



International Cessna 120/140 Association

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Paolo and Alberto Ottomaniello - Italian Cessna 140

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Editors Note - Here are some random thoughts for this edition: *by Lorraine Morris*

Thanks to all of the members who have been submitting articles, information and ideas for articles! I have gotten some great ideas and really neat stuff from our International Members too! THANK YOU! A special thanks goes to **Victor Grahm (MI)**, our Technical Advisor. Even with his very busy schedule, he has made an effort to contribute an article for EACH newsletter, giving us more insight into the maintenance of our little birds. I love to provide both the social and maintenance aspect of the newsletter.

Check out the story submitted by **Alberto Ottomaniello** from Italy. He has great pictures and super information. *If you can't see the great color photos, go to the website and download the newsletter in full COLOR!* If you like it that way, and don't want to receive it by snail mail anymore, you can change your preferences in the Members Only section of the website. It will save the club money and you get to see all the pictures in color! You can blow them up on the computer too and get more detail! Just something to consider...

State Representative Position: Our good friend and member, **Orville Winover (TX)** has had to step down as State Representative; his business is taking all his time these days. We wish him all the best in his business endeavors, and thank him from the bottom of our hearts for all his help, guidance and volunteering over the years. **Ed Grossheim (SC)** has volunteered to accept an appointed by the Board of Directors (in accordance with the bylaws) to fill in his

unexpired term. The State Representative position will be up for election at the Georgia convention, so if you would like to volunteer to fill in this position for the next two year term, please let one of the officers know. It is a great way to get to know the members of this great organization, and help new members feel welcomed.

Newsletter Ideas: Here are some of the suggestions I have received to make your newsletter better and more interesting:

First Solo: John Malene (OH) suggested including First Solo Recollections. His will be the first, and it following this on page 3. Check it out and send me YOUR first solo information. It will probably be very interesting to see what many people remember! I will save mine for later!

Hangar Tips: Scott Ross (IL) suggested a section on 'Hangar Tips'. Did you make something for your hangar that helps in some way or have a good use of a non-aviation part for aviation purposes? See page 15 for Scotts cool paint shield made from hangar extras! Send me pictures and descriptions of YOUR neat hangar tips!

What's Wrong With This?: OK, I'll admit, this one was my idea. Do you have pictures of things you have found wrong? Or tips on how NOT to do something? Send it in! You may find it in the 'What's Wrong With This' section, page 14.

First Solo: by John Malene

I joined the Army Air Corp 2 weeks out of high school in June, 1947 in hopes of getting pilot training after I finished basic training. The age limit when I enlisted was 18 to 26 1/2 years old. Two months later, the age requirement as set at 20 to 26 1/2! While on leave from the US Air Force in July, 1949, I decided the only way to get my private pilot license was to pay for it myself. So, I went to the local flying field & started lessons in a J-3 Piper Cub. After logging 3.5 hrs, I had to report back to Smyrna AFB, TN. I located a general aviation airport in Murfreesboro. At the first opportunity, I went to the airport, showed the owner my log book & money & resumed my flight training in a new Piper PA-11. After 4 hours over a 4 month period, he stepped out & said "take it around for 3 landings"! That was 5 Feb., 1950; as memorable as your birth date or wedding day!

Send in YOUR first Solo recollections!

From England to Italy in a 1946 Cessna 140

by Alberto Ottomaniello

"YES, WE CAN"

This is mine and my brothers first thought when we decided to bring our new beautiful Cessna 140 G-BPKO back to Italy, her new home base. When we push on our dream and buy a plane. But not a generic plane. Must be a vintage aircraft, taildragger with a lot of character and elegance.

We started have a look on the web and after a short search we were lucky, we found out a restored C 140 based in Goodwood (www.goodwood.co.uk) south of London in front of White Isle. This Cessna rolled out from Wichita factory in 1946 and her serial number is 8936.

