



# International Cessna 120/140 Association

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ISSUE 344

November 2007

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**Spectators View the airplanes  
at Benton Harbor, MI**

# International Cessna 120/140 Association

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## No Damage History

*By Lorraine Morris*

We have had lots of calls lately from folks asking if we knew where they could find a low time airplane with no damage history and all the logs.

This got me started thinking about that subject in some depth. What exactly is 'damage history'? Does the mechanic have to write the word 'damage' in the logs for the plane to have damage history? Or does he have to use the word 'Repair'? Does he have to describe the mishap for it to be damage?

What if I accidentally drag my wing tip on the hangar wall and replace it with a brand new wing tip? Is it damage if the mechanic writes, 'replaced damaged wing tip with new part'? Or, what if he instead writes, 'installed new wing tip'? Would you then wonder why the wing tip had to be replaced. Nobody would ever know why this change was made... That is my point.

What exactly do the logbooks tell you? Well, they tell you only what the mechanic that wrote in them wanted to tell you. As much or as little as he/she wanted to write. And, as you know, sometimes, mechanics don't write much!

A local broker had a Cessna 195 for sale. This airplane had sat in hangars for the past 30 years as a project, getting bought and sold year after year, till somebody with some energy got a hold of it and did a fantastic restoration. Over the course of the 30 years, however, the log books were lost. Now this aircraft is for sale and includes a detailed restoration book, including pictures of everything that was done to it in the restoration. The pictures include nooks and crannies that couldn't be seen in a pre-buy. It was a beautiful airplane that was in better than new condition. But because there

were no log books, the price was about \$20,000 less than a comparable airplane with all of the logs!

We once had an airplane, N1234 (not his real number), that had all the logs from day one. The airplane had over 8000 hours on the airframe. There were only two log book entries that were other than and normal maintenance. The first one said 'replaced aft lower cabin skin'. The second, 20 years later, said, 'Replaced both wings. That is it. Nowhere does it say why either one of these actions were taken. Was this damage? I don't know. If the rudder is smashed, then replaced, is the plane damaged?

N1234 was a late 1948 model airplane. When going through the aircraft, we inspected each part for ADs applicable to ALL 140s. We found that the vertical fin was off of a 1946 model airplane (it was missing the spar doubler) and the elevators were off of an earlier airplane also. Hmmm. Nowhere was this addressed in the log books. Realistically, nobody is going to just change these tail feathers out unless there is a need. So obviously there was an 'issue' at some point. However, there is NOTHING in the log books about it.

So if you are looking for an airplane, and it is represented as No Damage History, there may not be any in the log books, but that doesn't necessarily mean there wasn't some kind of mishap in its past. Know your aircraft years and models and either have it inspected by someone who knows what they are doing or educate your self.

There is nothing wrong with having a plane that has had problems in the past as long as these problems have been addressed correctly. Continued on next page..No

Damage History.... Cont.

Many times there are fixes available that will make the plane better than new! Having the log books will not guarantee that your airplane is in better shape than not having them. The only thing they will do is look good and give you some interesting reading at night (and maybe increase the value for somebody that really wants logbooks!)

Next thought... Low time. Does that mean it was meticulously maintained in a heated and air conditioned hangar for years by the little old lady that flew it to church only on Sundays? Or does low time mean it was shoved to the back of the hangar and forgotten for years, only to be dragged out and touted as Low Time. Or maybe, just maybe, it was tied down outside for years and years, and someone dragged it out of the weeds, slapped some lipstick on it and said, 'Vois La', a Low Time 140! Just something to think about.

What is the moral of this story? As David Lowe says, 'If it says no damage history, you don't have all the logs'.

## 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

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## My Life in the Air - Part IV *by Joe Roston*

In June 1979, I retired from Clemson University but I continued to work as a part time consultant for the National Council of Examiners for Engineering and Surveying. The NCEES prepares national engineering and surveying registration examinations for state boards of engineering examiners of all the sovereign states. By a stroke of luck, the National Council is located in Clemson, SC just a few miles from my home. In addition to other full time employees who work for the Council, state board members from the various states come to Clemson a few times a year to form committees to help prepare exams that are used nationally by all of the states. I worked for the Council only about one week per month so I had plenty of spare time for other activities, such as participating in Civil Air Patrol missions and flying photo missions with the C-172. I also had plenty of time to fly our new-to- us, Cessna 120.

