



International Cessna 120/140 Association

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Final Installment of Joe Rostron's "My Life in the Air"

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Joe Roston Life in the Air Part V

The next morning was calm, so I was able to make it to Big Spring, TX where Orville Spradling (a C-140 owner) and some of his retired friends were able to fix the tailwheel spring on the Taylorcraft. Although the wind was picking up, I continued along I-20 to Sweetwater, TX. When landing in a strong westerly cross wind, the wind picked up the left wing but not high enough to drag the right wing. After tying down the Taylorcraft, it was too windy to continue. To save on my mounting motel bills, the FBO allowed me to sack out on the sofa in the office. He and his wife had living quarters next to the office and they invited me to have supper with them. This was just another example of the wonderful people you meet at small airports scattered across the country.

Winds were generally subsiding and the level farmland was becoming more hospitable. It was time to leave I-20 and set a beeline course for Lakeview Airport on Lake Dallas. I wanted to again visit John and Dorchen Forman. John wanted to see how the Taylorcraft compared with Dorchen's C-140, so I gave him a ride in the Taylorcraft. We got off the 2800 ft grass runway rather quickly, but once airborne, we didn't climb out too fast.

The next day, I headed northeast for Bentonville, AR, the home of Sam Walton of Wal-Mart fame. After refueling, I headed due east to Mt. Home, AR for a visit with my oldest daughter, Carol. It was good to relax at Mt. home while waiting out nearly a week of marginal VFR/IFR weather. When the weather cleared, I took off for Bloomington, IN where I had hoped to visit my sister. When I arrived at Bloomington, I still had a few hours of

Taylorcraft
E-2 like the
one flown by
Joe



daylight left, so I called my sister and told her I should gas up and continue on to stay ahead of the weather that was following me. I made it to Sidney, OH just before dark and spent the night with a cousin from Troy, OH where I grew up. The next day, 14 days after I left Redlands, CA, I arrived at Coshocton, OH and delivered the keys of the Taylorcraft to my brother. I checked him out in the Taylorcraft and he was delighted with the way it flew. He enjoyed flying the Taylorcraft several more years until he could no longer pass the FAA flight physical.

All-in-all, the Taylorcraft ferry was a fun trip. It took 30 hours flying time to fly the 2400 miles and it was the last and longest of the ferry trips I would ever make. Flying a small, simple airplane is a great way to travel if you are not in a hurry. As they say, "With time to spare, go by air." Incidentally, the Pony Express made an equivalent trip in about the same length of time back in the 19th Century.

The last 14 years and 345 hours of my flying since the Taylorcraft ferry has been mostly recreational and in our Cessna 120. Frances and I have continued to fly to Lakeland, FL for Sun-N-Fun (3 times) and to the International Cessna 140/120 Association Convention (5 times) whenever the weather and other conditions were favorable.

While flying to the 1996 Association Convention at Faribault, MN, we ex-

perienced a broken valve. When we were near Fayette, IA, after refueling at Monticello for the last leg of the trip, the engine clunked a time or two and then came to a total stop. Everything got quiet and our Cessna 120 became a glider.

In retrospect, I had flown in a sailplane back in 1959 when Dr. Ed Byars and I had flown to the Chicagoland Airport to attend a glider meet. We had flown to the Chicago area in his Fairchild 24, the same airplane I had used to take aerial photographs of the Clemson area. Ed had a sailplane built by students at the University of Illinois and he wanted us to tow it back to Clemson after the glider meet. During the glider meet, I used a Super Cub to tow gliders for pilots who were taking flights in gliders that had gathered at the meet. As a reward for flying the tow plane, one of the glider pilots took me up for a ride in a two place sailplane. I really enjoyed the flight in the sailplane while we soared for an hour and 45 minutes, using lift from the thermals to keep us up. Ed had installed a tow hitch on the tail of his Fairchild to tow his new sailplane back to Clemson, but as it turned out, the CAA inspector who checked the installation turned it down. We had to fly back home without his sailplane.