G-BPKO was imported from USA in 1989 and had several owners in England. In 2007 Mike Rummey bought her and decided to do a deep restoration. She was issued with a new (3yr) Certificate of Airworthiness on 18th Dec. 2008 following an extensive refurbishment, including a respray, new brake discs (toe brakes P1 & P2), full engine service including painting & new piston rings. The engine has the disposable spin-on canister type filter fitted, rather than just the coarse gauze screen. The magnetos have had their 500 hour inspection/service as part of the C of A. The aircraft has a new weight & balance schedule. All avionics checks/tests have of course been carried out during the CofA work. All CofA work and inspections were carried out by the engineers at Goodwood Engineering.



I went to Goodwood to meet Mike and to fly the Cessna. I was lucky with the British weather and was able to do 3 flights. I really fell in love with her, it was love at the first glance. When back to Italy I started, together with my brother, to think and imagine the journey back to Italy.



We wanted to do it in flight a long journey and a great adventure. So here we go, we are ready but we have only a couple of days to cope with the "mission". We bought only one way tickets to London Gatwick with low cost easyjet airline and we took with us only a small bag with flight gear (headset, charts and a Garmin Pilot III) and a pair of shirt.

We arrived in Goodwood on Friday 22th of May to deal with all the paper works custom, deep daily checks and change of ownership with CAA.

The comment of the flight instructors at the filed was: *"Hey guys you are really brave, good luck"*. Sincerely



we don't think that it was a bravery flight just a little more difficult than a normal one. The real problem was that neither me nor my brother had any experience on the Cessna 140, so we planned some more legs just because we want to explore the cruise performance such as cruising speed and endurance.



Figure 1 Goodwood before departure

STARTING THE JOURNEY

On Saturday 23rd of May we were ready to go. At 7:30 in the morning Michael brought me and my brother to Goodwood flight club and help us with all the pre-flight ops. We un-tied the plane, removed the cover and made all the pre-flight checks. Walk around, oil, and fuel drain... CLEAR PROP and at 8 in the morning we were ready to taxi.... We planned to be in Italy on Sunday at mid day to go to a fly-in with our friends of the HAG (Historical Aircraft Group www.hag-italy.it). We planned 4 legs to Italy. The first one was the shortest one.

FIRST LEG

Goodwood-Valencienne south of Lille around 165 SM. We took off with 3 hours endurance plus safety, so not full tanks, but enough. Goodwood field has 3 runways. During WW2 was a Spitfire and Hurricane base. Taking off from the longest runway we overfly the RollsRoyce Factory and heading south-east passing north of Shoreham. First radio contact after take off was made with London info (FIS) on 124,60. No problem to cross the airspace but we have to maintain strictly 3500ft or below. We overflew Bexhill on the shore and then Lydd airfield



Figure 2 Bexhill

(EGMD). We were ready to cross the mythic Channel and on the left side we were able to see the white cliff of Dover... I thought about the battle of Britain and how the Brit fighter defeated the German ones over these waters... We climbed to 5000 ft and lean a little beat the mixture. 20 minutes after we were on the other side of the channel over France leaving Calais-Dunkerque (another historical site). Other 55 Sm and we were south of Lille with only 35 Sm to go for our first stop. We had some headwind around 10 kts so it took almost 2 hrs to land in Valencienne.

FIRST LEG IN NUMBER

Altitude	from 3000 ft to 5000 ft
Average speed	90 MPH
Distance	165 SM
Fuel used	40 liters
Landing fee	no charge



**Figure 3
White Cliffs of Dover**



Figure 4 Lydd



**Figure 5
France Shore**



Figure 5 Valenciennes

SECOND LEG

Valenciennes-Lahr 255 SM. 3 hours and 10 minutes of flight. This time we have a long paved runway to use in Valenciennes so we full-fill the tanks and took off after a stop of around 1 hour for refuelling, flight plan and a fast lunch. We decided for a east bound route to Germany. Initially we have planned a south-east one but at the end we decided to fly direct to MMD VOR east of Reims, then over fly LFQE (Etain Rouvres) north Verdun. Then we flew the standard VFR routes around Metz-Nancy. We proceed east bound over GTQ VOR, LFQU and LFSH north of Strasbourg. We passed the Germany boundaries and fly southbound to Lahr-Schwarzwald.

