



International Cessna 120/140 Association

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**Blake Mathis' Photo of Moraine Airpark
During the Convention**

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Aircraft Reunion - Victor Grahm

I just returned from the 2008 Cessna 120-140 convention a couple of days ago. The primary reason for attending these events for me is to see old friends and meet new ones. I really enjoy some of the close friendships I've made over the years and always look forward to seeing those folks when I get the opportunity.

The convention was a great success and the host Terri Hull, with associated Volunteers did a great job and I certainly didn't mind seeing the air force museum again.

I got to see some 120's and 140's I've never seen before and that is always nice. As the conventions move around the country, folks more local to the event get a chance to attend who otherwise might not, so you usually see some new and different aircraft every year.

This year however there was one airplane in particular I was looking forward to seeing for the first time.....N2815N.

To give you an idea what let up to this, years ago I had spent time perusing the Membership book and noted that on a regular basis, several N numbers just above and below mine were listed. I never had any luck getting with the owners as far as putting our aircraft together though, distance always seemed to be a factor.

Things started to change about 6 years ago however. While at the Newnan Georgia Convention I was approached by a real nice gentleman, who introduced himself as C.F. Callahan out of Rome Georgia and that he recognized my N number as being one more than his. Well, how do you like that, completely unexpected but very appreciated.

Due to weather conditions at the time, I think it was a hurricane that dampened things at the Newnan convention we didn't get pictures of

the two aircraft together, but we will someday.

Fast forward to this years convention. I emailed the owner of N2815N, John Scialabba, since he was located in Ohio and asked if he would be attending the convention and whether we couldn't put the two aircraft together. He affirmed he would be attending and thought it would be a great idea.

Enclosed you see the pictures of C.F., Myself and John with the two aircraft. John had flown in with his girlfriend, Kristin Walker from the Columbus Ohio area.

We put the two aircraft side by side, much as they most likely were at the factory 61 and a half years ago, and took a few pictures. N2814N and N2815N sitting side by side.

We also roped C.F. Callahan into standing in with us, since he owns N2813N. For logistical reasons he didn't bring his aircraft to the convention, but it is in annual and flies regularly from his home base in Georgia.

It's pretty special to be able to look at another owners aircraft data plate and see the same info as yours. Date Manufactured, March 19,1947, with only one serial numbers' difference.

It was also a pretty good convention for John and I for another reason. John won an award for having the best "Un-modified" 120 and I won an award for having the best "Modified" 120.

No doubt in the past other owners have put consecutive serial numbered aircraft together and quite possibly some aircraft were sold together to perhaps an FBO or a flying club, but this was a first for John, C.F. and myself and we really enjoyed it.

An interesting highlight. A good Friend of mine Marv Poland also out of Michigan owns

N2834N, up just a few numbers. His data plate says manufactured on March 20th, 1947, so obviously Cessna was making more than just a couple airplanes a day!

Hey, I can't write about Technical details all the time, I've got to fly too!

Blue Skies everyone.



Longest Distance Driven –
George Parish, Mississippi

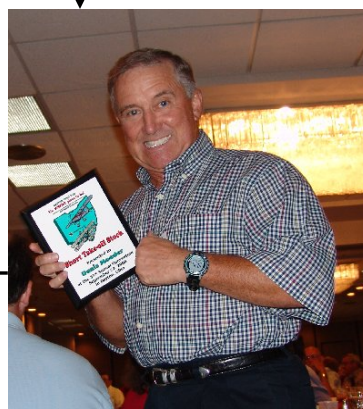
Longest Distance Flown in a 140
– Orville Winover (Tyler, TX)

Best Nerf Ball Catcher – Dawn
Yeagley (Airport Kid at Moraine)



Orville Winover - Best Original 140A - N9629A

Dennis Moeder - Best
Short Field Takeoff—
Stock



Doug Corrigan—Best Short
Field Takeoff—Modified



DAY AWARDS



Justin von Linsowe –
Best Spot Landing

More DAY Awards

Judge's Choice →
N72742 - Vince Jacovich



People's Choice
N3600V - Jeff & Cindy Tourt



Best Nerf
Ball Drop/
Pilot - Lee
Hilbert



↑ Michelle Vida - Best Modified
140A - N9445A



Best Original 140 – N3600V
Jeff & Cindy Tourt



Best Modified 120 – N2814N
Victor Grahn



↑ Best Original 120 – N2815N
John Scialabba



Dayton, Ohio 2008 The Wright Place to Be!



Some of the
First Time Convention Attendees



Don & Maureen Alesi -
Glenn Usher
Award

INTERNATIONAL
CESSNA 120/140 ASSOCIATION
GENERAL MEMBERSHIP MEETING
DAYTON, OHIO
September 26, 2008

The meeting was called to order by Co-President Lorraine Morris at 5:55 p.m.

