



# International Cessna 120/140 Association

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

ISSUE 371

June/July 2011

## In This Issue:

Brad Howerton's Cessna 120 story.....	Pg 3
Sun 'N Fun Update from Christian Vehrs.....	Pg 4
Sun 'N Fun Update from Joy Warren.....	Pg 6
Tech Talk - Recurring AD's by Victor Grahm.....	Pg 8
Our C-140 - Jim Zimmerman.....	Pg 11
My Project - Larry Benson.....	Pg 12
Home made fuel tester by Larry Hastings.....	Pg 13
Gas Gauge Leaks - Lorraine Morris.....	Pg 16



Lloyd Howerton and Cessna 120, N1901N

# 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  
State Representative  
Ed Grossheim  
803-420-8214  
Chris Farrell  
Member at Large  
704-905-7964  
Chriswc99@earthlink.net

### STATE REPRESENTATIVES

#### ALABAMA

Blake Mathis  
blakemathis@yahoo.com  
Steven & Edna Earle Simmons  
334-898-7376  
sesimmons@alaweb.com

#### ALASKA

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

#### ARIZONA

Ronald Wiener-57AZ  
520-742-5485  
rkW55@msn.com

#### ARKANSAS

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

#### CALIFORNIA

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

#### COLORADO

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

#### CONNECTICUT

Bob & Sandy Boyer-SNC  
203-264-7512  
boband-  
sandy140@charter.net  
**DELAWARE**  
Hugh Horning-ILG  
302-655-6191  
yeepie121@aol.com

#### FLORIDA

Terry Dawkins-54J  
850-376-8284  
tdawkin@southernco.com  
Marc Fontaine  
marc@flyplatinum.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  
dhpd@cockpitlights.com

#### ILLINOIS

Don & Maureen Alesi-C77  
847-426-7880  
N2084V@comcast.net  
Jeff Kohlert-DPA  
630-513-9275  
cckohlert@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  
david-  
lowe.c140@gmail.com

#### MARYLAND

Fred Lagno-ESN  
410-827-7896  
fredlagno@yahoo.com

#### MICHIGAN

Danny Green  
flygreen@charter.net

#### MINNESOTA

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

#### MISSISSIPPI

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

#### MISSOURI

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

#### NEW HAMPSHIRE

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

#### NEW MEXICO

Ed Blevins-E06  
505-399-2449  
ed\_levins@valornet.com

#### NEW YORK

Eric Saliba-23N  
631-472-8372  
avia23n@yahoo.com

#### NORTH CAROLINA

Mac & Donna Forbes  
704-209-3301  
wefly140@aol.com

#### OHIO

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

#### OKLAHOMA

Marty Lochman-SNL  
405-391-6773  
black02mach1@gmail.com

#### PENNSYLVANIA

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

#### SOUTH CAROLINA

Bo Mabry-3J1  
843-524-5637  
swiftbo@islc.net  
Ed Growssheim  
mdgtmstng@truvista.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  
kdwright@swbell.net  
Billy Shires-TDW  
806-353-1177

John "Vic" White

830-438-5072  
vwkestrel@gvtc.com

Orville Wino ver  
owinover@aol.com

#### VERMONT

Robert Desrochers-6B8  
802 748-8034  
robert@fairbanksmill.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  
crybarck@wi.net

#### WYOMING

Frank Mommsen  
frank@wyocarb.com

#### INTERNATIONAL

##### Australia

Mike Dalton  
dalts@bigpond.net.au

##### England

Graham Robson  
graham-robson@btconnect.com

##### Germany

Wolfgang Schuele  
wedeas@gmx.net

##### Quebec, CA

Martin Tanguay  
tanguaymartin@videotron.ca

#### 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



## Brad Howerton's Cessna 120, N1901N

Brad's Story: I have been flying this 120, N1901N, for 30 years. In that time, I have logged just over 1,000 hours in it and seen lots of new places. Most people don't think of a Cessna 120 as a cross-country machine. But for most of my life, it has been the FASTEST plane in the hangar. Compared to my other options - Piper J-3, Stearman or Navy N3N, and this plane is extremely fast and efficient. In the summer of 1981, I flew from Tulsa to Calgary, Alberta to Oshkosh and back home. In those 30 years, I have landed in 26 of the lower 48 states. I even flew from Dallas to Omaha to pluck a kitten out of a rescue shelter. Of course, none of my aviation adventures would have happened without a supportive father.

My Dad's story. His first dual flight was on March 15th, 1947 in a 140, N89198. His second flight was in another Cessna, N1899N. On October 26th, 1947, he flew a Cessna 140, N1903N. He ended up taking his private checkride in N1899N on February 14th, 1948 - just 3 days after his 18th birthday. All of his flight training was done at Muskogee Air Service, in Muskogee, Oklahoma - HatBox Field.

