD 47-43-05) was signed off as "N/A by S/N", and going strictly by the aircraft serial number, this would be correct. Obviously both elevators had been replaced at some point (there was nothing in the log book) and the older illegal style elevators were installed.

In this case, I couldn't even revert to the alternate compliance method of 100 hour inspections of the elevator spar as listed in the AD. I had to change the trim tab and install doubles on both elevators to comply with the TCD for a 140A. This plane had been annualed and flown for many years like that. For what it's worth, I have seen at least 5 140As running around with 140 trim tabs. I don't know if the elevators were wrong or not. My point is, just because the compliance sheet says N/A by S/N, doesn't mean N/A by S/N!

# **AIRCRAFT SPRUCE**

## **Everything For Airplanes!**

**FREE 750-page  
Parts Catalog!**



**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**



### **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.

# For Sale

**Cessna 140 - Repair-able Fuselage. Continental 85 Engine, 1635 hrs. New mags - wires - plugs. Carburetor re-built to Auto Gas. Spin on Oil Filter, Quick oil drain. New Air Filter. New Bendix Brakes & Tires. New scott tail wheel & spring. New gas line. New baffling on engine. New door seals. New Hooker Harness. 2 Cessna 150 seats. \$12,500. Joseph Robb, 810-797-2427**

**Cessna 140 Parts for sale: \$14,000 takes it all!**  
 1 - C-85-12 Engine complete with Hanlon Mufflers  
 1 - Yellow tagged prop for 140  
 1 - New wind shield - never used  
 2 - pair of 140 wings with fuel tanks and flaps.  
 1 - complete fuselage from firewall to tail wheel  
 1 - set log books for one airplane  
 2 - sets of doors for 140  
 1 - grimes landing light with mounting hardware  
 2 - sets of gear legs  
 1 - set of IFR instruments (old)  
 Many other parts for 140s  
 These parts are sold as one lot, and are located in Jordan, MN on a private airfield.  
 Contact Eldred Stocker, 952-492-6600

## NEWSLETTER ADVERTISING RATES

<i>Full Page</i>		
<i>1 Issue</i>	<i>3 Issues</i>	<i>7 Issues</i>
\$140.00	\$135.00	\$128.00/issue
<i>1/2 Page</i>		
\$78.00	\$75.00	\$72.00
<i>1/4 Page</i>		
\$48.00	\$43.00	\$40.00
<i>1/6 Page</i>		
\$39.00	\$35.00	\$32.00
<i>1/8 Page</i>		
\$30.00	\$27.00	\$24.00
<i>1/10 Page</i>		
\$26.00	\$23.00	\$20.00
<i>1/16 Page</i>		
\$18.00	\$15.00	\$10.00

## 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.**

Remember,  
We're Better Together!  
**AUA INC.**  
 AVIATION UNLIMITED AGENCY

**Law of the Theatre:**

**At any event, the people whose seats are furthest from the aisle arrive last.**

**Law of Coffee:**

**As soon as you sit down to a cup of hot coffee, your boss will ask you to do something which will last until the coffee is cold.**

**Murphy's Law of Lockers:**

**If there are only two people in a locker room, they will have adjacent lockers.**

**Law of Rugs/Carpets:**

**The chances of an open-faced jelly sandwich landing face down on a floor covering are directly correlated to the newness and cost of the carpet/rug.**



**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](http://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.



**Cee Shades**

**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.



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.cebbaileys.com](http://www.cebbaileys.com)

**1-800 788-0618**



# *N numbers on airplanes*

*By Lorraine Morris*

So, you are going to repaint your airplane, and you want to know what the regulations say about the N number size and placement on your airplane.

FAA Advisory Circular 45-2C has lots to say about this, and YES, I did read it all!

First we can start with the definitions. AC 45-2C(4)(a)(1) defines an Antique Aircraft as a U.S. registered aircraft built at least 30 years ago. That means that all Cessna 120/140/140A aircraft fall under the Antique umbrella for the purpose of this Circular. That is good news!

AC 45-2C(8) is the section that applies to Nationality and Registration Marking Requirements (The N-number). I will summarize so as not to lose you in all the typical FAA references that apply.

1. If you have an Antique Aircraft, then you are allowed to insert the symbol 'C' between the N and the numeral portion of your N-number (NC1234).
2. You can't put any other graphics or text on the aircraft that impedes or degrades the legibility of the N-number.
3. The color of the N-number must contrast sufficiently with the color of the fuselage to make it easy to read.
4. It must be applied in a permanent way.

Antique Aircraft: Minimum Height is 2 inches. These can be put either on both sides of the fuselage between the trailing edge of the wing and leading edge of the horizontal stabilizer or on the vertical tail surface.

Since this article ended up being shorter than I had originally thought it would be, I am going to include some more information!