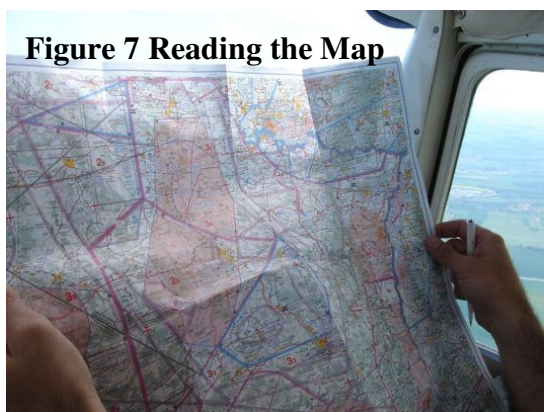


Figure 7 Reading the Map



Figure 8 Wind-mill over Germany

We landed at 15:46 local time. Too late to try to fly other two legs to Italy. So we decided to take our time, refuel, check the oil, make flight plan and take an ice-cream. Lahr was an old air-force base with really long paved runway. We made more than one hour stop. We planned for the last leg of the day Munich area just one hour of flight from the alps and only 2 hours from our base.



Figure 9 OnFinal at Lahr



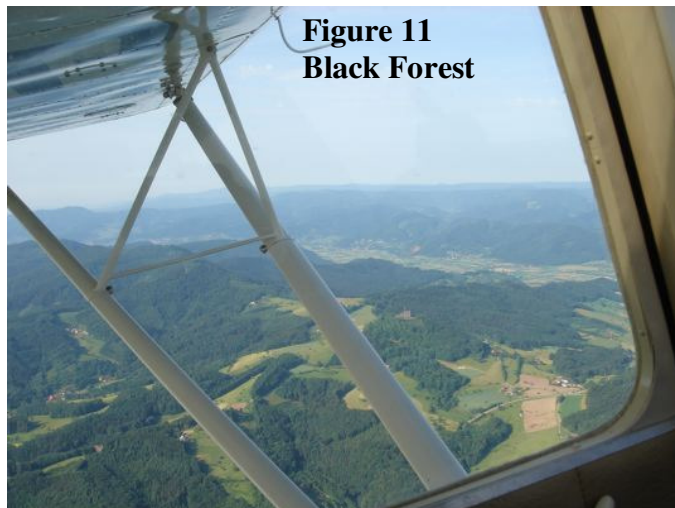
Figure 10 Fefuelling

SECOND LEG IN NUMBER

Altitude	5000 ft
Average speed	90 SM
Distance	255 SM
Fuel used	72 liters
Landing fee	15 euros

THIRD LEG

Lahr-Augsburg 185 SM and 2 hours and 20 minutes of flight time. We took off from Lahr at 17:43 local time. We made some holding south of Lahr just to gain altitude to cross the black-forest. Minimum crossing on the VFR-chart is 5000 ft. Then we steering to the east inbound to Munich.



**Figure 11
Black Forest**

We overflew a lot of small airfield most of them with a huge glider activity. The ATC service was really outstanding with information about other crossing traffic (altitude and direction).



**Figure 12
Overflying a small field**

We initially decided to land at Oberfaffenoffen but on final we discovered that on Saturday and Sunday was close so we ask to Munich control for another airport open to VFR traffic and they suggested us to go to Augsburg.

We enter in the south pattern some minutes before 20 and landed at 20:08 local time. We taxied to the ramp and parked for the night. We discovered with our great pleasure that the parking fee for all the night and the landing fee was only 22 euros. Not bad for an international airport.



**Figure 13
A Glider Field**



**Figure 14 A couple of
Balloon near Obi**



**Figure 15
Downwind Augsburg**

THIRD LEG IN NUMBER

Altitude	5000 ft
Average speed	85 SM
Distance	185 SM
Fuel used	45 liters
Landing fee	22 euros

So the first day we flew for 7 hours and 55 minutes and around 600 SM burning almost 160 liters of fuel with a mean of 20 liters per hour.

