



# International Cessna 120/140 Association

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## “The Line Up”

A photo from the convention in Dayton 08, photo: R. Blake Mathis

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# International Cessna 120/140 Association

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## Proper Log Book Entry By: Victor Grahn– Club Tech. Advisor

There are many aspects that complete the log books that accompany your airplane. For the Airframe, Engine and Propeller logbooks I'm going to list some basic information and guidelines to look for.

In the course of a regular work day I inevitably spend some time looking through aircraft log books. Usually it's research on either one of our own Part 135 charter, managed, or Part 141 flight school aircraft, but occasionally it's for an aircraft that we are helping to sell, or helping someone to buy.

I regularly see "mistakes" in logbooks. Typically it's in the form of mathematical errors. What is generally basic math, sometimes gets a little confused in aircraft logbooks. I don't know why, it should be straightforward addition, but apparently it isn't that straight forward.

"Carry over" mistakes probably come in the second most common, as in when flipping pages, or transposing numbers. Such as, suddenly, an aircraft which on the previous page had 134.5 hours S.M.O.H. on the engine, on the next page it now has 1,345.0 hours since major overhaul. I know, seems far fetched, but it does happen. Usually the math errors are smaller than that, but I've seen larger too.

Mostly my reason for writing this article is that you, the proverbial, much maligned, or sought after, or listed in the Regs, "Owner/Operator" are actually the last word when it comes to the accuracy of your logbooks. Now I realize this doesn't sound right, after all, your mechanic did fill them out. He did sign them, and to top it off he did the work. All you did was 1. Drop off the airplane. 2. Pick it back up and 3. Hopefully pay the person.

Let's say, the mechanic, makes a mistake in the entry, and for whatever reason they don't put in the proper date, so in effect you are out of annual when you fly it away. Well, certainly, the FAA will be interested in talking to that Mechanic about his improper entry, (assuming this little fact comes up in the course of a discussion between some regulatory agency and yourself.....) but in the wonderful world of the Regs, catch 22 and dotting the "I's" and crossing the "T's", you DID fly the airplane away in that (technically un-airworthy) condition. Shame on you, you should have known better, after all ignorance of the law is no excuse.

So, splitting hairs for certain, in this example, but how to avoid such things? Well, here are some straight forward rules and things to check.

There are four, (4) and only 4 things that have to be on the log book entry. Remember, Aircraft are flown to a minimum standard, you can always do more, but not less than required.

1. Date of work accomplished
2. Entry of work accomplished(what they did, and preferably under what authority it was done, i.e. Installed aileron per C-172 service manual, rigged aileron control system, per C-172 service manual, flight check was satisfactory.
3. Signature of Technician(preferably somewhat legible)  
Technicians license number (used to be a social security number, now it's an abstract number out of a hat, Thank Goodness)

These are the things that have to be in an entry. Make sure they are there before you fly an airplane after maintenance. One thing that is nice, but not required is total time. Total time of the airframe, engine or propeller. Do not, DO NOT, get all confused with tach time, hobbs time, total time. If nothing else, it may not matter which of the three you use, as long as you are consistent. My recommendation is Total time. After all, hobbs meters, and tachs fail and get replaced. It's wise to make a note when this is done, so future folks don't have to do serious log book research to determine total time.

Presently(and actually for some time now) aircraft are coming out with hobbs meters that will count, only when it goes airborne, thus lengthening the time between work for something like an AD that is driven by hours, as opposed to calendar time.

Someone in the aircrafts' past, getting the above, Tach, hobbs, and total time all jumbled up is what leads folks like me who are trying to sort out actual total time on, lets say on a Pre-buy, to use up multiple sets of batteries on calculators.

My personal favorites to track time with, is the Tach. (kind of an industry standard) on small aircraft. (of course if the tach has been replaced, then you need to add the old tach numbers, to the new tach numbers to get Total Time) And turbine aircraft usually have a hobbs meter attached to a squat switch, thus when the aircraft leaves the ground the hobbs meter starts running.

