



International Cessna 120/140 Association

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

ISSUE 369

February/March 2011

In This Issue

- How the 120/140 Assoc. brings people together *by John Malene*....pg. 3
Don't Try This At Home *by Lorraine Morris*pg. 4
Buying an airplane in the New Economy..by Victor Grahn.....pg. 8
Cessna 120/140 Pre Purchase Questionnaire.....pg. 10
Flying Back Then *by Anonymous*.....pg. 13
Product Review, Magneto Synchronizer *by Larry Hastings*.....pg. 16



Factory Promotional Photo

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
ds-becker@sbcglobal.net

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

Ken & Lorraine Morris
Past President
815-547-3991
Taildragger7W@aol.com

BOARD MEMBERS

Lorraine Morris
Newsletter Editor
815-547-3991
Taildragger140A@gmail.com

Margie Preister
Merchandise Coordinator
231-839-2191
fun4me2fly@gmail.com

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
croninwj@gmail.com

CONNECTICUT

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

DELAWARE

Hugh Horning-ILG
302-655-6191
yeepee121@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
dhpdc@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
wefly140@aol.com

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
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

Send Photos/Articles/Advertisements to: Taildragger140A@gmail.com

How the International Cessna 120/140 Association brings folks together!

Hi, I'm John Malene!

Hugh Horning & I are enjoying a close friendship born out of membership in The International Cessna 120/140 Association, of which I've been a member since 2005. The embryo was an article by Hugh which appeared in the Feb/Mar 2007 issue (#339) of the association newsletter. As I read it, I was amazed by the many things I recognized we have in common!
Question: How *many* things could a couple of "chance acquaintances" have in common? 4-5, 6-8, 10-12? Not over 20!!??

It all lead to the formation of the following list:

1. Airplane "nut" from elementary school days
2. First love: flying (excluding family)
3. Enjoy good health & longevity
4. Blessed with very good families:
Hugh - large (6) John - small (2)
5. Practicing Roman Catholic
6. Married a cougar
7. Widower living alone
8. Vintage pilot
9. Belong to pilot's organizations: AOPA, EAA, UFO, Cessna 120/140 Association
10. Own & fly 1947 C-120
Hugh - N4059N John - N1610V
11. Drive "older" Buick Le Sabre
12. Daughter named Nancy
13. March 8th important date in life:
Hugh's birthday; John's first child born 1958
14. Have a "home away from home"
Hugh-East shore Chesapeake Bay-18 acre farm with landing strip

- John-Kelleys Island, OH-1 acre on airport, 89D
15. Cut lots of grass in summer
 16. Hold annual "fly in" at "home away from home" with novel invitation:
Hugh-"NOTAM" with details to get to airstrip "Big Oak" ; John - "Flight Plan" form showing pilot's name, aircraft"N" No., route of flight Direct to KI airport (89D)
 17. Work with "to do" lists
 18. Love Italian food
 19. Own Dell computer with Epson printer
 20. Use Irish Spring bath soap
 21. Have a "Sister Virginia" in our life:
Hugh - St. Ann's school principle for grand son;
John - first intro to Nuns when taken to 6th grade at St Joe's Catholic school Oil City, PA
 22. Suffer from SADS & CRS
 23. Computer dummy
 24. Mastered house keeping chores, cooking, & laundry
 25. Both Hugh and I have been published in the newsletter.

I've gotten a lot out of my membership in the Association in the past 5 years.

NOTE:

After 3 years of communicating by email & phone, we finally got to meet 11 Nov, 2010. I flew my C-172 Skyhawk to Wilmington, DE where Hugh put me up for the night! What a gracious host! Who knows how many more things in common we've yet to discover? BIZARRE!

This is YOUR newsletter! Help out by contributing 'stuff'. Do you have a neat hangar or work shop project that you have done that helps you maintain your airplane? Send me pictures and write about it. Maybe a neat way to wrap up your air hose, or a new 'tool' you have devised to help you get into those hard to reach places. The ingenuity of our members is endless. Please help out your fellow members and let them in on your secrets! You will get full credit, (but no money, sorry). Check out the next newsletter where you will see the small 4' x 3' paint booth that Scott Ross built for his hangar.

If you can think of anything else you would like to see in your newsletter, send it to me at: Taildragger140A@gmail.com

Don't Try This At Home

Lorraine Morris

Last spring I helped a friend clean a bunch of airplane parts out his barn. In amongst the junk I found a set of three original Cessna 140 flares. I know they are from a 140 because he also had a 140 with the flare holes in the side. I expressed an interest, and he gave them to me. So now I had some cool tubes and I thought I could put them in a 140,

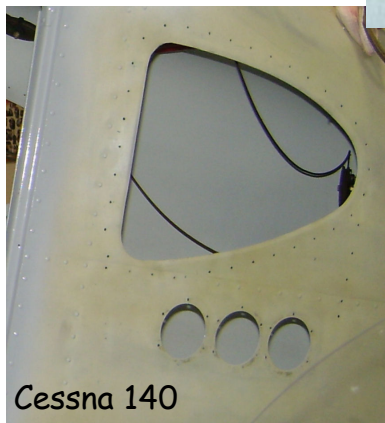


kind of like a really neat conversation piece. Ken thought they were stupid and would take up too much room, but I

had visions of a quick release that would look cool when installed, and show folks how these things worked and looked.

(Flare background: In the 30s and 40s, any airplane that was used for commercial purposes at night had to have emergency flares installed. If an emergency landing was required at night, the theory went,

Spartan Executive



Cessna 140

they could send out these magnesium flares and light up an unexpected landing area. Most of these were on larger airplanes like the DC-3s, Wacos and Spartans, but Cessna 195s and 140s had them too.

