



International Cessna 120/140 Association

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

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Vintage color photo

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International Cessna 120/140 Association

Officers & State Representatives "Quick List"

2010-2011 OFFICERS

Christian Vehrs- President
770-460-6164
Christian.s.vehrs@delta.com

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

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

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

BOARD MEMBERS

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

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

Orville Winover
State Rep Coordinator
903-939-1418
owinover@aol.com

Chris Farrell
Member at Large
704-905-7964
chriswc99@earthlink.net

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
xpilot@gmail.com

OKLAHOMA
Marty Lochman-SNL
405-391-6773
marty.lochman@tinker.af.mil

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
wedeas@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

TAKE IT TO THE TOP, Cessna 120 N1740N

9/12/05-9/28/05, By: Hugh Woodle

This is the story of a cross-country flight with a very specific mission. Accomplishing that mission meant that I would travel ~1500 miles one way. It may ultimately be the story of my last long cross-country in N1740N, and for that reason, all details of the stops, weather problems, interesting people along the way, high price of gas, etc., are important

The "TOP" in this case refers to Lake County Airport (LXV) at Leadville, CO. LXV elevation is 9927 ft, the highest public use airport in the US, and third highest in the world. The lowest elevation airport in the US is Death Valley National Park, CA at 210' below sea level. Lowest elevation where I have landed is Imperial, CA, at 56' below sea level.

My first association with Leadville came in 1952. When I came back to the States, I was stationed just south of Colorado Springs at Camp Carson (1st Lt, CE) and part of my assignment was Post Engr for Camp Hale, the Mountain and Cold Weather Training facility about 30 miles west of Leadville, on other side of the Continental Divide. On Saturday nights, we would load up the deuce and a half with all the men and go into Leadville to visit the Silver Dollar Saloon. Sawdust floor, loud country music, a few fist fights and a rather strong willed female manager with a pistol on her hip who could handle anything-including the rough necks and fights. My frequent commuting flights, as a passenger, from Camp Carson to Camp Hale were in an L-5, L-19 or a Beaver, landing on the grass at Camp Hale. The raw, majestic beauty of the Leadville mountains, and all the Rockies, impressed me greatly, and when I left in '53 to return to civilian life I told myself that someday I would come back for a visit.

Our 120/140 convention for 2005 was held in Omaha. NE, only a day's flight from Colorado Springs (COS), so I just had to tie the two together. I never know for sure what to expect on these long trips, but this one certainly provided enough excitement to last until next time.

Every trip has a starting place and time. VA80 and early morning of Sept 12 filled the bill for this one. Original plan had been to leave on Sept 13, but with weather coming in from the west, I decided to get ahead and wait out a weather day on the way. Made a quick stop at Wilkes Co. for gas before going over the Blue Ridge Mountains. Route took me through the Bristol area at 6500'. I was glad Approach was there as the ground was invisible because of the haze. For probably 20-30 minutes I flew "IFR" under control of a nice and clear female voice. A few miles past the last circle she bid me good day and a safe flight.

First night out was at Bowling Green. CO-MAR Aviation is an excellent stop. The owner has several auto dealerships, but his first love is aviation, and it showed with the appointments in the FBO-truly first class. They delivered me to a good motel, and picked me up the next morning. Just enough fog to hold me on the ground the next morning, but it didn't stop some FEDEX planes from landing. By the time I had finished talking with those pilots, getting their opinion of the fog which apparently was only on the runway, I was ready to go and headed for Kenett Memorial.

TAKE IT TO THE TOP, cont.

Visibility was good, but winds were rough and the temperature was hot. Ground speed varied from 75 to 95 knots over a five-minute period-strong headwinds. Next fuel stop was Branson, MO. I was just south of some large storms and saw a most beautiful tremendous anvil cloud. Tried to get a picture, but I couldn't figure how to use the camera. Landed at Bartlesville, OK, for the night. Elevation is 713', and density altitude was 3200'. Low clouds delayed my departure morning of Sept 14, so the local "airport bums" invited me to share coffee and doughnuts with them. A most congenial group, all of them were strongly conservative, so I enjoyed the conversation. The group finally broke up, and I learned from the FBO that three of the five were multi-millionaires with a passion for aviation-good people. Also through the conversation about my planned trip to Leadville, I learned that one of them, John Akers, had been in training at Camp Hale about a year before I got there. He was in Infantry and had some interesting stories to tell about his tour in Korea during some of the worst times.