FORTH LEG and SECOND DAY

From Augsburg to Verona Boscomantico 190 SM, 2 hrs of flight more or less.

We wake up really early to go to the airport and discover that it didn't open until 9 in the morning on Sunday.

We were lucky and we found a guy that worked at the ATC that open earlier so we were able to pre-flight the aircraft and be ready for takeoff at 9 o'clock.



Figure 16
Innsbruck



Figure 17
Climbing to 7000'

The day was cloudy with an overcast at 11000 feet. That was not bad for our most difficult leg, overflying the alps, ops not overflying but fly into the valley in the alps.

We took a southbound course to Innsbruck. In the first part we were cleared to climb only to 5000 ft in Munich area because we had only mode C. With mode S is possible to do a continuous climb to our target altitude that was 7000/8000 ft.

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We entered the Inn valley after 45 minutes of flight at an altitude of 6000 ft. Inn control asked us to make a couple of hold because they had an instrumental departure, after they cleared us direct to Brennero point.



Figure 18 Brennero

We proceed following the valley until Bolzano, than we proceed southbound overflying Trento and finally on final to Verona.

The first bad news entering Italian boundary was the continuous request from the ATC to have position report and estimated to next point. We flew all the Europe from London ATC, to Paris, Reims, Strasbourg and Munich without this kind of request maybe because they use the radar to have this kind of information or maybe simply they don't care when you will overfly a point.

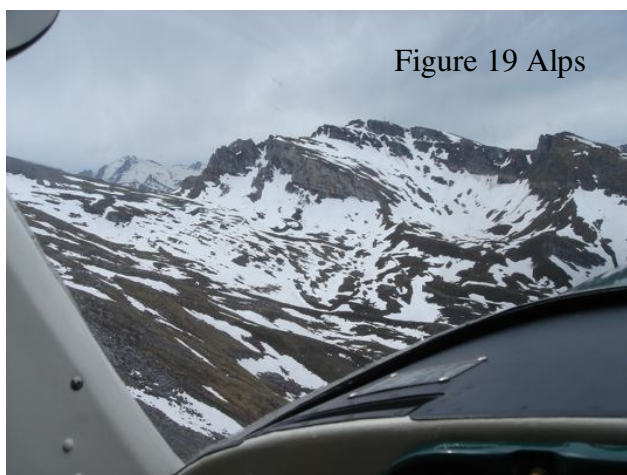


Figure 19 Alps

On final to Verona we decided to make a low pass and continue to Reggio Emilia to part to a fly in with some our friends.

So at the end we flew for 3 hours and 25 minutes. We landed in Reggio just in time for a good lunch offered by the fly in organization.

In the late afternoon we took off and after one hour we land in Thiene near Vicenza where we put the plane into a friend hangar.



Figure 20 Near Reggio



Figure 21 Thiene

FORTH LEG IN NUMBER

Altitude	7000 ft
Average speed	100 SM
Distance	320 SM
Fuel used	72 liters
Landing fee	no charge

WHAT A FANTASTIC ADVENTURE AND FLIGHT.



A note from Alberto Ottomaniello:

I attach some picture , one is of the panel I made new interior one month ago so the seat and the door panel are different now.... and I will do some picture and send to you, The other is first flight of my son with me. We made aerocamping. It was simply the best....

I have already use a lot the association. I took new door seals and some other parts.

Cessna 120-140 association is absolutely the top...



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Tech Talk—Oil Additives

By Victor Grahm

For this Newsletter I'd like to cover Oil additives. The small pint can/plastic bottle you see either on the FBO shelf, hawked at the Oshkosh & Sun-n-Fun events, or just sitting around somebody's hangar. I've often thought, "Does that stuff work, or is it Snake oil?".

Before I get into the additives, let's cover a few basics on the medium that oil additives float around in, Aircraft engine oil. I mean, if oil was doing its job, why should there be any need for additives? And, how could somebody, or more importantly why would someone want to go to all the time and effort to market such things if oil performed as advertised?

