



International Cessna 120/140 Association

P.O. Box 830092
Richardson, TX 75083-0092

ISSUE 356

April/May 2009

In This Issue

Officers & State Reps Info - Page 2

Proper Log Book Entry - By Victor Grahn - Pages 3-5

I Can Fly That - By Ken Morris (article from the past) - Page 6

The Beginning of the Cessna 120/140 Assoc. - Pages 8-10

Famous Aviation Quotes - Page 12

Termination of ELT 121.5 Monitoring Page 13



SERVING THE WORLD OF CESSNA 120/140'S FOR OVER 32

International Cessna 120/140 Association

Officers & State Representatives "Quick List"

2009-2010 OFFICERS

Ken & Lorraine Morris- President
815-547-3991
Taildragger7w@aol.com

Don Becker
Vice President
620-663-1148
reddoch@aol.com

Dick & Nicki Acker
Secretary Treasurer
989-339-1009
s-t@cessna120-140.org

Mac & Donna Forbes
Past President
336-226-4582
Mcforbes@alltel.net

BOARD MEMBERS

Blake Mathis
Newsletter Editor
256-479-1000
BlakeMathis@yahoo.com

Margie Preister
Merchandise Coordinator
231-839-2191
fun4me2fly@netonecom.net

Blake Mathis
State Rep Coordinator
256-479-1000
BlakeMathis@yahoo.com

Christian Vehrs
Member at Large
770-460-6164
Christian.s.vehrs@delta.com

STATE REPRESENTATIVES

ALASKA

Jason Mayrand-PANN
907-832-5614
alaska120@yahoo.com

ALABAMA

Steven & Edna Earle Simmons
334-898-7376
sesimmons@alaweb.com

Kenneth Spivey, Jr.
205-979-5436
kenneth.r.spivey@faa.gov

ARIZONA

Ronald Wiener-57AZ
520-742-5485
rkw55@msn.com

ARKANSAS

Donis Hamilton-PGR
870-236-1500
Hamilton@grnco.net

Bill & Marsha Morgan-PGR
870-239-4517
brmorgan@grnco.net

CALIFORNIA

John Hunt-04CL(pvt)
760-765-1406
Desertwings@hughes.net

COLORADO

Jack Cronin-APA
303-333-3000
croinjw@gmail.com

CONNECTICUT

Bob & Sandy Boyer-SNC
203-264-7512
bobandsandy140@charter.net

DELAWARE

Hugh Horning-ILG
302-655-6191
yeepie121@aol.com

FLORIDA

Terry Dawkins-54J
850-376-8284
tdawkin@southernco.com

Kenneth Gibson-ZPH
813-949-6256
140flyer@usa.com

GEORGIA

Bob Parks-WDR
770-962-6875
captbp@gmail.com

Charlie Wilson-1GA2
770-927-6179
cwilson193@aol.com

IDAHO

David & Peggy Hoffman-ID40
208-495-2307
dhpdp@cockpitlights.com

ILLINOIS

Don & Maureen Alesi-C77
847-426-7880
N2084V@comcast.net

Douglas Corrigan-1C8
815-636-1143
DPCflyer@aol.com

Stacey Greenhill-PWK
847-541-7793
sjg140@earthlink.net

Jeff Kohlert-DPA
630-513-9275
Kohlertjc@comcast.net

INDIANA

Scott Spencer-EYE
317-698-6845
aerokinetic@sbcglobal.net

IOWA

Vince & Denise Jackovich-DVN
563-285-7296
vbjfly@aol.com

KANSAS

Don Becker-31KS
620-663-1148
ds-becker@sbcglobal.net

KENTUCKY

David & Gayle Lowe-80KY
270-736-9051
lowesacramento@aol.com

Paul Crouch
985-892-1979

MAINE

Adam Paul
adamppaul@gmail.com

MARYLAND

Fred & Sue Lagno-ESN
410-827-7896
train@intercom.net

MASSACHUSETTS

Ken Manchester-TAN
508-378-3557
kenmanch@comcast.net

MICHIGAN

Matt Lahti-PTK
248-886-8826
eight8november@yahoo.com

MINNESOTA

Tom & Jan Norton-SGS
651-459-1423
lthomasnorton@cs.com

MISSISSIPPI

Rich Briner
662-352-9767
napmat@cableone.net

MISSOURI

Frank Murray-1H0
636-227-4111
famurray@sbcglobal.net

MONTANA

Walter Bell-GGW
406-367-5472