Mid-afternoon before I was under-way, so logged only 2.2 hours to Dodge City. On the way at 6500' I had a ground speed of 110 knots and a nice view of solid white clouds below me, with a comfortable ride. Crofts Aircraft Service was a good host. The little red Toyota they gave me had no air conditioning, but it got me there. On the way to motel I stopped for a quick tour of Boot Hill.



On Top Going to Dodge City

Left Dodge City with a forecast of scattered clouds over Lamar, CO. my next fuel stop. 50 miles out I could see nothing but solid clouds about 4500', and Lamar ASOS was announcing a ceiling of 4000'. Decision time-not enough fuel to safely go on to COS- fortunately directly below me was Syracuse-Hamilton Co. (3K3). Slow circles down to the ground put me in traffic with several crop dusters. After fueling my plane, I went in to pay the young FBO, and he said, "Sorry, but I'm not big enough yet to handle credit cards." I answered "No problem" and gave him a \$50 bill. He was a little embarrassed when he said "And I really don't have any change, either." I had enough smaller bills to pay the \$37.20 bill, and he was most appreciative. He had just taken over the one room operation and was touch and go for the time, but he was trying hard to please under the circumstances. Eventually he should come out on top.



The Struggling FBO at 3K3

TAKE IT TO THE TOP, cont.

With full tanks I wasn't worried about getting on top of those clouds. Current reading for COS was unlimited. I had another 50 miles of white clouds below me, and then the flat lands came into view. Pike's Peak was easily identifiable from 45 miles out. My landing at COS was not pretty, but they let me stay. I was able to taxi in to Colorado Aviation without incident and received a warm welcome, parked right between two corporate jets.

I spent one night in motel with very misleading advertising, and then next morning moved to Holiday Inn close to the Airport for rest of my stay.

Going back to my favorite theme about trips to new places: "Use all your assets-talk to someone who has been there." Through the Colorado Aviation FBO (owners Kimberly and Craig Powell are wonderful people) at COS I was able to contact retired AF Col. Al Uhalt who has been teaching mountain flying since his retirement several years ago. After several faxes with lists of specific questions to him, we spent 2-3 hours on the telephone, each with a Denver chart in front of us. He gave me perhaps the most comprehensive briefing I have ever received-and I was so glad he did. He was out of town the weekend I flew to Leadville, but I did have lunch with him on Tuesday before leaving for Omaha on Wednesday.

Using COS as my base the direct route to LXV is approximately 80 nautical miles, but it covers some rather rough country going over Pike's Peak and some other very high mountains with few valleys or alternate strips nearby. So, I chose a much more comfortable route-heading south from COS to the Arkansas River and following it up through the mountains and valleys to Leadville. This route is approximately 140 nautical miles long. I felt much more comfortable when Col. Uhalt independently suggested the same route as best for my mission. This route does offer three paved airports and miles of flat valleys on the way from COS to LXV.



Air Force Colonel Al Uhalt (Retired)

Also, I like to know that my equipment will perform as I expect it to when the time comes. So, a few days before leaving VA80 I went to the practice area west of Chesterfield and gradually worked up to an altitude of 12,500'. I took data every 1000' on position of mixture control, EGT, rpm, indicated airspeed, rate of climb, oxygen flow and my reaction to same, etc. I was pleased to note that everything was in the green.

Landing at LXV was not an extreme concern, but being able to get back in the air did make me review my plan several times. For example, I took everything out except the oxygen bottle, fire extinguisher, one bottle of water, an oatmeal bar and a current Denver chart and two pens. I left full fuel, as I knew there would be a good burn off on the trip up. I wanted truly minimum weight leaving LXV.

Local forecast for Sept 17 for the route from COS to LXV was clear with occasional moderate turbulence above 10,000. I anticipated that most of my flight would be at 11,500 or less, so I felt this forecast would not be a problem. However, before I got off the ground the "Occasional" was dropped from the forecast, but I took off anyway. A beautiful morning-10 minutes after sunrise, cool and calm. Smooth takeoff and handoff to Departure.

TAKE IT TO THE TOP, cont.