On the subject of oil:

Regularly I see articles in magazines covering the subject of Aircraft oils. It could be a general information article, or perhaps an article about which oil is best. Many times it will go into the advantages of multi-grades over straight weights, or semi-synthetics over pure petroleum oils. Or perhaps even the advantages of straight weights over multi-grades, as my favorite engine shops like to recommend for certain engines, usually the higher displacement or turbo models.

In addition to articles you read in magazines, I'm sure at some airport across the country someone if not today, certainly sometime this week is probably doing some serious hangar flying and the subject of aircraft oil is likely to come up.

Everyone has their favorite oil and sometimes they even have a reason why. However in my limited exposure to such conversations the oil debate can often as not take on the air of "Ford versus Chevy" with a few Dodges thrown in.

What I've found interesting is I seldom see good quality articles about oil additives. Even more suspicious is that the additive part doesn't seem to come up in hangar flying talks either, or at least not within my earshot.

Before I get going on oil additives I will say that most engine shops and oil manufacturers say that the best thing for your engine is "Brand X" oil and regular oil changes and regular flying".

I will say this....."I believe them, AND I think they are right, history seems to prove them correct." Our own flight school and 135 piston charter aircraft regularly make TBO. These same aircraft seldom if ever have 'in flight' engine problems, and the core engines we turn in almost never have significant wear issues. I will also say our aircraft get regular oil changes, fly between 20 to 100 hours per month, sit inside mostly when not in use and are regularly maintained. This type of activity follows the "standard recommendations" from the above engine shops and oil companies.

Weekend & pleasure flyer aircraft however seldom get that sort of treatment. My own airplane flies about 80-140 hours per year and sits for sometimes as long as 4 months in the winter unused.

And it is this type of flying or aircraft usage that seems to be what the oil additives products cater to. To some extent they infer that you will get superior wear characteristics with the regular usage of their products, but primarily it

seems their focus is superior corrosion protection, over and above what you can get from regular oil.

So let me begin with additives, we need to start with one of the early ones.

I will admit to having been raised by a father who was a firm believer in MMO, or Marvel Mystery Oil for those not used to the initials. My dad used to pour it into the fuel tank to help the valves move, and to stop, prevent?? sticking valves. He would also pour some into the oil for the same reasons?

Did it ever help anything.....? Don't know.

Did it ever hurt anything.....? Don't know that either.

It Made him feel good while flying the ol Cessna 120, so I guess that was what mattered.

Thirty or more years ago, piston engines had sticking valves, corrosion issues and sometimes accelerated wear. Pilots like my dad swore that the reason they didn't get some of those problems was because they used MMO. Other pilots swore that MMO was snake oil and a waste of time and money.....and I think we are still on the fence on that product.

I will say oil additives seem to have come a long way since MMO. The best I could ever tell was that MMO was nothing special just a light weight oil with very little in the way of corrosion protection, additives, or even what one might call great lubrication characteristics. I know I wouldn't remove my oil and try to run on MMO alone.....

The two Additives I see most often today in aviation circles are Cam Guard and Avblend.

I do see a fair amount of sales info on both of these two products in the various aviation magazines and related reading materials. If you were to attend Sun-n-Fun and/or Oshkosh you will usually see a booth for Cam Guard and for the life of me, I don't remember an AvBlend booth, but that doesn't mean that they haven't been represented there recently or in the past.

Both of these products have web sites devoted to their products, complete with "FAQ's". These are supposed to answer most of your questions. If you don't see your question there, then contact them (the company that makes, or distributes the product) and I'm sure they'll try and answer your question.

For me personally, products like these are best judged when tested. For that we usually have to rely on someone else, presumably someone with fair and impartial judgment. I've seen all kinds of sales hype about how good the two products are as far as corrosion protection, additional lubrication etc, but it really boils down to the "proof is in the pudding," or perhaps "the proof is in the results". I have seen a few magazine articles covering both of the products, but nothing I would call conclusive.

