



International Cessna 120/140 Association

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Sunset over Spearfish, SD



Picture by Ken Spivey

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INTERNATIONAL CESSNA 120/140 ASSOCIATION
GENERAL MEMBERSHIP MEETING
SPEARFISH, SOUTH DAKOTA
September 24, 2010

The meeting was called to order by President Christian Vehrs at 5:05 p.m.

SECRETARY'S REPORT:

A motion was made by Ed Grossheim and seconded by Reddoch Williams, to waive the reading of last year's minutes and accept them as published in the newsletter. Motion passed and secretary's report was accepted.

TREASURER'S REPORT:

Income for the fiscal year 2009 was \$47,975.54; expenses were \$42,571.69 for a net gain of \$5,403.85. Our beginning balance was \$22,253.32 plus two \$5,000 Certificates of Deposit; our ending balance was \$22,657.17 plus two \$5,000 Certificates of Deposit. A detailed financial statement is available for members who wish to see it.

We currently have 1,204 members compared to 1,145 at this time last year.

A motion was made by Reddoch Williams to accept the treasurer's report, seconded by Ken Spivey. Motion passed and treasurer's report was accepted.

OLD BUSINESS:

There was no old business.

NEW BUSINESS:

2010 ELECTIONS

Vice President: Current Vice President, Don Becker, has offered to serve a second term if elected. Nomination requests were offered to the floor with no additions. Karen Noe made a motion to close nominations, seconded by Ed Grossheim. **Don Becker** was accepted by a unanimous vote.

Secretary/Treasurer: Current Secretary/Treasurer, Dick and Nicki Acker have offered to serve a third term if elected. Nomination requests were offered to the floor with no additions. Del Dammann made a motion to close nominations, seconded by Jack Hooker. **Dick and Nicki Acker** were accepted by a unani-

mous vote.

Newsletter Editor: Nomination requests were offered to the floor and Lorraine Morris was nominated by Ed Grossheim, seconded by Randy Thompson. There were no other nominations. David Lowe made a motion to close nominations, seconded by Terri Hull. **Lorraine Morris** was accepted by a unanimous vote. Thank you to Blake Mathis for his term as Newsletter Editor, and for continuing as the association's "calendar guy."

Reddoch Williams expressed his thanks and appreciation to the current officers for jobs well done.

Ed Grossheim thanked everyone for making the first-timers feel so welcome. (We had 19 first-timers and hope they will come back to many more conventions in the future.)

The location/date of the 2011 convention was announced: Falcon Field, Peachtree City, Georgia (Atlanta-area); Wednesday, September 28 – Sunday, October 2, 2011. It will be hosted by Christian and Alan Vehrs.

Long-time member, Dip Davis, passed away in January 2010. Tomorrow at 12:30 p.m. a missing man fly-by will be performed in his memory.

Ken Spivey reminded everyone about the safety briefing tomorrow at 1:00 p.m. for the afternoon's Flying Fun-n-Games.

A motion to adjourn the meeting was made by Ed Grossheim, seconded by Ken Spivey. The meeting was adjourned at 5:25 p.m.

Respectfully submitted,

Dick and Nicki Acker
Secretary/Treasurer

Spearfish 2010. "Taking the Convention to new heights."

By Don Alesi

South Dakota? Been there. Done that. Even got several T-shirts to prove it. On the way to the Omaha convention a few years back, Maureen and I became "lost" and wound up at Custer county airport near Mt Rushmore. We had such a good time, that when the 2010 location in Spearfish, South Dakota was announced, we couldn't wait to go back.

Some people were a bit skeptical about having a convention at nearly 4000ft. The airport near Mt Rushmore was well over that. I told everyone that if low time, flat landers could do it in an overloaded Cessna 140 with a cruise prop, then anyone can do it.

There were many things to see in the Black Hills of South Dakota that we had missed on the first trip. I also had some personal demons to conquer. More on that later. Scott Ross decided to join us on the Saturday before the convention with Ken and Lorraine Morris meeting us there on Sunday.