A few other things that even Mechanics seem to get crossed up on logbooks is "what goes where". Or, what gets listed in what book.



Many, many times I'll be looking through an engine log book and see where a Mechanic has written something to the effect, "replaced alternator, operational check ok".

Well, I supposed you can do that, but technically that isn't correct. What? You ask, what's not right about it.

Simple, the engine is simply another part flying around on the airplane, the same as a propeller, a wheel and a radio. The only items that belong in the engine log book are the items it takes for that engine to function. These would be parts or whole pieces listed below:

1. the engine proper. Case, crank, cam, lifters, cylinders etc.
2. the ignition system. Mags, harness, spark plugs
3. the fuel system, carb, fuel injection, flow divider, fuel control (if it's turbine powered)
4. The fuel pump, assuming it is gear, or cam (diaphragm) driven and mounted on the engine. Electric pumps are almost always airframe items
5. The starter, (can't get going without it)
6. The induction system, between the fuel system and the manifold
7. The turbo, if so equipped

Oil filter, or STC'd oil filter set up, usually remote

That is it. Surprised? What about our hero, the alternator? It falls into the same area as the:

1. vacuum pump
2. generator
3. Muffler (surprise again)
4. prop governor

Basically any accessory that isn't needed to make that engine function, such as, the airfilter and airbox. Surprise again, X 3. The foam bracket air filter, that really, really sticky thing we all have to replace and get the goo all over really (trust me) is an Airframe item and it's replacement and logging of such, belongs in the airframe log book. (don't believe me? Just look at the STC that allows it to be installed on your airplane. The first two letters give the whole program away as to what area the FAA wants it attached to. If your STC starts with "SA" the "A" Designates Airframe, if it starts with "SE" then it belongs on the engine)

All of these items are airframe items and should be logged in the airframe log book, regardless if they "happen" to be bolted to, or mounted on the engine. I suppose if you are not sure, you can put an entry in

both log books, but really an airframe entry will complete it.

Another item I see mis-understood that gets tossed around and stapled to log books is the old "yellow tag". You know, that little piece of cardboard, official looking thing that identifies the starter, the date it was overhauled and gives it's part number, serial number and blood pressure. (ok, ok, take the nurse out of the picture, maybe it lists current draw, I'm just seeing if you're still paying attention)

The current and proper name for the yellow tag is FAA form 8130. It lists if the item was "repaired, overhauled, or inspected". A little known fact is that in order for the 8130 form to be valid, you are supposed to also have the "work order form", which will state what was done to the item. In effect, you will be stapling two pages to the logbook at the given entry.

Essentially an 8130 is a "logbook" for an item that doesn't have a logbook. You can't and don't keep log books for every little darn part on your airplane so this is the FAA's way of keeping track of these items.

Hmmmmmm, suppose you get a part, a new part and it doesn't have an 8130? Can you install it? In this case you should get a "parts picking tag" from the manufacture (with the part "number" that identifies it), that will be stapled in the airframe log book next to the entry for the part being installed.

Clear as Mud? Still with me?

One last item that comes to mind that gets installed on airplanes and should end up in log books.

Used parts.

As in "bought it from the Salvage yard". What to do? Typically, what I see is an entry that says something like, or similar to, "installed used serviceable XXXXX" part or something similar. In this case the mechanic installing the part is attesting to it's airworthiness (is that a word?) Ok, the mechanic is putting his number on the part as opposed to the overhaul shop that would issue an 8130 for a part.

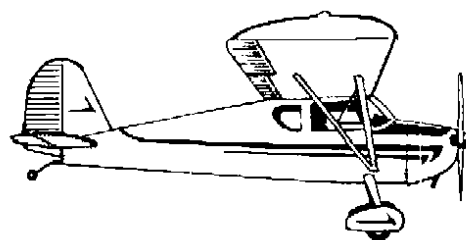
These are some of the most common errors I see in log books. Math errors, or "things that got forgotten" (such as how in the world did the new tail wheel end up on this airplane? There isn't a log entry for it anywhere) are the most prevalent, but many, other things can end up in there.