SECRETARY'S REPORT:

A motion was made by Carole Rybarczyk and seconded by Mac Forbes, 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:

Income for the year was \$47,320.09; expenses were \$43,915.63 for a net gain of \$3,404.46. Our current balance is \$10,505 plus a \$5,000 Certificate of Deposit. We currently have 1125 members, an increase of 148 members since last year's convention. A motion was made by Mark Macario to accept the treasurer's report, seconded by David Lowe. Motion passed and treasurer's report accepted.

OLD BUSINESS:

There was no old business.

NEW BUSINESS:

The location/date of the 2009 convention was announced: Mobile Downtown Airport, Mobile Bay, Alabama, October 14-18, 2009. It will be hosted by Bryan Nixon.

The full-color 2008 calendar was a big hit. If you have pictures for the 2009 calendar, get them to Blake Mathis as soon as possible—production/printing time is fast approaching.

Because our organization is the **International** Cessna 120/140 Association, Dick Acker asked if there would be any interest in holding a future convention in Canada, possibly in the southern Ontario area. The assembled members responded affirmatively, so we will look into it further—*nothing is definite yet*. Since many of our members have never flown into Canada, such an undertaking would require much advance planning, preparation, and communication. There was some discussion of passports, border crossing permits, and the new 406

ELT requirements.

2008 ELECTIONS:

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

Secretary/Treasurer: Current Secretary/Treasurer, Dick and Nicki Acker have offered to serve a second term if elected. Nomination requests were offered to the floor with no additions. Reddoch Williams made a motion to close nominations, seconded by Jan Norton. **Dick and Nicki Acker** were accepted by a unanimous vote.

Vice President: Don Becker was nominated. Nomination requests were offered to the floor with no additions. John Davis made a motion to close nominations, seconded by Victor Grahm. **Don Becker** was accepted by a unanimous vote. Thank you to Reddoch Williams for his two terms as Vice President.

Newsletter Editor: Nomination requests were offered to the floor and Blake Mathis was nominated by Mark Macario, seconded by David Lowe. There were no other nominations. David Lowe made a motion to close nominations, seconded by Bob Parks. **Blake Mathis** was accepted by a unanimous vote. Thank you to Lorraine Morris for her two terms as Newsletter Editor; Lorraine will continue through the October 2008 issue, after which time Blake will take over the duties.

Safety Officer: Article Four of the International Cessna 120/140 Association's Articles of Incorporation states that one of our purposes is to "promote air safety." In support of this purpose, the executive board has appointed **Reddoch Williams** to serve as the association's safety officer.

A motion was made by David Lowe and seconded by Donna Forbes to adjourn the meeting. The meeting was adjourned at 6:18 p.m.

Respectfully submitted,

Dick and Nicki Acker
Secretary/Treasurer

OHIO TRIP 2008

And away we went. Just after the annual the Fly Buddy didn't work so Jo Duffy kindly lent us her handheld GPS Pilot which was invaluable when VORs were out of service or when visibility was minimal.

One of the nicest stops turned out to be our first at Lake Havasu with dinner watching the sailboats by the London Bridge. Try it for a nice one-night getaway.

We flew on toward Santa Fe with Flight Following declaring us "garbled, scratchy and unreadable". Losing LA Center right away made us decide to take the Highway (that's the byway, that's the best) to Winslow through Kingman and Flagstaff. The Flagstaff Airport has taken over Winslow Airport where they were training staff. A good lunch there so we pushed on to Santa Fe.

We know better than to fly in the afternoons in the high country but FSS said there was no report of turbulence and just a few showers near Gallup. Yes, we had some bumps and some showers but we enjoyed our flight and the scenery into SAF. We had trouble holding our altitude of 9,500 feet flying up the Rio Grande River and we were admonished by ABQ Approach and told we were "garbled, scratchy and unreadable" again.

Three days later after visiting our relatives we flew through Roswell with TFRs for unmanned aircraft off of nearly every VOR radial. No wonder they see Aliens there.

Pecos is a wonderful stop where Isabel and Dennis greeted us so warmly and put a one-pound burrito into the Microwave for our lunch. One of my favorite stops. Everyone should go to their August Cantaloupe Bombing Day.

We enjoyed seeing Reta and Orville Spradling. They took us to dinner and showed us the 140 hangared, Stinson wheel pants, an IFR panel and a big Lycoming engine. Reta is still gorgeous. They told us about their flying sons. One flies for an airline. One flies a Medivac plane.

Hico, TX has a coupla private grass strips. We landed on the R and had a great visit with the Lovetts as in 'Terry and the Pirates' of Southwest

Airline Fame.

Lakeview is abandoned, grass unmowed, no tie-downs. But it's right in front of Betty Martin's house and we were delighted to stay with her and see everyone we could: the old friends and neighbors and the pilots that were based there with their Er-coupes, BD-4s, Stearmans, Piper Arrow and Varga Kachina.