I'm simply not set up to gage how well these products advance the cause of "superior lubrication", but I can tell a few things about corrosion protection. You would like to believe the lubrication bit, but after all, some of their claims do sound a little Snake oilish?? But it probably can't hurt.

Regarding corrosion protection:

In the upper Midwest we have a phenomenon that regularly happens in the winter. Hopefully I can explain this accurately and in a way that the reader can understand.

During certain periods of the winter we can get a significant rise in temperature thirty degrees, sometimes more, usually it happens in the course of a day. The weather situation can be of weeks of cold temps, lots of snow, dry air then suddenly at least two times in the winter, some warm moist air will blow in for perhaps a day or two.

When this happens there is suddenly warm, water saturated air everywhere, complete with a good days worth of fog. Pilots have been know to open their hangars and look inside horrified on these days because the metal tin buildings that their pride and joy is stored in appears to have been washed down from the inside. Everything is sopping wet, the roof, the walls, the electrical conduit and yes, their airplane. Imagine a steam bath, or sauna effect.

This little weather phenomenon seems to play havoc especially inside aircraft engines. You can take out your steel dipstick after such an event, several weeks later and find bright red rust on the inside of the cap. Or, in one such case I had occasion to remove a valve cover and found the same thing.

Since typically humidity levels are quite low during the winter, this must be the reason for the accelerated rust one finds inside engine during our winter months.

I would suppose that those who live in the southeast US may have similar humid air con-

ditions perhaps most of the summer, maybe not as dramatically, but still there.

After witnessing this weather phenomenon I attempted years ago to figure out a fix. I tried Avblend in my oil prior to putting the airplane away for the winter first. Even though we had our usual two winter warm ups that winter, I ended up with no such bright red rust inside my oil cap that winter. I will say I was impressed.

Since that time I've tried and been able to talk other airplane owners into using either one of the two products listed above. Both have yielded similar results.

Granted, both products are not cheap per their size, but then what cost is the premature overhaul of your engine. Good oil, regular oil changes with filter and a pint of either of these products is good cheap insurance against some rather frightfull corrosion if nothing else, especially if you do this just before you put the airplane away for extended periods of time.

If the product also helps with internal lubrication and helps the engine wear slower, hey so much the better.

I've listened to the forums at OSH given by the owner/inventor? Of Cam Guard and as I recall the person was employed by a major oil company and when he saw what they were going to do to the multi grade engine oil he had helped develop (remove some key ingredients) he opted to quit the petroleum company and start his own company and put in the additives they removed, and call it Cam Guard. You can pick all this info up by the way at their booth at OSH in the form of a brochure.

I can't vouch for the lubrication improvements you may see, but I will say it does seem to help for corrosion protection as I've explained above.

The corrosion protection alone for us weekend warriors, or those who park their airplanes for months at a time, for whatever reason could really use and appreciate should be "worth it". As I mentioned above, if you read, and read carefully, both companies make no pretenses that this is the market they seem most interested in. The folks who let their aircraft sit idle for periods of time, longer than say a week or two, especially those in the more corrosion prevalent areas.

Reading through their websites, gives one a lot better understanding of the forces working against your engine while you're safe at home in the easy chair, avoiding the inclement weather outside. I simply can't do anyone justice by attempting to restate what one can read online. Suffice to say, I've seen enough Airplane engines apart to say the two products aren't "blowing smoke", when it comes to what can happen to your engine internally if you A. leave it sit, and B. leave it sit with old oil in it for extended periods.