Unfortunately, quite a few flares went off when the

airplanes were just sitting in the hangars, burning down hangars and airplanes, so that somewhere in the early 50's the requirement was lifted.)

After we got the flares home and we started looking at them, we realized that they weren't just empty tubes, but were in fact real live flares that had never been discharged or activated. They were '1 1/2 Minute Parachute Flares' and had a date of manufacture stamped on them of 1950. Each one weighed in at about 5 lbs, so together I had 15 lbs of 60 year old magnesium flares that I didn't know anything about. Great. Now what do I do with them?



Flare Tube Markings



I started researching the flares, and found they were made by Kilgore Manufacturing Company in Ohio. I did an internet search and found they were still in business and still manufacturing flares, explosives and chaff. I sent the company an email but they never responded. They probably wanted to disassociate themselves with the big BANG in the Midwest when it went up in smoke!

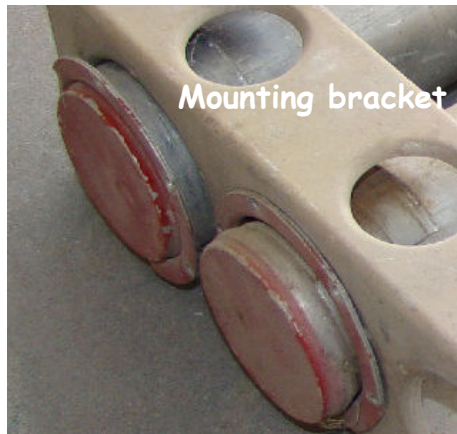
My husband Ken and our son Curtis are the pyromaniacs in the family. I am the one who likes to go to the park and watch the 4th of July fireworks from a distance, not be the one to light them off. But I had

heard that the inside of the flares contained a neat silk parachute that allowed the flare to gently float to the ground, and I WANTED them. Another friend of ours used to fly in his companies DC-3 and when they removed the flares from that airplane they took the parachutes and had silk scarves made from them for the companies executives. Ooooooohh, another neat idea! Now I REALLY wanted those parachutes. So now I was on a mission to take apart 60 year old flares and not blow myself up or set myself on fire in the process. An admirable goal! (Ken said that when he was a kid somebody set off one of these kinds of flares at his local airport and he happened to glance at it. He said the one glimpse was so bright he had difficulty seeing for a few days.)

Our friend, Scott Hartwig, was over when I got up the courage to tell Ken that the flares were about to be opened. Amidst a lot of eye rolling and kidding about how much I needed my fingers and hands, he and Scott eventually got into the destruction and even eased me out of the way so the 'men' could handle it. Just what I wanted! Now I got to be the picture taker.

I believe that the mounting bracket stayed in the planes and the flares were slid into the holes from the outside and then the

screws were attached from the outside around the flange holding them in. All of these flares were painted the color of the plane and you can see that they fit flush with the fuselage when inserted into the mounting bracket.



Each flare was cylindrical. One end was flat with a mounting flange around it (the end the flare was ejected from), and one

end had an electrical connection point with a threaded screw coming out of it and two nuts on it. Upon close examination of the first flare, it appeared that the top or open end on the flares had some kind of cap on it that fit inside the flange.



This appeared to be an aluminum form fitting cap that snapped in.

The first thing we did was force the flange around

the top down the flare to expose the bottom of the cap. We carefully pried the cap off and found it was very soft aluminum and tore very easily. It had an alu-



minum plug under the cap and an O ring inside to keep it on. Under that was another aluminum plug. Boy, they sure didn't want me to get those parachutes!

We pried off the next plug and underneath found a cardboard plug. We took it off and found the first parachute! It was ruthlessly crammed into the little tube, but was still a lovely white silk.





I dragged the parachute out and it reminded me of a Morel mushroom. Very scrunched. The lines of the parachute connected to a metal cable that went down into the tube. At this point I started pulling on the cable and another couple of plugs fell out as the flare started to slide out of the tube. I found a thick felt plug and another thick cardboard



Felt and Cardboard Plugs, flare visible



Ken and Scott Applying muscles

plug prior to the incendiary part of the flare and then the whole thing got stuck at the top. It was time to enlist the muscle again. Ken and Scott got out the BIG PLIERS and went to work. We discovered another aluminum tube. It appears that the flare and parachute are packaged in a sealed tube with some kind of explosive charge at the bottom. That tube is inserted into the flare housing and mounted on the plane. The first of the three flares was disassembled, and now I got greedy and wanted the other two

taken apart! They got to work on the other two and within about a half an hour they were in pieces too. One was really stuck and we had a hard time getting the inner tube out of



Igniters at the bottom of the inside canister



Outside flare housing, inner flare tube and flare cartridge.

the housing, but with more persuasion it finally came out.

The three live flares all had handwritten dates on them. The first date was a B# which I am guessing was a batch number, and the next date was several days later with a # preceding the date. I think the



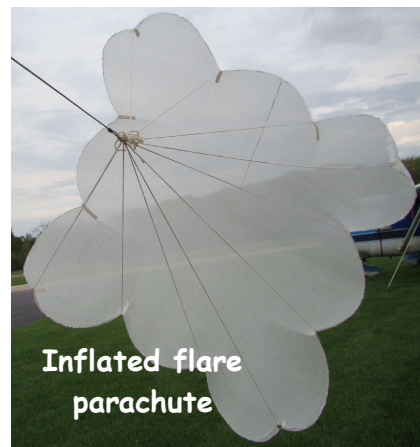


Three silk parachutes.

second number may have been the number of the worker that assembled the flares. They were 11-29-50, 4-12-50, and 9-12-50.