We criss-crossed the country many times the next 28 years flying to the EAA Oshkosh and Lakeland fly-ins and to the International Cessna-120/140 Association annual conventions. After a fly-in, we often headed out across the country to visit friends, children and other relatives. We had daughters in Texas and Arizona that we visited from time to time. A sister who lived in Bloomington, IN was often a target of our journeys and also a stop-over for our trips to Oshkosh. Twice, we continued west to Southern California to see my younger brother and family who lived in Arcadia, CA.

Frances was interested in learning to fly, so she began training in a Cessna 150, which she soloed in early 1984. She continued flight training in our Cessna 120 and got her private license the next year, a few weeks before her 61st birthday. While she was still a student

pilot, we were on a trip to Lakeland, FL for the Sun-N-Fun fly-in, when the generator drive gear broke a tooth. The engine continued to run but we had to land quickly. Frances spotted Palm Coast, a new, gated community between I-95 and the beach, and about 20 miles north of Daytona Beach. I landed on one of the outer streets that had a straight stretch long enough for an easy landing. There were very few houses in the subdivision, but I went to the nearest house, which was a little farther along the curve in the street and closed my flight plan with the FAA. Meanwhile, the man at the gate came over to check us out. He called the county sheriff's office and they sent out two deputies (both were pilots) who helped me remove the generator. We then put the generator back on the engine minus the broken gear. They blocked off the street and I took off solo and flew south about 7 miles to Flagler County Airport. After refueling, I flew solo on to New Smyrna Beach where we planned to spend the night with the Dean Bogarts, friends who had moved from Clemson. They drove to Flagler to pick up Frances who was waiting at Flagler. The next morning, Dean and I drained the oil from our C-120 and then flushed the engine many times with kerosene to remove the gear filings that had accumulated in the engine. When we were satisfied the engine was essentially clean, we put in new oil and we were ready to continue on to Sun-N-Fun and then home.

When we got home, I checked the engine for any remaining filings. The engine was still too contaminated, so we removed the engine from our airplane and installed a used O-200. The old C-90 had about

1900 hours of service on it, so it was time for it to be discarded. The used O-200 was a straightforward installation and it served us well for over 1000 hrs. until it broke a valve in 1996. But that is another story that will be told later.

Although typical light aircraft engines are quite reliable when well maintained, it is prudent to assume that they will occasionally fail when something breaks. For this reason, there is a recommended time before overhaul (TBO) when these engines should be removed from service and overhauled. The TBO for our C-120/140 original Continental engines is 2000 hours. Our C-90 almost made it. Never the less, I decided that a good way to prevent a generator drive gear from breaking is to remove the generator from the engine. Automobiles as well as Lycoming engines use a belt drive system to avoid the problem. I solved the problem by installing a wind driven generator to replace the original generator. After unsuccessfully trying several wind driven generators that were too old or worn out, I found a new one from the Waco museum in Troy, OH. and installed it. I assume they were ones used by Waco to provide electrical power for the gliders they were building for the military during WWII. Although these new wind driven generators were designed for a 28 volt system,



they could easily be adjusted to 14 volts when connected to our original voltage regulator.

We continued to fly many trips around the country, sight seeing and giving airplane rides to friends and relatives. We were attending a social gathering of friends one evening soon after Frances had obtained her private license. We decided to award the winner of a raffle an airplane ride. The winner would have the honor of being Frances' first passenger after obtaining her private pilot license. It turned out that the winner of the raffle was a WWII Air Force veteran who had been a crew member on a B-24 that flew missions over Europe during the War and he was not about to accept a ride from a novice pilot in a dinky little personal airplane. However, his wife was a good sport and she accepted the offer. A few days later, she enjoyed the ride with Frances in our Cessna 120.

For the next 8 years, Frances enjoyed flying, giving rides and traveling in our C-120. Her roll as pilot in command ended in 1993 when her need for prescription drugs prevented her passing the required flight physical. During her career as a licensed pilot, she never had a mishap or even a ground loop.