Left_seat48@yahoo.com

NEW HAMPSHIRE

Glenn Mori-NH69(pvt)
603-539-8655
gmoriflys@aol.com

NEW JERSEY

Jim & Diane Morton-WWD
609-884-8723
jdmort@comcast.net

NEW MEXICO

Ed Blevins-E06
505-399-2449
ed_levins@valornet.com

NEW YORK

Robert Campbell-D85
716-358-4210
cessna@alltel.net

Eric Saliba-23N
631-472-8372
esaliba@northeastaviationm

NORTH CAROLINA

Mac & Donna Forbes
704-209-3301
mcforbes@alltel.net

Chris Farrell
704-905-7964
chriswc99@earthlink.net

OHIO

Terri Hull-PLD
419-375-4704
xjpilot@gmail.com

OKLAHOMA

Marty & Sharon Lochman-SNL
405-391-6773
my140@mcloudteleco.com

OREGON

Bruce Gustafson
541-463-4316
gustafsonb@lanecc.edu

PENNSYLVANIA

Mark & Yvonne Macario-40N
610-380-1313
macario@prodigy.net

Michele Vida-3G9
724-770-0776

RHODE ISLAND

Erik Thomas-EWB
401-635-4381
nc76220@aol.com

SOUTH CAROLINA

Todd Clamp-27J
803-781-4529
tclamp11v@bellsouth.net

Bo Mabry-3J1
843-524-5637
swiftbo@islc.net

SOUTH DAKOTA

Bruce Bowen
605-490-1139
bbowen999@aol.com

TENNESSEE

Donald Mitchell-MQY
615-223-1005
hawk175@aol.com

TEXAS

Ken Dwight-DWH
281-440-7919
kdwight@swbell.net

Leonard Richey-58T
940-627-1883
mrichy@ntws.net

Billy Shires-TDW
806-353-1177

Orville Winover, Jr.-TYR
903-939-1418
owinover@aol.com

John "Vic" White
830-438-5072
vwkestrel@gvtc.com

UTAH

Allen Macbean-U77
801-636-6613
allen@photographicsolutions.cc

VERMONT

Robert Desrochers-6B8
802-748-8034
robert@fairbanksmill.com

VIRGINIA

Lonzo & Robin Cornett-W96
804-366-7059
lonzo140@excite.com

WASHINGTON

David Sbur-VUO
360-699-0727
sbur@hei.net

WEST VIRGINIA

William Motsinger-12V
304-397-5155
wmotsinger@suddenlink.net

WISCONSIN

Matt & Carole Rybarczyk-57C
262-767-0920
redtail@winet.com

WYOMING

Bill Madsen
307-682-4390
affordv1@hughes.net

INTERNATIONAL

England

John Stainer
john@stainair.fsnet.co.uk

Germany

Wolfgang Schuele
wedees@gmx.net

Quebec, CA

Michel Charette
mcharette@passion-aviation.qc.ca

Chile

Olegario Reyes
oreyes@mi.cl

Mexico

Eduardo Haddad
525-596-3805

Director of Maintenance

David Lowe

Phone: 270-736-9051

Email: lowesacramento@aol.com

Technical Advisor - Victor Grahn

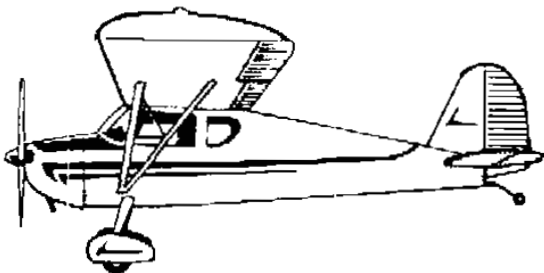
Phone: 616-846-9363

Email: vaagrahn@att.net

Letter from the Editor, Blake Mathis (Alabama)

Wow, I have come to appreciate all that newsletter editors before me have done. Probably the hardest part if getting info from all the club members, it reminds me of pulling teeth. Ha ha. I want to remind you all this is your newsletter. I want to put things in here that you want to see, things we all can learn from and experience you want to share. So, below is a list of some ideas that you need to keep in mind while you carry on throughout your regular day, especially if flying is mixed in:

- Any photos of you and your plane
- Any neat places you have flown and maybe someone you met
- Your family with the plane and a little about them
- Kids experiencing flight
- Maintenance issues you learned from
- Safety issues/lessons learned
- Upcoming fly-ins
- Upcoming air shows
- Neat history you learn about your plane