Back to the forced landing I was about to make. We were approximately 1000 ft. up, and flying into a moderate head wind over gently rolling corn fields and hay fields. As I established the best glide speed, I turned a 180 to the downwind direction to check out the fields close enough to reach, and ruled out the corn as



9-29-06: Removing wings for transport of Cessna N2683N to Sacramento, KY. The emergency landing was made in hay field about 3 mi. E of Fayette, IA as a result of a broken valve. Gayle Lowe holding up the wing.

being too hard and rough. The hay fields looked good, but most of them were littered with rolls of hay, creating an obstacle course that would be hard to miss. I then saw a cleared hay field on my left down wind that was big enough, with a slight up slope, and rolling out to about 800 ft of level ground. Rolls of hay were at the far edge of the field. I turned base and final and touched down where the ground leveled off and rolled to a stop in the middle of the level area. We sat there for a moment with a great sigh of

relief and thankfulness. We were very lucky to be in an area suitable for a safe forced landing.

As we finished tying down the plane, the farmer who owned the field came over and took us to West Union, IA where we could rent a car from a used car dealer. We then drove the last 100 miles or so to the convention in the Plymouth Acclaim we had rented. After the convention, David Lowe summoned two of his crew to drive his truck and flat bed trailer to West Union, IA to load up our C-120 for

the trip to David's place in KY. David, and few others who attended the convention, flew down to West Union to help us load the plane. After the plane was loaded, we all went our separate ways home. We took the rental car back to the car dealer to return it, but then realized we would have to buy two expensive airline tickets to get home. We had been looking for a second car about like the one we had rented, so we made a deal with the car dealer, bought the one we had rented and drove it home. In a few months, David overhauled our engine and we got our airplane back.

I have come to the end of the story of my activity as a pilot. I will always be grateful for the friendship and support of the many friends and family who placed their complete trust and confidence in my efforts to utilize aviation for recreation and business. As I move into a new phase of life, I will try to keep in touch with those who are a part of the aviation experience.

Keep them flying!

Joe Rostron

How Flying Gets in the DNA

(As with most of the really cute things we read, this has an unknown source! - Ed.)

This is a subject that I have always found utterly fascinating. Many folks have a story of some seminal event that triggered their interest in flight. Not me. As many of you know, I was born this way. :) Really.

Flying has always been there. First as an idea and later as a goal to pursue. I can't remember a time when I wasn't completely preoccupied with airplanes. I have no clue where it came from. No one in my family flew or had any contact with airplanes or airports. The small town I grew up in had no airport. No one ever landed in

the field down the road.

In short, I was born with flying in my brain. There has been much recent work in the field of epigenetics... heritable changes in gene function that occur without a change in DNA sequence. It seems that individual experiences may make heritable changes in genetic material. Genetic memory. So, sometime in the far distant past, I can imagine two cavemen sitting on the top of a steep cliff. One of the cavemen was my distant ancestor and the other was not. The conversation might have played out like this...

Ancestor: "Dude, you think that new hairy chick our tribe just kidnapped is cute?"

Not Ancestor: "Yeah, I think she probably works out to keep things toned like that, if you know what I mean."

Ancestor: "Oh, yeah. I know what you mean."

(A Pterodactyl gronks noisily as it flaps by overhead...)

Ancestor: "Dude, you think mankind will ever be able to fly like that?", he says sighing deeply.

Not Ancestor: "Sure! As a matter of fact, I've been studying Pterodactyl flight and I think I've got it figured out."

Ancestor: "No way!"

Not Ancestor: "Totally way, dude! You just face into the wind at the edge of the cliff, flap your arms as fast as you can and jump off."

Ancestor: "Whoa."

Not Ancestor: "Yeah, watch this..."

Not Ancestor steps to the edge of the cliff and flaps his arms furiously waiting for a gust of wind. He feels a blast of warm air rising up off the valley floor

below and he launches himself out into the abyss, flapping as hard as he can. Not Ancestor plummets like a stone and splatters on the rocks below.

"Criminy!", says Ancestor, stunned at what just happened. Although he is not aware of it, the shock was enough to cause a small change in a tiny bit of some unimportant fragment of messenger RNA buried deep in his left gonad. "I think this flying thing needs a bit more study", he thinks to himself scratching a sudden itch that wasn't there a second ago.

(A Pterodactyl
gronks noisily as it
flaps by
overhead...)