Whenever conditions were difficult, such as, when landing during a strong cross wind and a problem developed, she would always make a go-around for another try. However, when Frances could no longer fly as pilot in command, she was always a viable back-up pilot for me when we continued to fly our C-120 to various places around the country. By the time I reached the age of 85, I felt it was unwise to give a ride to a passenger who did not know how to fly. Although I had never

failed a flight physical exam, the chance that I might become incapacitated while in flight was becoming more likely. After the year 2000 I always flew solo or took a passenger who could fly.

I made a few more ferry trips after 1986. One ferry was a Cessna 150 for a CAP friend who needed her plane moved from Burlington, IA to Anderson, SC. The only anxious moments for the trip occurred after spending the previous night with my sister in Bloomington, IN. I was refueling for the next leg of the trip, when the wind blew the door shut and locked while the keys were in the plane. The solution was to try some Cessna keys the FBO had in his office. As expected, one of the keys fit the C-150, and I could be on my way before a cold front that was approaching could ground me for a few more days.

A CAP flight instructor friend knew of a Cessna-170 that needed to be flown to Lansing, MI. The C-170 had been restored by a local A & P and was owned by a pilot from Lansing. The Lansing pilot was not experienced in tail draggers, so he asked me to ferry his C-170 to Michigan for him. A few days later, in late November 1988, I headed out in the C-170, refueled in Kentucky, and continued north over western Ohio. A few miles past Grand Lake, St. Marys, I noticed a significant loss of power which seemed to be caused by fuel starvation. I found that by pumping the primer I could keep the engine running well enough to maintain my cruising altitude of about 1000 ft. Rather than turn around to go back over wooded terrain and around the lake to Lakefield Airport, I landed on a winter wheat field and taxied over to a near by farm house. I then called the C-170 owner and told him about the forced landing. I knew the FBO at Lakefield Airport, so I also called him to drive over, tie down the C-170 and check out

the problem. He found that the fuel filter leading into the carburetor was obstructed with fine, organic matter floating in the gas. The filter was cleaned out and the gas in the tanks was replaced in the C-170. But by this time, it was too late to continue on to Lansing, so I got cousins from the area to pick me up. The next day, they took me to Dayton where I caught an airline flight back home. A few days later, the owner of the C-170 found a Michigan pilot to fly his plane to Lansing.

The civil war in Liberia, West Africa made it impossible for my older brother and his family to stay in that war torn country. By 1992, he had returned to the USA and was living in Coshoc-ton, OH. He wanted to get back into flying and had bought a bare boned 1941 BL65 Taylorcraft that was located in Redlands, CA. He hadn't flown in 17 years and didn't feel qualified to fly his plane to Ohio, so he asked me to ferry it for him. He agreed to pay expenses including a bus ticket to Los Angeles. My brother was no spend-thrift and he figured out that the cheapest one-way airline ticket cost over four times as much as the bus. But there are advantages to bus travel if you are not in a hurry. You get to see the country close up, meet a lot of interesting fellow bus travelers and you can lay over if you wish to visit friends and relatives along the way, so I agreed to pick up his Taylorcraft.

After a couple of days in LA visiting my younger brother, Jim, and other relatives, Jim took me to the Redlands airport to pick up the Taylorcraft. The plane checked out OK, after adjusting the brakes. After waiting another day for the weather to improve, I headed out over the Banning Pass and I-10 to Blythe, CA for a gas stop and to check the gas consumption. I bypassed Phoenix and spent the first overnight at Casa Grande, AZ. With a hand held radio, I was able to contact Tucson air traffic control and they allowed me to fly at low altitude directly over I-

10 and between Davis-Monthan AFB and Tucson International, two large airports about six miles apart. I continued with I-10 and refueled at Wilcox, AZ and Deming, NM. For safety reasons, I try to stay close to an interstate or main highway when flying across the western states. There is no point in heading out over a wide desert or high mountain range just to save a few miles when you can be within gliding distance of a 1000 mile long landing strip should the need arise.