Just as they were saying, "Resume own navigation" I heard what sounded like a pistol shot in my ear. After a few seconds I realized my heart was still beating and the engine was running. I glanced out a skylight, and there was the left wing gas cap waving at me from the end of a chain. Departure was most cooperative, even offered to give me first priority over other traffic in the air, but I took the regular handling back to the airport. With the cap firmly secured (checked it twice) I was off again, admittedly a little perturbed with myself for permitting such a thing to happen.

This time after Departure turned me loose, I continued on the course they gave me and called Denver Radio to open my flight plan. While talking with Denver, I heard a very agitated voice on the other radio "40N, where are you??!!) I responded, and heard "Turn to 300 degrees immediately. You are in Restricted area." In my mind I knew I was still several miles north of Restricted Area 2601, but who am I to argue? In another 15 seconds, the controller was satisfied he had demonstrated his authority and declared I was now safe and could continue my planned course. What a way to start out on this adventure.

Climbing to 7300' to stay below Airburst MOA, I picked up my first waypoint at Canon City and headed west following the Arkansas River. In the next 30 miles I climbed to 11,500 and marked off another waypoint as the river turned northwest.

Five miles to my right was Burned Timber Mountain at 10,082 and five miles to my left was part of the Sangre de Cristo Range at 13,598. It was time for my education as to what to believe from weather forecasts. True, visibility was clear (at least 40-50 miles), but also true the "moderate turbulence" was there, and an understatement. My tight harness was greatly appreciated at this point. Half of the pictures I took of the river valley and mountain peaks in this stretch ended up fuzzy or as pictures of my panel or the oxygen bottle strapped in the right seat because of the turbulence. Ten minutes of bouncing along for the ride and trying to hold close to 11,500, I came out in the valley leading to Salida with a 7300' runway at 7500' elevation.



The relatively calm air was very welcome. After 25 miles of a beautiful valley (floor at ~ 8,000') I passed Buena Vista, 8300' runway at 7900' elevation and, still basically following the river, entered Buffalo Peaks Wilderness on my right with a hill at 13,326 almost in touching distance, and a few miles on my left Mount Harvard at 14,420. For the Ivy League folks, Mount Yale is there, too, but only at 14,196. My luck improved and the turbulence diminished considerably for the remaining time to Leadville.



TAKE IT TO THE TOP, cont.

However, I had some massive reminders of where I was, as just a few miles to my left was Mount Elbert at 14,433 (the highest in Colorado) and Mount Massive at only 14,421.

I had called the Leadville Airport Manager on Friday to make sure I was aware of any local customs or pattern preferences, and she told me a straight in to 34 was perfectly acceptable since I was coming from the south. To top it off, when I got to Leadville, the winds were calm, so I took her advice and made what was perhaps the best landing I made while in Colorado. There were two 172's in the pattern practicing tols with students-aviation folks up there do lead a normal life.

After getting my certificate for landing there and mandatory souvenirs, Dan Jensen, Leadville Airport President and Deborah Hedrick, Airport Manager, graciously volunteered to move my airplane over for some pictures after witnessing my feeble attempt in the rarified atmosphere. I tried to move it and got about five feet before I was exhausted from the altitude-not like it was when I was there 50 years ago. Dan even put fuel in for me and was very persistent in making sure I didn't add any weight not needed before I attempted to take off.

The wind had come up a little and was favoring 16 when I was ready to go. For the whole flight up and particularly now that I was about to take off I paid close attention to fuel mixture control. Using the EGT and RPM as guides, maximum power was relatively easy to maintain – considerably less adjusting required than I had anticipated. This meant a straight out departure down the valley, so I was happy. The runway is 6400 ft, and I was off the ground in ~ 2300 ft (close to the ~2000' indicated from the KOCH Chart) staying in ground effect to gather speed. Crossing the end of the runway I was climbing with good airspeed at 150 ft/min, which was about all I expected at this altitude, so I just held things steady on up to 11,500 again. The turbulence was still present, but I was “headed home,” so I didn't let it worry me.