But before I let you go, I want to bring the “Owner/Operator” back out of the audience. What about the maintenance functions that I, as a non-licensed pilot can do, the preventative maintenance items, what do I do with those?

Simple, If you, as the legal, owner/operator change oil on your aircraft, then that work must be listed in the engine log book. Other than you put in your pilot license, as opposed to a technicians license number all the other requirements as listed at the beginning of this article apply.

Granted, this is a basic primer to one small area of log books, but it does cover the most essential items, now you will be able to inspect the log books after maintenance and know, that you are in fact legal.

-Victor Grahn– Technical Advisor



### **Reminders Before Takeoff**

- Always check fuel
  - Always check fuel valve
  - Re-check wind
  - Test Brakes
  - USE A CHECK LIST
- Happy Flying!

## **A Special offer from**

### **Mort and Sharon Brown to Association Members**

Mort Brown was the chief test pilot for Cessna during the production of Cessna 120/140's.

He has a collection of interesting information including logbook entries of the 120/140's he test flew at the factory. He has put much of the information in CD format and would like to share it with you. Perhaps you will see the original logbook entry of your aircraft's test flight.

Send your Name, Address, Aircraft Registration Number (when new) with \$3.00 for shipping and Mort and Sharon will provide you with a CD full of information and photos.

Mort enjoys hearing about your aircraft and seeing current photos.

Mail to: Mort and Sharon Brown  
905 North Mission Road  
Wichita, Kansas 67206



## **I Can Fly That! By: Ken Morris (article from the past)**

I was on a layover last month in Colorado Springs, CO, and heard an interesting exchange by two airline pilots at the table next to me. First of all, for the non-airline types in the reading audience, a layover is where we go to different hotels in our route system to rest, then get up and go flying again. Contrary to popular belief, it is not a wild party... usually. The rooms can be hot/cold, the bed is hard/soft, the pillow is hard/soft and the shower can be just cold.

Anyway, the conversation reminded me of a time when my dad was visiting me in Texas. My friend, Randy, had just purchased a L-4 (Cub) with his buddy who had no tail wheel time. My dad, having nothing better to do, offered to give this guy some tail wheel dual. Randy was spewing my dad's qualifications, explaining excitedly that 'He's a DC-10 Captain!' To which my dad said "What the hell does that have to do with flying a cub?" ....  
Indeed!

But I digress...

Here were two professional aviators and their conversation as I remember it went like this:

FO (First Officer/Co-Pilot): I've been thinking about getting into some sort of ½ interest in a little airplane of some sort. Just to fly around. Captain: Have you ever flown with old Joe Blow? [not his real name] He's got a little 140. I think he wants to sell ½ of it.

FO: What's that, like a Piper or something? Capt: No, I think it's a Cessna. It has a tailwheel.  
FO: What's something like that go for?

Capt: I Dunno, I bet you could get ½ for a couple of grand. It's really little.

FO: Does it cost much to operate?

Capt: Nah. Probably burns about 3 ½ gallons an hour, and since it's not for hire, it only has to be inspected once a year. Ever flown anything like that?

FO: I had primary in the Tweet. [Cessna T-37; it's a jet!]

Capt: You'd probably need an hour or two to get used to it. Give old Joe Blow [Not his real name] a call.

About that time my burrito came and it was the size of a 140! (Piper)

So, in summary: We can all buy a 140 for about four thousand dollars that burns 3 ½ gallons an hour, that only has to be inspected once a year and we can fly it in one or two hours of time, never having flown a tail wheel. What a country! It just goes to show, a little knowledge can be a dangerous thing.

## New Editor Notes...

I hope everyone has started off to a great 2009. I am looking forward to providing great information over the next year, plus sharing some neat stories about you, your plane and more.