As I approached El Paso, I realized that the battery for my hand held radio had run down so I thought it best to divert north of Biggs AAF and El Paso International but south of the White Sands restricted area in order to land at West Texas Airport for refueling and to spend the night. By the next day the wind had increased from 20 knots to 25 gusting to 35 knots and too much for a light Taylorcraft. So I decided to wait out another night at the Motel 6. The next day was calm enough to continue down I-10 and over the pass at Sierra Blanca, one of the highest peaks in West Texas. After refueling at Van Horn, I continued over I-10 to the junction of I-20 and turned left to follow it towards Dallas. I barely beat out a storm to the north at Monahans, TX where I landed to refuel. The wind had picked up and when pushing the plane to the gas pump, we broke one of the tail-wheel springs. That ended flying for the day but the airport manager gave me a spot in the hangar and went home to spend Easter day with his family. I spent the night in a motel that picked me up with their courtesy car and, so far, I was making about as much progress as a good bicycle rider.

Continued in the Feb/Mar 2008 Issue



INTERNATIONAL CESSNA 120/140  
ASSOCIATION  
GENERAL MEMBERSHIP MEETING  
BENTON HARBOR, MICHIGAN  
September 14, 2007

The meeting was called to order by Co-President Lorraine Morris at 5:40 p.m.

**SECRETARY'S REPORT:**

A motion was made by Sharon Lochman and seconded by Marty Lochman, to waive the reading of last year's minutes and accept them as published in the newsletter. Motion passed and secretary's report accepted.

**TREASURER'S REPORT:**

Our current balance is \$2,118.49 plus a \$5,000 Certificate of Deposit. Income for the year was \$28,000.62; expenses were \$24,312.66. As of September 1, 2007 we have 977 members. A motion was made and seconded to accept the treasurer's report. Motion passed and treasurer's report accepted.

**OLD BUSINESS:**

There was no old business.

**NEW BUSINESS:**

The location/date of the 2008 convention was announced: Moraine Airpark (I73), SSW of Dayton, Ohio. September 25-28, 2008. It will be hosted by Terri Hull and the Dayton Convention Bureau.

Dick Acker told about the e-mailed survey he conducted last November to "test the waters" on members' receptivity to receiving the newsletter on-line. The newsletter is posted on the web site in the Members Only section immediately upon publication, and in full color. Currently, 198 members have opted to not receive a printed copy. Members who choose to have a printed copy of the newsletter mailed will receive it several weeks after publication because it is sent at the periodicals rate.

There was a discussion about on-line vs. printed newsletters and the positives and negatives of

each. We will continue to offer the printed version and also have the electronic version on the web site.

**2007 ELECTIONS:**

Nominees for this year's elections were presented by the Nominating Committee.

**President:** Current Co-presidents, Ken and Lorraine Morris have offered to serve a second term if elected. Nomination requests were offered to the floor with no additions. **Ken and Lorraine Morris** were accepted by a unanimous vote.

**Merchandise Coordinator:** Margie Preister was nominated. Nomination requests were offered to the floor with no additions. **Margie Preister** was accepted by a unanimous vote. Thank you to Denise Jackovich for her years of serving as Merchandise Coordinator.

**Member-at-Large:** Jack Hooker (current member-at-large) and Ernie Clay were nominated. Nomination requests were offered to the floor and Christian Vehrs was also nominated. Jan Norton made a motion to close nominations, seconded by Bob Ray. The nominees left the room and **Christian Vehrs** was elected by a show-of-hands vote. Thank you to Jack Hooker for his term as Member-at-Large.

**State Rep. Coordinator:** Ken Dwight and Blake Mathis were nominated. Ken Dwight withdrew his nomination. Nomination requests were offered to the floor with no additions. **Blake Mathis** was accepted by a unanimous vote. Thank you to Tina Visco for her term as State Rep. Coordinator.

A motion was made by Reddoch Williams and seconded by Don Becker to adjourn the meeting. The meeting was adjourned at 6: 30 p.m.

Respectfully submitted,

Dick and Nicki Acker  
Secretary/Treasurer



### Watch That First Step

The First Marine Air Wing had this write-up in its safety publication, *Wing Tips*, of an AAR Board's comments some 40 years ago:

It was conceded by all that the pilot had accomplished a brilliant piece of work in landing his disabled machine without damage under the circumstances.

It is not with intent to reflect less credit upon his airmanship, but it must be noted that he is a well experienced aviator with over 40 total hours in the air, embracing a wide variety of machines, and this was his seventh forced landing due to complete failure of the engine.

It was doubly unfortunate that upon alighting from his machine he missed the catwalk on the lower airfoil and plunged both legs through the fabric, straddling a rib, from which he received a grievous personal injury.