On the way up, I had heard other VFR traffic coming south down the valley hugging the west side, so I did the same. I could clearly see the Buena Vista 8300' runway about 25 miles away as soon as I left LXV, so with a few minutes of calm flying, I enjoyed the majestic beauty of all those 14,000' hunks of rock off to my right. Passing Salida I started reviewing my plan to enter the river area where the walls of rock were much

closer and where I had experienced the “moderate “ turbulence on the way up. As I entered the Burned Timber Mountain area, I was reminded that the winds were still very active in that area. Then it happened. I was hit with the grandfather of all downdrafts. With nose of the airplane at a steep angle and my 100 horses at full throttle, my VSI was pegged down at 1,500' /min. Thirty seconds of this was enough to convince me I would never make it over the next ridge at this rate. Remembering what the Col had told me “If the air is going down where you are, it has to be going up somewhere, so get out of the downdraft and find that other column of air going up.”

Exactly what I did. Within two minutes I had leveled off across the valley and found a thermal carrying me up at 1,000'/min. There was Wet Mountain valley south east of my then present position, so I decided to go that way and ride the thermal as long as I could. After about 20-25 miles I was at 13,000, and decided I had enough altitude to cross over that last ridge. I was glad to have the oxygen bottle.

TAKE IT TO THE TOP, cont.

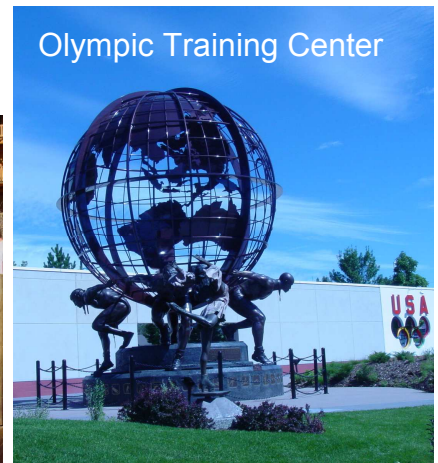
I turned northeast and could clearly see one of my original waypoints about 30 miles away at Canon City. I also had to be sure I was in the proper corridor between two MOA's. Once over the ridge, 9660 ft, everything was smooth, and I had a ground speed of 124 knots, indicated air-speed of 80 knots.

After Canon City, I picked up the 90 degree radial from Pueblo VOR until I was well past the MOA and that pesky Restricted Area 2601. (The troops at Fort Carson were firing live artillery rounds in that area, good enough reason to stay away.) COS Approach worked me back in to their traffic easily, and after a decent landing, I was back and tied down at Colorado Aviation. The next stop was the motel, a steaming hot shower for my arthritis and a long nap.

For the next several days I was a tourist. Visited the US Olympic Training Center, Cheyenne Mountain Zoo and the Cowboy Museum. I had several meals at the local Outback, and one night I treated myself to an excellent mouth-watering filet at the Broadmoor Hotel. I couldn't afford to eat at the Broadmoor when I was at Carson 50+ years ago.



Bigger Than Life Sculpture of
Casey Tibbs
In Front of Cowboy Museum



Wednesday morning, 9/21, was clear and after one fuel stop and ground speeds of 120 knots at 7500' I was ready to challenge the gusty cross wind at 3N0, North Omaha. My first approach terminated with a full throttle after three bounces, each successively higher than the previous. My second attempt at landing was successful, and I provided entertainment for all my friends listening on the radio when I reported, "40N left downwind for 17. Full stop I HOPE!"



N1740N With VA & US Flags

TAKE IT TO THE TOP, cont.

Bad weather curtailed all our plans for flying during the convention, but several days of hangar flying with old and new friends passed quickly. We did work in a most enjoyable visit to a nearby state park convention center (excellent cafeteria food) and a visit to the SAC museum that brought tears to many of us when we saw planes we had flown in, and particularly to those folks who saw planes they had

Even with the threat of low clouds and a discouraging forecast, we all went to the airport on Sunday hoping to head for home. Of the ~45 airplanes that had flown in, two got out by heading west. The rest of us went back to the hotel. We all went back out on Monday-hope springs eternal-with a forecast of clear sky by noon. About half the planes were headed south or west, and they did get in the air shortly after noon.



Elden Larson, 82 yr old in red shirt,
was B-17 Pilot when 20 yrs Old

Ceilings of 2500' were reported on a route to some place in Iowa, so I decided to follow a group of six planes trying to get to Minn. (I later found out they did make it home safely that day.) Before I could get off the ground, someone got in front of me on the taxiway and took five minutes for his run-up. The other group was gone, and I couldn't raise them on the radio. About 50 miles out on the original course, under the 2500' ceiling, the ceiling suddenly dropped to the ground, and all I saw was a wet, white windshield. I knew there was clear air south of me, so a few minutes after a 90-degree turn I could see the ground again. A quick check with my chart identified an airport that I thought would be clear, so I hit the "GO TO" button and landed in Northwest Missouri Regional (EVU).