Upcoming Events

May 17, 2009– Mount Morris, IL–
Grass field and good breakfast

May 9, 2009 -So Cal.,Inyokern (IYK)
Airport Wings and Wheels Open
House-Planes/Cars/Motorcycles–
visit their site
www.inyokernairport.com/

May 23, 2009 - Ranger, TX– F23-
Ranger Air Show and BBQ Fly-In.
Contact: Jared Calvert 254-433-1267

June 6, 2009 - North Carolina state
wide Cessna 120-140 fly-in will be
held at Rowan County Airport, lunch
starts are 11am. After lunch, there
will be a fly-out to Concord Airport-
JQF, to visit Roush-Fenway Racing,
the Nascar Sprint Cup series race
team.

June 20, 2009 - (77-T)-Kittie Hill Air-
port/Sillis Aviation Annual BBQ Fly-
In, Leander, Texas. Noon until food
is gone! Best BBQ you will ever have
at an airport.... That's the rumor.

Keep your events coming in for the next newsletter!!!

The Ramp Check

By: Victor Grahm

Cessna 120/140 Association Technical Advisor

For some reason these three words have sparked all kinds of emotions, debate, fear, dread and antagonisms when they come up in the ever present “hangar talk” at airports around the country.

Over the years I’ve been involved in several of these, “Ramp Check”. I’ve witnessed quite a few more and had an opportunity to talk with numerous folks who have had first hand experience with them.

Hopefully in this short article I can clear up a few misconceptions and also help you to prepare for one should you ever find yourself in the position of stepping out of your aircraft at some airport to be met by someone holding an official Federal Government badge and asking to “talk to you”.

At my current job and the previous 3 places of employment I’ve worked for Part 135, 141 & 145 operations and meeting with the FAA personnel is a regular occurrence. The point I’m trying to make is that I view them (the FAA) as people who are doing their job and not the “bogeyman”.

With that in mind, here are some observations, noted facts and recommendations to help your Ramp Check go smoothly (hopefully) if it ever happens to you.

These days the FAA inspectors tend to be much more polite (than my first experiences 20+ years ago), “Hello, I’m Inspector Smith from the local FSDO, sorry to inconvenience you, but I’d like to look at your aircraft for a few minutes, this won’t take long”, is a typical opening line. By and large they look over your paperwork, take a cursory physical look at the aircraft. Inspect your Airmen's Certificate and your medical. Ask you a few questions about operating the aircraft and you’re on your way.

I’ve read over and over that “The FAA cannot hold you up and that if you tell them that, ‘I have to go now’ they must let you go”. This may be, I doubt it, but it may be. I do know this. That the guys who work for a living flying airplanes don’t use this “trick”, (unless they are Aeromed or something....) and a GA pilot better have a good excuse before trying such a stunt.

Simply put, a Ramp Check is similar to being stopped by a policeman on the highway with the main difference that the FAA probably didn’t have the radar gun on you (unless you landed in 1/2 mile vis and 800 foot ceiling in an aircraft without an artificial horizon and a few other necessary pieces of equipment). They are simply “checking aircraft.” A requirement of their facility to “check” so many aircraft per quarter, month or some other form of measurement.

The Ramp Check “Cont”

In dealing with FAA personnel, I'd like to offer the following suggestion; a good attitude goes a long way, and it certainly holds true here. Don't offer info, but if you provide blocks or impediments then the FAA person may likely get suspicious or find some way to override your “block”. I've never had an issue, and there is no reason for you to either. If you cop and attitude then the FAA can cop a much larger attitude. Be polite, the same as you would expect if the shoe was on the other foot so to speak.

Have your paperwork in order. Both your own personal licenses and the aircraft items. The old “ARROW” is certainly going to come into play here. (now shortened to AROW without the Radio Registration, unless you find yourself operating internationally) What this means in addition to having your; Airworthiness, Registration, Operations handbook (in our case that really huge 1 or 2 page piece of paper) and Weight and Balance at the ready where you can present them for inspection.

A few tips on this. Make darn sure you have the same “N” number on both the Airworthiness and the Registration as on the side of the airplane. It is NOT un-common to have had the N number changed in the past for whatever reason. It is also not un-common for someone to forget to correct BOTH (or either) the Registration and the Airworthiness certificate after lets say a paint job and N number change to the new N number. I guarantee you, the FAA will look at both of these pieces of paper. While it is not mandatory that they be in the aircraft when it is being annualled, it is mandatory to have them in the aircraft while it is being operated.