A side note about Muskogee Air Service. There was another training school on the airport, Sam's Flying Service. It was run by Nathan Sam's, a Muskogee businessman, who learned to fly in the CPT program and flew during WWII at Tuskegee. Nathan returned to Muskogee after the war. This was during an era of segregation, which meant that he and Muskogee Air Service were not competitors, but simply offered their services to different groups of would-be pilots. In fact, Sam's and Muskogee Air Service went together and bought a package deal of N1899N, N1901N and N1903N from Cessna. All 3 planes were delivered at the same time to HatBox Field. Sam's ended up with N1901N.

By November of 1949, most veteran's had

used up their G.I. Bill funds for flight training. N1901N was put up for sale by Sam's Flying Service. My Dad and his older brother, Doyle, bought the 120 for the sum of \$950 (yes, that was more than 60 years ago). Dad took his Commercial checkride in N1901N in December, 1950. In June, 1951, he took his Flight Instructors checkride in this same airplane. The following month, he went to work as a flight instructor.

He went on to enlist in the Air Force in May of 1952, leaving his brother to look after the 120. He flew KC-97 tankers then left the Air Force to pursue a career as a corporate pilot. He retired in 1990, while flying a Cessna Citation III. After retirement, he had more time to spend with the beloved 120. In 1991, he replaced the C-85 with an O-200 and did many other improvements. In the late 1990's, he crossed his 20,000th hour of logged flying time. You guessed it, flying this 120.

(Editors Note: Brad mentions that this 120 was the fastest plane in the hangar. After the 120s and 140s were introduced, many of the pilots transitioning from Cubs and Champs had some difficulty with the transition because of the faster speeds the Cessna operate at!)



Lloyd Howerton

## Sun-N-Fun 2011 UPDATE, by Christian Vehrs

I guess most folks heard the big news from Sun-N-Fun (SNF) this year was the tornado that touched down on the field Thursday afternoon. I surveyed the damage Friday morning and filled my camera with overturned aircraft and uprooted tents and displays. In the end, over 45 aircraft were destroyed and countless other damaged. On the whole, there were no fatalities, and only one serious injury. Sun-N-Fun officials evacuated the field Thursday afternoon, and folks took stock of their personal safety and property. To my knowledge, no one from our organization suffered any injury or loss to their personal property during the event.



Turnout for Thursday evening's banquet at Earhart's Runway Grill was hampered by the events, but those who braved the conditions had a great meal and a good time for social-



izing. Since this is such a convenient venue for our dinner/social hour, we will plan to schedule this location for next year as well.



Many thanks to Joy and Clare Warren for staking our claim, and "holding down the fort" at the Type Tent tables. Forty Five folks stopped by to register their attendance this year. We were able to renew some members and bring a couple of new members into our organization. It was great to



able to meet everyone and put some faces to familiar names during the two days I was able to man the table. It was fun to see the enthusiasm for this year's annual convention in Peachtree City this coming September.



I also had the privilege to spend an afternoon with our new State Rep Coordinator, Ed Grossheim. Ed flew his Honey Bee in from South Carolina and arrived Friday morning.

Just for the record, Ed does plan to repaint his 1946 120, but he promised to keep the bee motif. He says it is just too popular with the adoring fans his meets wherever he takes it.

Good for you Ed!! Anyone who has met Ed knows the passion he has for these airplanes and our organization. It's hard to bee-lieve that he is still in his first year as a member.

One of the great additions to the Sun-N-Fun campus is the new Central Florida Aerospace Academy. This building was erected in less than twelve months, and is a Vocational High School for students in the area. Its classrooms provide a new location for many of the forums held during SNF week.



A huge Thank-You goes to Dave Lowe, John Von Linsowe and Victor Grahn for providing the PowerPoint presentation and recent notes that we are able to use during our maintenance forums at SNF, Oshkosh and our annual conventions. By providing that presentation, we are able to conduct a thorough and informative forum (even in their absence, as was the case this week in SNF).

Special thanks to Gus Warren who stepped up to

host the forum this year. I am ever-grateful and amazed at the talent we have in our organization. Gus's presentation was seamless and polished, and he was able to provide specific information to help several individuals regarding the issues they were facing. Adding to Gus's knowledge was Jack Hooker, who fielded questions and comments from the audience during and after the forum.

Christian Vehrs





# Sun N Fun???!!!

by Joy Warren

When I saw that the Association had no one to be at the Type Tent for the first couple of days I thought, "Winter here in Michigan has been very cold and snowy, why not go to Florida?" In Florida we can visit for a couple of days with our son, Gus, and our newest granddaughter, in Edgewater and then head over to Sun N Fun. After a couple of days in with Gus and family we left for Lakeland. We checked in to our motel in Zephyrhills on Sunday so we could be at the field on Monday morning to select our spot right up front in the Type Tent. Margie Preister, our Merchandise Coordinator, had brought two boxes of registration essentials and merchandise to the hotel.