Since it was Scott's first long trip, we decided to let him lead the way and do most of the planning. Here is a tip. Don't weigh your luggage. It will only scare you. Carry as little as possible and mail the rest. Luckily, Mark and Carolyn Pasqualino were flying their Debonair and offered to carry our extra gear.

Saturday loomed dark and dreary. Scott somehow managed to get the weather Gods to part the skies just enough to give us a slim window to leave Poplar Grove airport at 6:20 central. The blue flame from the engine start really looked neat with the sun and clouds dueling for supremacy.

With ragged ceilings but good visibility, we flew through rain that was heavy at times but we could see well and we had plenty of space between us and the ground. The rain, however, kept the windshield free of bugs and the airplane nice and clean.

Every once and a while the sun tried to peek through. We even flew over a narrow cloud deck just to feel some warm rays. While video taping Scott's 120, I started hearing the song "Big Ol Jet Airliner" by the Steve Miller Band; "Big ol jet airliner. Carry me far away!" Well, if you knew the song you would understand.

Weather Over the Mississippi River



I asked Scott, who is a truck driver, if he would sing "CW McCall's" "Convoy". I later regretted it. Scott is a good pilot and probably a better truck driver, but he can't sing. I saw Maureen hit the mute button more than a few times as we sang and flew west.

The hours ticked by as the ground began to turn from green to brown. As we folded the charts, I began to notice that the air-

ports were getting fewer and distances between them getting longer. Driving this direction in a car gives a person little sense how wide open this place is. Look at map. I told Maureen and Scott that if one of us puts down out here, plan on spending the night. We had enough food and water for a day or so and, yes, I have eaten bugs in the Army. And no, they don't taste like chicken. They taste like bugs.

The farther west we traveled, the elevation began to slowly rise. At the six hour mark the take off distance had increased due to the thin air. Luckily the runways were also longer. Density altitude was back. Ground speed was about 100 knots or so and we really were not complaining. I thought we were home free.



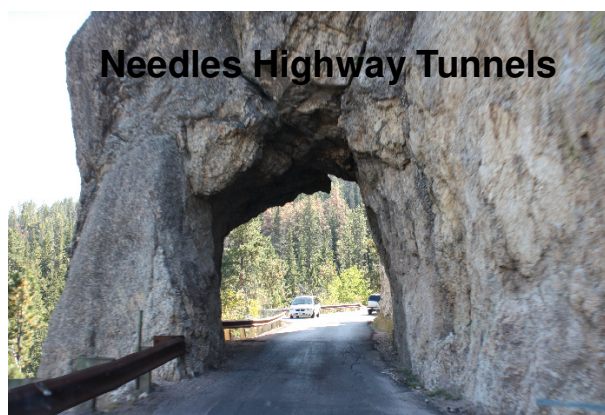
About fifty miles from Spearfish, we heard that the ceiling over the airport was getting low and some hilltops we obscured by clouds. Good thing we were near Rapid City. With over an hour's worth of fuel but not sure of our alternate airports status, we contacted and were given a special VFR clearance to land there. Even though the ceiling was low, we still had at least ten miles visibility and Rapid City was more than helpful to us old tail draggers.

The next afternoon Spearfish cleared up nicely and Scott made a perfect landing at the airport. My landing? We won't talk



about it. About an hour or so later, Ken and Lorraine Morris taxied in followed later by Doug Corrigan and Matt and Carol Rybarczyk. The Illinois and Wisconsin pilots had arrived first. Matt even put a Wisconsin State flag on his prop. Can you say Cheese?

For the next few days, we were on our own. Ken and Lorraine went with us in our rented mouse car and we drove the needles highway and visited Mt Rushmore. The coolest part was narrow roads and the one way tunnels on the needles highway. With Maureen driving, and Lorraine taking pictures, we had one wild ride.



In the town of Deadwood, we stopped in at the Cemetery to pay our respects to Wild Bill Hickcock and Calamity Jane. Someone started asking me about the headstones, and being a Cemetery manager, I began a long boring history lesson on the types and

ages of the monuments. And yes, I have heard all the jokes about my job.



