



International Cessna 120/140 Association

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Dick Poppe's 1947 Cessna 140

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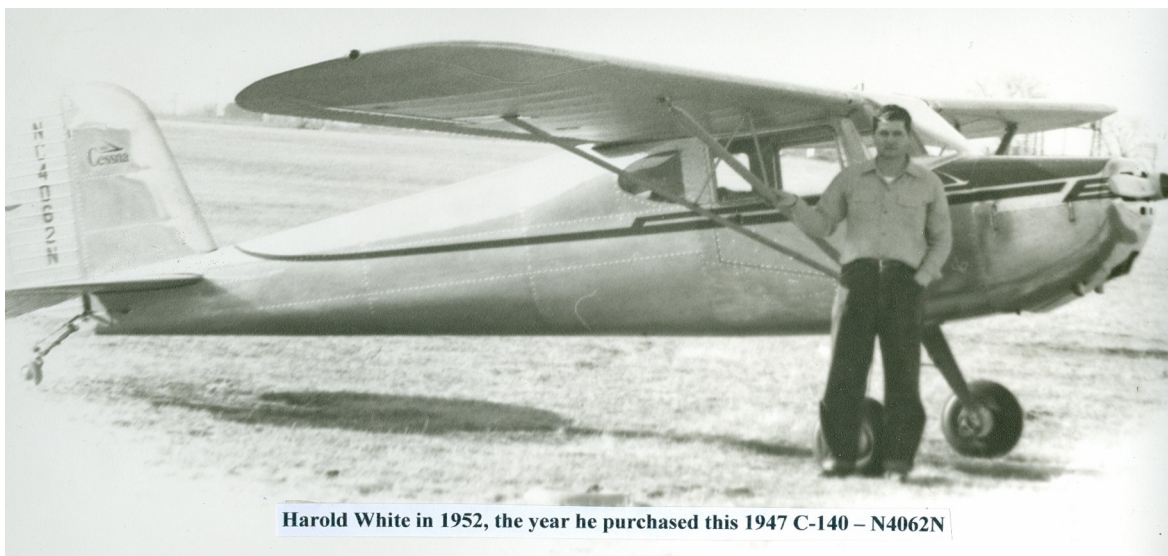
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Dick Poppe A Tribute to a Friend



Harold White in 1952, the year he purchased this 1947 C-140 – N4062N

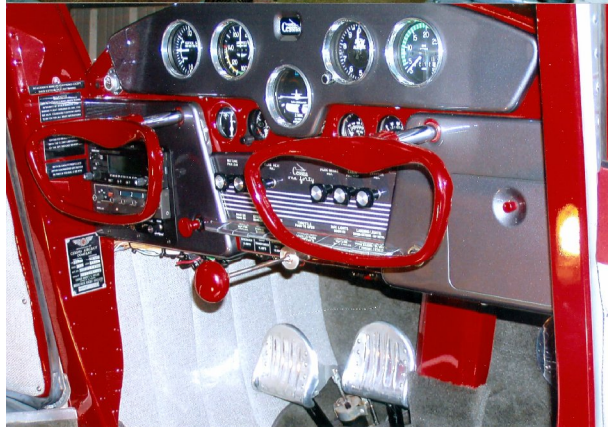
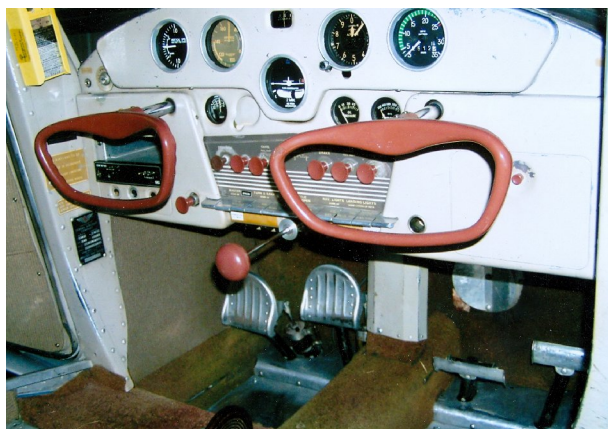
Your recent request for news articles and a little push from my wife have inspired me to forward a local newspaper article that was written last year about my C-140, its previous owner Harold White and the motivation behind its restoration. I've included along with

the article some (before and after) pictures of the restoration and a picture of Harold that was taken when he purchased 4062N in 1952. Please feel free to use all or any as you see appropriate.