There has been much debate on the Website and I've written an article in a past Newsletter about the Flight manual. (the “O” in ARROW) Basically our aircraft as manufactured had a simple one or two page sheet. That and the placards in the aircraft are the Flight manual. The handy, dandy “Operators handbook” that you buy at Oshkosh, or order online isn't the “approved Flight manual”. A sharp inspector will know this. It certainly doesn't hurt to have the “Operators handbook”. It does contain much useful info, but it isn't the Legal flight manual.

Weight and Balance. Self explanatory. Have the current copy with you. It wouldn't hurt to have a loading sheet as well to show the FAA person that you are within CG limits, especially if two of you hop out and your fuel tanks are full and you pull out all your camping gear. (well, maybe in this case you don't want the loading sheet.....chuckle)

This covers the basic paperwork. A couple of things you should know (because the FAA knows this and ignorance of the law is no excuse.....) and that is that any flight manual supplements need to be in the aircraft. Such as; Lets say you have the auto fuel STC from the EAA. The supplement needs to be in the aircraft if you have the stickers by the fuel caps. Or, if you have a non standard engine installed, such as the 0-200, then that flight manual supplement (from the STC) needs to be in the aircraft. Or if your brand new, handy dandy multi-cylinder EGT has a “flight manual supplement”, it better be in your paperwork as well.

The Ramp Check “Cont”

Another “gotcha” is the equipment list. Many times the Weight and Balance includes this info. Assuming you have “all” the Weight and Balance sheets, not just the current one. I keep a copy of all the Weight and balance sheets. This chronographically lists all the parts on the aircraft that it “didn’t come with when new”. A FAA inspector can and may ask for your equipment list.

The State registration sticker means almost nothing to the FAA, I’ve never seen them pay any attention to it.

Other things they look for, the little things.

Repeatedly I’ve seen them inspect for the magnetic compass correction card. A simple thing, but, is it there? And is it legible?

Readable fuel quantity stickers by the fuel caps? Type of fuel and quantity?

I’ve even seen them look inside the fuel tank to see if the chain is attached to the fuel cap in the Cessna line that had them originally.

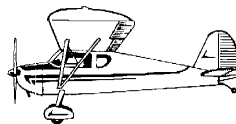
Obvious things such as dripping oil and fuel stains, safety of flight items as you will.

Damage, cracks, loose panels, almost flat tires etc. (Now is a real bad time to taxi in dragging your tow bar you forgot to remove when you left. Don’t laugh, I’ve seen this twice that I can recall, which sparked the Ramp Check in the first place)

Oddly enough, they spend little time looking at the mechanical condition of the aircraft. The old adage, “if it looks good, it must be good” really seems to hold true here. If on the other hand you have an airplane that doesn’t look like it’s had two good annuals in the last 20 years, you may attract undue attention.

This is pretty much it. Everyone who has gone through this exercise has a slightly different story to tell, but in my exposure, most of the Ramp Checks have followed this scenario. If there is anything I can stress it is to have a good attitude. If they do find something, listen attentively and if it requires correction, say “I didn’t know that and I’ll take care of it right away”. (or something similar)

If I’ve missed something here that you’ve experienced, by all means write, email or call and we’ll let everyone else know about it.



A special thanks for this article, which was provided by Victor Grahn

FOR SALE

Starter for C-90 140
Good when taken out
Upgraded to new starter
Price \$350 + shipping
Contact Leo Pettey
for info

Reminders Before Takeoff

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

Newww Yooork City?

That's right, the pictures below are of club member, Joe Prato's recent trip, in a flight of eight, down the Hudson River's VFR corridor. Although the group did not cause F-22 to be scrambles, I'm sure eight blips on the radar screen made someone alert their supervisor. Actually, the trip as arranged with TSA, all went well. Let Blake Mathis know if you take neat trip and he will share with the club via the newsletter.



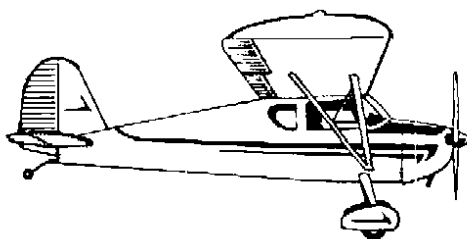
A Special offer from

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.