There are a few symbols that were used on antique aircraft between the nationality designation (N for United States) and the registration number (1234). These symbols were used to designate the category of the aircraft they were put on. The symbol "C" stands for Standard, "R" is restricted, "L" is limited, and "X" is experimental.

I started out trying to summarize this one particular paragraph concerning Exceptions to Displaying the N-number, but in this instance, the FAA did a pretty good job, so I will just type it in as they put it in their AC...

'Displaying an N-number on a limited or restricted category aircraft or experimental or provisionally certificated aircraft: Unless you've included the aircraft's category letter in the N-number between the nationality designation and the registration number (for example, NR1234 for a restricted aircraft), the aircraft must display near each entrance to the cabin or cockpit the term "limited", "restricted", "experimental" or "provisional airworthiness" as appropriate. The term should be visible to anyone entering the aircraft. The term should be 2 to 6 inches high.'

What does that mean? It means that if you have an experimental aircraft more than 30 years old, you can put NX1234 on the side or tail in letters 2 inches high and you don't have to put the word 'EXPERIMENTAL' on the side. Just a little info!

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

Our website is located at [www.cessna120-140.org](http://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**

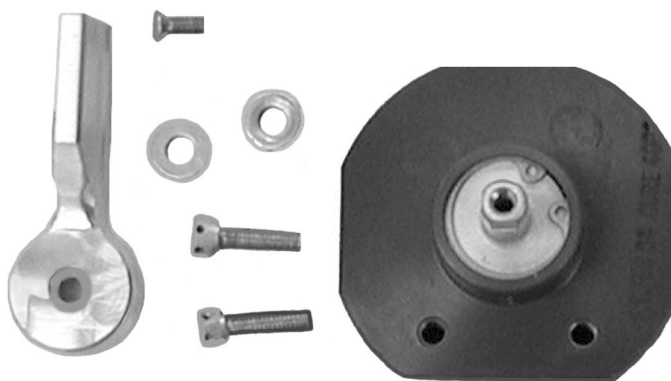
616-846-9363 zenyamaero@netzero.com

**Yvonne Macario - Webmaster**

610-310-1313 macario@prodigy.net

We invite everyone to explore the website as a wealth of information can be found at your fingertips

## **News Release from Univair**



Aurora, CO – UNIVAIR AIRCRAFT CORP. Announces that it has just received FAA-PMA approval for a High Quality replacement Fuel Valve and handle for the Cessna 120 and 140 series. These airplanes have suffered the same fate as many other light aircraft from the unavailability of replacement fuel valves after Imperial/Gould discontinued their series of brass fuel valves. This valve has a very smooth action with positive detents. Like the original valve, it will have positions for left-on, right-on, and both-off. Unlike the original, it is not prone to sticking or binding. It does not require periodic seal replacement or lubrication. This PMA'd replacement valve will mount almost identically to the original OEM valve. It uses the same tank selector plate and the same mounting hardware as the original. This valve is sold in a "kit" which includes the handle and installation instructions. The handle has no "pointer". This is in compliance with AD47-43-02. The valve kit is U0411716-500 and sells for \$399.00. For additional information or to order contact: Univair Aircraft Corp. 2500 Himalaya Rd., Aurora, CO 80011. Phone: 888-433-5433 or 303-375-8882. Fax: 800-457-7811 or 303-375-8888. Email: [info@univair.com](mailto:info@univair.com). Order on-line at [www.univair.com](http://www.univair.com).

### **Aviation Terms**

**DEAD RECKONING** - You reckon correctly, or you are.

**DESTINATION** - Geographical location 30 minutes beyond the pilot's bladder saturation point.

**ENGINE FAILURE** - A condition that occurs when all fuel tanks mysteriously become filled with low-octane air.

**FIREWALL** - Section of the aircraft specifically designed to funnel heat and smoke into the cockpit.

## Royal Flying Corps in 1917

*The following safety tips from Daedalian Foundation are excerpts from the Royal Flying Corps monthly report of December 1917. The report was signed C. St. John-Culbertson, Royal Flying Corps Colonel, and was dated 21 December 1917.*

### Introduction

Another good month. In all, a total of 35 accidents were reported, only six of which were avoidable. These represented a marked improvement over the month of November during which 84 accidents occurred, of which 23 were avoidable. This improvement, no doubt, is the result of experienced pilots with over 100 hours in the air forming the backbone of all the units.