I wanted to publicly thanks our past newsletter editor, Lorraine Morris, for all that she did over the past years. She always provided us a great newsletter and I have some big shoes to feel.

I am asking for your help in the way of photos, articles, stories, special events, lessons learned and anything else you can think of.

Feel free to submit items at any-time to my personal email address:  
[BlakeMathis@yahoo.com](mailto:BlakeMathis@yahoo.com)

Again, I look forward to preparing an informative and fun newsletter in the upcoming future.

Newsletter Editor  
R. Blake Mathis

## Thanks Once Again!

### **Thank you Vendors And Donors!**

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# The Beginning of the Cessna 120/140 Association

By: Tom Teegarden-originally written in 1988

In the Spring of 1976 what has evolved into the International Cessna 120/140 Association was born.

For two or three years, Glenn Usher, Garland Haskell and I were "tie-down neighbors" at Dallas North Airport.

I met Glenn and Garland shortly after I brought in my first 140. I'd bought this sadly neglected poor little bird from Tulsa, ostensibly to clean it up, make it pretty, and sell it - something to do to escape the boredom of TV.

Stripping three layers of paint, outside, in Texas 100 degree weather brought sympathy, empathy, and advice from my two new friends. Glenn had a 120 and had done all his own work on stripping, re-painting, and a complete major engine overhaul. Garland's 140 was in perfect maintenance condition, as he was an A&P (and still is) at what is now AVIALL.

Both were quiet and unassuming. They were very knowledgeable and only 'got involved' when they saw me fumbling with a mechanical problem. We became fast friends very quickly.

The advantage of having an all metal airplane that's all in one piece is that you can strip paint til you're tired or bored, then jump in and fly around. Beverly, my wife, Glenn and Garland, and I did a lot of weekend flying around North Central Texas. We had all the airport restaurants spotted and would tinker on the planes, then blast off airport hopping.

By 1976 (and my third 140), we had talked to every 120/140 owner in the area. The common question was, "Is there a 120/140 Association? - if not, there ought to be!" Everyone made the same comment, "There ought to be one!" Some thought there had been, or still was one in Illinois to whom some had sent money and received only a decal. The person at that address never responded.

We wrote to every publication and organization asking if there was such an Association. The replies were all negative.

It then became apparent that if there was to be one it was up to us. Garland, a quiet, shy "Downeaster" from Maine, pointed to me and said "You're the salesman - this thing's got to be sold." Glenn was a construction superintendent, and traveled to out of town jobs and worked 50-60 hours a week. He also pointed to me.

I went to San Antonio to talk to the founder of the Cessna 170 Association, John Benham. John gave me a lot of pointers and a copy of their by-laws.

Beverly and I had an office for our business (a

manufacturer's representative agency) and that became "home base" for the beginning of the Cessna 120/140 Association. We placed ads in Trade-A-Plane and other publications enticing 120/140 owners to join the new organization.

Our company had a small subsidiary, O.E.M. Parts Co. which used box 92, Richardson, Texas 75080. Since the box did not have heavy use, we also used it for our new 120/140 Association.

The four of us were still doing our week-end airport hopping, talking to all 120/140 owners possible. We tried to sell \$10 memberships to all. IT WAS A TOUGH SELL!

Some had been burned once and were leery. Although I wrote a monthly newsletter, we had only a few months' history. Glenn and Garland supplied me with most of the technical/mechanical information, I wrote it, Beverly typed, folded, and mailed them. She was also the first correspondent, secretary, treasurer, and assistant sales manager.

Now that we have over a dozen years of longevity and memberships in the thousands, it's hard to believe how difficult it was to get 120/140 owners to part with \$10. (Have you ever tried to sell encyclopedias? - about the same, I'd imagine).

I started planning for the big July 1976 Fly-In. The only airport that would have us was at Lancaster, Texas, a Dallas suburb to the South. Since there was only a handful of "paid members" it was necessary for our company to subsidize advertising, postage, printing, etc. for this, the newsletter, phones, etc.