On Monday we headed for the airport. After parking we grabbed the boxes and started walking on to the field. To our surprise a very helpful person offered to carry our boxes. Seems that airplane people are always willing to offer help. Fortunately, we were able to secure our usual spot at the Type Tent. When I opened the boxes I discovered that there was no banner or sign to hang behind us. The weather got rather cloudy and it looked like rain, so we headed back to the motel. Then it really started to rain - hard!!

I decided to find a place that could make a sign. As I drove past the hotel, I spotted a Staples and got very wet going in. After I listened to the clerk, David, tell people ahead of me that it would be 48 hours before he could get to their orders I got discouraged, since I needed it by the next day, but decided to give it a try. Good thing I did, because when I told him all I needed was a paper banner, laminated to protect it from the elements, he said he would do his best. I gave him my cell phone number and it wasn't an hour before he called to say it was done. So back out into the rain I went to pick it up. When I got there and asked "how much?" he said "NO CHARGE!" Seems that he thought the person in front of me in line had cut in and was very rude and I was very patient. And the sign served very well. Thank you, Staples and David!

On opening day, Tuesday, it was foggy and wet, so business was off to a slow start. However, we did have about 20 people sign the register. The first signer was from Guelph, Ontario, Canada. Wednesday was also kind of slow, but steady.

Thursday is when it got exciting! We had stayed in Zephyrhills until about 10 am because of a tornado warning. Once it was cancelled we went on to Lakeland. It wasn't raining - yet. We had just finished our lunch sandwich (provided by Sun N Fun to the volunteers) when it got very dark and the rain started, then the wind. We were sitting with our backs to the west side of the tent when a gust slammed the sidewall into our backs and nearly tipped the table over. Some men came over and



Joy & Clare Warren at the Type Tent table - before the storm.



Just before the rain and wind started this big black cloud came over.



During the storm the Type Tent sign was at a 45 degree angle, but the Nieuport replica seems to have survived.

Send Photos/Articles/Advertisements to: [Taildragger140A@gmail.com](mailto:Taildragger140A@gmail.com)

Page 6 - June/July 2011 #371



held onto the tent pole to keep the tent upright. The Type Tent sign out front was blown to a 45 degree angle. Of course, the merchandise and other stuff went into the newly formed stream of water. As the water rushed over our feet some of the Sun N Fun personnel came and said we couldn't stay in the tent - that we had to go to a stronger building.

A very helpful person, Nigel, took us to the Type Club Headquarters building next door. It had a ramp so Clare could get in on his scooter. Once in there we settled in to watching the weather on a computer set up. Nigel came back and said it wasn't safe in that wooden building, that we had to go to a masonry building. He took us to the men's shower room, where we spent about two hours, in the dark, because there was no power and very small windows. Did you know that there are pig murals on the walls in there? Let me say, it was an experience.

Once things quieted down and we came out of there, Sun N Fun personnel told us that the field had been closed and we had to leave. By now the place was a sea of mud with water running everywhere, but they asked us where our car was. I told him it was out in the handi-capped lot, but it was too muddy and wet to take Clare's scooter out there. That was when they volunteered to go get it if I would lend them my umbrella - I did and they did. They brought the van right up to the cement porch area of the shower room and then drove us out to the gate. Many thanks to the staff and volunteers of Sun N Fun for being so helpful.

This was the evening for our Banquet so we hung around until 7 pm - in the van, trying to dry off, which we did - kind of. The dinner at the Earhart Restaurant in the terminal building was very good - but not as many attended as we had hoped maybe about 16-18. We can certainly blame the weather for that. Good food, good location. I'd vote to go there again next year.

So, our quest for better weather than in Michigan didn't quite work out as planned. I'm sure when next year rolls around we'll be willing to try again. At least it wasn't as muddy as Oshkosh was last year.

We didn't get to see Christian Vehrs, who didn't arrive until the next day. And we didn't get to attend our forum on Saturday. Christian's account starts on Thursday, where this one ends.



*During the wind and rain - it got kind of scary for a few minutes.*



*They closed the field and the Type Tent - the sign didn't make it!!*



*Left: The group at Earhart's Restaurant.  
Above: Blake Mathis heads up the table.*



## Tech Talk - That Old Recurring AD Issues by Victor Grahm

Numerous times throughout the year, whether reading the website forum, meeting with members at the various fly ins, conventions, or phone calls to my house I get questions on AD's relating to our aircraft. Most of the time, it's an old AD (think more than 50 years old) that crops up and unfortunately many times that same AD is a recurring AD, i.e. one that requires repetitive inspection.

Recurring AD's are those that can be repetitively inspected sometimes theoretically forever, unless there is a termination factor that allows it to be permanently complied with. As long as you keep up with the repetitive inspections at the regular intervals, usually every 100 hours, every 12 months, whichever comes first your airplane is air-worthy and ok for continued flight.

