



# International Cessna 120/140 Association

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ISSUE 372

August/September 2011

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Dale Eisenman and his 140A, N140PD

# International Cessna 120/140 Association

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## Flying the Mighty Mississippi, PART 1

by Dale C. Eisenman

"When are we going?"

Those were the words that started this summer flying adventure. I had forwarded the website [www.vintageflying.com](http://www.vintageflying.com) to my college friend, Randy Navarre, who was one of my Private Pilot candidates when I instructed in my college days. Randy now is a captain at JetBlue with tons of corporate and 135 experience.

The website shows wonderful photographs from Bern Heimos' annual trips in his J-3 Cub. After viewing it, Randy posed the question, "When are we going?" I pondered that for awhile. After flying twins for most of my 40 years of flying, I was without an airplane having sold the C414A that I owned for 20 years. Maybe this was the time to consider such a trip.

Back in my college days I always thought flying the Mississippi River in a low and slow manner would be a great deal of fun so I called Randy and gave him his answer, "Let's go and let's go soon." Randy already owned a C-182TW (a 182 converted to a tail wheel) but he wanted a Cub for our trip. I had always been interested in the 120/140 models and felt I would like to have the advantages of an electrical system and enough IFR capability to get through an overcast. So shortly after Randy and I agreed to take the trip, he set out to buy his Cub and I set out to buy a 140. I contacted the Association president, Chris Vehrs, for some advice. He promptly responded by sending me the work he has done on the various models and referring me to Ken and Lorraine Morris as well as Mac and Donna Forbes.

I found myself leaning heavily on Ken and Lorraine Morris for advice and guidance. Mac was great as well. With the advice of these gracious and generous folks I started my search for a 140. There were some wonderful airplanes in the marketplace and one in particular that I pursued that was promoted on the Association website. As I was pursuing these opportunities, I happened to contact Ken Dwight, a state representative who informed me of a 140A that was for sale locally. I contacted the owner, sent him a deposit check the next day for N140PD and with Ken's help, arranged for a pre-buy inspection at the seller's hangar.

N140PD had been extensively restored by Dave Eby from Wichita Falls, TX in the mid 90s. The airplane has won awards at Oshkosh and Sun N Fun. The history of the airplane would require another article because there would be that much to report. The seller was a friend of Dave's and had owned it



for about 3 years.

Due to scheduling issues, the pre-purchase inspection was to take place a day before I was to depart on the airlines to see and pick up the airplane. I would not have normally scheduled it in that manner, but we had little choice. I was eager to hear the results of the inspection and hoped it would be unambiguous, one way or the other. My expectations were met when the AI told me that if I did not buy the airplane he would.

After a rough check out (it had been over 40 years since I had flown a taildragger) I



headed east in early December with my "new" C140A. Randy acquired his Cub around the same time so we now had our low and slow fleet to fly the Mississippi. We conferred on dates and chose the end of May into early June.

It was our desire to invite a few individuals with taildraggers to join us but we wanted to be very selective as to the type of person. This was to be a fun, low key, no schedule type of adventure during which we could easily be delayed by whim or weather. It was important that whoever joined us would be easy to be around and not display the typical pilot's Type A personality. The last thing we wanted was conflict. So Randy and I agreed that we would essentially design the trip and ask a few folks to join us. Due to family and business considerations, of the few we invited, only my friend Chris, from Hilton Head, was able to come along. Chris, who owns 5 different aircraft, did not have a suitable taildragger for the trip and I questioned whether he could pull it off in time. But 3 weeks before departure he secured a C120. Writing about Chris and all his aviation toys would take another entire article.



observing. Of course, we all felt our judging ability would improve with food and drink as the evening progressed. Our group planned to meet at C77 the Friday before Memorial Day then leave Saturday morning for the headwaters. On Sunday we planned to start tracing the River.

Chris and I left Hilton Head on Thursday morning with our first planned fuel stop to be northeast of Atlanta, our lunch stop to be in Crossville, TN and our first overnight to be in Bowling Green, KY. I had spent hours upon hours planning each leg from the time we left our home bases, to the River, down the River and back home. I knew the price of gas at each stop, the distance between way-points and where we would spend each night. Well, that all changed the very first day at the very first fuel stop.

Chris and I landed at Jackson County airport (19A) northeast of Atlanta after a bumpy flight and discovered there was a growing line of thunderstorms

in Alabama and Tennessee which stood between us and Bowling Green. We pressed on to Rome in Northwest Georgia where we knew we could get hangar space if needed. Chris had some radio problems in his C120 so he also used that stop to buy a hand mike which was a workaround to his transmission issues. As we watched the weather we decided



Our plan was to start at the headwaters of the Mississippi River which is, officially, Lake Itasca near Bemidji, MN. When I explained all this to Ken and Lorraine, they graciously suggested we all meet at Poplar Grove for a cook out and to judge the landings of anyone foolish enough to land while we were



# Rhome, GA

to call it a day and spent the night in Rome anticipating an early morning departure to get back on schedule. We even took in a movie, Chris being a big "Pirates of the Caribbean" fan.