All through this process we were very careful to always have the open end of the flares pointing away from the hangar and airplanes that were stored there. We also had a number of curious neighbors stop by to see what was going on. Funny, but they never stayed very long. When they found out what was going on they all seemed to find something else they forgot to do and left in a hurry.

It was a bit of a windy day, so I got to play in the yard with the parachutes and watch the wind inflate them. They were each only about 6' square but caught the wind easily. Success!



Inflated flare parachute

I called up the local fire department and they agreed to take the live flares and practice with them. We never did get up the courage to put any voltage to the bottom of either the inside canisters or the outside tube. I think that would have been tempting fate too much. As it is, I have three cool parachutes hanging on the hangar wall and another story to go with them!

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

2010-2011 800+
page Parts Catalog,
also on CD!

Call Toll Free

1-877-4-SPRUCE

7 7 7 8 2 3

www.aircraftspruce.com



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!



STC'd for C-120/140s

JACK HOOKER

Phone: 815-233-5478

Fax: 815-233-5479

Email: info@hookerharness.com
www.hookerharness.com

324 E. Stephenson St. - Freeport, IL 61032

Send Photos/Articles/Advertisements to: Taildragger140A@gmail.com

Page 7 - Feb/Mar 2011 #369

Buying an Airplane in the New Economy

by Victor Grahm

About late fall of 2008 I thought to myself, "There goes the neighborhood". Little airplane flying is going to revert to the stone age. I'll be laying off technicians and aviation is going to suffer! Me right along with it.

Little did I know how right, and how wrong I was going to be.

I will say that the first 5 & 1/2 months of 2009 was rugged. I didn't lay off any technicians, but we got precious few 40 hour work weeks. Mostly it was a cold dreary winter.

In the ensuing 1 & 1/2 years our small shop has turned around and if anything we've been overly busy. "Economy turning around" conjectures left aside, I do know of certain shops in our area that are as busy, or busier than we are. I also know of shops that don't exist anymore, or are working at reduced hours or are consistently slow with techs laid off.

The changes in Aviation in our little corner of the Midwest have been pretty pronounced. Weekend warrior flying is down, sometimes down significantly. Business flying on the other hand seems to be up, or at least the businesses that still have airplanes are as busy, or busier than ever with their use.

Which brings me to my main theme for this Newsletters Tech article. Buying and selling aircraft. Certainly you don't need me to weigh in on the relative prices of small GA aircraft. They are down, just like houses, boats, motorcycles, cars, and most segments of the disposable income spectrum. In fact most things are lower in price than 2+ years ago.

What I would like to address is how to go about viewing and buying an aircraft.

When October 2008 hit, I figured it was going to be a fire sale on little aircraft and once they all got sold, assuming they did or the sellers were able to sell, then the market would dry up and not much would happen. Once again, how wrong I was.

Little airplanes have changed hands at a rather accelerated rate. It seems once the price drops to a certain level (the level is at a differ-

ent threshold for many types of aircraft) someone will step in and snag it.

Our company has been involved in more aircraft sales lately, than in the previous 3 years prior to 10-2008, or double the time frame. Which I guess I still find amazing.

To some degree you have to separate out what I call "working airplanes" as opposed to your aircraft that will be used strictly for pleasure. Working airplanes (generally what we work on) fly more, and there seems to be more of a market for them than pleasure flyers. Still, I see lots of the pleasure aircraft type changing hands.

The trend that I'm seeing is that for a significant number of buyers, they are basing their "value" (the amount in their head that they feel that particular 120/140, Piper Arrow, Cessna 414 etc should be worth) against the pre 2008 numbers. Amazing as that seems, I've seen it and had discussions about it with many perspective owners.

Perhaps to illustrate my point a little clearer, allow me a short analogy.

Suppose your family has a favorite vacation spot, a set of cabins up in the mountains out west. Unfortunately a wild forest fire two years ago takes out your vacation spot and the area with the cabins. Just as you cannot go back and rent a cabin in your favorite spot that has burned down two years ago, no matter how much that area was your kids favorite and it still sticks in your memory as your best vacation ever, you can't base your aircraft value today against a value of 2 years ago.

Now just as your favorite cabin may be rebuilt in another two years from now and the trees all grow back, our economy may come back in two years and the "value" in your head what something ought to be worth may revert to your memory, right now it simply is not there.

I've seen some really silly purchases, simply because "it's a really good deal". Folks plopped down good money on an aircraft without looking at it with any degree of care, simply because it was so "cheap".

NO, No, no.....seriously. These things are machines. You still need to look them over with the same care as always. Pre-buys still need to be done and the prospective purchaser needs to base the value against what the similar airplanes

are going for today. Not what they did two years ago.

Throughout the last 2 years and even as recently as last month I've seen this phenomenon where someone will plunk down money simply on their memory value.

And most recently here's where it got interesting.

The airplane shows up. No real pre-buy done. The new owner didn't even involve us or any other aviation shop. The squawk with the new owners pride and newfound joy is "high oil temperature". Ugh. I've seen this before. With high oil temperature you get low oil pressure. In this case really, really low oil pressure.

So, our shop goes over the basics:

1. Enough oil.....? yes.
2. Obvious ring blow by in the cylinders.....? Well, after looking not much worse than some other engines.
3. Something stuck under the oil relief valve allowing oil to bypass.....? Couldn't really tell, but it appeared to be working right with nothing holding the seat from seating.
4. Anything else obvious.....oil cooler problems, obstructions etc.....? Nope, looks about like an airplane engine should.

We take it around the pattern so see if maybe the oil relief valve did have something under it and this was all something temporary, after all the airplane operates more or less normally on the ground.