### Resume of Accidents

#### Avoidable Accidents

1. There were six avoidable accidents this month.
  - a. The pilot of a Shorthorn, with over 7 hours of experience, seriously damaged the undercarriage on landing. He had failed to land at as fast a speed as possible as recommended in the Aviation Pocket Handbook.
  - b. A B.E.2 stalled and crashed during an artillery exercise. The pilot had been struck on the head by the semaphore of his observer who was signaling to the gunners.
  - c. Another pilot in a B.E.2 failed to get airborne, by an error of judgment; he was attempting to fly at mid-day instead of at the recommended best lift periods, which are just after dawn and just before sunset.
  - d. A Longhorn pilot lost control and crashed in a bog near Chipping-Sedbury. An error of skill on the part of the pilot in not being able to control a machine with a wide speed band of 10 mph between top speed and stalling speed.

e. While low flying in a Shorthorn the pilot crashed into the top deck of a horse-drawn bus near Stonehenge.

A B.E.2 pilot was seen to be attempting a banked turn at a constant height before he crashed. A grave error by an experienced pilot.

#### Unavoidable Accidents

2. There were 29 unavoidable accidents from which the following are selected:

- a. The top wing of a Camel fell off due to fatigue failure of the flying wires. A successful emergency landing was carried out.
- b. Sixteen B.E.2s and 9 Shorthorns had complete engine failures. A marked improvement over November's fatigue. Pigeons destroyed a Camel and 2 Longhorns after mid-air strikes.

### Cost of Accidents

Accidents during the last three months of 1917 cost 317 pounds, 10 shillings sixpence, money down the drain and sufficient to buy new gaiters and spurs for each and every pilot observer in the Service.

#### Accident Briefs

##### No. 1 Brief

No. 912 Squadron, 3 December 1917

Aircraft type B.E.2C, No. KY678

Total Solo – 4.20 Pilot Lt. J. Smyth-

Worthington, Solo in type – 1.10

The pilot of this flying machine attempted to maintain his altitude in a turn at 2,500 feet. This resulted in the airplane entering an unprecedented maneuver, entailing a considerable loss of height. Even with full power applied and the control column fully back, the pilot was unable to regain control. However, upon climbing from the cockpit onto the lower mainplane, the pilot managed to correct the machine's altitude, and by skilful manipulation of the fly-



ing wires successfully side-slipped into a nearby meadow.

Remarks: Although, through inexperience this pilot allowed his aeroplane to enter an unusual attitude, his resourcefulness in eventually landing without damage had earned him a unit citation.

R.F.C. Lundsford-Magnus is investigating the strange behavior of this aircraft.

#### *No 2 Brief*

No. 847 Squadron 19 December 1917

Aircraft Type Spotter Baloonn  
J17983, total solo 107.00 Pilot Capt. \*\*\*,  
Solo in type 32.10

Capt. \*\*\* of the Hussars, a balloon observer, unfortunately allowed the spike of his full-dress helmet to impinge against the envelope of his balloon. There was a violent explosion and the balloon carried out a series of fantastic and uncontrollable maneuvers, while rapidly emptying itself of gas. The pilot was thrown clear and escaped injury as he was lucky enough to land on his head.

Remarks: This pilot was flying in full-dress uniform because he was the Officer of the Day. In consequence it has been recommended that pilots will not fly during periods of duty as Officer of the Day.

Captain \*\*\* has requested an exchange posting to the Patroville Alps, as well known mule unit of the Basques.

#### *No. 3 Brief*

Summary of No. 3 Brief dated October 1917

Major W. de Kitkag-Watney's Ne-uport Scout was extensively damaged when it failed to become airborne.

The original court of Inquiry found that the primary cause of the accident was carelessness and poor airmanship on the part of a very experienced pilot.

The Commandant General, how-

ever, not being wholly convinced that Major de Kitkag-Watney could be guilty of so culpable a mistake, ordered that the court should be re-convened.

After extensive inquiries and lengthy discussions with the Meteorological Officer and Astronomer Royal, the Court came to the conclusion that the pilot unfortunately was authorized to fly his aircraft on a day when there was absolutely no lift in the air and could not be held responsible for the accident.

The Court wishes to take this opportunity to extend congratulations to Major de Kitkag-Watney on his reprieve and also on his engagement to the commandant General's daughter, which was announced shortly before the accident.

### **Flying Safety Tips**

#### *Horizontal Turns*

To take a turn the pilot should always remember to sit upright, otherwise he will increase the banking of the aeroplane. He should never lean over.

#### *Crash Precautions*

Every pilot should understand the serious consequences of trying to turn with the engine off. It is much safer to crash into a house when going forward than to sideslip or stall a machine with engine trouble.

Passengers should always use safety belts, as the pilot may start stunting without warning. Never release the belt while in the air, or when nosed down to land.

#### *Engine Noises*

Upon the detection of a knock, grind, rattle or squeak, the engine should be at once stopped. Knocking or grinding accompanied by a squeak indicates binding and lack of lubricant.