It hadn't rained for two months, and it never rains in North Central Texas in July, but it was pouring and scary looking on arrival day. Dallas Morning News had a beautiful three plane formation on the front page. The local ABC Television affiliate had their crew at the airport. Spectators were there waiting to see the Cessnas they'd been reading about in the paper. P.T. Barnum couldn't have done better. The only thing it, there were no 120's or 140's. I gave up and drove back home.

Later that evening, I got a call from two couples who had somehow made it around, through, or under the scud. The Rittersbachers from Kansas City area, and the Poppenhagers from Illinois. Weather improved a little the next day and more of us were able to make it. I remember it as about 16 planes. We had a "rump" meeting. I was appointed president and we listened to all suggestions. We were encouraged to continue the work.

At this first "annual" Fly-In, I solicited donations/prizes from all aircraft products manufacturers and



## *"History continued"*

retailers who might benefit from future sales to our members. I believe I asked for \$25 or a prize of some sort. Cessna replied that their "budget had been set for the year and they could not afford to contribute". Airtex and Univair sent prizes, and/or money immediately. I still thank Don Stretch of Airtex and Steve at Univair when I see them, for their faith in the beginning and their continued support over the years. Many parts suppliers are on the bandwagon, now, with prizes, but Airtex and Univair have always been with us.

Most members wanted decals, tee-shirts, patches, etc. I agreed, but showed them the arithmetic that the few members we had couldn't afford the art-work set up charges.

After our "giant" first Fly-In, I received a phone call from California quizzing me about our organization. I gave him a sales pitch, at the conclusion of which he stated he had started the West Coast Cessna 120/140 Club a few months earlier. He said "This is too XXX much work for both of us, we'll throw in with you and you can run it." I agreed about the work, but they had 80 members and we had about 19. I wasn't sure we could survive. Their 80 members seemed big, solid, and wonderful to me. I tried to get him to drop the words "West Coast" and merge ours into theirs. He wanted no more work load. So we both continued, cooperating when possible.

They had already paid for artwork for a decal and had a source. The printer could make only a minor adjustment in the type, run our new ones with theirs (West Coast Club) and give us the quantity price. This is the way we "poor boyed" our first item for sale. In these beginning years, we also had an agreement with the West Coast Club in that we wrote a note recommending them to any West Coast applicants and they recommended us to non-West Coast residents. This worked well in the beginning years. For some reason, it appears to have deteriorated into some sort of competition in later years.

We had a well attended "local" Fly-In at Lake Texoma Lodge (Oklahoma) with contests, a forum, and some works from an Oklahoma Aeronautical Commissioner. The plans for the second "annual" Fly-In were made for Arrowhead Lodge in S.E. Oklahoma for summer of 1977. Glenn was laid up with medical problems, operations, hospital stays, etc. Garland was busy wooing his fiancée (now Mrs. Haskell), so Beverly and I did the P.R. and made the plans. The purpose for this event was to attract more members, and to elect a slate of officers who would carry on the work we had started. Attendance was pleasingly good. Some stayed only one day or a few hours, but some thirty new members signed up.

An awards banquet was arranged. Our goal was to have a very democratic Association, with no one "dictator, or King," no matter how benevolent. To this end, I had many, private discussions with capable members trying to line up at least two candidates for each office. Tom Norton agreed to be a candidate, along with Jack

Poppenhager. Glenn and Frank Rittersbacher were the two V.P. candidates. Neither could attend, so I gave campaign speeches for both capable men. A newsletter editor volunteered: Mack Newsom of Ft. Worth. Frank Hancock became secretary-treasurer.

The second annual Fly-In was a huge success as far as I was concerned. A bona fide slate of officers had been duly elected, we'd had a nice turn out, a wonderful group of people had become friends and Beverly and I could relax and enjoy the benefits of the Association. We tried to have local fly-ins every month and had a regular Sunday morning breakfast at Vicki's Vittles, on Aero Valley Airport, North of Ft. Worth. Duane Johnson, of Paducah, Texas hosted a West Texas meet. Merle "Sandy" Sanders had us congregate at Horseshoe Bend, and we frequented the Oklahoma State lodges having airstrips, also.