Receiving the People's Choice award for the last two years was very gratifying and an honor that I will cherish forever. But the motivation behind the restoration of this beautiful airplane was not about winning awards or the accolades that I have received over the last few years. It was all about paying tribute to its previous owner and my very dear friend Harold White.

Harold was the proud owner of 4062N for almost 50 years. He was an excellent pilot and flew many different aircraft and held single/multi-engine and sea plane ratings. But without a doubt, he was most fond of and enjoyed flying his Cessna 140. He gave me my first airplane ride in 62N back in the late 50's. It was that ride and encouragement from Harold that inspired my interest in aviation that has resulted in many years of flying enjoyment. He was an excellent aviator and taught me, through example, invaluable flying techniques and the fundamentals of flying a conventional airplane. He was a member of our organization and was featured in the 1999 (May) calendar in recognition of his 80th birthday.



I had every intention to personally thank the members of our organization for their people's choice award vote and give a brief bio of Harold and explain why receiving this award was so special. However, the memory of Harold and the tremendous role he played in my life are still very near and dear to my heart and, consequently, very emotional for me to talk about. Alzheimer's is a horrific disease. For the better part of a year, I watched helplessly as it stripped the dignity and life from my best friend that has left an unequalled sadness that I've yet to overcome. So, I will use this venue to say "thank you" to the members of this wonderful organization for helping me honor and pay tribute to my very dear friend and fellow Cessna 140 owner and pilot Harold White. He would be so proud!

Have a great day,

Dick

(Editors Note: Dick received the Peoples Choice Award at both the 2006 and 2007 Conventions)



TEX HARDING

Tex passed away on December 23, 2007 at the age of 94. He started flying at age 16 and continued his love of flying until Diabetes shot him out of the sky at age 85. Tex was a wealth of knowledge and experience with 120/140 Cessna aircraft and most any other aircraft for that matter. He had a very full life and has many friends. In his 94 years he was a Brahma Bull Rider, a Wing Walker and a Haystack Jumper at Air Shows, an Air Force pilot, a Paratrooper, a Paratrooper Instructor, a Bus Mechanic, Nuclear Tool and Die Maker, and first and foremost the pilot of Cessna 140 N89959 which he owned from April 1969 until Jan 1996. Through all of this Tex maintained an active role in aviation via the repair of airplanes and the pursuit of flight. Many may know him from service in the West Coast 120/140 Club in which he was president for a time.



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Tech Talk

By Victor Grahn

Corrections, Oshkosh updates and Errata.

First of all I need to make a correction. It's the small words that sometimes get you into the worst trouble, like confusing off and on for instance, or maybe left and right. Anyway, in last months (August/September) Newsletter I made a typo that's just plane(plain?) wrong.

Fourth paragraph down(starts with "Battery First"), 7th word from the end in the last sentence is "on". It should have been "OFF". As in "Engine NOT running." That is the way to test your battery circuit. Sorry about the confusion, if you ever think you may want to use that article, find it and cross out "on" and replace it with "off".

Next on the list. Updates from Oshkosh. If you were there, great, if you weren't well, you probably know you missed it, so I won't rub it in. Several things were covered at the MX forum that you may well be interested in. Someone has finally come up with a reasonably priced fuel selector valve. Univair out of Aurora Colorado. Not only is it reasonable priced, at about \$400.00, it's also FAA PMA, meaning direct replacement, log entry only, no 337 needed. How great is that? I even bought one. There are other fuel valves out there. One being the Cessna replacement. Last cost I heard was over \$1000.00. Soooo, how many of those will you be buying?

Another valve is the Sierra Hotel version available in an STC. They are out of the Minneapolis MN area. The last I heard their valve (the Andair valve) was somewhere around \$700 and required a 337, and an IA signoff.