Generally speaking almost all of the AD's on our aircraft are old, by that I mean they were issued prior to the early 1960's, in fact most of the AD's were issued prior to 1950 and many of them were "one time AD's". In other words, once you installed the new parts or corrected the defect the AD no longer applied.

An example of an AD that may go on with repetitive inspections for ??? who knows how long is the Marvel Schebler carburetor 2 piece venturi inspection. Some Marvel carbs in our aircraft (those with O-200's) for some reason just run better with a two piece venturi rather than the one piece venturi installation that complies with the AD permanently and removes the need to further inspect at regular intervals. For this reason the FAA was agreeable to allowing the old two piece venturi to be re-installed, AS LONG as it is regularly inspected!! Emphasis mine.

## AIRCRAFT SPRUCE

*Everything for your Cessna!*



### TIRES

Goodyear  
Specialty Tire  
Aero Classic  
Michelin

### BATTERIES

Gill  
Concorde



• Best Prices • Free Shipping • Biggest Selection •

- Windshields
- Polishes / Cleaners
- Strobes
- Tailwheels
- Starters / Alternators
- Avionics



**FREE**

2010-2011 600+  
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](http://www.cessna120-140.org)

Is THE *official website* of the International Cessna 120/140 Association. [www.cessna120-140.org](http://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](mailto:info@hookerharness.com)  
[www.hookerharness.com](http://www.hookerharness.com)

324 E. Stephenson St. - Freeport, IL 61032

Send Photos/Articles/Advertisements to: [Taildragger140A@gmail.com](mailto:Taildragger140A@gmail.com)



For the sake of this article however I'll just stick with Airframe AD's. Most technicians are pretty familiar with and can handle the Engine, prop, magneto, carb, radio etc AD's.

The AD's that seem to "hook" or give the worst "gotcha's" to aircraft owners and A&P's are the old Airframe AD's that someone thought were permanently complied, signed off as complied with..... but were never actually done.

These come under several categories:

AD's that people just forgot about because they are so old.

AD's that were permanently complied with, however the over time the aircraft gets damaged, and someone installs a set of 1946 wings on a 1948 airplane. By Serial number the several wing AD's should not apply to a 1948 aircraft, but if you put on 1946 wings then you may not have some of proper parts or rivets such as required by AD 47-26-02 for the earlier year and s/n aircraft.

AD's that are so old, someone just assumes "had to have been complied with by now???"

In this article I'll just stick with the several basic AD's that I find come up the most often.

These AD's are:  
(and these are all recurring AD's)

AD47-06-11 Forward door post cracks. This AD is so old I've never even seen this style door post on any aircraft still flying. However, it's real easy to check for. If your forward door post, (that the two, upper and lower, door hinges attaches/screws into) extends from under the wing forward spar area, all the way down to just above the wing strut attach point, you're fine. IF the door post stops at the base of the windshield, and basically looks like the "boot" of the country Italy, then you need to get this AD complied with yesterday.

AD47-43-04 Rudder control horn inspection. Older aircraft have a thinner horn, or "arm" that is welded to the rudder tubes where the rudder cable attaches to before it travels under the floor back to the rudder. This horn can break off. S/N's 8001 to 12349 had a thinner metal piece, right around .060 rudder horn. Later s/n's had .080 steel horns. If you have cast rudder peddles (fancy cast pieces with "D" shaped holes in the center), as opposed to stamped aluminum rudder peddles, chances are this AD applied to your aircraft at one time and may, and may not have been permanently fixed. In the interim, someone could have easily forgotten the repetitive inspection required every 100 hours.

AD 47-43-05 Elevator spar reinforcement. Look carefully at your 4 elevator hinges. It's easiest to stand in front of the horizontal looking aft. There should be an extra skin and two rivets sandwiched in-between the elevator spar and corrugated skin at both hinge points. It does not extend the length of the spar, only a little more than the width of the hinge area.

AD47-43-06 Wing leading edge reinforcement. There should have been some additional rivets installed on the leading edge ribs of the wings. Look up the AD for details. I seldom see where this had not been accomplished on aircraft.

AD47-50-02 Cracks at rear fuselage bulkhead. This is the short fuselage bulkhead that makes up the very last vertical structure of the aircraft. Essentially this strengthens the lower rudder hinge area of the vertical bulkhead. If you have four bolts holding the lower rudder hinge on to the tail post (rear fuselage bulkhead). And you see 4 rivets, just outside these four bolts you are almost sure to have this AD permanently complied with.

If you cannot see the top two nutplates that the two upper rudder hinge bolts go into (inside the fuselage) because there is a short shelf covering them, I can just about guarantee that this AD has been complied with. (your elevator horn will just clear this ledge as it sweeps past while you check full travel of your elevator) The only way to know for sure if this AD was complied with is to crawl down inside the tunnel, basically stand on your head, look through the lightning holes that are in the second to last fuselage bulkhead (with a really bright light) and look for a plate or something that resembles a small cookie tray on the forward side of the lower rudder hinge area.