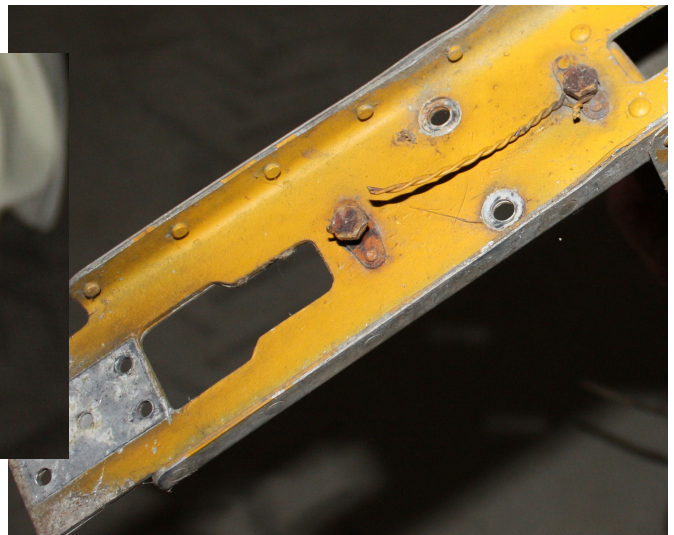
The first parts to show corrosion are the upper areas, or the highest (vertical from the ground) parts of the engine. In the case of Continentals, the oil dipstick area, and filler neck. Valve covers come next as a place for moisture to condense. The cam and lifter faces also seem to take a pretty good dose of punishment in the corrosion area. One last place I've seen corrosion is the steel stampings of the impulse couplings. I've seen all these ruined by corrosion on engines that sit and some of the price tags on these units do not come cheap.

Do the two products really help with superior lubrication over and above oil? Well, possibly during the critical times of initial start up, especially with cold engines, other than that, a good and fresh oil is probably what you need most.

But once again, most of your wear happens during these critical times, so added with the superior corrosion protections these products offer from my limited experience I'd say you should at least consider using one of the two. I know I do.



What is wrong with this Vertical Fin Spar? See page 18 for the answer.



Hangar Tips: Scott Ross' Paint Booth

Scott is restoring his Cessna 120. He found he had lots of little parts he was painting, and didn't want a good area to do this without breathing fumes. He took extra parts around the hangar and constructed this really neat paint booth that fits in the back of the hangar.

This booth is 4' wide to accommodate the 48" fluorescent bulbs for lighting on top. He took aluminum angles and used them for the corners, which allowed him to make an air space underneath and position a box fan below it to suck the air down. He used regular bar-b-q grills for the screen, and filters below that so the fan didn't get coated in paint. He wired up the fan and lights on the side to a switch. There is an area right below the lights that a piece of metal tubing can fit and he has wire hangers that go below it for hanging small pieces.



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!

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OUCH!

By Don Alesi

I was talking to Ken Morris recently about our broken tail wheel and broken axle. He said that we were very lucky it happened when it did. I told him that I felt like I was spanked but not beaten by the airplane Gods.

So here is what happened to us. Maureen and I finally put skis on the 140. Take offs and landings were actually pretty easy to figure out. The problem we had was learning to taxi in a strong wind. You needed sudden bursts of power followed by severe jabs at the rudder. Kind of opposite of what we were used to.

On a nice morning with several inches of fresh snow, we were taxiing up and down the grass runway at Poplar Grove trying to pack down the snow to give us more take off speed. While turning off the corner of the edge of the runway, I caught the tail wheel in the rough part of a plowed field and promptly sheared off part of the spring just above the tail wheel.

No problem. I snipped the chains off the tail wheel and was able to taxi back through the snow to our hanger. Maureen and I put the airplane on its ski dollies and began pushing the airplane to the hanger.

About half way into the hanger, we heard a large snap and the right axle broke with the ski and dolly still attached. The 140 was sitting cockeyed and looked like a fighter that didn't know what hit him.



One phone call brought about eight people over and we were able to push the airplane safely into its hanger. Removing the ski revealed that the axle and broke just past the mounting bolts.

A closer examination had shown the axle had been cracked along the bottom for some time. See the pictures and judge for yourself.

Why the axle broke at that particular time is a cosmic mystery. If it had failed on landing, we might have become Hooker "Test pilots". Again, I had just been spanked but not beaten.



One of our airplane friends said that they make solid axles for 120/140s and if we were going to fly on skis that we should buy a set. They were ordered that very Monday.