A dog with at least one Border collie parent came out to greet me. Then a gray cat came strolling out, too. Inside there were many more cats-at least a dozen, all over the place and completely oblivious to a stranger. The couple that ran the FBO was truly animal lovers, and she had an interesting story behind each cat and how it came to be adopted there at the airport. Price of fuel was only \$3.25/gal here, and I commented that it was lowest on my whole trip. The fellow said "Well, I set the price when I get a load delivered, and I don't change until the next load. I don't believe in gouging people."

I now had time to plan a course back home, and the next stop was to be Butler, MO.

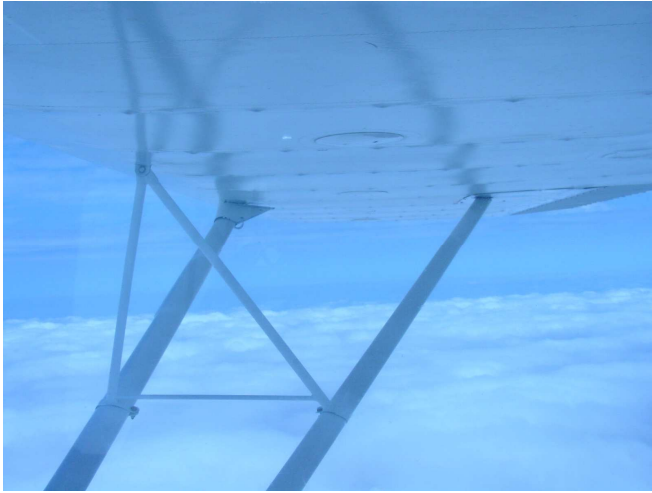
Solid fog greeted me on way back to airport in the morning, so all I could do was wait.

Found a badly corroded C-140 airframe and a set of C-120 wings in pretty good condition in one of the hangars with two beat-up ultra lights, all apparently abandoned. I shared coffee with the owner of Spencer Aircraft Maintenance, and learned that many years ago he had been stationed at Pickett and decided to stay in the area when discharged



TAKE IT TO THE TOP, cont.

He drove a Richmond City bus for several years, so he and I had a good discussion about how the area has changed in the last 40-50 years. After waiting five hours for the fog to lift, I departed Butler around 1:30 pm, next fuel stop to be Rolla National (VIH). I had to fly over Festus (FES) my favorite waypoint just south of St. Louis, and reached Clark Co. (JVY) just north of Louisville, KY. too tired to fly anymore for the day. Hap's Aerial Enterprises was another first class FBO, because the owner has a passion for aviation. They treated me quite well. The young girl at the desk was quite concerned about my welfare the next morning when I again had to wait for the fog to lift-ten miles away everything was clear. Actually, part of that five-hour wait was caused by fog and haze around Elkins, where I planned to jump over the mountains.



Just out of Clark I had to go on top again.



As I got close to the mountains I recognized I didn't have enough clearance below the clouds, so I had to go to 7500' to get above the clouds. A strong tailwind gave me a ground speed of 125 knots, but I paid for that wind later. Grant Co. (W99) was my last fuel stop before home, and to get down to it's elevation of 960' I had to take several slow circles. Adding insult to injury, that strong tail wind I had enjoyed was spilling down the hillside and crossing the runway at 90 degrees. Again, not a pretty landing with two or three bounces, but it stayed on the ground. In hindsight I now realize how tired I was when I remember that on heading for the fuel station, I completely ignored the taxiway and crossed over a grass area, which hid a ditch-fortunately, it wasn't deep enough to cause any damage.

Getting off the ground with that same crosswind wasn't any fun, and then I had to go back north for enough room between ridges to circle up to safe altitude to clear that last ridge on route home. Heavy headwind dropped my ground speed to 75-80 knots, so all I could do was just sit there and take it. Sept 28, 16 days after I left on the trip, I landed at VA80 at 5:00 pm on the dot, very tired but glad to be home. At 5:30 I was sitting in my chair completely exhausted, the adrenaline flow had stopped, and I again realized how tired I was. The next two days saw little activity, just a gradual recovery. If airplanes have feelings, I am sure N1740N was glad to be back inside the hanger.