Some thought should be devoted to a means of identifying wing-traversing catwalks to assist aviators in disembarking from their various machines.

It is getting colder outside, so if you are in the mood for a good Aviation movie, here are a couple of places to find that special film! The first site gives a better description overall and includes the planes flown, while the other is more brief.

<http://www.aerofiles.com/film-a.html>

[http://faculty.dwc.edu/nicosia/apcm\\_list\\_of\\_aviation\\_movies.htm](http://faculty.dwc.edu/nicosia/apcm_list_of_aviation_movies.htm)

### Aviation Terms

FLIGHT FOLLOWING - Formation flying.

GLIDE DISTANCE - Half the distance from an airplane to the nearest emergency landing field.

HOBBS - An instrument which creates an emergency situation should it fail during dual instruction.

HYDROPLANE - An airplane designed to land long on a short and wet runway.

IFR - A method of flying by needle and horoscope.

LEAN MIXTURE - Nonalcoholic beer.

MINI MAG LITE - Device designed to support the AA battery industry.

NANOSECOND - Time delay between the Low Fuel Warning light and the onset of carburetor icing.

PARACHUTES - The two chutes in a Stearman

**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:

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

# License Plate of the Month

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aviation related license plate?  
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# We Migrated to the Mitt!

Thursday was spent checking out Downtown Benton Harbor/St. Joe! Did you know that Benton Harbor is on Lake Michigan!



Quite an interesting downtown it was!

There was something for everyone!

Oooooohhhh! Thursay night Stuffed Jalepeno Peppers! A Chicken Dave Favorite!



Thursday Evening Flyout to Watervliet, MI. What a beautiful place!

Parking at Watervliet



At Watervliet, Chicken Dave makes.... What else?

Chicken!!!!



# Benton Harbor, MI 2008

Friday was spent flying or driving to the Air Museum at Kalamazoo. Attendees were back in time for the Annual Business Meeting and food at the airport in the evening.



Airport Manager Lee Sherwitz opened up the tower for us. New State Rep Coordinator Blake Mathis got to play Controller!



Business Meeting was conducted Friday Night. You can read the Minutes on page 8.



Stuart and David Fraley flew in to their First Convention from Indiana!!



Saturday Morning First Timers Breakfast

**David Dix - First Timer from PA**





# We Migrated to the Mitt!



1st Timer Joe Mortland Brought the airplane he has been restoring! This plane last flew in 1966 and became airworthy four days before the Convention. The Test Flight was the trip from Boston to Benton Harbor. Good Job Joe!



Fun and Games on Saturday! The Crowd watches from the sidelines and mingles through the airplanes.



Airport Manager Lee Sherwitz was kept busy getting rid of the flour bombs that didn't even come close to the mark! We thought that the target should have been his truck, that way he would have been safe! As it was, his truck was almost hit several times.

See this issue in **FULL COLOR** on the web! Go to **Members Only** section

**Chris Winter does the Spot Landing Contest**





# Benton Harbor, MI 2008

## Flying Awards

**Longest Distance Flown**



1st timers David & Peggy Hoffman came from Idaho! (1333 nm)

**C.J. Wofford -Longest Distance Driven  
(no picture available)**

**Vic White  
Flour Bomb Winner—102'**



**David Lowe - Spot Landing - 84'**



**Blake Mathis—Nerf Ball Drop**



**Chris Vehrs  
Nerf Ball Catch - 29'**

**Vince Jackovich  
Short Field Takeoff—296'**





# Benton Harbor, MI 2008 Aircraft Awards



Peoples Choice  
Dick Poppe  
N4062N



Judges Choice  
John Von Linsowe  
N2165V



Modified C120  
Chris Vehrs  
N2032V



Original C120  
Matt Rybarczyk  
N4037N





# Benton Harbor, MI 2008

## Aircraft Awards

**Modified C140**  
**Joe Prato**  
**N76867**

1st time attendee Joe bought this as a basket case and put it together. He learned to fly in it and this was his first excursion with the plane!