THIS NEXT AD IS THE MOST COMMONLY MISSED AD OF THE ENTIRE "OLD" AD SET. AD47-50-02 just above is the second most missed AD.

AD48-07-01 Stabilizer attaching bolts. Another odd and obscure AD that many have forgotten about. This pertains to the two bolts that hold the aft side of the horizontal to the back of the vertical fin/rear bulkhead. READ the AD and associated Service letter, SLN 52 CAREFULLY!!!! Do not over tighten these bolts, just make sure they are tight. Cessna when they made the aircraft didn't use long enough bolts, thus they may not extend all the way through the fiber lock nut. Read and understand before putting your small 1/4 inch drive, wobbly socket on these two bolt heads to check their torque.!!

These two bolt heads are almost under the elevator tube where the two elevators bolt together.

AD48-25-02 and AD62-24-03. Both of these AD's pertain to cracks in the exhaust mufflers and carbon monoxide entering the cabin. Read the AD's and inspect the exhaust these are both common and straight forward.

Whew.....Last one!

AD 48-25-03 Broken or loose drag/anti drag wires. Once again, there are many good "Fabric" mechanics out there. The AD and associated service letter, SLN 27 cover the criteria for checking drag/anti-drag wires. Read the material, it is pretty straight forward.

A little known fact of this AD is that if you have fabric wings, while you may have as many inspection rings as you want to check for internal wing condition, you can have NO LESS than two, and their location is clearly marked in the AD. Both of them are aft of the rear spar. One inboard of the 5<sup>th</sup> rib, and the second outboard of the 10<sup>th</sup> rib.

This completes the full list of old recurring AD's that I get questioned on. Hopefully you find it helpful in keeping your airplane airworthy and also legal.

Far and away the most interest and discus-

**Our Website**  
[www.cessna120-140.org](http://www.cessna120-140.org)

Our website is located at [www.cessna120-140.org](http://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](mailto:Taildragger140A@gmail.com)

Page 10 - June/July 2011 #371



## OUR 140...

I saw the bit in the newsletter about "First Solo's" and thought that his might be included as well. After many years of flying my Father's various airplanes, I had finally reached the point where I thought it was time to take the plunge myself into aircraft ownership.



Much thought and Trade-A-Plane time went into the final decision, but, long story short, I went to Montana in 2008 and flew home in N76573. The airplane is a '46 140 with a C-90 engine.

My Father and mentor is a very high time ATP, retired 747 Captain and CFI. We have shared a lifetime of fun with airplanes and he related many stories of the time when he owned a 140 and taught lots of students to fly in it back in the 1960's. My brother John is also a licensed pilot and the three of us have really enjoyed the low and slow and affordable flying we share in my "new" toy. The 140 provides a

great option to Dad's Bonanza for a different type of flying.

My son James had always seemed to have an interest in flying, as well. Suddenly, last year he decided to take the plunge. One day he told me he'd like to learn to fly! Of course I was happy about his decision and his Grandpa agreed to do the honors as Instructor in our 140. Well, you can see the results in the photo, taken just after his 1<sup>st</sup> solo! Son-in-Law Brian has expressed an interest in learning to fly, so he is next on the list...

So there we have it. Three generations of our family have enjoyed many hours in the remarkable Cessna and continue to fly the little bird a lot. Those two little ones (Blake and Maddie) are generation four, and may well be the next ones to join our "club"!!

Thank You, Mr. Cessna!

Jim Zimmerman, member.



sion of the set is on AD 47-50-02 dealing with the rear bulkhead. There are some good pictures available if you search the Website and locate them. Some really long cracks have been found under the lower rudder hinge on the older style that only had two bolts holding the lower rudder hinge on. Kinda scary when you think about it.

If you have any questions, on these or other AD's or technical matters, please contact me and hopefully I can help get your situation resolved.

As with any old aircraft flying today, it's helpful to keep some of this knowledge stored away somewhere. You may want to make a personal inspection of your aircraft with this article in hand, or simply give it to your mechanic at your next annual/100 hour inspection. Don't be surprised if a few of these AD's went MIA over the years. You won't be the "Lone Ranger".

## My Project

By Larry Benson

I purchased a C-120, N72654 in 1981. I am/have been member of the Assn soon after this. I have been to a couple of conventions in distant past, but I have not been actively flying in over tens years.

N72654 had wings removed for recovering 1998 and other projects. Purchased Hooker Harness and Carburetor STC/carburetor from David Lowe during this process. N72654 already had electrical system, and "D" windows.

Wings finally recovered, but due to family health issues, N72654 put into storage in my garage -2002; I now live in The Estates at Eagle Pointe- the old Grissom AFB base housing.