5 minutes into the flight and we're down to about 15 pounds of oil pressure, time to head back. Oil pressure at take off was in the green.

"Partner" I said".....you've just bought an airplane with a worn out engine."

Our new owner just simply, could, not, understand

it..."but it was so cheap, and looked so good" was his only response. (based against his previous value in his head of 2 years ago) (I still believe he felt he was stealing it, as in "got one heck of a deal")

Now certainly this is an extreme case, however I only bring it up because the Market dumped two years ago and someone still hasn't adjusted their thinking. If there's one person like this out there today, then there certainly can be more.

My caution throughout this article is simple and short.

1. These are pieces of machinery. The basic rules still apply. They still should be looked at by a qualified tech who knows that particular aircraft you're interested in buying. Aircraft have a pedigree, similar to a race horse. You find someone who specializes in that aircraft. And have them look it over good.

Re-assess your values as to what it's worth. Perhaps 1/3 less than prices of two years ago.

My best advice to any prospective airplane (or, car, truck, motorcycle, boat, quad, bicycle etc and so on) owneris to take the airplane out for a test flight.

Put it though it's paces and turn everything on that has a switch. Please don't do less. In today's environment of internet buying, you still have to at least do this much. If the airplane is far away from you, (as it wasn't in our case above with the oil temp, which honestly baffles me even more.....) find a surrogate to fly it for you. They can be found.

After that take the time to go though my point number 1 above. You'll stand a much better chance of being a more satisfied new aircraft owner.

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 Lonsowe - "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 zenyamaero@netzero.com

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

Send Photos/Articles/Advertisements to: Taildragger140A@gmail.com

Cessna 140 Pre Purchase Questionnaire sent by Mike Smith

(Steve Dunn e-mailed me this list of questions and items he looks at when he shops for an airplane. What Steve does is e-mail this list to the seller whereby he asks them to provide information about the airplane before he makes a trip to see the airplane. A few of the sellers will e-mail him back that they don't have the airplane that he's asking about which saves him a trip to look at a prospective sale. Some he told me are trying to make a quick sale, and have cosmetically spruced up the airplane.)

After making several trips over the past couple of years to look at different Cessna 120/140 aircraft that were advertised for sale, I have found after sometimes great expense as a result of distance traveled that the aircraft are not as represented as listed in the for sale ads. While this problem exists with other types of aircraft it seems worse with the C-140s as many of them have suffered from years of neglect. The following questions cover the main areas of inspection I conduct when I arrive to look at an aircraft, and are most often misrepresented. As a seller I would appreciate you looking this document over to see if any of these items apply to your aircraft, and then supply needed information by email before I invest in a trip to look at your aircraft and possibly waste both of our time. **I realize that there is no such thing as a perfect aircraft but any of these conditions should be noted and reflected in the price.**

Airframe:

Is there any rust or corrosion anywhere on the aircraft? Is corrosion visible inside the tail surfaces or metal wings when examined with a strong light? Is there any corrosion inside the fuselage structure especially on the rear spar carry through? Are the gear legs rusted inside the fuselage, and is there any corrosion in the gear box area?

Are there any rusted cables on the aircraft? Are there any frozen or heavily "roped" pulleys?

Are the window and door latches in good operating condition?

Are there any cracks in door posts or spar attach flanges?

Are there any loose or missing rivets on the aircraft, especially in the firewall or gear area?

If the wings are fabric covered what is the date of the last recover, and do the aircraft records contain a logbook entry and 337 for the recover?

If the wings are fabric covered what type of fabric was installed (Ceconite, Polyfiber/Stits, Razorback, Superflite, etc)?

Are there any dents in the wing leading edges?

Are there any dents or repairs on the wing struts?

What is the condition of the electrical wiring? Is wiring original from Cessna or has it been replaced/updated? What is the state of the wiring behind the panel, is there a "birds nest" present with unsafe hot ends?

Are there any scratches or cracks or crazing in any Plexiglas (windshield and side windows)?

Is there any hardware on the aircraft such as GPS mount screwed on or bolted to the airframe/instrument panel, and if yes has the installation been approved on a 337?

Are there any dents or damage visible on the airframe?

What is the condition of the control yoke bushings and universal joints on the control column? Is there any play or looseness in the control column? Are the control yoke shafts scraping and or rusted?

If the aircraft is equipped with flaps does one or more flaps droop from the wing trailing edge when retracted or are both flaps flush with the trailing edge when retracted?

Is there any evidence of fluid leaking in the aircraft brake system?
 Who is the manufacturer of the brake system installed on the aircraft, and if changed from the original Cessna supplied units is there a 337/STC with the aircraft paperwork/records?
 Does the aircraft landing gear have extenders installed?
 What is the condition of the tires installed? Are there any uneven wear patterns or worn tread on the sides?
 Are there any fuel leaks anywhere, quick drains, tanks, and fuel line connections?
 Are there any wrinkles in the fuselage, tail or wing skins? Wings that have been skinned with metal can show wrinkles in upper wing skins if not properly done.
 Are the cowling fasteners worn out? (These are expensive to replace)
 Are there any trim tabs mounted on the ailerons? (Ailerons on a C140 should not have these attached. All adjustments for trim can be achieved using factory approved methods)
 What type of tail wheel is installed on the aircraft, and is it in good condition?
 Is there any tailwheel shimmy present at any speed or load?
 Does the aircraft steer well with application of the rudder or is braking required to make any but all of tighter turns?
 Is the aircraft interior one that used FAA approved materials such as from Airtex or did a local trim shop provide the interior job that was treated for fire requirements, and then signed off?
 Is gear alignment correct and shimmed properly for camber, caster and toe out, is it within spec.
 Is tire wear normal both sides?