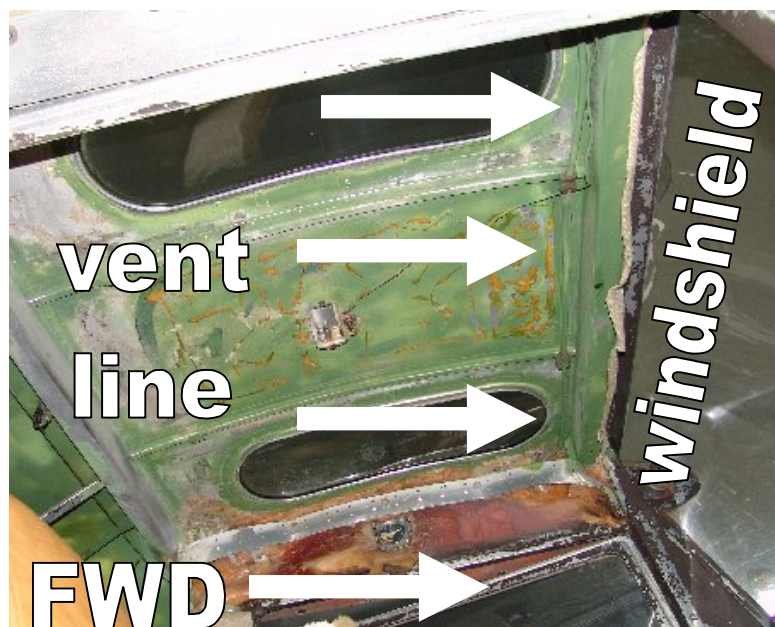
One factor is that Cessna's version is the Left, Right, Both and Off version. Well, that's fine for the late s/n aircraft, but the majority of us, should only be running the Left, Right and Off version of the fuel selector.

To expand on this, for the early s/n's, when they were manufactured, prior to s/n's 14004 (I sure hope I have the s/n cutoff right?) there was no "vent tube" connecting the two fuel tanks that ran through the headliner area, right behind the front carry through spar. This meant, if your fuel tank airspaces weren't connected you could not legally use the "Both" function on any fuel selector, and shouldn't have one installed on your aircraft.

So, early S/N's should have Left Right and Off. This is the valve that is available from Univair.

Late S/N's should (or at least can) have the the "Both" function/ detent on their fuel selector valve.

Now, as we all know, or should know, anything is possible at this late date. You can have an early S/N aircraft that someone installed a vented fuel tank system on, or you can have a late S/N aircraft and someone may have



removed the venting tubes, etc. and put on just individual tanks with no venting hook ups.

So be careful and drop the two lower wing root panels, a quick inspection can tell if you have a vented fuel tank set up. You can look up at the forward, inboard edge of where your fuel tank would be (on the opposite side of the inboard rib) and if you see a little rubber hose, connected to an aluminum tube, that travels over to the other fuel tank, then you have a vent line between your two fuel tanks.



Another little tidbit that turned up from Oshkosh is our very own David Lowe manufactured a Cessna 120A. Yup, you saw it right, David made an airplane. If you're interested you'll need to contact him for the particulars, but he did it for several reasons, one to prove a point to both the FAA and to Cessna that an airplane could be made to meet the 1320lb



gross weight a-la for the sport pilot rule, and also to show Cessna that the tooling available to build such an airplane is readily available. If you pin him down he'll state that another primary reason for building the aircraft was to show that the



FAA in their denial of our attempt to get the Cessna 120's and 140's approved for sport pilot was their stating that it took "extra" instruction and ability to fly the Type Certificated Aircraft, as opposed to an Sport pilot aircraft. Well, we know that's not true. David had the airplane sitting right outside the Red Barn and VAA headquarters.

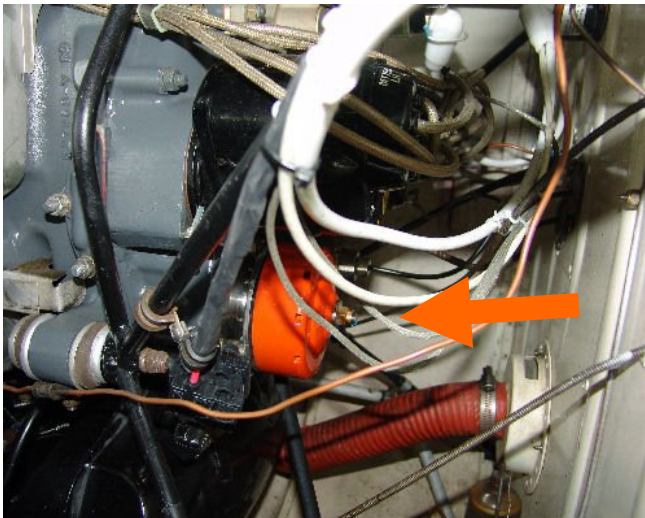
As long as we're on the Sport Pilot rule, I read in



AOPA, that they feel it's a good idea to bump up the gross weight to include the Cessna 150. Hey, now there's a thought, the most popular trainer ever made included in the Sport Pilot segment. It would behoove all of us to let AOPA know, we think that's a great idea. Then our little airplanes would be Sport Pilot "ok" by default, be-

cause the gross weight would go zinging right past our 1450 and on up to the Gross weight of the C-150. You may want to get involved in that one, since AOPA carries a lot more members and weight with the ruling parties than our little organization.