So, Ancestor heads back to the cave and the clan. As the days pass, thoughts of the new hairy chick blot out the terrible traumatic event at the cliff. He and

the hairy chick sneak off to Vegas to get married. They have many offspring who in turn have many more offspring. And each generation has that odd bit of messenger RNA buried and waiting for the right moment in time to make the leap...

And that, my friends, is the real story.....

Our apologies to Jack Hooker. Every year he donates a set of seat belts and shoulder harness to our Convention and this year we forgot to list him on our Donor List!

Thanks Jack!

LAWS OF THE NATURAL UNIVERSE

Law of Location:

No matter where you go, there you are.

Law of Logical Argument:

Anything is possible if you don't know what you are talking about.

Brown's Law:

If the shoe fits, it's ugly.

Oliver's Law:

A closed mouth gathers no feet.

Wilson's Law:

As soon as you find a product that you really like, they will stop making it.

Real planes use only a single stick to fly. This is why bulldozers & helicopters -- in that order -- need two.

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Stall Warning Circuit

by Steven and Warren Oxman, Riva, Maryland

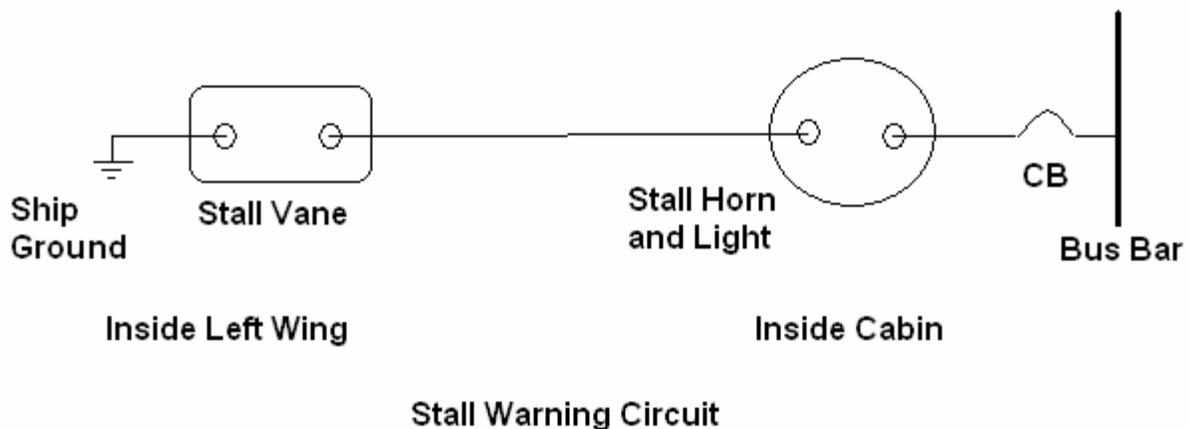
The stall warning horn and light did not work in Warren's 1951 Cessna 140A, N1116D. Warren wanted to have it working. So we decided to troubleshoot this stall warning system. All our experience in maintaining aircraft have included Beechcraft products, Bell products, and Raven products. This 140A is a new and nice experience for us.

Please look at the accompanying circuit diagram that we have provided with this article, it shows the entire circuit for the stall warning system.

On the left, you see the stall vane and switch which is a single pole, single throw switch connected to a vane that sticks out into the relative wind stream on the left wing leading edge. When the vane "sees" normal relative wind, the switch is open; and when it sees a stall attitude relative wind, this switch closes (makes the circuit). One side of this switch is connected to ship ground out at the wing. The other side of the switch goes into the cabin, to the instrument panel, where it is connected to the left side (orientation from sitting in the cabin) of the stall warning and light indicator. Therefore, the stall warning vane switch merely makes and breaks a connection to ship ground.

The only thing missing for the stall warning indicator to function is ship power. And this is exactly what is on the right side of the circuit diagram. We connect a circuit breaker (CB) to the ship bus bar (or we may choose to piggyback this power requirement from an existing CB) and connect a wire from the CB to the right side of the stall warning indicator, providing full time ship power to this circuit. If the stall warning vane is working (and it was in our plane) and the stall warning indicator is working (it was in our plane, however, we did have to replace the blown bulb), then the stall warning system will now function. That's it!! Now just be prepared for some noise and a light during any 3-point landings.