Total flying time for the trip was 38.7 hrs, and total time for round trip COS-LXV was 4.2 hrs.

The End

How ^N 89691 GOT AN O-200

By KEN LIGGETT

EARLY, BARELY LIGHT, ON NOVEMBER 16TH

OF 1997 KEN TOOK OFF IN HIS 1946 C140
AND HEADED FOR THE ULTIMATE.

DESTINATION-MESA, ARIZONA. THE ROUTE
HE CHOSE WAS LAVETA PASS, DOUBLE EAGLE
NEW MEXICO, THAT'S TWELVE MILES NORTHWEST
OF ALBUQUERQUE, ST. JOHNS, ARIZONA, AND FALCON
FIELD, MESA.

AS KEN WENT BY GREENHORN MOUNTAIN WHICH IS
ABOUT TWENTY FIVE MILES SOUTH WEST OF PUEBLO
HE DECIDED TO GO OVER LAVETA PASS AT 9,500 FEET,
INSTEAD OF 11,000 AS HE USUALLY DOES, AND CRUISE
DOWN THE VALLEY WHERE THE ROAD GOES. AS HE
CROSSED THE RIDGE HE NOTICED THAT THE
ROAD VALLEY WAS FULL OF SNOW SHOWERS.
HE TURNED AROUND AND WENT BACK OVER THE
PASS, AND HEADED FOR MOSCA PASS SOME FIFTEEN
MILES WEST. ONCE OVER THAT PASS YOU ARE OVER
THE SAND DUNES AND INTO THE SOUTH PARK
AREA. FOLLOW THE RIO GRAND RIVER TO ALBUQUER-
QUE. JUST ONE PROBLEM, DOWN DRAFTS. KEN COULD
NOT GET TO THE PASS LET ALONG GET OVER IT.

THERE WAS DESCENDING AIR EVERYWHERE.
KEN TURNED AROUND AND HEADED EAST FOR
THE PLAINS. ON THE WAY OUT OF THE HIGH
COUNTRY HE FLEW PAST THE SHEEP
MOUNTAIN PEAKS. "WOW", THERE WERE THE UP

- 1 -

DRAFTS! 691 WAS CLIMBING A THOUSAND FEET A MINUTE. KEN CIRCLED AROUND IN THAT UP DRAFT LIKE AN OLD HAWK UNTIL HE HAD HIS 11,000 FEET. IT WAS EASY TO GO OVER THE SNOW SHOWERS AND GET INTO THE VALLEY TO DOUBLE EAGLE, WHERE 691 WAS GASSED UP. THE REST OF THE TRIP WAS ROUTINE.

KEN LANDED AT FALCON FIELD WHERE HE HAS A HANGAR. HE HAS FRIENDS THERE, ONE OF WHICH IS AN A AND P BY THE NAME OF ROY PEVENHOUSE. KEN TOLD HIM HIS STORY ABOUT THE TROUBLE HE HAD GETTING OVER LA VETA PASS. ROY SUGGESTED THAT MAYBE HE SHOULD TALK TO THE BOYS AT THE ENGINE SHOP ABOUT INSTALLING AN O-200 CONTINENTAL IN PLACE OF THE 85 HP ENGINE THAT WAS IN 691. IT SHOULD INCREASE THE CLIMB AND SPEED A BIT, AND IT HAD AN STC APPROVED FOR THE CONVERSION. THE ENGINE BOYS, LES & DEE, SAID THEY COULD BUILD AN O-200. ROY SAID HE'D INSTALL IT. THE DEED WAS DONE. IT TOOK ABOUT 3 MONTHS TO GET ALL THE PARTS, REMOVE THE 85, AND INSTALL THE NEW ENGINE.

THE O-200 RAN WELL ON TEST FLIGHTS. TEMPERATURE WAS A LITTLE HIGH AT FIRST, BUT SOON RETURNED TO NORMAL. THE TEMPERATURE IN THE "VALLEY OF THE SUN" WAS RISING. IT WAS

Hand written story by Ken Liggett

TIME TO RETURN TO COLORADO.
691 WAS FUELED UP AND LOADED WITH
BAGGAGE, AND A COUPLE SACKS OF GRAPEFRUIT
FROM OUR OWN TREE. KEN TOOK OFF EARLY THE
NEXT MORNING, MAY 6TH. FIRST STOP WAS DOUBLE
EAGLE, 2 1/2 HOURS. SECOND STOP WAS LA JUNTA
COLORADO, 2 1/2 HOURS. THERE WAS WEATHER IN
THE MOUNTAINS MAKING THE DETOUR TO THE EAST
OVER THE PLAINS NECESSARY. ONE MORE HOUR
PUT 691 AT HOME IN LIMON.