Another interesting fact I've been meaning to report was that the folks at the Luscombe group got B&C's 30 amp alternator approved via STC for our aircraft. For those of you who don't know, B&C makes a great light weight starter (STC'd no less, I have one installed) for our aircraft and they also make a great light weight alternator. Unfortunately they didn't make the alternator FAA PMA'd, but the Luscombe folks did that for you via an STC.

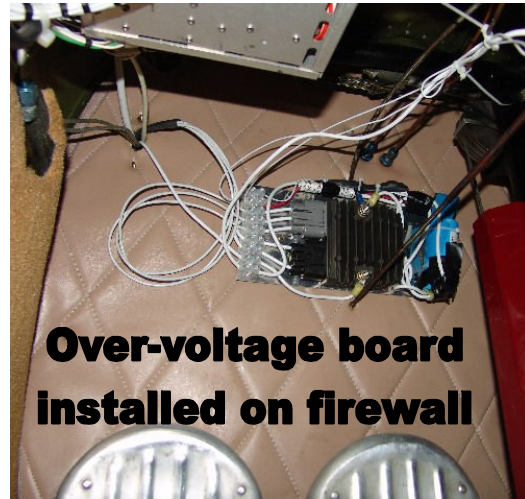


This will probably prove to be the "Hot ticket" in the long run. A light weight alternator that puts out enough juice to power your landing light, even when you are taxiing!!

You do have to install this system and I've not done it yet. However our very own President (opps, sorry Co-President, Ken Morris) did install one and may want to add a few words about the install.

From Ken: The engine part of the install was simply remove and replace. But the regulator over-voltage circuit board was difficult for my little electrical brain to figure out. This gets installed inside the cabin on the firewall. Since I was the first one to install this, there were quite

a few conversations with the STC holder with regard to the directions, but they have since been made more user friendly. Aside from the circuit board, it wasn't that difficult. It is a PMG (Permanent Magnet Generator), and still has a 1200-1500 cut out range like the generator, but it is 30 amps. There is a 30 amp generator breaker switch and a light that need to be installed somewhere also. Depending on your current generator, you cave between 6-8 lbs. and have 30 amp generation.



For those of you interested in the STC, please contact the Luscombe Endowment at www.luscombe.org or Doug Combs at 480 - 650- 0883 or his email at dcombs@luscombesilveraire.info

Last but not least in my "Errata" page...

Folks I'm more than interested in answering your questions and helping you out with airplane info, but you have to help me out.

I'm hard of hearing. My hearing is rapidly going south and if you would like me to help you, you'll have to help me. No, I don't mean I'm asking anybody to foot the bill for hearing aids, what I do mean is spelled out below.....

Continued next page...



What a Trip! Part 4

By David Hoffman

Now, after the unscheduled landing, with the wings rocking to the gusts, I told PEGGY not to get out, and I would set the brakes, shut down the engine, get out and run over to the highway. I wasn't able to get anybody on the radio, like Flight Service or Lander's CTAF. I grabbed a Sectional Chart to use as identification as a pilot, and to use to flag down a passing car, hopefully with a cell phone on board. Thankfully an older couple stopped, having seen the plane up on the hill to their right, and then me with chart waving. Thankfully they did have a cell phone, and yes they allowed me to phone Flight Service to close the

flight plan and to call GARY LOOSE at the Lander Airport. I got his cell answering system and left a message. I thanked the couple profusely and the good Lord too! They were believers and rejoiced with me! I then headed back up the hill to the plane and began tying it down. Thankfully I always bring a one-inch diameter wooden dowel pin along with my screw in tie-downs. This day it definitely came in handy! That "grass was a cover for some very rocky soil, but I torqued them in with a lot of grunts in the process. We then noticed a U.S. Forestry truck coming up the hill from the dirt road below and below the highway. DEL NELSON got out of his truck with a big smile on his face and asked if we were O.K. and if he could help. I said that I had phoned the airport, but asked him to do it again for me with his cell phone. As he was phoning, a succession of vehicles came up the hill from the highway to our