Mt. Moriarty Cemetary

For those of you who missed the trip, the area around Spearfish is spectacular for flying. Circling around Devils' tower reminded me of the movie "Close Encounters of the Third Kind". Looking down on the landscape gave me a small glimpse of what the astronauts might have seen when orbiting the moon. Do you think they saw cows too? I learned during an alcohol fueled debate that flying to another state does not count unless you actually land there. Spitting out the window doesn't count either.

That's why we wound up flying over a hundred miles each way just so I could say that I landed in Montana.

On Thursday we drove with Mark and Carolyn Pasqualino out to Jewel Cave. In case

you don't know it I have an extreme phobia of underground caves. I finally told myself that you can only die once but embarrassment lasts forever. So down two hundred seventy feet I went. Was I scared? Oh yes. But there was two little girls blocking the



Wall, SD

exit. Tempting as it was, I held my breath and about twenty minutes later we were on our way up. The forest ranger lady looked at me and said; "That wasn't too bad." Wearing my Cessna tee shirt and hat I told her I that I didn't mind caves but small airplanes scare me. She agreed with me and said that there was no way she would get into a little airplane. I guess we all have our fears.

Flying into the Wall drug airport was fun.



Wall, SD - Taken over by 120s and 140s!

The person parking our group was the Mayor of Wall South Dakota. After parking us he handed us a small flashlight and introduced himself. I told him that if we were in Chicago, the Mayor would have greeted us with a bulldozer. Even though Wall drug was touristy, it was still fun to wonder around and get the bumper sticker.



Scott Ross found a place for his free Wall Drug Sticker!

The hospitality from the airport manager and the convention hosts were amazing. They treated us like family members that you actually want to hang around with.

When I asked Ray (airport manager) for a ride in his super cub early in the morning; He looked at his watch and said, "Well, I haven't started drinking yet. Let's go." I was treated to a low and slow tour of the area that only a tundra tire equipped Cub could take me on. These folks are justifi-

bly proud of their flying area. What a place!

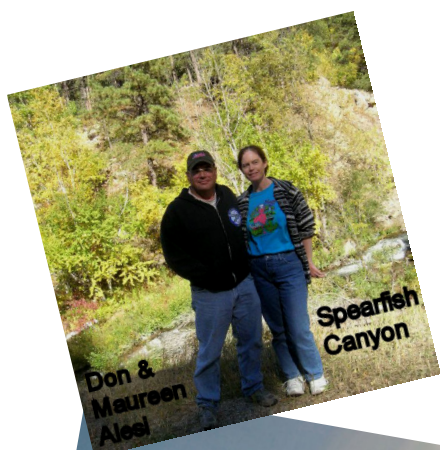
On Saturday before the games began, a missing man formation was flown for our good friend "Dip" Davis. Ken flew his 140A, Terry Hull in her 140 and Scott flew his 120(formally Dip's). We had Lorraine fly our 140 for us. We had flown with Dip many times and I wanted to see what our airplane looked like from the ground. It was emotional to say the least. In a few weeks, Scott will be repainting Dip's ship and it will finally be Scott's airplane. Don't worry Dip, it's in good hands.

Sunday morning. Going home. What a bummer. The weather going home was the opposite of coming to Spearfish. Our dawn departure was greeted with a rising sun peaking over cloudless hilltops. Several of us took off together and headed downhill East. The chatter over the radio was one big love fest for the people at Spearfish and the area that the convention was held at. I hope the host was monitoring the radio. Three stops and eight flying hours later, we made a low pass over Poplar Grove airport and bounced in for our final landing of the trip. Exhausted and happy. I guess that's what high altitude and good people will do for you.

Thank's Spearfish for a great week!