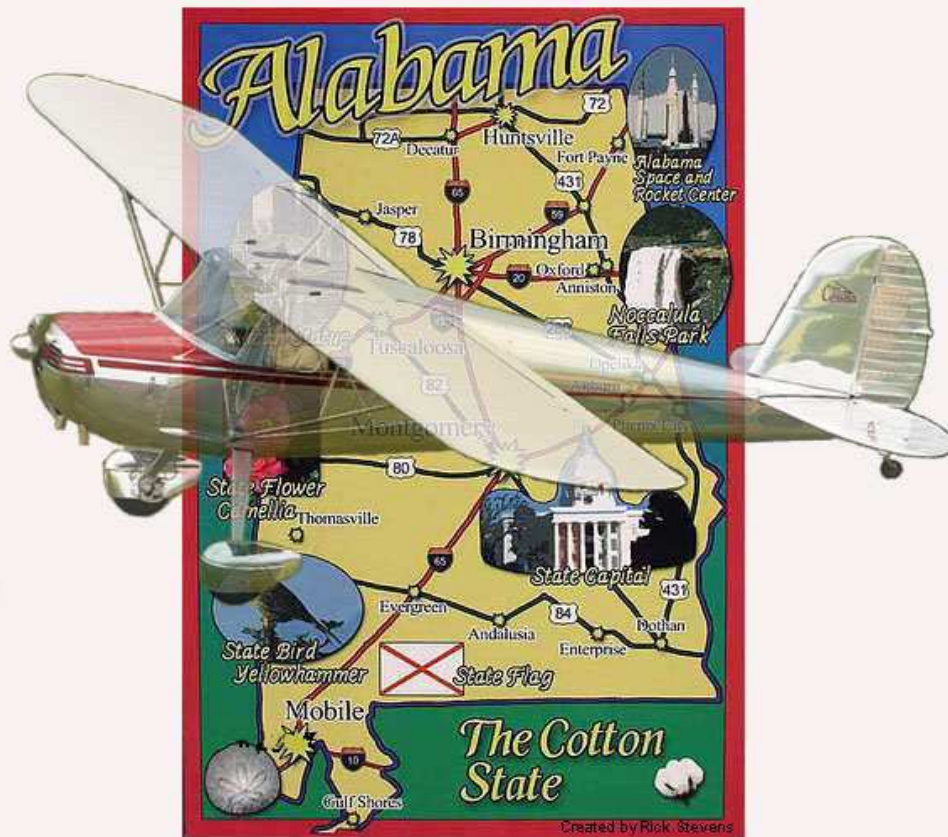
Send your Name, Address, Aircraft Registration Number (when new) with \$3.00 for shipping and Mort and Sharon will provide you with a CD full of information and photos.
Mort enjoys hearing about your aircraft and seeing current photos.

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



MARK YOUR CALENDARS!

International Cessna 120/140 Association 2009 Convention



Get Away to Mobile Bay Oct 14-18 2009 Gulf Shores, Alabama

Check the website and upcoming newsletters for the most up-to-date info on the convention.

Floor Panel Modification

By: Bill Rhodes

This article is from 2006, but was asked about by a couple of member, so I am adding it.-Editor

About 3 years ago I broke down and bought another Cessna 120. I got a phone call from a man in Ohio asking me what I thought his 120 was worth. As the retired Association Maintenance Advisor this was not unusual and I pretty much had a standard reply. This time though I told him when he decided on a price to let me know. I was looking for something to fly. He told me to make him an offer.

About a week later Carol and I were flying down to Cincinnati. The airplane was in sad shape, and I have looked at a lot of 120/140s. At least one cylinder was bad, brakes were cracked, both elevator spars were cracked, both the elevator and rudder cables were frayed, 46 top cowl/47 bottom, etc. But it had a few things going for it, the instrument panel was perfect, no holes that weren't supposed to be there, and there were no back windows. There was corrosion, but not extremely bad. To make a long story short, I bought it. It took a week of work (by 3 of us – I called in some favors) and a lot of parts from the PROJECT 120 to make it safe and legal.