Engine:

What is the total time on the engine since the last major overhaul?
 What is the last **date** of major overhaul on the engine?
 If a top overhaul was performed on the engine what is the **date** of the last top overhaul and, were new or overhauled cylinders installed?
 What is the manufacturer of the installed magnetos (ie Bendix, Slick, Case, or Eisemann)?
 Are the installed magnetos recently new or have the units been rebuilt by a magneto shop or have the units just had points, condensers, and coils replaced by an A&P?
 Is the installed carburetor the correct unit for the engine, and if the carburetor has been overhauled is there a yellow tag for the unit or was the unit taken apart and cleaned by an A&P?
 Are there any cracks in the exhaust system or exhaust leaks around the cylinders?
 When were the engine mount bushings last replaced?
 Is the engine mount bent or have any signs of rust?
 What are the current compression values of the engine cylinders?
 Are there any significant oil or fuel leaks on the engine anywhere?
 Do any cylinders show evidence of excessive temp operation?
 Is there any rust or corrosion on the engine?
Has this engine ever had a prop strike, was it since the last overhauled?
Do the aircraft records contain yellow tags on crankshaft, camshaft and crankcase from the last major overhaul?
 If a larger engine than original has been installed, is all paperwork correct and approved (ie. STC such as from Randy Thompson, and or via FAA 337).

FOR SALE: One pair Wheel Pant mounting Brackets, with cutouts for Good Year Brakes. Never Used. \$175 for the pair. Please contact R.W. White, 972-291-2626

Paint and Finish:

If the aircraft has been painted, was it professionally done or was it performed by an owner or local mechanic? Are trim edges and numbers very smooth and clean with no roughness? Are there any runs, trash, or blemishes in the paint? Is there any orange peel or dry areas in the paint? Is there any paint damage due to hangar rash or an improper prep job prior to painting? Was paint stripper used to remove the old finish from the airframe before any new paint was applied or was the airframe just sanded and then painted? If the paint stripper was used, is there any evidence of paint stripper left inside the airframe or under inspection plates?

Instruments and avionics:

Do all of the instruments and installed avionics work properly? Are there 337's on all avionics installed? What was last date of transponder certification if the aircraft is so equipped? Does the aircraft have a VOR or GPS installed, and if a GPS is installed and is sold with the aircraft, is it a portable unit that is detachable or a panel mounted unit? Is the aircraft equipped with an ELT with current batteries and does the unit have a current inspection?

Weight and Balance:

Is there a current Weight and Balance on the aircraft, and is the form accurate? Does it include all the current avionics and instruments? Does the aircraft have the required equipment list as well as a list of all installed accessories/appliances?

Propeller:

Is the aircraft equipped with a new propeller or has the propeller been overhauled? Is the proper propeller installed on the aircraft? Is there documentation in the aircraft records to support any overhaul or new propeller installation (ie yellow tag)?

Flight Tests:

1. Does the aircraft fly hands off with ball centered at normal cruise.
2. Does the radio have good range and is clear.
3. Are all instrument readings normal?
4. Does the airspeed indicator read correctly with no sticking.
5. Is there any vibration present at any speed or engine RPM range?

General Notes: Are all AD notes complied with and clearly listed in the logbooks. What was date of last annual inspection? Are logbooks complete to date of manufacture?

We regret to inform the Membership that longtime Cessna 120/140 Member, Ken Liggett of Colorado, passed away in September, 2010. Our condolences go out to his family and friends.

FLYING BACK THEN

by Anonymous

Back when I was a brand new pilot (1964) I was flying a Michigan Tech flying club Cessna 140. It was a college club plane, which means we didn't have the financial backing to do all of the maintenance that probably should have been done. As an example, you didn't use the landing light when flying at night (I still rarely use it today) 'cause it would run the battery dead and then you would have to hand-prop it to start it.

I had a horny Tech Toot (they all were) that was hot to go to Madison to visit his girl friend at the University of Wisconsin there. And best of all worlds, he was actually willing to pay for some of the cost of flying the airplane. (\$7.50 per hour wet!) All I had for charts, was the Michigan sectional. So, I asked a friend, who was making a quick trip to Marquette, to pick up a chart for me that covered Wisconsin. He got back to Michigan Tech late and my passenger and I were in a rush to get going. I had filed a flight plan and we needed to get in the air and get going. (First mistake - don't be in a rush to get started). I tossed the Wisconsin chart in the back and we were ready to go. The airplane wouldn't start (I figured someone had used the landing light) so I propped it, and off we went.

Things went well all the way to the Michigan border. I brought out the Wisconsin chart and started to use it for navigation. The airplane had a VOR, but we didn't use it much and this was way before GPS. After a while, things just didn't seem to look right. I couldn't quite figure it out. I was pretty good at pilotage and navigating with the chart, but I couldn't find any good references on the ground. Finally I decided to call someone and see if they could help. I looked up the frequency for Rhinelander, Wisconsin, tuned the radio and gave them a call. What I got back was a surprise. They said, "Aircraft calling Rhinelander, we can hear you clicking the mike, but cannot hear your transmission. If you are in trouble click your mike twice, if you are okay, click it

three times." Well, I wasn't in trouble, I was just lost, so I clicked it three times and continued south. I knew I could straighten things out pretty soon and we would get to Madison just fine. (Second mistake - admit it when you are in trouble).

Partly because we had a late start, and probably we had a head wind, this flight was taking much longer than I had planned. Before I got things straightened out between what I was seeing on the chart and what I was seeing on the ground, it started to get dark. I remember looking down and seeing an airport and could tell it was an airport because the runway lights were on. I couldn't figure out which airport it was on the chart, but my paying passenger needed to get to Madison to see his girlfriend. There was no time to land, so we continued south because I knew I would figure all this out soon. (Mistake three - don't assume things are going to get better).