hilltop-landing site. Thankfully there was a road access leading off the highway and the terrain was adequate for vehicle travel. Highway patrol officer DEB McDONALD, Sheriff's Deputy DAVID GOOD, GARY LOOSE, Airport Manager, and EMT volunteer RED FYLER all came driving up. Next came the local Lander Volunteer Fire Dept. crew piling out, and then building contractor STEVE LEE, most were in big trucks! It was either RED FYLER or STEVE LEE that said: "You are the luckiest man on the planet today, your plane is the



Tech Talk continued

Leaving a message on my phone machine and rattling off your name and phone number like a machine gun means I don't call you back. Simply because the audio on mine, or any phone machine, isn't that good and my ears aren't what they used to be. If you want a response, speak slowly and clearly on the phone. I've played messages over and over and never did understand the name or the phone number. Nothing personal, but you need to give me a chance at

knowing who to call back, even if I just get the phone number that's a start we can worry about the name later.

Actually, for the best response, email me. I've been on hyperdrive all this year. 12 hour days and mucho travel have been the norm for me this year and unless you want me calling you back at midnight E.S.T. for the best response, send me an email.

Blue Skies folks.

seventh plane we've had to take off this mountain, and yours is in one piece!" "Their sixth one was a Cherokee Six, which burned with one fat lady trapped back in the seventh seat, burned to a cinder!" "Her body kept re-igniting requiring more extinguishing!" My answer was that the Good Lord was definitely watching after us; and I felt His presence when we set down so firmly and in the right place!" It was just as though. He said: "Here's the best spot to stop the roller coaster ride that you've been on". The touch down point up the hill indicated a slight skid to the right about 18 inches on the dry grass. A partially exposed boulder was directly between the two main wheels at touchdown which could have taken out a gear leg and then the resulting wing tip damage! Yikes!

The next subject, after everybody was introduced to each other, and old friends said hello, was to determine how and when to get the plane off that hill. I asked them for their advice since they were familiar with the terrain and winds in that area. One option would be to launch down the hill (but with a tail wind) over an area where some boulders were just slightly exposed. This direction led right into Red Canyon! Yikes! RED FYLER, the volunteer EMT, who, b-t-w, resembles Willie Nelson (but a Christian believer!) was concerned about our 20 plus gallons of gas igniting in the crash at the bottom of the hill and producing a mountain range fire! The second option would be for us to push and/or taxi the plane down the hill to the dirt road that ran parallel to the highway and then down to the gate and up on to the highway. I would then have to taxi east (up hill) or west (uphill) and then turn around and launch down hill and hope to be off before having to run uphill. The highway was flanked on the north side by the hills and on the south by some big high-tension lines. The third option was to trailer the plane back to town, a good ten to fifteen miles.

The distance precluded taxing back to the airport, however. With the winds still howling, we decided to leave the plane on the hill for the night. I immediately got a cold chill thinking about this part. I said that I would sleep in the plane for the night, and PEGGY said she would too! GARY LOOSE offered the airport terminal with matching couches for the night, JOE KENNY, owner of radio stations KOVE, 1330 AM (country) and KDLY, 97.5 FM (classic hits) drove up as we were discussing the options and offered to bring us dinner, "on the house"! Wow! Talking about "country" hospitality! Highway Patrol Officer DEB McDONALD said that he would go down the hill to a fifth wheel camper and ask the bow hunters if they would keep a watch on the plane for the night. Great! So GARY LOOSE drove us back to the airport and in the meantime, JOE KENNY brought us our dinner with hot coffee! The "accommodations" were super! We had almost all the

comforts of home, all to ourselves, with a great view of the airport too!

After a good night's sleep we were up before six and were visited by a walk in. It was a corporate pilot driving in to check the aviation weather before launching to Denver in a nice King Air 200. We discussed the wild winds in the area and he provided information from his experience. His "secret to success" was similar to that of Chuck Yeager, he "learned and survived to fly again another day. Ha!