More Convention Pictures



Don & Maureen Alesi
Spearfish Canyon



Maintenance Forum,
Saturday Morning



Scott Ross
Best Ball Drop



Steve Hickam, AZ
Best Original C120

Steve Hickam, AZ
Best Short Field Landing



Thadeus Saxon,
Daytona Beach, FL



Ed Dearwent, Talkeetna, AK
Longest Distance Flown - 2434 miles



Kevin Morgan-Smith, CA
Best Modified C120



Jack Cronin, Denver,
Best Modified C140A



Ed & Kelly Nelson, NE
Best Original C140

More Convention Pictures

Randy Thompson, CA
Best Short Take Off



Tom Julian, FL
Longest Distance Driven -
1700 miles



Doug Corrigan, IL
Best Modified C140



Jack Hooker, IL
Best Original C140A



Ed Grossheim, SC
Cutest Airplane



Glenn
Usher
Award
Winner



Dip Davis
1924-2010

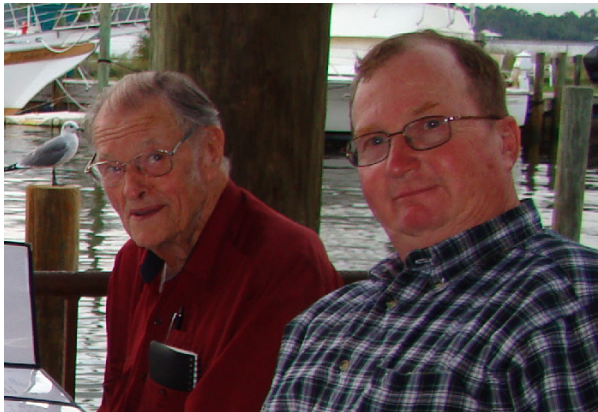
Jeff & Cindy Tourt, IL



Peoples Choice
Judges Choice

Dip Davis Missing Man Flight by Scott Ross

The Missing Man flight for Dip was to be held on the day of his Memorial Service in January, 2010. I'd asked Ken Morris to be in charge of the flying activities for the service, a missing man and the spreading of his ashes on Poplar Grove Field. Ken in his usual calm fashion organized the flyers and planes, choreographed the flight and all was ready ex-



Dip Davis and Scott Ross,
Mobile Bay, AL, 2009

cept for one minor detail: the weather. The day of the memorial service we had rain, low scud, a nasty crosswind and...well tears from Heaven about covered it. We kept a close eye on the weather and proceeded with everything else. The idea was for the spreading of the ashes to be early before most of the guests arrived and a Missing Man to cap off the memorial service. The weather was not cooperating at all.

The family arrived at the appointed time and we fired up Dip's 120, Li'l Darlin', over at Ken and Lorraine's place. Ken and I discussed the weather issues and agreed it was just barely doable with parts of the airport going IFR with the low scud. Ken was flying, I was operating the device. We asked each other if we were OK and agreed we could do this, not just legally, but emotion-

ally. Dip meant a great deal to both of us. After a brief tear we got our act together and made the take off.

We made one pass and then came around for the drop. Those who were there will testify that the sky literally cleared, went from low scud and rain to spots of blue as we made the low pass and stayed that way thru the ashes pass. After we landed the scud came back. I still get chills thinking about it. During the service we conferred back and forth and in the end concluded we could not safely do the Missing Man. Don and Maureen Alesi suggested Spearfish and we all agreed.

The 120/140 Association, you folks in the club, were Dips family. He had gone, I think, to most if not all the conventions. Flying, the



Dip Davis and Scott Ross,
Oshkosh, Airventure 2009

planes, especially the little Cessna's just meant the world to Dip and getting to visit with the folks he'd known for years thru the club was very important. When we left Gulf Shores, knowing Spearfish was coming, I remarked how much I wanted to fly there with him. Dip's reply? "We'll see if we can't just make that happen." I got to fly there, but not with my friend.

Ken and I talked about practicing the Missing Man all Spring and Summer and just never found the time. We did the same at Spearfish and as it ended up I flew a couple of solo passes down the runway to get a feel for the sight lines and departure aim points. We did brief extensively with Ken once again calmly explaining what was needed and how to pull off the maneuver and make it look OK to the folks on the ground. Once again we enlisted Don and Maureen Alesi to organize the ground portion of the flight.

This time the weather was perfect, light winds, CAVU skies and while the family wasn't there, his other family, the flyers and members of the Cessna 120/140 Association were there. We staged the planes, fired up just before lunch and at the tail end of David Lowe's Maintenance Forum and launched on 31.