If you really think about it, I have a sixty four year old trainer with almost 8,000 hours with the original hollow axles still on the landing gear. If I can make one suggestion and this is from a non A-P. Check your axles out. Thanks to everyone who came over to help and offer support and encouragement. I think I need to play the lottery and maybe go back to church.

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!

Kaptin Ken's Ramblings, by *Ken Morris*

Why are skis so hard on axles? The standard 'hollow' axles that come on virtually all small Cessnas are engineered to withstand even my landings! But we as owners need to remember, these planes have been handling my type of landings for 65 years. That alot of "Take That Runway!"s. The real problem isn't so much with wheels, but skis. Skis are 5 or 6 feet long and they put an unusual twisting moment on the axle because of the ski length and trying to turn, etc. They also have no suspension like a tire provides. This combination is hard on the axle. In Don's case, a crack had started long ago. It was at the bottom of the axle and virtually impossible to see. Grove makes a solid axle replacement for about \$75 each. So if you are into being frozen from the knees up and medium rare from the knees down flying on skis in the winter, I highly recommend solid axles. It won't help my landings, but it will help the airplane.



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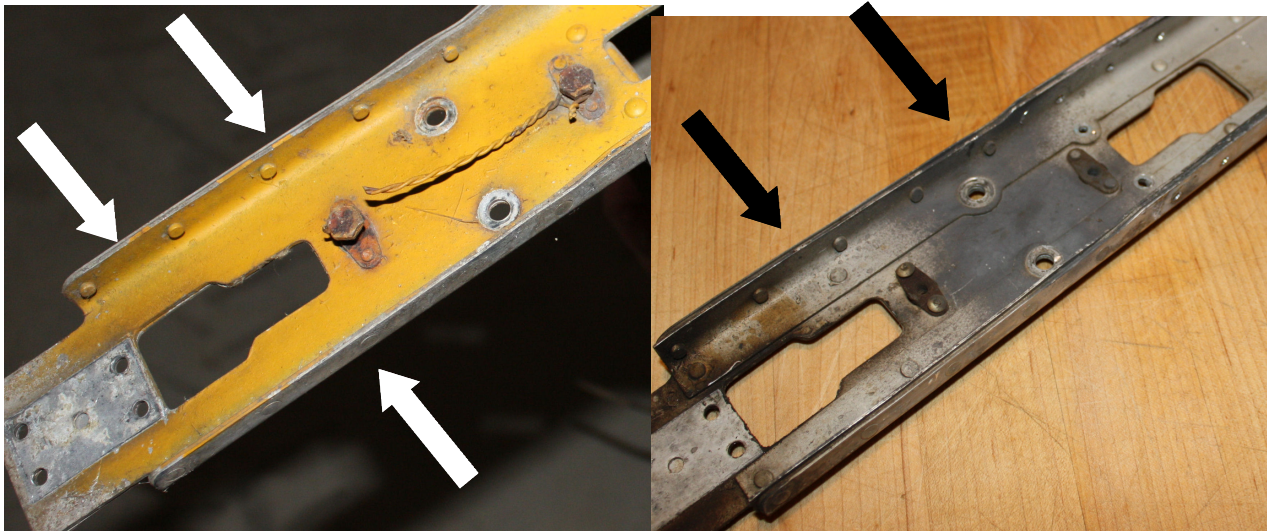
Joe Freed sent this picture of his
license plate. I like this one!

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



What is wrong with this Vertical Fin?

AD 50-31-01 has not been accomplished on the fin on the left. This AD requires installation of reinforcing channels on the vertical fin spar. These reinforcing channels incorporate the larger bolt holes to spread the load over more of the fin. Believe it or not, there are still fins without this AD accomplished flying around out there! Just saw this the other day on a recently annualed 1948 140. (It has been fixed now). This AD applies to serial numbers 8001 - 15035, but remember that all fins will fit on all planes, so be sure to check yours regardless of the serial number! This particular fin (the yellow one) came off a Cessna 140A. The plane had been flying with that fin for 28 years, unmodified, after the AD came out!



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Georgia on My Mind!



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.



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Falcon Field - FFC
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Details on pg 19 - Plan Ahead!

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