Glenn and I encouraged Jack Poppenhager, the new president, to keep Box 92 in force. In my attempts to contact other "type clubs", I found that each new secretary changed the address, and it took several months to locate (and sometimes never) the correct address. Since Box 92 was midway between home and office, it was easy to monitor. We could answer questions directly, or pass them on to the appropriate officer. In the early days, each succeeding slate of officers discussed (and some wished strongly) to change the address. Glenn took a strong stand as he was then monitoring the box and Glenn became the "glue" that held everything together.

The Newsletter became a major problem. Mack Newsom was well intentioned when he volunteered to edit and publish. His wife was a journalism professor at T.C.U. and her students could assist. What Mack didn't realize was that with less than 100 members, there simply was no input. There was nothing to edit. All that we'd previously written was "creative writing." Members were grumbling as newsletters became further and further apart (to non-existence).

Glenn became quite upset, as our efforts to expedite publications produced no results. He announced that he would start writing a newsletter, immediately. Which he did. Any of you who have access to those old newsletters know that they were full of very good basic information for the 120/140 owners and mechanics. Glenn put the very most into the Newsletter for the rest of his life.

After Glenn had typed the monthly Newsletters (and the local Quik Print had run them off), he and Garland and his wife and Beverly and I would have a folding, stapling, addressing, and stamping "party." We did this until membership reached around 500, as I remember. Glenn also began monitoring Box 92 at this point. Upon Glenn's death, we began checking the box again till we moved 60 miles away, at which point Ken Lifland began. Ken is a long time 120 owner, is a Texas Instruments Computer Programmer Supervisor, and has his A&P license. Ken answers many of the questions directly and passes on correspondence to the appropriate officer. Keeping Box 92, Richardson, Texas was never a

## *“History continued”*

International recognition, continuity, and longevity of our Association. O.E.M Parts gave way to the heavier 120/140 traffic three or four years ago. Many have asked “Why Box 92?” This is why.

Ray Johnson of Sulphur Springs, Texas was at our first Fly-In with his 140A. Ray is an attorney, and when a few years later, our leadership felt the need to incorporate, Glenn and I called upon Ray. Glenn and I borrowed from the 170 by-laws and revised them to be as democratic as possible. Ray worked diligently to make the corporation more suitable to our needs. Having current officers in Illinois, Texas, and other states this was a chore in communication. Ray did all of this without charge. His practice became very heavy and he was unable to attend many Fly-Ins. Ray did enjoy our local flour bombing contests. The only way we were ever able to repay him was to have a plaque made for him for being “THE CHAMPION FLOUR BOMBER”.

With Tom Norton’s presidency came the real turn of events. He and Jan took our Association to Oshkosh with a rented tent and application forms. Membership grew by the hundreds immediately! Glenn came back from Oshkosh with stars in his eyes telling me the fantastic job the Norton’s had done. Jim and Betty Merwin also put in many long hours in the Oshkosh tent in succeeding years.

We talked Dorchon Forman into taking over the Newsletter upon Glenn’s death. All in this area agreed to assist her. By this time membership had grown, fortunately, due to the Newsletter, the Oshkosh promotion, and a succession of strong officers.

The Owens, Curley and BeBe, gave the Association another shot in the arm by purchasing a mailing list of U.S. Ownership of 120/140’s, and making a concerted membership drive. BeBe’s “State Rep” program and ‘parts locator’ plan has further improved and strengthened our organization, making it easier to recruit.

We’ve been exceedingly fortunate to have had so many capable and dedicated members who have volunteered to accept roles of leadership and hard work.