The flight formed up over the valley north and west of SPF and made the turn inbound to runway 13 with Terri Hull in the number one slot. Number one has the hardest job, she can't see the other planes and yet she must guide us in at just the right speed, steady and level with gentle turns and alti-

tude corrections. Number two was Lorraine Morris in the Alesi's 140. Lorraine tucked in close and I tried my best to follow her in the number three slot flying Dip's 120, Li'l Darlin'. Ken Morris was in the four slot flying Charlie and gently, calmly, calling position corrections and keeping us all together. Three professional pilots and me, a low timer hoping for the best...though somewhere in there Dip came on board and gave me a hand.

We came down final and as Ken called the break I started the gentle pull up and turn to the right. Sure seemed to me I had Dip giving me a hand as we exited the formation to the West. As I flew over the town of Spearfish going around the hill on the northwest side of the field it occurred to me I'd best get my act together or the little 120 was gonna get dented or worse. I've been wanting very badly to talk to my friend just one more time, I think with a little, (alot!) of help from my friends we got 'er done.

Fly West dear friend, with the warm summer sun over your left shoulder in smooth CAVU skies. We miss you.





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!

Georgia On My Mind



36th Annual International Cessna 120/140 Convention

September 26th – October 2nd

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Falcon Field - FFC
Atlanta, Georgia**

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On our way home from the Convention, we stopped by Minden, NE, and went to the Harold Warp Colonial Museum. (www.hwc.org) It is well worth the trip and stop. The airport is 1/2 mile from the museum, and there is a motel right by the museum if you decide to stay overnight. The museum will come and pick you up at the airport for no charge! There is so much to see you can spend several days there, and they even have airplanes! I will be putting in some 'Fun Facts that I learned there. Enjoy!

Are you thinking of attending the next Convention? Please Do! We would love to have you. This year we had at least 19 first time convention attendees. To a person, they said that had a better time than they ever thought they would. Think about it! Come to a Convention and meet friends you didn't know you had!

Do you have an interesting story you would like to tell? Do you have something to sell? Send them to me for inclusion in the Newsletter! Please send them to: Taildragger7W@aol.com



Blake Mathis and his son, Max, relaxing during the Convention.

FUN FACTS

Mousetraps

The mousetrap is far and away the most invented machine in all of American History. Since it opened for business in 1838, the U.S. Patent Office has granted more than 4,400 mousetrap patents – 95 percent of them to amateur inventors. About 40 new mousetrap patents are granted every year, and ten times that many applications are turned away. There are 38 official categories that patents are classified under, including “Impaling”, “Smiting”, “Swinging Striker”, “Choking or squeezing”, “Electrocuting”, and “Explosive”.

It was Ralph Waldo Emerson who coined the phrase: “Build a better mousetrap, and the world will beat a path to your door.” It is remarkable how many would-be inventors take this saying seriously. Unfortunately, fewer than two dozen mousetrap inventions have earned their creators a cent.

Arguably, the best mousetrap invention was created in 1899 and patented in 1903 by John Mast of Lititz, Pennsylvania. It is still manufactured there by the Woodstream Corp. under the trade name Victor. The fundamental snap trap consists simply of a pallet of pine upon which a coil-spring-powered “killer bar”, a trigger rod, and a bait pedal are stapled. Despite years of increasing technological advances, no better mouse trap has ever been created. But that doesn’t stop anyone from trying.

Our Website
www.cessna120-140.org

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

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| Matt Lahti - Moderator | 248-762-1836 | eight8november@yahoo.com |
| Mike Smith - Moderator | 850-871-1082 | mspcfi@juno.com |
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<<< ALWAYS BRING YOUR TIEDOWNS >>>

36th Annual Convention—International Cessna 120/140 Association
Peachtree City, Georgia—2011

Falcon Field - FFC
September 26 - October 2, 2011 - (by Atlanta, GA)
Details to follow - Plan Ahead!

FOURTH SUNDAY OF EVERY MONTH

*Riverside Flabob "International" Airport (RIR)
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Come Join Us?

If you're ever out on a Sunday morning, listen for our Breakfast Club on 122.75 at 8 am (Chicago Area). We go all over the place! See ya later. **Gary Latronica.**