Fly Safe!



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www.cessna120-140.org

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License Plate of the Month

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Almost Shot Down!

by Marty Lochman

(This was taken from a posting on the 120/140 Forum several years ago).

It has been terribly windy here the last couple of weeks. Daily I drive 23 miles to the airport to continue this drawn out annual/restoration on a 172. I have been doing this in my spare time since 1 Feb and because of such have not flown my 140. In fact, it hasn't seen a rag or water in months and is looking kinda grundgy.

So I go to the airport today and get there around 7. I finish putting the upholstery on one of the 172 doors and notice the wind has died down. I open the hangar doors and 15 minutes later I am airborne in my pride and joy climbing to 7000 to get on top of the building cumulonimbus clouds. Its 10 till eight and I can probably get 30 to 40 minutes of free fun time. I play for a bit and do a spiral descent over the field and once to pattern altitude enter the downwind for a full stop.

The air is rough and steady at 20 to 25 from 250 degrees and I am landing on 17. This grass strip

is 2600 feet x 100 and cut out of trees. Landings in any direction require obstacle clearance. Landing to the south there is a house with tall trees that once I cross I push the nose over prior to initiating the flare for touchdown. My speed is 80 with full flaps but my groundspeed is 52 knots. I fear loosing the headwind and carry a little extra power and just as I approach this house (about 50 to 100 feet of altitude) I briefly see a long object flying toward me from the ground. There was nothing I could do and then I hit it. I continued the approach and landed uneventfully.

A quick inspection of the airplane once in the hangar did not reveal anything. I knew someone threw something at me from the ground but didn't know what it was. I did see and feel it though. I scurried over to that house, jumped the fence and went to the door. As I was approaching the house someone was outside with a flashlight looking for something. The man answered the door and I told him what happened. He said his son has been outside practicing with a bow and **arrow**. He is 10 or 12. He followed me back to the hangar and then I found it.....the impact point. 2 inches from the tip of one blade in the white paint is where my prop hit this fiberglass **arrow**. It glanced off and hit the cowl lip and put



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a dent in it. Nothing serious.....but it could have been. The two of them got an earful and I Almost Shot Down..... continued

don't think it will happen again. Just shows you never know what can happen when flying an airplane. I am really thankful it didn't hit me or penetrate my fabric wings!

The "Classic line" this kid gave me with "silver dollar sized eyeballs" was "I didn't see you and I was pointing in the opposite direction (direction of landing) when the fingers released the draw string and sent this projectile in my direction. Yea right! and his dad "my boooooouuuuuuy wuuun't do sumpin like at" (life of the hillbillies) LOL I just finished a 7000 foot tactical descent in a spiral directly overhead this guy and he claims he didn't see me. I mentioned it at work today (amongst a ton of aviators) and one of them told me "Marty I swear they were throwing things at us the other time I flew with you" thus the dirt clods, rocks and so forth. Perhaps they were using "Ma's over the shoulder boulder holder" to sling Al Quaida debris in hopes of somthin' 'citing!!!

I'm still laughing and yes I am lucky my prop was hit where I could touch it up and no one knows the difference. Of course in the last two years someone threw a jar of sulfuric acid off an interstate bridge in a mason jar and permanently scarred the faces of the occupants of the car whose windshield shattered the glass jar/windshield just driving down the

road. Whats this world coming to? I suppose I need to post a NOTAM about the hazards of grass field landings in Oklahoma. I know most of you think we are still fighting Indians but now instead of circling the wagons they are circling the pickup trucks.

I should post a NOTAM that warns of "dirt clods, rocks, BB's and now arrows." I suppose if the **arrow** was flamed it would have caught my attention earlier. I do commend this kid on his accuracy and laugh about it now but know it is not funny. I still can't believe it happened.

I can just imagine an **arrow** up my.....I won't go there. I can see the headlines now "Classic plane downed, pilot killed with **arrow**"



www.cessna120-140.org

Is THE *official website* of the International Cessna 120/140 Association. www.cessna120-140.org offers club information, Officer and State Rep contacts, membership information, a guestbook, merchandise and club calendar. The discussion Form is a favorite place to communicate with members. The photo album is available to show off your "baby". You can update your contact and aircraft information in the Members Only section as well as join or renew your membership and purchase club merchandise from our online store. There are links to member sites, printable membership applications and merchandise order forms and much more. Stop by and sign in!