Should this telling of my recollection of our beginnings appear to be a tribute to Glenn Usher, it probably is and should be. The past and future recipients of the “Glenn Usher Award” can now know his place in the International Cessna 120/140 Association.

There are scores of early members who could also be lauded, and the failure to mention any one individual would be a serious omission. The Charter Members of this group and their trust and donating their first \$10 to this organization is still appreciated.

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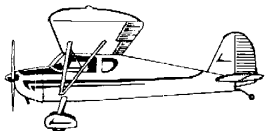
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# Don't Forget October

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 1<sup>st</sup> 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!

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## Famous Aviation Quotes

1. There is no problem so complex that it cannot simply be blamed on the pilot.  
- Dr Earl Weiner
2. To invent an airplane is nothing. To build one is something. To fly is everything.  
- Otto Lilienthal
3. Safety second is my motto. By:Locklear
4. Speed is life, altitude is life insurance.
5. The man who flies an airplane ... must believe in the unseen. - Richard Bach
6. There is no excuse for an airplane unless it will fly fast! - Roscoe Turner
7. The ships hung in the sky in much the same way that bricks don't.  
- Douglas Adams
8. Aviation is proof, that given the will, we have the capacity to achieve the impossible. -Rickenbacker
9. Flying is like sex - I've never had all I wanted but occasionally I've had all I could stand. - Stephen Coonts
10. The desire for safety stands against every great and noble enterprise.  
- Cornelius Tactitus (circa AD 56)
11. Aviation in itself is not inherently dangerous. But to an even greater degree than the sea, it is terribly unforgiving of any carelessness, incapacity or neglect.
12. Lady, you want me to answer you if this old airplane is safe to fly? Just how in the world do you think it got to be this old?  
- Jim Tavenner
13. If you are looking for perfect safety, you will do well to sit on a fence and watch the birds; but if you really wish to learn, you must mount a machine and become acquainted with its tricks by actual trial.- Wilbur Wright, 1901.
14. The highest art form of all is a human being in control of himself and his airplane in flight, urging the spirit of a machine to match his own. - Richard Bach, 'A Gift Of Wings'
15. The greatest danger in flying is starving to death. - Earl C. Reed of the T-L-R Flying Circus
16. When the weight of the paper equals the weight of the airplane, only then you can go flying. - Donald Douglas
17. In flying I have learned that carelessness and overconfidence are usually far more dangerous than deliberately accepted risks.  
- Wilbur Wright, September 1900.
18. I fly because it releases my mind from the tyranny of petty things. - Antoine de St-

## Exupéry

19. Any damned fool can criticize, but it takes a genius to design it in the first place. - Edgar Schmued
20. When asked by someone how much money flying takes: Why, all of it! - Gordon Baxter
21. The important thing in aeroplanes is that they shall be speedy. - Baron Manfred Von Richthofen
22. The aeroplane will never fly. - Lord Haldane, Minister of War, Britain, 1907
23. What freedom lies in flying, what Godlike power it gives to men . . . I lose all consciousness in this strong unmortal space crowded with beauty, pierced with danger. - Charles A. Lindbergh
24. It is hard enough for anyone to map out a course of action and stick to it, particularly in the face of the desires of one's friends; but it is doubly hard for an aviator to stay on the ground waiting for just the right moment to go into the air. Glenn Curtiss, 1909.
25. To put your life in danger from time to time... breeds a saneness in dealing with day-to-day trivialities. - Nevil Shute
26. Aviation records don't fall until someone is willing to mortgage the present for the future. - Amelia Earhart
27. Real planes use only a single stick to fly. This is why bulldozers & helicopters -- in that order -- need two. - Paul Slattery
28. Airplanes are near perfect, all they lack is the ability to forgive.. - Richard Collins
29. The exhilaration of flying is too keen, the pleasure too great, for it to be neglected as a sport. - Orville Wright
30. The Cub is the safest airplane in the world; it can just barely kill you. - Max Stanley, Northrop test pilot
31. The bulk of mankind is as well equipped for flying as thinking. - Jonathon Swift
32. Only the spirit of attack, born in a brave heart, will bring success to any fighter aircraft, no matter how highly developed it may be.- German Fighter Ace, Gen. Adolf Galland





STC'd for C-120/140s

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# Termination of Satellite Monitoring of 121.5

Termination of Satellite Monitoring of 121.5 MHz ELT's. - ARE YOU READY?