EVERY THING WORKED WELL, HOWEVER KEN
DID NOTICE THAT AT FULL THROTTLE RUN-
UP THE ENGINE WENT PAST THE RED LINE.
KEN CALLED THE PROP. SHOP. THEY SUGGESTED
THE NEW PROP NEEDED A COUPLE MORE
INCHES TWIST BE ADDED. THAT TOOK CARE OF
THE PROBLEM.

WE ARE LUCKY TO HAVE THE 120'S AND 140'S
TO FLY.

Happy Birthday to Mort Brown The Big 1-0-2

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. Many 120/140 drivers have contacted Mort to when their planes were test flown, usually by Mort.

We all wish Mort and Sharon Brown the best and appreciate all the support they provide the club.

-Blake Mathis

Mort Brown





Hotel: Holiday Inn, 305 North 27th Street, I-90, exit 14, Spearfish, SD
 800-999-3541— Group rate: Single \$84, Double \$84, Suites \$109.95

SEE WEBSITE for schedule of events for convention!

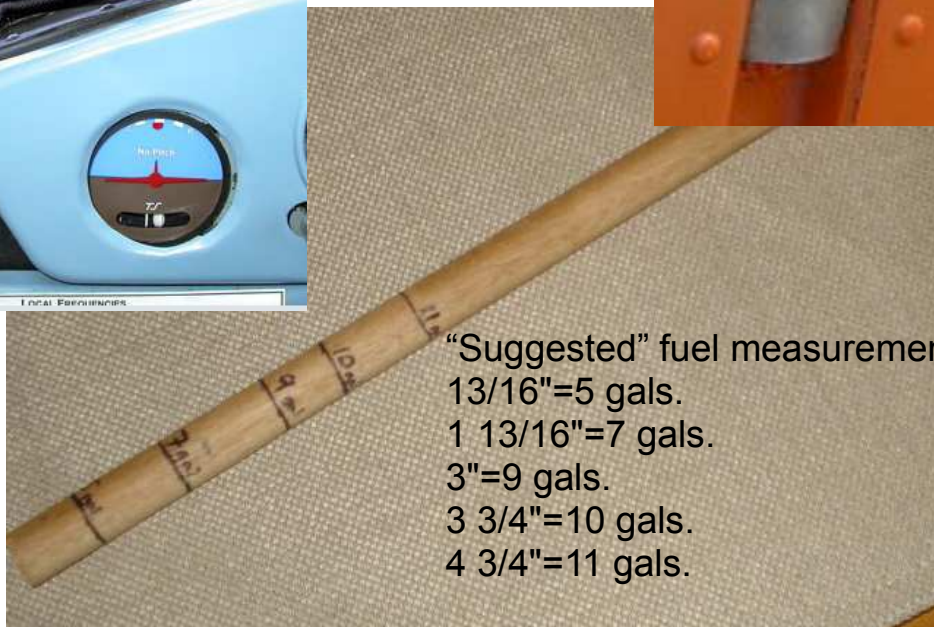


How to flight plan a LONG VFR trip from Atlanta to Spear Fish, SD
Recent photo by Christian Vehrs planning for the convention...



Interesting latch concept

Nice GPS mount idea submitted by Michel Charette



"Suggested" fuel measurements
1 13/16"=5 gals.
1 13/16"=7 gals.
3"=9 gals.
3 3/4"=10 gals.
4 3/4"=11 gals.