New FBO ( and Joint Use Agreement) set up in Grissom Aeroplex/Air Reserve Base @ KGUS in 2008. The new FBO manager (also the mechanic) there saw my plane sitting in my garage, while out for walk with his family one evening, and we started talking about returning N72654 to airworthy status. Due to family issues, I was not ready to devote the time/resources to this project till October 2010. N72654 moved to Montgomery Aviation, Inc October 2010. The FBO is less than a mile from my home!

Slow progress being made past several months: weather and family issues ( estate).



Found left hand aileron bellcrank in right hand wing. Yeah, fellow Assn member had RT hand bellcrank he would sell me! Also thanks again to Mr Grahm for his comments.

The AE @ FBO taking new job near Indy - as of March 1st. We will be trying to finish project by



then...if things work out.

Good news though, He will be returning to KGUS on monthly basis, and will not be stranger! He has his own project plane he is keeping @ KGUS , a C-172 that is itself a bit of history. It was S/N 1 (ONE) C-172 used by USAF!

Recently purchased 150 muffler STC - and thank you again!

Still several things to do before it is airworthy.

Including, no one at KGUS is taildragger pilot except for me, and I need to do BFR before I can fly.

The information contained in this publication is provided solely for the benefit and enjoyment of members of the International Cessna 120/140 Association. Information in the articles contain the views, practices and opinions of the authors. Publication should not be construed as any endorsement or recommendation by the Association that the views, practices and opinions are applicable to any aircraft other than the particular aircraft described therein. Any repairs and/or modifications must be done in accordance with appropriate FAA guidelines, regulations and maintenance requirements under the supervision of a licensed aviation mechanic and inspector.



# GATS Jar Environmentally Friendly Fuel Tester (Home made)

by Larry Hastings N2365V

Like most good pilots, I pay close attention to the fuel I sump from each tank and fuel strainer. I used the same standard fuel test for some 40 years. About a year ago, I bought a GATS Jar fuel tester sold by Sportys and many local airports. It spoiled me immediately. It's nice to be able to pour the fuel back into the tank without contaminating your source or wasting it on the ground. The problem is that my GATS jar disappeared. I just couldn't find it anywhere. I started to



order another one but \$20.00 is just enough to make me look for an alternate method.

With less than \$5.00 in my pocket, I came out of Wal-Mart with one Rubbermaid Mixer Mate 1 Pt/473mL plastic jar and a standard Fram G2 car fuel filter.



Once I got home, I cut the end off the filter up to where the fuel line hose would have stopped.

I then drilled a hole in the lids cap and used the Dremel tool to size it to the filter. A punch or proper size drill (maybe even a butterfly bit) would work fine.

The filter should fit snug into the cap. I then mix up some JB weld to hold the filter onto the cap. Smooth out and let dry overnight. All this work only took 15



minutes. I didn't add the cost of the JB Weld because no house should be without it. I've been using the same tubes for 5 years.



It's not as small as the GATS test jar, but seems to work just as well. (Sorry about the low wing).



Sump tabs lift easy with one hand. Inspect fuel for water and debris.

Snap on the filter, invert and squeeze. Only fuel will

go into the wing tank. Open main lid and clean out any dirt or water if any. This little system works great. I've also used it on the Cessna flat pad sump successfully.



The only question I can't answer is how long will this plastic hold up to gasoline. I've used it 3 months so far with no problem. Email me if you have a better method or an idea for some improvement.

Thanks.....Larry Hastings





## 2011 Convention schedule Condensed

Sunday September 25<sup>th</sup> – Saturday October 1<sup>st</sup>  
Photo scavenger hunt

Wednesday September 28<sup>th</sup>  
Early arrivals rally point / Fly-out : Beechcraft Heritage Museum

Thursday September 29<sup>th</sup>  
Poker run  
Don Sword from Don's Dream machines. Hospitality room.  
Presentation for small Continental engines, maintenance tips and STC's.  
Door Prizes!!!



Friday September 30<sup>th</sup>  
Museum of Aviation - Warner Robins Air Force Base.  
Bar-B-Que dinner at convention airport  
Movie night in hospitality room.

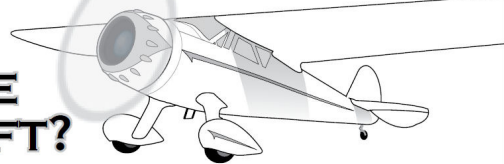
Saturday October 1<sup>st</sup>  
Pancake breakfast at airport - Boy Scout Troop #172  
Maintenance Forum and flying games briefing.  
Fly-out to Peach State airport  
Vintage Days.  
Flying games till done.  
Banquet at hotel.  
Presentation for winner of photo scavenger hunt.

Sunday October 2<sup>nd</sup>  
6:30 coffee and doughnuts  
farewell.