We flew to Hicks Field for breakfast with the Teegardens, Ken Lifland and the Ritcheys.

We went to Krum to see our students Kirsten and Paul McMeen and their lovely daughters. They are housing a college student for the year to pass on the Forman tradition. They own a large house and they grow pumpkins for sale.

Greencastle, IN is home of the Dixie Choppers, slick, shiney motorcycles. In the hangar are half a dozen sleek Diamond Airplanes. Jack lent us a car since we got the time wrong for the café. Indiana doesn't change all their clocks!



Bruce, Dorchen, Mort and Sharon

Finally we arrived in Dayton for 4 days of beautiful WX. Dayton, the Wright Brothers bicycle shop and landing strip. Dayton, the birthplace of aviation. There were 73 Cessna 120/140s and 7 other types. One amphibian 140, landing on the river by the runway, is owned by Ken Hilbert, son of "Pass it to Buck" Hilbert. It was great to see so many wonderful friends and see their beautifully painted or polished, re-

stored Cessna 120/140s. A fine convention on the friendly Moraine Airpark field.

David Lowe, who has tried to convince the FAA that a Cessna 120/140 can be flown with a gross weight of 1320 pounds, landed in a 120A Light Sport Plane that has metallized wings with patroller 42-gallon gas tanks, elevators that have 2 inches added to them, single strut, 150-seats, small starter, solar-charged battery, wood 71-inch prop and words EXPERIMENTAL painted on the door.

While there I flew to Hillsboro to have the radio fixed. I had been "garbled, scratchy and unreadable" the whole trip although we were always given a Squawk. I think they were just playing with us as they passed us along over that whole week. I got a clue when I called FSS in Indiana and he said something to the effect that I was the "garbled,

scratchy and unreadable gal". We had no trouble connecting with the various towers and ground controls. But the repairman Ron Dorsey found a loose unshielded wire in the intercom and replaced it. On the trip back we were loud and clear.

The museum was marvelous. Bruce saw the planes he had flown: the B24, the BT13, the AT11, the PT22. I had never seen a buzz bomb before. Did you know that rotary engines actually went around while the plane stood still?

At Fulton, MO we met a 70-year-old man learning to fly, having just built a Zenair Sport. It seems, the light sport idea has caught on with the Bucket List Crowd.

We had our first bad WX at Columbia so we rented a car to drive to Sweet Springs to see Jean and Clay Parsons. Their 4-square mile spread is impressive. Clay took us for a strenuous ride on his six-wheeler that can go straight up a bank. They have built themselves a retirement home on their farm with ramps and all the comforts. They told us when the tornado destroyed so much of the farm the Mennonites arrived and helped clean up and rebuild.

We landed at Wichita to see Sharon and Morton Brown, the test pilot who flew nearly every Cessna 120, 140 and the newer series. He turned 100 in July and flew Cessna CEO Jack Pelton's Cessna 195. That was a

wonderful stop. Sharon brought us a box lunch and we had a very interesting visit. See www.mortbrown.info. If you want to know what date he flew your 140 he can look in his logbook and tell you. Sharon is putting everything on disk.

At Dodge City the Slaughterhouse processes 5,000 to 6,000 head per day! We were certainly in cowboy country there.

From there we stayed right on course between two MOAs to the Hugo VOR and then to Limon, CO. We saw Gloria and Ken Liggett. They took us to lunch and showed us their farm and the town. When Limon was half destroyed by a tornado a large Mennonite group arrived to help clean up and rebuild. Ken still has his 140, his Agcat, his Bonanza and his Cessna 180.

When we took off we got into fierce winds and put down at Colorado Springs, glad to be back

on the ground. I hadn't called FSS after lunch to see if it was flyable. It definitely was not. So we drove up to Garden of the Gods and had a nice hotel. Bruce has learned to ask for bars on the showers and so we have had some walk-in showers that were very nice and safe. Another note about motels: the ironing board salesman must be the richest man in America. Even in a \$40/night fleabag that ran out of soap there's an iron and board!

Deming has a wonderful café called the Mirador that serves sopapillas.

One more day to get home and we ran into roller clouds and a little rain. Patience is not my forte and it was hard waiting for WX. I went swimming in the Tucson Motel pool and found I was in the midst of a wedding and photo-shoot. Fortunately I'll never see any of them again.

We saw a black, shiney millipede in AZ and an armadillo bug in New Mexico. We were loaned a car at five different airports. We paid as little as \$4.60/gallon avgas to as much as \$6.70 at Denton, TX.

Our Sentimental Journey in "ol black and blue" took three weeks. We flew the 1956 Cessna 172 62 hours and landed 34 times. We were able to see old, old friends all across the country. Orville Spradling, Tom Teegarden, Ken Lifland, Ken Liggett, Maureen and Don

Alesi, Hugh Woodle and Mort Brown are all in my book.