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How would you like to get involved in this Association???

This years Convention will be held in Dayton, Ohio, September 25-28, 2008!

Dayton Ohio is where flight began so come to the convention and begin your involvement in the International Cessna 120/140 Association.

At the Convention, we will be voting for three open positions:

Vice-President
Secretary-Treasurer
Newsletter Editor

If you are interested in running for one of these positions, please let any of the Association Officers or Board Members know!
Come to the Convention and Get Involved!

This issue will feature the duties of the **Vice-President**.
(hang on, it is a quick ride - Sorry Reddoch!)

1. Take over in the absence of the President.
2. Convention coordinator with the Convention Host and cultivate and promote new Convention locations.
3. Be a good ambassador for the International Cessna 120/140 Association.

This position requires no special computer skills or abilities!



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Q & A from the Website

Q. Greetings, I've recently experienced prop "kickback" while starting my C-90-F. I've been told it could be related to mag timing, but they checked OK last month's annual. They were both rebuilt 250 hrs. ago and check fine at run-up. (Bendix S4's timed to 26 R and 28L). I have gotten kickback when starting on the R mag only and L only. Could this be related to starter engagement or ?? Thoughts appreciated...JM

A1. If the mag timing is correct and the impulse couplings are functioning normally, the cylinders fire at, or very near "top dead center" during starting. The engine will not kick back against the starter. If it does, there could be a carbon track or a crack in the distributor block. On a C-90, the mags are timed two degrees apart. If you slowly pull the engine through by hand, you should hear the two distinct clicks of the impulse couplings snapping over center as a cylinder comes to top dead center.

Several years ago, there was an AD against the impulse couplings on S-4 mags. It really isn't a big deal to pull the mags and check them out.

Also check the internal timing of the mag. Over the years I've seen mechanics just reset the mag timing to the engine without checking to see why that timing may have changed. The phynolic block that opens the points wears and the points setting changes. This changes the mag's timing to the engine. If the internal timing is correct, and the impulse couplings are working normally, assuming the timing to the engine is correct, the mag will fire on time.

I've learned about magnetos by making just about every mistake on them that can be made. Every few years, depending on how much I fly the airplane, I pull the mags and take them apart, just to see how things are doing. The problem most often found has been leaking oil seals. BS

Q. reply...To answer the question, the kickback has only been a cold engine problem, but I haven't tried a hot start lately to verify that.

Sounds like the culprit could be inside the mag, causing mis-timing. Just seems odd that it happens not just when starting with both mags, but also when starting with left or right mag, only. That would indicate a problem developing in both mags more or less simultaneously... I'll continue to investigate...Thanks, JM

A2. If your mags are good and you have a pull-type starter, the sprag clutch may be a possibility (but I would defer to the experts on this site). My O-200 would frequently kick back on starting until I replaced the clutch, it hasn't kicked back since. TH

Q. reply I wonder about the starter, as my pull type starter is REALLY a pull type. I have to pull really firmly and the starter only engages at the last sixteenth of an inch of pull. Is this normal or perhaps the kickback is the result of starter disengaging momentarily?? I tried adjusting the bolt to make the starter engage sooner, but no help. When should the starter engage when pulling on the knob? JM

A3. Your starter cable should be adjusted so the clutch will fully engage before the switch closes to energize the motor. There is a spring inside the clutch shaft to keep the clutch engaged as the motor energizes. There is a bolt in the starter lever that can be adjusted to close the switch at the correct time. You don't want the switch to close before the start pinion is engaged. BS

Q. resolution...We adjusted the starter arm screw this morning. and I believe your starter adjustment scenario was dead nuts. Four starts so far and no hint of kickback...I am confident (thumbs crossed) the issue is resolved. I really appreciate all the feedback, probably saved me the cost of an unnecessary mag overhaul or two!! This is part of what makes 140 ownership sooooo much fun. Also, the excuse to fly today was perfectly timed as the air was crisp, cool and smooth. Anyhow, Thanks again.. JM.

Application for Membership
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COMING EVENTS

<<< 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

*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.