It was about this time that I looked on the front of the chart and read "World Aeronautical Chart". It hit me that this was one of those WAC things that I had heard of, but never had seen before. Now I knew the problem! I was used to flying for ten minutes and covering two to three inches on the sectional chart. Now in ten minutes, I was only covering one to one and a half inches. Now things had to get better. I had the chart figured out, but it was now very dark and there were few landmarks I could see on the ground. It was a beautiful night though. I could see lights all over the place and we were still headed south towards Madison with plenty of fuel. (Mistake four - don't be lulled into thinking things are better than they really are.)

I made a best guess as to where we were and looked on the chart. We were probably over something called the Wisconsin Dells. I didn't know what the "Dells" were, but it sounded like water and sure enough I could see a light now and then scattered all over the place. Those had to be islands in this great big area of water. (Actually they were yard lights on the farms below. At that time there were no

yard lights in the U.P. and I didn't know there was such a thing.) Boy was I glad things were going so well. I didn't want to think about what would happen if the engine quit and we had to land in that water down there. (Mistake five - Don't make the situation fit your misconceptions of what is real.)

I decided it was time to get serious about my situation. It was really hard flying the airplane and trying to read the chart. I gave my passenger a five-minute lesson in how to keep the airplane wings level and headed roughly south. After a little while he was doing okay, so I was able to concentrate on the chart. Madison had to be getting close and I had some decisions to make. I guessed that the Madison airport had to be bigger than the Marquette County airport, which was the largest airport I had ever been to at that time. The chart indicated that Madison had something called a "control tower" and that sounded pretty special and might require me to do something different than what I was used to doing when landing at Houghton County. All you did at Houghton was call the flight service station that was located there at the time and ask them about the wind, but that wasn't required. You could just land anywhere and anytime you wanted to. I instinctively knew I couldn't do that at Madison, but it probably didn't matter much anyway because by now neither the VOR of the COM radio were working. Things were starting to pile up on me because I suddenly realized that my VFR Flight plan was past due. In a few minutes they would start looking for us and no one, including us, knew where we were. Even my call to Rhinelander didn't get my N-number. They would have to look all the way from Houghton to Madison. What a waste. I knew I was fine. They just didn't know where we were. Come to think of it, neither did I. Time to get on the ground and cancel the flight plan. I looked up ahead and saw three airport beacons. I was pretty sure one of them was Madison. Which was the correct one? Remembering an old kids game, I literally pointed to them and said, "Eeny, meeny, miny, mo, my mother told me to choose the very best one." The "one" was the light on the left so that was it. (First good decision - get

on the ground when things are not going right.)

Now I was landing at an unknown airport at night with few ground references and no knowledge of trees or other obstacles. We made a low pass to see what little there was to see. Didn't do much good I wasn't even sure if it was grass or hard surface. Considering the circumstances the landing went pretty well and we were on the ground. We got out and walked up to the building and read the sign on the front. "Watertown, Wisconsin". Got out the WAC chart, which by now, I had become intimately familiar with, and easily found Watertown. Not bad. I only missed Madison by about thirty miles. I used the pay phone to call Madison tower and asked them to close my flight plan and told them I was on the ground at Watertown. They said they had made a couple of calls and were wondering if we were okay. They also wanted to know if we were still planning to fly to Madison. I said we were. (My paying passenger was really feeling the need to see his girlfriend and we were only a few miles away.) I told the tower that my Com radio was not working. They said that was okay. It was 11:00 p.m. and they were not busy. The wind was calm and we could land on any runway. They had more than one runway! Imagine that! Sounded great to me. I told them we would be there pronto. (Mistake six - don't leave a good place for a probably worse one.)

Back in to the airplane. I had my passenger hold the brakes while I propped the engine back into service. Life was good. I knew where we were and we would make it to Madison in time for my passenger to see his girl friend before we had to head back to Houghton. This was a two-day weekend trip and we had already used up one day.

We didn't need no stinking VOR, LORAN, GPS or even a chart. There was a good highway leading from Watertown to Madison and we could just follow it. It was a good thing we didn't need the chart because shortly

after we took off the cabin lights went from dim to off. We now had no lights in the cabin. Then I realized the cabin lights were also connected to the position lights on the wings and tail. We had just become a stealth airplane. No radar coverage and no lights for others to see us. Madison was only a few miles away so we forged on.

When we arrived, there were runway lights everywhere. This was huge. On the telephone, the tower said the wind was calm and we could land on any runway, so I picked the biggest one and set up my approach. As I said, we always landed at night without a landing light, but I had never landed without cabin lights to see the instruments. I had no idea what my altitude or airspeed was. By the way, did I mention that even though I knew this trip would end at night, I didn't bring along a flashlight? (Mistake seven - be prepared for situations that you can foresee happening during a flight.)

On a positive note it was one of the best landings I have ever made. However, what I hadn't expected was what to do when on the ground. Where do you go? I had landed on the end of a great big runway. There were red lights, blue lights, yellow lights, white lights, and green lights. I guessed they probably meant something, or they would all be white, but I had no clue where to go. I could stay on the runway or taxiway by looking out the side window and following along the edge of the paved surface, but had no idea where to park the airplane. I considered shutting it down right there and walking, but decided the next airplane to land might consider hitting a Cessna 140 parked on the runway, a

major inconvenience. I decided to head for the beacon light. I didn't even think that at some airports the beacon is located out in the middle of the field. As it turned out this one was right where it was supposed to be and we pulled up and parked exactly where the general aviation was supposed to park. I went in and called the tower and told them I was on the ground at Madison. They said they didn't see me arrive. I told them my lights might have been "a little dim" because I was having problem with them. They said they weren't looking all the time and probably just missed me. Can you imagine a conversation like that happening today with any tower?