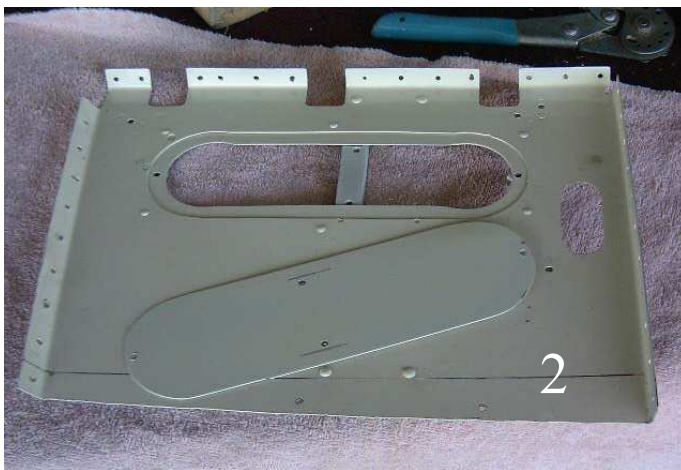
I call it my "50 footer" because from that distance it looks like a pretty good airplane. Every year I try to do something to improve it. Last year the back floor panels came up and the skin got a good cleaning and the pulleys and cables were cleaned. This year it was time for the front floorboards to come up.

When we initially worked on the plane mouse nests were found and I knew there were more under the front floorboards. It was so hard to get in there to clean I was sure we didn't get it all.



Figure 1 shows a mock up of the floorboards. Note the small openings at the gearbox bulkhead.

Figure 2 shows the 8"X3" inspection panels I made in the boards. This would give me more than enough access for cleaning and inspection. About halfway through this project I decided the cut about 3" from the forward end of the boards. **Figure 3** shows the forward end I cut off. This part is removable and allows for easy cleaning under the rudder pedals. **Figure 4** is the aft board that is riveted back in place. You can see part of the inspection panel. This was one of the few times I modified my plane



before talking to the FAA. I took a chance that there wasn't going to be a problem with the MSP FSDO. The 337 went through without a hitch.

Just a couple of final notes. I held my breath when I pulled the floorboards. I knew there would be mouse nests and probably corrosion, but it would also be the first time I had a good look at the forward gearbox bulkhead. I was happy to find no cracks in the lower flanges and the corrosion was not as bad as I thought it would be. **Bill Rhodes**



Two in a row.....

At the 2008 convention in Dayton, Ohio, two planes meet up that has once shared floor space the Cessna factory side by side. Notice the tail numbers to the left, N2814N and N2815N, just one digit off. The serial numbers are also one digit apart. These two 120's came off the assembly line in 1947 and are still flying today. Current proud owners, Victor Grahm (14N) and John and Kristen Scialabba (15N), posed for a quick photo with their birds side-by-side, once again, 61 years after leaving Cessna. John and Kristen were attending a convention for the first time. Keep em Flying!

Special for Cessna 120/140 Club Members

Going to Oshkosh? Need to book travel?

We can get you there!

Call club members David Knies & Blake (In Alabama)
for any or all of your travel needs.

Advantage Travel..15 years of expert travel experience.

+The Best In the Biz+24/7 Service+

Beach trips, cruises, Disney or business!

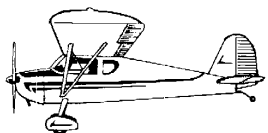
Weather got you trapped in your plane?

We'll get you a hotel, rental car or airline ticket.

Discounts for Club Members

Advantage Travel—800-699-9230

David@TravelHSV.com



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!

Be sure to look at your schedule and plan your trip in advance. Make that call to the hotel to book your room. The most up to date info can be found on the club website.

**See you in Gulf Shores,
Alabama in 2009!**

AIRCRAFT SPRUCE

Everything for your Cessna!



TIRES

Goodyear
Specialty Tire
Aero Classic
Michelin

BATTERIES

Gill
Concorde



• **Best Prices** • **Free Shipping** • **Biggest Selection** •

• Windshields
• Tailwheels

• Polishes / Cleaners
• Starters / Alternators

• Strobes
• Avionics



FREE

800 page Parts catalog,
also on CD, and full color
Pilot Shop catalog!

Call Toll Free

1-877-4-SPRUCE
7 7 7 8 2 3

www.aircraftspruce.com

Officer Elections:

Please keep in mind that several officer positions will be need to be filled at the convention at Alabama.

President

Merchandise Coordinator
State Rep Coordinator

Online Store

Free Shipping

The online store is now featuring free, that is right, FREE shipping on all items in the store.

It is the goal of the store to keep prices low while maintaining high quality. The best way to keep the cost to our members down is to eliminate the shipping.

This offer will last until we can get a feel for the impact of absorbing the shipping.

Buy now and save.

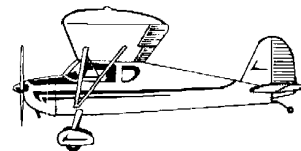
Tim Mix takes a Memorial Day trip to remember.


(Tim posted this on the club website May 25-be sure to visit the website often)

Hey everyone!