GARY LOOSE arrived for work and said that we needed to get off before the normal easterly morning winds shifted to the west (which caused the horrendous sink we experienced). So off to the hilltop we went. STEVE LEE, the general contractor rented a tip trailer, and got a wide load permit and met us on the hill side and the highway patrol and the sheriff's deputies were out to block off traffic for us. We pushed the plane up onto the trailer and GARY screwed down some wooden chocks and then we attached straps to the tie down points and the tail wheel, and secured the control surfaces with the seat belt. Down the hill we drove very carefully to the highway and on into town at about 15-20 mph.. Oncoming vehicles were directed to the roadside. As we drove in I noticed the tall steel poles on the roadside to tell the snow plow driver where the edge of the road was when plowing. Yikes! I would have had to stay right on the centerline of the highway on take off to avoid those things! On into town we went with police escort as though we were a presidential motorcade! Ha! Then up from town, south to the airport. As we were driving through town I mentioned to GARY that if the plane could talk it would have some very interesting stories to tell! He related his two "crashes" in a super cub, each required a total rebuild of the airframe. It made me feel a little less stupid. Ha!

After a thorough check of the plane we were ready to go. I decided not to refuel the few gallons burned in our first attempt the day before to save some weight. I'm glad I did this because the density altitude was 7,800 ft. now. Thankfully the winds were still light and coming mostly from the east. We thanked everybody involved and I gave a pair of my 14VMOD1-W cockpit lights to all in attendance and paid STEVE LEE for the trailer rental and load permit. Also, we gave a monetary "tip" to those who participated in the moving, etc.. They all lectured me on the fact that I should consider the low horsepower of my plane, and that I had my entire "family" on board. Our baby JOHN CHRISTOPHER was another tiny five month old passenger in PEGGY'S tummy at that time!

We taxied to the very end of runway 30 held the brakes until full static rpm; and then began the looong take-off roll. Our take-off kind of reminded me (both times) of the Spirit of St. Louis on that epic flight with a very shallow climb! Off to the east we went (as per suggestions) and

began a large circling climb to 9,000 ft. and then headed west over the South Pass and RED FYLER'S totally energy self-sufficient house on the mountain to the south of Hwy. 28; the GPS indicating 47 knots at times! Now I was wondering if I shouldn't have topped off the tanks! PEGGY asked if 47kts was our ground speed! Yep! It was a beautiful day, but bumpy over each mountain ridge we passed.

Now I had to determine if I should land in Pineville or Afton, Wy. (way down in the valley) for gas, or go on. Thankfully we were able to climb to over 13,000 ft. where the winds were more to our right quarter, and we started making some headway. I figured that we would make it non-stop to American Falls, ID since we had all of that altitude to descend from down to American Falls. We made it easily and PEGGY let out a cheer for my "greaser" landing! BRIAN HAYNES, airport manager at American Falls was a little surprised to see the plane take 17 gallons; but we still had 8 gallons reserve. He loaned us a courtesy van and we drove to a (yes, family owned) Chinese restaurant in town, at his recommendation. Ha! It was a good choice. Food was great for a

big late afternoon lunch. Upon return he gave us each a bottle of spring water to take along.

Now we were on our last leg and enjoying smooth air but over very desolate lava fields en route that precluded a safe landing as on the trip out. The terrain was so harsh, no roads exist in that area even though flat. Apparently a volcano belched out some lava over the entire area way back, maybe during or after the world-wide flood in Noah's day, when the earth broke up and the "fountains of the deep came forth".

Now we were by-passing Mt. Home AFB and enjoying the beautiful sunset. Hey! Now we could make use of our newly installed cockpit light console. It was helpful in countering the high light level still out on the horizon after sunset. The red LED lights on the panel coupled with the warm white chart lights in our lap worked well; even PEGGY said so; and that's the best compliment, coupled with a nice landing at our home field. Thankfully we were safely home! What a trip!



The annual business meeting will be held on Friday, September 26, 2008 during the 2008 Convention in Dayton, Ohio.

If you cannot attend, proxies are located in the back of the membership book, and should be sent to the Member at large prior to September 25,

License Plate of the Month From Blake Mathis





STC'd for C-120/140s

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

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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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International Cessna 120/140 Association

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COMING EVENTS

<<< ALWAYS BRING YOUR TIEDOWNS >>>

33rd Annual Convention—International Cessna 120/140 Association

Dayton, Ohio—2008

Moraine Airpark—I73
September 25-28, 2008 - Dayton, Ohio
Details to follow - Plan Ahead!

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