The stay at Madison and the return trip home are two more stories that will have to wait until another time. I know much of this is inexcusable stupidity, but try to put in context of the general aviation at the time. There were a lot less airplanes flying around and there were a lot fewer rules and regulations. A pilot could do some dumb things and in most cases not endanger anyone except himself. They were great times and you learned a lot about life. If you survived, you learned a lot about yourself. I use many of the lessons from this trip, yet today. I still work on improving my pilotage skills. I always carry two flashlights in my flight bag. While still in the air, I always look over the airport and get a picture of where to go once on the ground. And, I try to do fewer dumb things than I have in the past.

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

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

Lahti Aerospace, Inc.
2971 Sleaford Dr.
Waterford, MI 48329
Cell: 248-762-1836
Email: Matt@lahtiaerospace.com
Weigh less than 2 lbs. Lighter and Sturdier than original metal wheel pants.

Product Review

Magneto Synchronizer

By Larry Hastings
Cessna 140 N2365V

A was helping a friend replace his vacuum pump on a Cherokee 140. It's almost impossible to replace without removing the right magneto. Once the magneto is off, all four mounting nuts are readily available. This of course means that the magneto needs to be checked for timing once it's put back on, and neither of us had an aircraft timing light. Quick review of catalogs indicated that this device would cost around \$100. Quite a bit of money for something I might use two or three times in my life.

Further web site searching, I came across **Brewingtontech.com**. They sell a magneto synchronizer assembled (\$37 battery included) or in kit form (\$23) plus nine dollars shipping. Wow, what a bargain. I

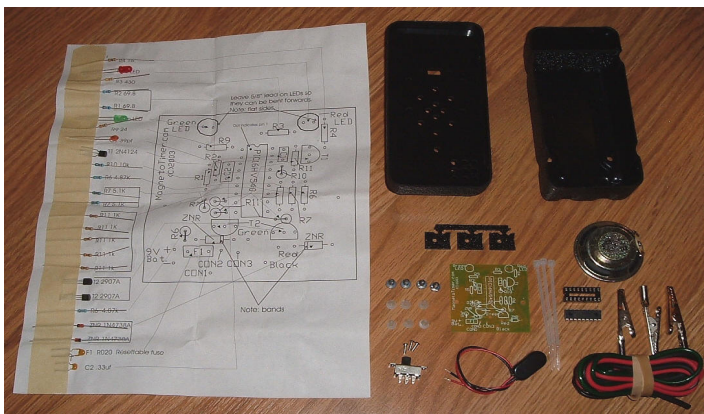
like building things, but for \$37, I just ordered it ready to go. Data Sheet available at brewingtontech.com/magex6.pdf

Coat pocket
size case
with a
Red and
Green LED
indicators



Also available in Kit form

It came complete with wiring diagrams, circuit board layout and complete schematics (if you're into fixing things when they break). There's even a single one page instruction on how to use it. The unit turns off after about 10 minutes and when the battery gets low; it plays "tapes" then shuts off. It's has a little PIC computer chip for smarts, two LED's and an audio tone to make the timing easy. It even detects a bad inductance coil or shorts.



Instead of connecting to the primary wires at the magnetos, I just got under the instrument panel and connected to the right and left terminals on the mag switch. I then laid the box on top of the instrument panel and watched the lights and listened for the tone. Bingo, it worked like a charm. Nice addition to my tool box.

Contact Information for the magneto synchronizer :

Brewington Technology
207 Crescent Dr.
Longview TX 75602
Fax (775) 254-7787
(903) 758 7490 ask for Paul
paul@magnetotimer.com
Brewingtontech.com

*Kaptin Ken's Koments - This sounds like a great timing light. As you know, what you are 'measuring' is the spot that the points on the magnetos open. That is when the plugs fire and that needs to be at the appropriate timing, i.e. 28 degrees for an O-200. In the interest of safety, make sure all the plug leads are off the spark plugs, and or remove the plugs to prevent inadvertent firing (bad). Another way to connect the wires is directly to the magneto 'P' (primary) lead. Then just turn **ON** the mag switch. After the test, remember to turn **OFF** the mag switch. For the money, this would be a great addition to any tool box.*

So you have a product you would like to review?
If so, send it in and lets tell all the rest of the Association Members!

Send Photos/Articles/Advertisements to: Taildragger140A@gmail.com

What is wrong with this Rudder Horn? Turn the page for the answer.



START EARLY! →

Lets get started collecting calendar pictures! Send your good Cessna 120 or 140 pictures to me at:
Taildragger140A@gmail.com

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.*



NEWSLETTER ADVERTISING RATES

	Full Page		
	1 Issue	3 Issues	6 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