I just thought I'd share some photos of my week stay at the Owyhee Hilton at Owyhee State (28U) in Eastern Oregon. We left on Wednesday and I came back yesterday. We had beautiful weather and it did storm on us Saturday evening and night but was clear for departure in the morning. If you ever get the chance to stop there it is a great place to visit, (don't forget to sign the log book!) the fishing is awesome for crappie. I think we filled 5 5gal buckets and still could have caught more! A total of 16 airplanes showed up most were Piper products but we did have 2 C-140s there. A 3rd was supposed to show but he never made it. It was a great get away and a good way to avoid the traffic. (It doesn't have any land access unless you are a skilled atv rider)

Anyway enjoy! Cheers! Tim





STC'd for C-120/140s

**Hooker
custom
Harness
INC.**

JACK HOOKER
Phone: 815-233-5478
Fax: 815-233-5479
Email: info@hookerharness.com
www.hookerharness.com

324 E. Stephenson St. - Freeport, IL 61032

Panel Layouts



Our Website
www.cessna120-140.org

Our website is located at www.cessna120-140.org Our website Committee is staffed by the following members:

John von Linsowe - "Chairman"	810-797-5660	N2165V@aol.com
Matt Lahti - Moderator	248-762-1836	eight8november@yahoo.com
Mike Smith - Moderator	850-871-1082	mshpcfi@juno.com
Victor Grahn - Technical & maintenance Advisor	616-846-9363	zenyamaero@netzero.com
Yvonne Macario - Webmaster	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

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!



**NEWSLETTER
ADVERTISING RATES**

Full Page		
1 Issue	3 Issues	7 Issues
\$140.00	\$135.00	\$128.00/issue
1/2 Page		
\$78.00	\$75.00	\$72.00
1/4 Page		
\$48.00	\$43.00	\$40.00
1/6 Page		
\$39.00	\$35.00	\$32.00
1/8 Page		
\$30.00	\$27.00	\$24.00
1/10 Page		
\$26.00	\$23.00	\$20.00
1/16 Page		
\$18.00	\$15.00	\$10.00

Great Service... Great Rates!

- **EAA-Vintage Aircraft
Association Approved Insurance
Program**
- **We write all types of general
aviation insurance for aircraft,
hangars, airports, corporate
jets, helicopters and aerial
applicators**

**The best is affordable.
Give AUA a call - it's FREE!**

800-727-3823

Fly with the
pros...fly with
AUA Inc.

Remember,
We're Better Together!

AUA INC.
AVIATION UNLIMITED AGENCY

Application for Membership
International Cessna 120/140 Association
 9015 E. Coleman Rd., Coleman, MI 48618

Your Name _____ Phone No. (____) _____.
 Street or Box No. _____ Email: _____
 City _____ State _____ Zip _____
 A/C Info: Model: _____ S/N _____ N _____ Year _____ Engine _____

Your Prime interests in joining: Maintenance ☐ Engine Mods ☐ Parts ☐ Fly-Ins ☐
 Other (please specify) _____

ANNUAL DUES - \$25.00* (U.S. Currency) - Overseas Members add \$10 for postage (total \$35)

*Family Membership add \$5.00



Carbon Fiber Wheel Pants and Mounting Plates
 www.lahtiaerospace.com

Lahti Aerospace, Inc.
 2971 Sleaford Dr.
 Waterford, MI 48329
 Office: 248-886-8828
 Fax: 248-942-3849
 Email: matt@lahtiaerospace.com



Wheel Pants \$600 pr.
 Mounting Plates \$200 pr.
 + Shipping & Handling

Weigh less than 2 lbs. Lighter and Sturdier than original metal wheel pants.

Disclaimer...

This newsletter is for educational and informational purposes only. Readers are reminded that Federal Air Regulations Part 91 places primary responsibility for ensuring the airworthy condition of the aircraft on the owner or operator. Any person who maintains, modifies, or otherwise changes an aircraft must do so in accordance with manufacturer's recommendations and all applicable FAA regulations.

Univair is your Source for Quality 120/140 Parts!

- UNIVAIR - SUPPLYING CESSNA 120/140 PARTS FOR OVER 63 YEARS!

WE HAVE WHAT YOU NEED FOR YOUR CLASSIC AIRCRAFT!