Museum of Aviation  
- Warner Robins Air  
Force Base

Spring is here!  
Start taking  
pictures and send  
them in Now for  
inclusion in the  
2012 Calendar!

### **LOVE VINTAGE AIRCRAFT?**



Join fellow vintage airplane enthusiasts! Become a member of the Vintage Aircraft Association and receive 12 colorful and informative issues of *Vintage Airplane* and our e-Newsletter *Vintage Aircraft Online*, plus gain access to the most successful insurance program for vintage airplanes anywhere.

Dues are only \$36 per year if you are already an EAA Member, or as low as \$46 to join both EAA and VAA.



800-564-6322 | [WWW.VINTAGEAIRCRAFT.ORG](http://WWW.VINTAGEAIRCRAFT.ORG)

Send Photos/Articles/Advertisements to: [Taildragger140A@gmail.com](mailto:Taildragger140A@gmail.com)

What is wrong with this tail-wheel bracket? See page 18 for the answer.



**FAA/PMA APPROVED FUEL SELECTOR VALVE**  
**Cessna 120/140**



- Get Rid of Leaky Valves
- No fuel smells in cabin
- Positive Stop Detents
- Improved Safety
- Easy to Read
- Greater Durability

**SHA200F202-120 L/R/OFF \$418**

**SHA200F204-140 L/R/B/OFF \$442**

Installations also available through

**Sierra Hotel Aero Inc.**

Member number 6584

651.306.1456

[sierrahotelaero.com](http://sierrahotelaero.com)

**Ed Grossheim made the cover of General Aviation news!**

**GENERAL AVIATION NEWS**

SPECIAL ADVERTISING SECTION:  
**Engine Marketplace** p. 21



STRENGTH 0200 240000-0001 - STOCKHOLM

**100th RV-12 flies** p. 3

**Fliers or liars?** p. 25

**Don't be a one-trick pony** p. 11

**Lack of sleep, bad decisions** p. 10

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](mailto:Taildragger7W@aol.com)



**Carbon Fiber Wheel Pants and Mounting Plates**

[www.lahtiaerospace.com](http://www.lahtiaerospace.com)



Lahti Aerospace, Inc.  
2971 Sleaford Dr.  
Waterford, MI 48329

Cell: 248-762-1836

Email: [Matt@lahtiaerospace.com](mailto:Matt@lahtiaerospace.com)



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

Send Photos/Articles/Advertisements to: [Taildragger140A@gmail.com](mailto:Taildragger140A@gmail.com)



## Gas Gauge Leaks

Have you ever had your gas gauge leak? Ever get that lovely blue or red gas stain around your headliner gas gauge?

When small gas leaks happen around the gas gauge, the first step is to remove the fuel tank quantity indicator (after draining the



gas from the tanks). If you have the Right/ Left/ Both fuel selector, be sure to put the se-

lector on the other tank or turn it off (don't leave it on both), otherwise after you drain the tank, they will start to equalize from the other tank and that tank you thought only held 12.5 gallons will somehow drain almost 24 gallons!

But I digress... Why did the gas tank gauge leak in the first place? Over time, the gaskets will get dry and brittle and gas can then seep between the cracks created. How do most folks fix this? Tighten down the 4 screws at the corners of the gauge. When that stops working, just remove the gauge, replace the gaskets and put it back together again. If there is a little leak left, tighten it down again!

The general consensus is that there were two gaskets used originally in the fuel gauge installation. One of them is a round gasket that has a lip which fits against the gas tank and the gauge and the other gasket is square and fills the space between the back of the gauge and the square gas tank lip. The parts manual, however, doesn't show these. So when somebody pulls the gauge and replaces just the round gasket, there is no support behind the screws that hold the gauge in place. When the leak starts, and they tighten down the screws, the gauge gets cracked. (see the pictures).

Sometimes this goes so far that the actual indicator falls out!

So what is the solution? Be sure you don't crank down on the gas tank corner screws to hard that you crack the gauges. Before tightening, make sure you have a gasket filling the space between the corners and the gas tank itself.

Lorraine  
Morris



### UNIVAIR FAA/PMA PARTS FOR YOUR 120/140 CESSNA

Need parts? For over 65 years, we have Supplied Cessna 120/140 parts. We also carry many fine distributor items. UNIVAIR has what you need for your classic aircraft. **CALL UNIVAIR FIRST!**



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

**Toll Free Sales: 1 (888) 433-5433**

2500 Himalaya Road, Aurora, CO 80011-8156

Info Phone: (303) 375-8882

**UNIVAIR** Fax: (800) 457-7811 or (303) 375-8888

**AIRCRAFT CORPORATION**

e-mail: [info@univair.com](mailto:info@univair.com)  
web site: [www.univair.com](http://www.univair.com)

All merchandise is sold F.O.B. Aurora, CO Price and availability subject to change without notice. 5-2-11

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](mailto:Taildragger140A@gmail.com)



## ASSOCIATION OFFICER NOMINATIONS

This year's annual membership meeting, as specified by association by-laws and your board of directors, will be held at the convention in Peachtree City, GA, September 30, 2011. Officer nominations are being solicited and accepted until a meeting motion to "close," with voting to follow. PLEASE consider volunteering for one of the three offices to be filled this year (President, Merchandise Coordinator, and Member-at-Large). Contact Dick Acker ASAP to submit your name, or the name of another member who has indicated a willingness to serve.