Notice Number: NOTC1518

Termination of satellite monitoring of 121.5 MHz ELTs will happen in under a month. Are you ready?

On 1 February 2009, the International Cospas-Sarsat [1] Organization (U.S. included) will terminate processing of distress signals emitted by 121.5 MHz Emergency Locator Transmitters (ELTs). Pilots flying aircraft equipped with 121.5 MHz ELTs after that date will have to depend on pilots of over flying aircraft and or ground stations monitoring 121.5 to hear and report distress alert signals, transmitted from a possible crash site.

## Protect each other...

Currently only 12-15% of the registered aircraft in the United States are flying with 406 MHz ELTs. This means that there is at least an 85% chance that an aircraft in an accident will only transmit a 121.5 MHz signal, thus remaining silent to the satellites. It will be up to other pilots monitoring the 121.5 MHz frequency in the cockpit to alert Search and Rescue authorities to accidents involving 121.5. When you fly, look out for your fellow pilots and when possible monitor 121.5 MHz.

If a 121.5 MHz ELT is heard on guard, report to the nearest air traffic control tower, the time and location of when you first detect the ELT, when it is the loudest and when it drops off your radio. Listening and reporting may well be the difference that saves a life.

## Protect yourself...

Cospas-Sarsat System (U.S. included) has been and will continue processing emergency signals transmitted by 406 MHz ELTs. These 5 Watt digital beacons transmit a much stronger signal, are more accurate, verifiable and traceable to the registered beacon owner (406 MHz ELTs must be registered by the owner in accordance with Federal Communications Commission (FCC) regulation at [www.beaconregistration.noaa.gov](http://www.beaconregistration.noaa.gov)). Registration allows the search and rescue authorities to contact the beacon owner, or his or her designated alternate by telephone to determine if a real emergency exists. Therefore, a simple telephone call often solves a 406 MHz alerts without launching costly and limited search and rescue resources, which would have to be done for a 121.5 MHz alert. For these reasons, the search and rescue community is encouraging aircraft owners to consider retrofit of 406 MHz ELTs or at a minimum, consider the purchase of a handheld 406 MHz Personal Locator Beacon (PLB) which can be carried in the cockpit while continuing to maintain a fixed 121.5 MHz ELT mounted in the aircraft's tail. Protect yourself and your passengers and Get the Fix... Switch to 406.

Remember, after February 1, 2009, the world-wide Cospas-Sarsat satellite system will no longer process 121.5 MHz alert signals. Pilots involved in aircraft accidents in remote areas will have to depend on pilots of over flying aircraft and or ground stations to hear emergency ELT distress signals. For further information concerning the termination of 121.5 MHz data processing visit [www.sarsat.noaa.gov](http://www.sarsat.noaa.gov) or contact [Switchto406@noaa.gov](mailto:Switchto406@noaa.gov) with any questions.

[1] The Cospas-Sarsat Organization provides a satellite based world-wide monitoring system that detects and locates distress signals transmitted by Emergency Locator Transmitters (ELTs), Emergency Position Indicating Radio Beacons (EPIRBs) and Personal Locator Beacons (PLBs). The system includes space and ground segments which process the signals received from the beacon source and forwards the distress alert data to the appropriate Rescue Coordination Center for action.

Address SARSAT inquiries to:  
NOAA SARSAT  
NSOF, E/SP3  
4231 Suitland Road  
Suitland, MD 20746  
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**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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<b>Yvonne Macario - Webmaster</b>	610-310-1313	macario@prodigy.net

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

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

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



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# International Cessna 120/140 Association

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