We couldn't have done this trip by car or airline and have seen all these old friends...it takes a little plane.....



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Make your reservations early!

Why do we ask you to make your reservations early for the Conventions? Several reasons come to mind.

We want to get a feeling for how many folks are planning on attending the Convention, and it allows us to give tentative head counts for the dinners and plan on how many lunches will be required.

This year gave us one more reason to reserve rooms early... Mother Nature.

As you all know, Hurricane Ike came roaring through Ohio just a few weeks before our Convention in Dayton. The electricity was restored to the airport on the Monday before the Convention started and the wireless internet came back on sometime during the week. The power in some areas of the city was still off during the convention, and all of the extra rooms were taken up by both city residents who still had no power and transient crews that came in from all over to help the city get going again.

The result was that the hotel was full, and last minute rooms were not to be had. If you think you are going to be able to make it to the convention next year, reserve your rooms early!

This year the Hotel gave us a free room and we put all the folks that had reserved their rooms by June 1st into a drawing. The winner was drawn at the Saturday Night Banquet, and the Free Room for the ENTIRE CONVENTION was won by Harley and Karen Noe! Their Room Charges were erased!

See you in Mobile Bay, Alabama in 2009!

Pass it On

By Ken Morris

We just got back from Dayton. Terri Hull did a spectacular long distance job of putting on a great Convention! This year we had 18 First Time Convention Attendees. This is Fantastic!

One of the "newbys", John Scialabba, won Best Original 120. Another couple, Jeff and Cindy Tourt, restored a '48 model themselves and not only won best original 140, but also won peoples choice! Ted and Karen Daniels, another couple of first timers, brought serial number 5, the oldest 140 flying. In addition, our membership has grown by over 200 in the last couple of years.

This got me to thinking (the hospitality room helped). We are the care takers of a great little airplane older than 60. We don't get to take them with us. We 'Pass it On'. Some of us have grown up with our planes, some just transition through them, but either way, they have touched us and taught us how to fly. This gives us a responsibility to "Pass it On".

I flew a spam can to the convention so that my nephew could take our 140A to Wisconsin for a flying lesson. He should get his Private License this month (October), exactly 37 years after I got my Private License in the same plane. "Pass it On" We are all very fortunate to be involved in a great organization full of great people. "Pass it On"



Tech Talk: Slick Magneto Update:
By Victor Grahm

I'm a little short on technical info this month, but I did want to include a recent piece of Technical data that may affect quite a few of us.

Several months ago Unison, the makers of Slick Mags issued a service bulletin regarding premature failures of parts in their mags, leading to ignition failure. i.e. no spark.

The following bulletins pertain to any 4300 or 6300 part number magneto. These can be either Slick or Lasar magnetos.

Service Bulletin, SB2-08A covered the little cam that fits into the gear shaft that the contact points arm rides on. It is wearing way too quickly, presumably because it is made of too soft of a material? The serial numbers of mags affected by this are from 0610XXXX through 0804XXXX. Or any magneto that had a replacement point set/ cam shipped from 10-1-2006 through 5-11-2008.

Service Bulletin, SB3-08A covers the little carbon brush that comes out of the distributor block assembly and rides on the metal "tang", that is on top of the coil. This carbon brush is wearing way too rapidly and is filling the inside of the magneto with carbon dust. This dust will get into the distributor block area and cause your spark to jump cylinders, instead of going to the proper cylinder it will jump to another and cause a misfire. Carbon tracking is the common term for this. The serial numbers of the affected mags for this problem are 0409XXXX through 08080453. Or any magneto that had a distributor block, carbon brush installed

that was shipped from 9-1-2004 through 8-14-2008.

Both of these items can be viewed best by removing the magnetos from the engine:

Then, Remove the back cover plate that is held on with 4 "torx" screws. You will need to disconnect the capacitor slide connector that attaches to the points and you can pull the rear cover right off and inspect for problems in either of these two areas.

If your technician is un-sure of how to proceed or what to look for, have them get in touch with me, or call an accessory shop.

There are literally millions of these mags in service and it's a well known problem. At this point Unison is supposed to have good quality replacement parts. According to the Press release I got, dated 9-15-2008, any mag made after 8-15-2008, or s/n 08080504 is un-affected by these two bulletins and should have modified cams and brushes.

I've talked to numerous Technicians who have had Slick Mag failures attributed to this situation, including myself. I'd like to point out that this is not like so many service bulletins you see in the mail that seem as if the company that has sold the product is going overly conservative, just to protect against a one in a million happenstance. This bulletin certainly requires your attention if you have Slick mags installed on your aircraft.





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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International Cessna 120/140 Association

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