8-7-74	INSTALLED NARCO ELT-10, SERIAL NUMBER 27330 PER INSTRUCTIONS. MOUNTED ON SPECIAL BRACKET ON LEFT SIDE OF FUSELAGE, INSIDE, JUST AFT OF CABIN DOOR HINGE. TRANSMITS STRONG SIGNAL ON 121.5	Ray? N	COMM. P. CERT. NO. 1939028
10-12-75	COMPLETE PERSONAL INSPECTION OF AIRCRAFT. TOP SHAPE. RAY		
1-21-76	TACH TIME AS OF THIS DATE. 1486.7	RAY	1939028

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE

Have you read your logbooks lately? Don't you just love these entries????

## 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



## Cessna 120/140 Owners.... Univair Has The Parts and Supplies You Need!

Univair has been supporting classic aircraft with FAA/PMA approved and factory original parts and supplies for over 60 years. We also carry many distributor items. Univair's Catalog is available for \$5, which will be credited with an order of \$50 or more.



**UNIVAIR®**  
Aircraft Corporation

**Toll Free Sales: 1-888-433-5433**

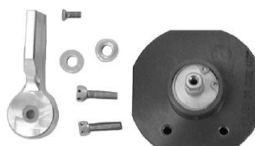
2500 Himalaya Road, Aurora, CO 80011-8156

Info phone: 303-375-8882

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

e-mail: info@univair.com  
website: www.univair.com

### Now Available!



New FAA/PMA Fuel Valve  
Kit for Cessna 120/140

U0411716-500.....\$399.00



All merchandise is sold F.O.B., Aurora, CO. Price & availability subject to change without notice. 7-2-07

License Plate of  
the Month!

Do you have a pic-  
ture of a neat li-  
cense plate?  
Send it to me!

Oooooops!!!

While flying late one evening, I looked out to see the sunset and was greeted with this picture! I had my camera with me, so took this picture. The gas cap wasn't sealing and the gas was being siphoned out of the tank.

If this had happened in the 140, I wouldn't have been able to see it because the gas cap is on the top of the wing. But because the Bonanza is a low wing aircraft, AND the sun was reflecting off the gas streaming out of the tank, I was able to see it.

Next question... If this happened to you, what should you do?

Decide if you need to land right away, (not necessarily), and switch your fuel selector to the tank that is leaking so that you can use as much of that fuel as you can before it is gone!

Lorraine Morris



[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!

STC'd for C-120/140s



**Hooker custom Harness INC.**

**JACK HOOKER**  
Phone: 815-233-5478  
Fax: 815-233-5479  
Email: [info@hookerharness.com](mailto:info@hookerharness.com)  
[www.hookerharness.com](http://www.hookerharness.com)

324 E. Stephenson St. - Freeport, IL 61032

**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

#### 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.*



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

**■ 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

**Leading Edge Landing Light**

John Nichols - 845-583-5830

**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

**LAWS OF THE NATURAL UNIVERSE**

**Law of the Alibi:**

**If you tell the boss you were late for work because you had a flat tire, the very next morning you will have a flat tire.**

**Variation Law:**

**If you change lines (or traffic lanes), the one you were in will start to move faster than the one you are in now (works every time).**

**Law of the Bath:**

**When the body is fully immersed in water, the telephone rings.**

**Law of Close Encounters:**

**The probability of meeting someone you know increases when you are with someone with whom you don't want to be seen.**

**Law of the Result:**

**When you try to prove to someone that a machine won't work, it will.**

**Law of Biomechanics:**

**The severity of the itch is inversely proportional to the reach.**

# Oshkosh 2007



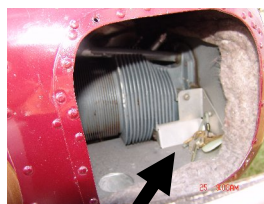
**Bill Kinsman, the Model Man, presents the Association with a check from the sales of his models.**



**Nicki Acker mixes up Belgian Waffles in the RV, and Dick is the master Chef, complete with strawberries and whip cream!**



**Joy Warren displays the model of HER airplane!**



**Interesting place to hide the keys to the plane!**



**Mmmmmm!  
Good  
Waffles!!!**



# Oshkosh 2007 Association Picnic



Over 75 members came to the picnic., hosted by Dick and Nicki Acker in the camp-ground







Rain forced everybody under the awnings and tents and allowed us to get to know each other for a few minutes!

# International Cessna 120/140 Association

9015 E. Coleman, Coleman, MI 48618

PERIODICALS  
U.S. POSTAGE  
**PAID**  
MILFORD, MI  
48381

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 mem-  
bership dues. Periodicals postage paid at Milford, MI 48381 POSTMAS-  
TER: Send address changes to the INTERNATIONAL CESSNA 120/140  
ASSN, 9015 E. Coleman, Coleman, MI 48618

## 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.