**Original C140**  
**Vince Jackovich**  
**N72742**



**Modified C140A**  
**Fritz Wagoner**  
**N9654A**



**Original C140A**  
**Lorraine Morris**  
**N5353C**





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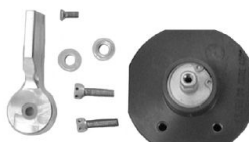
Is THE *official website* of the International Cessna 120/140 Association. [www.cessna120-140.org](http://www.cessna120-140.org) offers club information, Officer and State Rep contacts, membership information, a guestbook, merchandise and club calendar. The discussion Form is a favorite place to communicate 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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9015 E. Coleman Rd., Coleman, MI 48618

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

Your Prime interests in joining: Maintenance ☐ Engine Mods ☐ Parts ☐ Fly-Ins ☐  
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**Cowl Fasteners**

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**Editors Note:**

Another year has come and gone! Did you have fun flying your 140 all around?

Did you make it to the Convention in Benton Harbor? If you have never attended a convention, make plans to come to Dayton, Ohio next year. Once you attend one, you get hooked. There is no better group of pilots out there!

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**The Association would  
like to extend a special  
thanks to Ken Lifland.**

**Ken has manned the As-  
sociation Mailbox in  
Texas for over 34 years!**

**THANK YOU KEN!**



# 11 Things you should know about hosting a convention

*By Victor Grahm*

I thought while 'Migrate to the Mitt' was still fresh in my mind I'd jot down a few things about hosting a convention, in case you're ever in need of something to do sometime and want to give it a try.

Seriously, it was a ton of fun, and... quite a bit of work. Now that it's over, I don't think about all the time and effort that went into it, (and stress) all I remember is the good times that were had by the participants, and "Thank the Aviation Stars" that we had really good weather. I received quite a few sincere "thank you" cards and notes from folks who really enjoyed themselves. After you put something like this on, it's real nice to see that all your effort paid off.

Long before the airplanes started arriving I was given the Association Manual on what needs to be in place for you to be considered for holding a convention. I read through it pretty thoroughly. Listed below is what is mostly NOT in that manual.

1. First off, you need a good "team". A single person would have a much more difficult time throwing a convention than someone who has help. It's quite a bit of work, to line everything up, talk to everybody, get everybody headed in the right direction etc. Basically I'm a detail type guy who "sweats the little things", and figured that the basic frame work of A. a couple fly outs, some food for the folks, a couple seminars, some flying games and a banquet wouldn't be that difficult. I knew what I wanted the convention to "Look like", how I wanted it to play out so to speak, but as far as the details, there's simply too many for one person. Luckily I had Dick and Nicki Acker, Detail folks extraordinaire. But that's still not enough, what we

did was have several "major helpers" who each took responsibility for a days events. I



set up the Thursday fly out. John Davis arranged the Friday Air zoo Flyout, and John Von set up the flying games. All the details that go along with the separate flyouts were then reviewed by the other folks, so each person would be responsible for a day or event, but others would add their input. Dick and Nicki Acker (along with other helpers, yup, Marty and Sharon Lochman and Margie Preister) handled the registration table. You also need a solid group of volunteers to help driving vans, handling the hospitality room, doing running around errands, parking aircraft, getting folks to and from their airplanes on arrival days and leaving days, etc.

2. That being said, pick a spot that has something to offer the participants. I wanted to be sure we had a good airport. I also wanted to be sure that once folks got to the hotel, there was things such as food (A number 1) within walking distance. I also found good shopping and even a movie theater within walking distance should rain dampen the activities, and we would have needed an "airport alternative". Not neces-

sary, but it doesn't hurt. I've been to conventions where once you got to the hotel you were kinda stuck, unless you rented a car to go for something to eat. Most folks don't rent cars that attend conventions. Basically, take the time to showcase your "Area". What do you have to offer?

3. Most conventions pick an alternate for the "major flyout". Why, simply because not everybody wants to see another "Aviation Museum". We did, and so should you. (have an alternate) So, while most folks take advantage of going to the local museum, others can have a choice of something non-aviation related.

4. Don't be afraid to try something new. Dick Acker got a singing A Capella group for the Saturday night banquet. Silly me, I was against the idea, simply because it was one more "thing to do, one more detail". Ah!!, I didn't know my audience very well. The group was a huge hit. They sang late 50's and early 60's Doo Wop songs. It went over very well. I'm glad it happened, over my objection.