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Upcoming Events

Sep 25 – Long Island, NC, Airpark
Annual Fly-in, food and fun for kids.
Airport NC26

Sep 30-Oct 3 – Jennings Airport,
LA, 3R7- 30th annual end of season
Stearman Fly-In

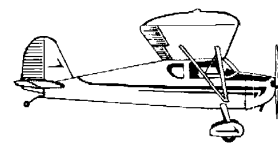
Oct 1-3– Carolinas Virginia Antique Air-
plane Foundation, annual Fall fly-in
Woodward Field in Camden S.C

Oct 9 – KTDZ, Metcalf Field,
Toledo, OH super breakfast fly-in

Oct 30 – Flyin and Fund Raiser event
at the Safford Regional Airport in
Arizona (SAD)

2010 Convention NEWS

Black Hills-Clyde Ice Airport
(KSPF), Spearfish,
South Dakota
September 22-26, 2010
Hosted by Bruce Bowen.



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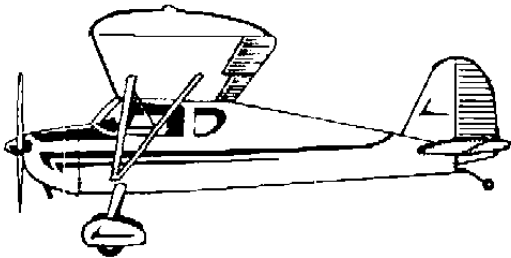
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Items for Sale/Items Wanted...

SALE: Right flap, in good condition, \$300 plus shipping. (209) 770-1065

WANTED: Any one have any left side door hinges for sale? iowawoi@yahoo.com

FOR SALE: 1946 Cessna 120 N77488
Serial # 11932 3500TT, 200 STOH
Ceconite, wheel pants, King 720
NAV-COM Always hangared, clean
plane. Same owner for 24 years.
\$20,000
(573) 796-3800 Central Missouri



For Sale: Rebuilt right wing with tank and aileron, good lift strut and gear legs best offer Aaron 509 994 2997

SALE: Fiberglass wheel paints \$375 602-626-4308

FOR SALE- Cessna 140. \$23,000 916-747-8151 Sacramento 1948 Cessna 140 0-200 engine 1389 on engine compressions: 75,76,75,76 (last month) TTAF: 5252 Metal wings Cleve-lands 150 seat STCVortex generators aero fab-ricators shoulder harnesses
Screw on oil filter Garmin SL40 flip flop radio
Alt Enc. Transponder Great Intercom
Hat shelf Rigged absolutely straight..... hands off flying. Paint 8+ honest.... Int 8

FOR SALE: 1947 Cessna 140 for sale or trade 2788 TT 126 SMOH on a C-85 Cessna 150 Exhaust Auto Gas STC New battery and main tires last year. June 2010 Annual Fabric and paint in 1990, hangared since Redone interior and panel with breakers Damage back in 1949, plane went on it's back 918-409-1569

WANTED: Right wing aileron hinge 2546-479-1000

WANTED: Cowling for 1946 C-140 in good shape hopefully. 256-830-2520



WANTED: looking for the inside front windscreen strip tnjsetter@earthlink.net

Send your ad to:
BlakeMathis@yahoo.com
or call 256-479-1000

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	mspcfi@juno.com
Victor Grahn - Technical & maintenance Advisor	616-846-9363	vaagrahn@att.net
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!



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Application for Membership
International Cessna 120/140 Association
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Your Name _____ Phone No. (____) _____
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 A/C Info: Model: _____ S/N _____ N _____ Year _____ Engine _____
 Your Prime interests in joining: Maintenance ☐ Engine Mods ☐ Parts ☐ Fly-Ins ☐
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Letter from the Editor, Blake Mathis (Alabama)

As always, please keep me in mind when you run across a special story or make a neat trip in your plane. Take photos, remember names, then let me know. Here are idea:

- 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

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
 Morris Family - 815-547-3991
Shoulder Harness Installation
 Jack Hooker - 815-233-5478
Vortex Generators
 Cub Crafters - 887-484-7865, Ext. 209
Cowl Fasteners
 Morris Family - 815-547-3991
Wing Fabric Attach Rivets
 Morris Family - 815-547-3991
Leading Edge Landing Light
 John Nichols - 845-583-5830

International Cessna 120/140 Association

9015 E. Coleman, Coleman, MI 48618

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COMING EVENTS

<<< ALWAYS BRING YOUR TIEDOWNS >>>

35th Annual Convention—International Cessna 120/140 Association

**Spearfish,
South Dakota
Sept 22-26, 2010**

Blackhills-Clyde Ice Airport
MARK YOUR CALENDARS NOW!
Check club website often for updates...

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