Dick Acker [s-t@cessna120-140.org](mailto:s-t@cessna120-140.org) 989-339-3009

If you have any questions about these offices and/or related responsibilities, please refer to the association by-laws (in your 2011 Membership Directory) or contact any of the association officers/directors.

# START EARLY! →

Lets get started collecting calendar pictures! Send your good Cessna 120 or 140 pictures to me at:  
[Talldragger140A@gmail.com](mailto:Talldragger140A@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

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

Send Photos/Articles/Advertisements to: [Talldragger140A@gmail.com](mailto:Talldragger140A@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

Craig Day sent this picture of his  
license plate. Get it?

Do You have or know of a cute  
aviation related license plate?

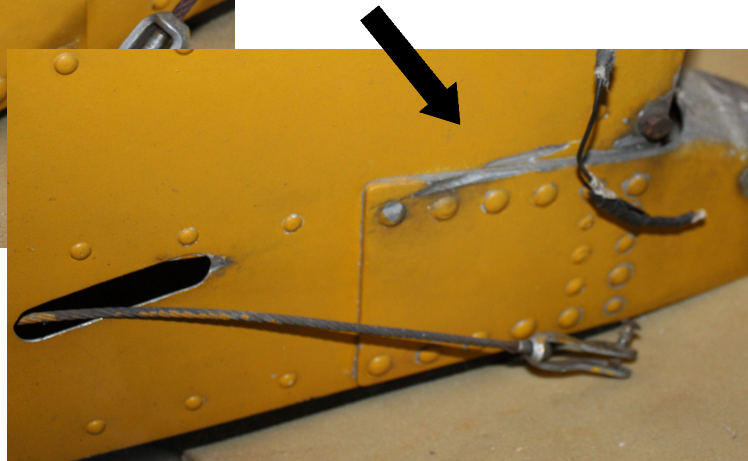
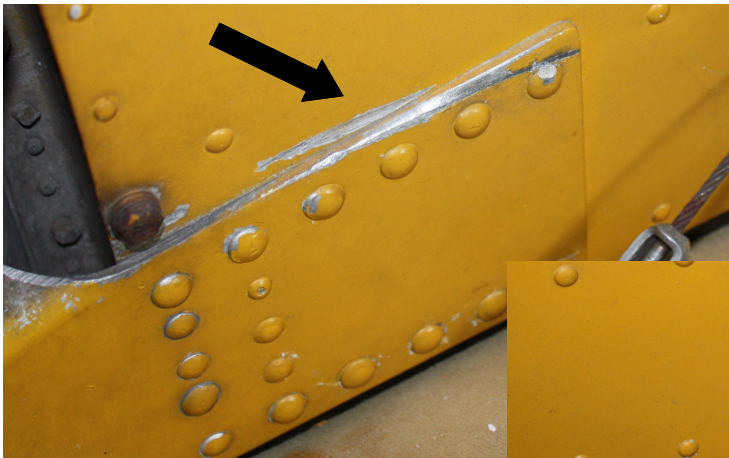
Send it to me!

I am running out and need more!



## What is wrong with this Tailwheel Bracket?

The rudder cables have been rubbing on the tailwheel bracket itself, chewing into the bracket. This is the same plane that had the lower rudder hinges worn out, which is probably why this is so worn.



Send Photos/Articles/Advertisements to: [Taildragger140A@gmail.com](mailto:Taildragger140A@gmail.com)



# 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.



Dixie wing of the Confederate Air Force is located on the convention field!

Flyout to Peachstate Airport!



## Want your yoke to look like NEW?

New production hub covers made from modern, injection molded, colored plastic. Also, center spoke trim replacement kits and complete yoke refurbishment service.

Skyport East  
234-525-1000  
[www.skyportservices.net](http://www.skyportservices.net)  
[John@skyportservices.net](mailto:John@skyportservices.net)



Also available: black or maroon,  
Taylorcraft and Ercoupe Logos.

## 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.*

## 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](http://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](http://www.PopRivetSTC.com)

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

[www.150MufflerSTC.com](http://www.150MufflerSTC.com)

## 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

Send Photos/Articles/Advertisements to: [Taildragger140A@gmail.com](mailto:Taildragger140A@gmail.com)

Page 19 - June/July 2011 #371

# 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](http://www.desser.com)



"When you want the very best"

## Windshields/Windows



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

## Cee Shades



**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](http://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.**