5. Saturday night banquet prizes. This was a big one for me. I simply had no idea how much time and effort this takes. First off. Jack Hooker. Remember this, for item 5, Jack Hooker is your friend. Jack shows you how to do this. Basically get a letter written

up ahead of time, saying "we're the Intl, Cessna 120-140 Assoc.", we've got X amount of members, we get together every year and could really use your support. In turn we list you (the donating company) as a supporter on our website, and newsletter. The letter is a lot more (or should be) fancy than that, but that is the gist of it. Next off, letter in hand, plan on several mornings at Sun-n-Fun and Oshkosh walking around all the vendor areas asking for prize items. Some folks are happy to see you, they realize that your (our) members support their products and are happy to give something back, which helps with name and brand recognition. I got some of the best responses and met some of the nicest of Aviation people this way. I received some prizes while at Sun-n-Fun and Oshkosh, other companies mailed/shipped them to the address on my letter (basically my house). This was after I had given them a letter or mailed them after I got home (because the vendor was too busy at the show to deal with such activities) You want to target either general aviation companies, headsets, batteries, tools, cleaners, general products that work for all of aviation. No use stopping by somebody that sells parachutes for aerobatic aircraft/ flying, or somebody who makes turbos for high altitude flying. If you don't get a chance to talk to someone at the show, grab one of their cards and mail them a letter, you might get surprised later on, I know I did with a real nice ICOM handheld transceiver

Remember to stop by Oshkosh or Sun-n-Fun the following year(the following event) and thank these folks personally too. Also mail them a thank you letter. Some vendors will just say no, or will say "maybe" but not send anything, don't take it personally, these vendors get "hit up" on a regular basis and have to select who they send prizes to, or to anyone at all for that matter.

6. You need good "coverage" in both the website and the Newsletter. We in Michi-

gan did a good job of letting everybody in the website know what the itinerary was going to be, what the hotel phone numbers were, etc and etc. We didn't do a good job getting it in the Newsletter. You need to do both.

7. If you do a flyout, consider of course safety. Consider how you are going to get all the planes that choose to fly, safely from one airport to another. In our case we decided it was best to flying singly, individually (every pilot for themselves) to Watervliet, and then we planned on groups to go to Kalamazoo due to Approach control and other factors. All this needed to be thought out and we contacted Kalamazoo Radar facilities and they were the ones that said due to other traffic expected they wanted flights of 3-5 aircraft. At that point you have to come up with flight leaders, maps, frequencies etc.

8. Don't pack too much into your schedule. Realize that you can't please everybody, so plan what you can but leave some free time in between events so folks can socialize. Lots of people meet maybe 1-3 times a year, Sun-n-Fun, Oshkosh and the Convention. They have some catching up to do, let em do it.

9. Know your constituency. Just because you like to scuba dive doesn't necessarily mean that anybody else is going to enjoy it. Might not be a great activity for a flyin. (I'm stretching it, but I'm sure you'll see it)

10. Something we wanted to do, it's a good idea we just didn't pull it off. Advance registration. This gives you a better idea of how many folks intend on showing up. This is a major consideration since you need to know how many meals to plan for, hotel space etc and so on. Offer

em an incentive plan, pick up their hotel stay or something.

11 . Last but not least. "Thank you's". I have sat through banquets and dinners for many events(also non Aviation events) over many years listening to folks get up there and thank everybody under the sun for such a fine job, and I couldn't have done it without you and so on and so on. Meanwhile those of us in the audience are sitting out there getting happy feet, saying "come on, come on, get on with the show".

Ah, well, once you've gone through something like this, which up till this time I hadn't, you realize how much emotion and energy and stress and "Holy Cow" goes into a larger Volunteer effort. Only then will you realize how important it is to give credit where credit is due. Because without the folks who helped you would never be standing there saying, "No, thank all of you, for coming".

So, .....I personally want to thank all of you that showed up and made "Migrate to the Mitt" the success it was.

PS. I just wish somebody would have told me all this stuff first.

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# International Cessna 120/140 Association

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**<<< ALWAYS BRING YOUR TIEDOWNS >>>**

33rd Annual Convention—International Cessna 120/140 Association

### Dayton, Ohio—2008

September 25-28, 2008 - Dayton, Ohio  
*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

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1st Sunday - Lake Texoma

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Texas side of Lake Texoma

4th Sunday - Hicks Field (T67)

5th Sunday - Hicks Field again

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