Send Photos/Articles/Advertisements to: Taildragger140A@gmail.com

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

License Plate of the Month

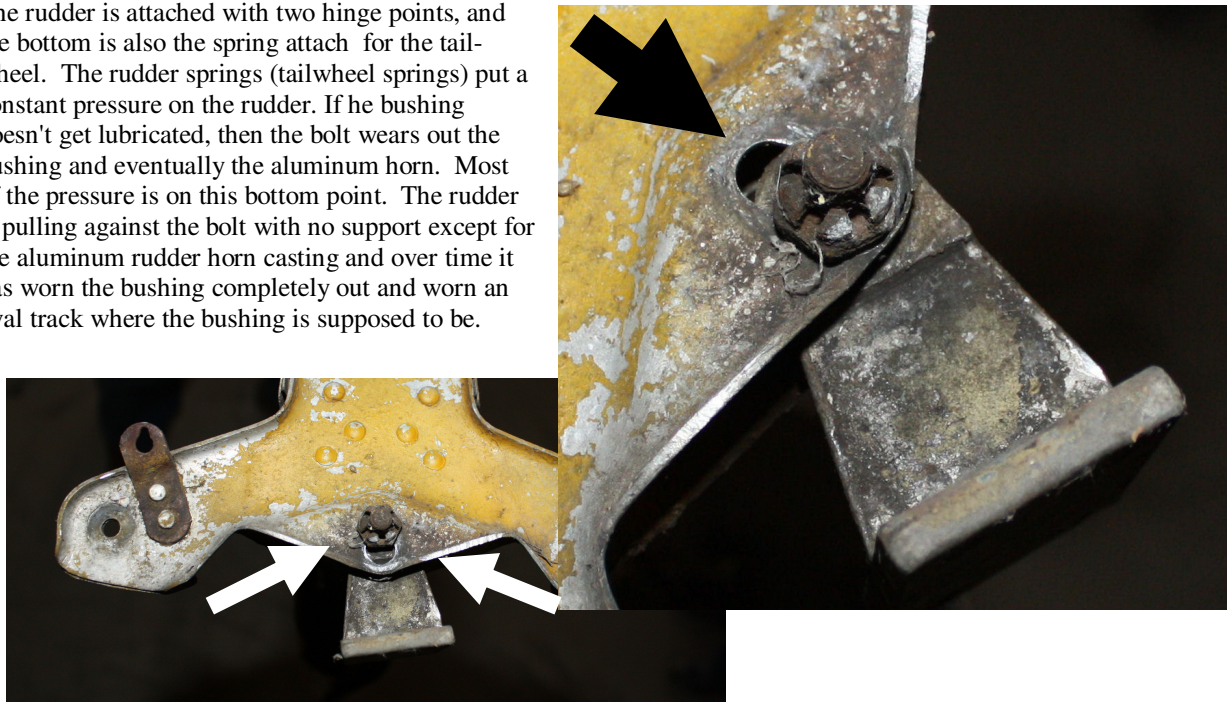
Scott Ross had his truck with this plate at Oshkosh this year and got preferential treatment! I guess they thought he really WAS Cessna!

Do You have or know of a cute aviation related license plate?
Send it to me!



What is wrong with this Rudder Horn?

The bearing is worn completely out, and then some. The rudder is attached with two hinge points, and the bottom is also the spring attach for the tailwheel. The rudder springs (tailwheel springs) put a constant pressure on the rudder. If the bushing doesn't get lubricated, then the bolt wears out the bushing and eventually the aluminum horn. Most of the pressure is on this bottom point. The rudder is pulling against the bolt with no support except for the aluminum rudder horn casting and over time it has worn the bushing completely out and worn an oval track where the bushing is supposed to be.



Send Photos/Articles/Advertisements to: Taildragger140A@gmail.com



The convention hotel will be the
Hilton Garden Inn, Peachtree
City
678-827-8400

The rooms will be \$89 for (single and double) with the special Cessna 120/140 Association discount.

If folks want to register on line, they will use the double secret rate code – Cessna. Otherwise, just mention the Cessna 140 convention if making reservations by phone.

Univair has Quality Parts & Supplies!

- Wing Struts • Cowling Latches & Skins • Manuals
- Wheel & Brake Parts • Engine Mounts • Tail Surfaces
- Tailwheel Springs • Landing Gear Bulkheads

Univair's General Catalog is available for \$5, which will be credited with an order of \$50 or more. Our free Parts Inventory Price List is also available upon request.



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

web site: www.univair.com

UNIVAIR®
AIRCRAFT CORPORATION

All merchandise is sold F.O.B., Aurora, CO. Price and availability subject to change without notice. 9-1-10



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.

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

Ken & Lorraine Morris - 815-547-3991

Shoulder Harness Installation

Jack Hooker - 815-233-5478

Vortex Generators

Cub Crafters - 887-484-7865, Ext. 209

Cowl Fasteners

Ken & Lorraine Morris - 815-547-3991

Wing Fabric Attach Rivets

Ken & Lorraine Morris - 815-547-3991

Leading Edge Landing Light

John Nichols - 845-583-5830

Taildragger Aviation

(815) 547-3991

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, Slotted, or "wing" type camlocs.

www.CowlLatchSTC.com

Recovering your wing? If your Cessna wing clips are loose, you can replace them with Pop Rivets using the Pop Rivet STC!

www.PopRivetSTC.com

Replace your straight stacks or pancake mufflers with Cessna 150 Mufflers using our STC!

www.150MufflerSTC.com

Send Photos/Articles/Advertisements to: Taildragger140A@gmail.com

International Cessna 120/140 Association

9015 E. Coleman, Coleman, MI 48618

PERIODICALS
U.S. POSTAGE
PAID
MILFORD, MI
48381

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 mem-
bership dues. Periodicals postage paid at Milford, MI 48381 POSTMAS-
TER: Send address changes to the INTERNATIONAL CESSNA 120/140
ASSN, 9015 E. Coleman, Coleman, MI 48618



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



Windshields/Windows

"When you want the very best"

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 >>>

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

Falcon Field - FFC
September 26 - October 2, 2011 - (by Atlanta, GA)
Details on pg 19 - Plan Ahead!

FOURTH SUNDAY OF EVERY MONTH

Riverside Flabob "International" Airport (RIR)
Breakfast at the Silver Wings Café.

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.**