The Distributor items we carry include:

- Ceconite fabric • Continental engine parts
- Concorde batteries • Cleveland wheels & brakes
- Scott & Maule tailwheels & parts • Specialty tires
- Goodyear wheels & brakes • Whelen lights
- Airmaze & Brackett filters • Randolph & Poly Fiber Finishes



Toll Free Sales: 1-888-433-5433
 2500 Himalaya Road, Aurora, CO 80011-8156
 Info Phone: 303-375-8882
 Fax: 800-457-7811 or 303-375-8888
 e-mail: info@univair.com
 website: www.univair.com

UNIVAIR®

AIRCRAFT CORPORATION

All merchandise is sold F.O.B., Aurora, CO. Price and availability subject to change without notice. 3-2-09

Univair's General Catalog is available for \$5, which will be credited with an order of \$50 or more. We also offer at your request, a **free** Parts Inventory Price list with over 28,000 line items.



Stop Gap Measure

Stop the gap in your cowl !
 Replace those expensive, worn Cessna cowl latches with our STC'd units. No butchery required. Return to stock any time you want your headache back. Complete shipset costs less than *one* factory latch. Available with Phillips head or "wing" type camlocs.

W.D. "Dip" Davis,
 411 Pawnee Trail, Marengo, IL 60152
 (815) 568-6811
 BirdDr@mc.net

■ Active STC's ■

C-85 Carburetor STC
 David Lowe - 270-736-9051
Continental O-200 120/140
 Gary Rice
Continental O-200 120/140/140A
 Randy Thompson - 530-357-5440
Alternator Installation
 Fred Lagno - 410-827-7896
Cessna 150 exhaust
 Walt Thomas - 410-544-7670
Shoulder Harness Installation
 Jack Hooker - 815-233-5478
Vortex Generators
 Cub Crafters - 887-484-7865, Ext. 209
Cowl Fasteners
 Dip Davis - 815-568-6811
Wing Fabric Attach Rivets
 Dip Davis—815-568-6811
Leading Edge Landing Light
 John Nichols - 845-583-5830

International Cessna 120/140 Association

9015 E. Coleman, Coleman, MI 48618

INTERNATIONAL CESSNA 120/140 ASSOCIATION U.S.P.S. 6602-70

Published monthly by Joy Warren, 6151 Hickory Meadows Dr., White Lake, MI 48383. Subscription rates \$25 per year included in annual membership dues. Periodicals postage paid at Milford, MI 48381 POSTMASTER: Send address changes to the INTERNATIONAL CESSNA 120/140 ASSN, 9015 E. Coleman, Coleman, MI 48618

PERIODICALS
U.S. POSTAGE
PAID
MILFORD, MI
48381

Are you reading this in Black and White?
Go to the Website and download or view this newsletter in FULL COLOR.
It is in the Members Only Section!



AERO CLASSIC
Vintage Tires - New USA Production

Finish off your pride and joy with a fresh set of Vintage Rubber. These newly minted tires are FAA-TSO'd and rated to 120 MPH. Not only do these tires set your vintage plane apart from the rest, but their deep 8/32nds tread depth will give you good service life.

Desser is also a direct distributor for:



1-800 AIR-TIRE 247-8473

Desser Tire & Rubber Co.
6900 Acco St. • Montebello, CA 90640
3400 Chelsea Ave. • Memphis, TN 38108
Toll Free: (800) 247-8473 Local: (323) 721-4900
FAX: (323) 721-7888 Web: www.desser.com



"When you want the very best"

Windshields/Windows

Our windshields and windows are manufactured under our proprietary FAA/PMA approved process. Any product purchased from us is unconditionally guaranteed to be unsurpassed in quality with special reference to material formulation, manufacturing technique, optical qualities, contour, shape, fit, and resistance to aging.



Aircraft Interior Sun Shields



Cee Bailey's manufactures aircraft quality sun shields that give your aircraft interior and avionics maximum protection against damaging ultra-violet sun rays and heat.

1-800 788-0618

Cee Bailey's Aircraft Plastics
6900 Acco St. Montebello, CA 90640
Tel. 800-788-0618 or 323-837-1497
Fax: 323-721-7888 • Web: www.ceebaileys.com

COMING EVENTS

<<< ALWAYS BRING YOUR TIEDOWNS >>>

34th Annual Convention—International Cessna 120/140 Association

**Mobile Bay, Gulf Shores
Alabama
2009**

Jack Edwards Airport, KLKA
October 14-18, 2009 - Gulf Shores, Alabama

Got Newsletter Ideas?

Email or call Blake Mathis to let him know if you have any ideas, articles or photos for the club newsletter.

BlakeMathis@yahoo.com
256-479-1000