You are probably already anticipating that our next day did not go according to plan. This entire trip was to be a VFR trip in comfortable VMC. I had given up scud running many years earlier and was not about to take any unnecessary risks. Chris felt the same way. Friday morning greeted us with low ceilings and visibilities obscuring the hilly terrain so we were unable to depart until early afternoon. We flew to Bowling Green for fuel where Chris had a tail wheel issue. As he tried to taxi to the ramp, his tail wheel acted as if it had a brake engaged. When he parked we tried to push the airplane by hand and could hardly move it. A mechanic worked on it, added some grease and all seemed to be well. We then departed for Lawrenceville, IL (KWV) which is across the river from Vincennes, IN where we spent Friday night.

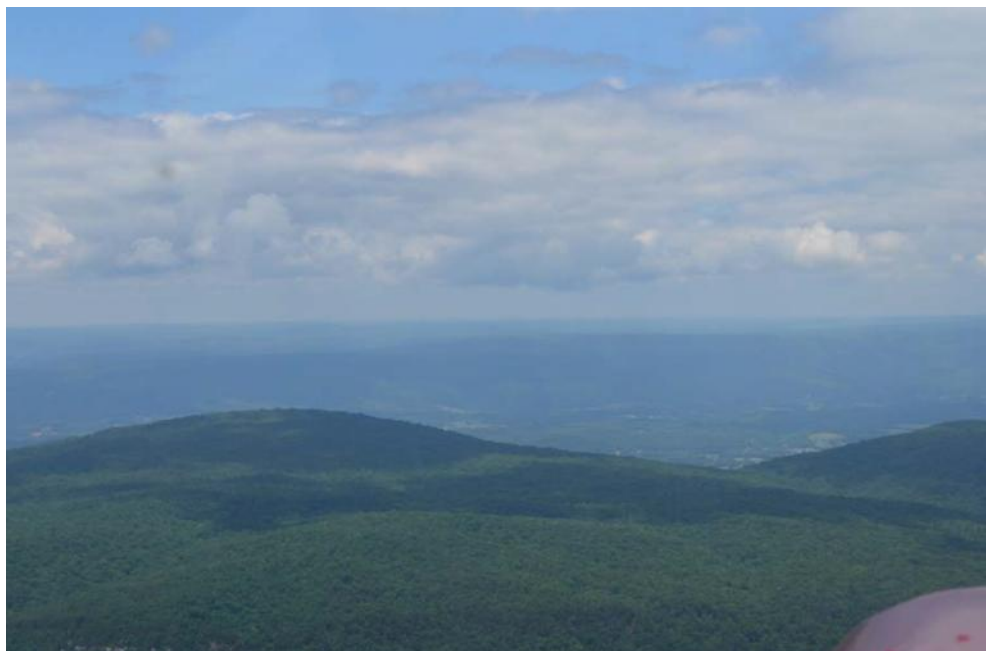
It may have occurred to you that we had intended to meet up with Ken and Lorraine at Poplar Grove on that Friday. We were all disappointed that we could not make it. My friend Randy in his Cub couldn't make it, either, due to low ceilings and visibilities which delayed his departure from Pontiac, Michigan.

The next day, Saturday, we

planned to put in a long day of flying to reach Aitkin, MN which would be within striking distance of the headwaters. Well, that was not to be. Low ceilings and visibilities delayed our departure from Lawrenceville somewhat but we left as soon as we had reasonable conditions. Chris and I discussed the weather enroute and agreed if we couldn't make it to our first planned fuel stop we could stop at Champaign, IL (KCMH), about half way.

Stay tuned for part 2!

## Enroute from Rhome, GA to Bowling Green, KY



# STROMBERG NA-S3 CARBURETORS

## Carburetors Are The Difference

By Steve Krog / Editor –“Cub Club”

Ever wonder why your J3 Cub, identical to your friend's Cub in every way, (i.e. engine, prop) just doesn't perform like your friend's Cub? including the same type of fuel, but still your Cub is continually outperformed by others. The Empty Weights (EW) for both Cubs are near identical and you and your friend are within five pounds of one another. Why does your Cub seem so sluggish on take off but the other Cub just leaps into the air?

This issue has puzzled Cub owners for decades but finally there appears to be a cause and solution on the horizon. It's the carburetor!

I recently had an opportunity to sit down with Robert Kachergius, Uni-Tech Air Management Systems, Inc. of Orland Park, Illinois. Bob has both engineering as well as an aviation maintenance background including an A&P and IA, and for the past number of years specialized in the rebuilding and overhauling of Stromberg carburetors.

For years if not decades most aviation mechanics have been frustrated by the Stromberg carbs. If you get a good carb, they run beautifully. But they often cause mechanics much frustration and gray hair. Consequently, many Stromberg's have been removed and replaced with a Marvel carb. Now, thanks to Bob's research, the cause and solution have been found.

Bob was asked to take a look at a Stromberg carb that had been installed on a Continental A65 engine. The owner stated the engine started easily and idled smoothly but when full throttle was applied, the engine just was not turning up at full power. The normal things had been checked but made no difference.

The carb was carefully disassembled and all parts checked for wear and correct assembly. Everything seemed to be in order. The "float drop" was then measured. It should measure .048" minimum.. However, this float didn't meet that specification and the float needle was traveling only about 2/3 of the required .048" specification. Upon closer examination it was determined the float was coming in contact with the main metering jet restricting float drop. Operating under these circumstances the float was restricting fuel flow so that the engine was only producing about 60-65% power due to restricted fuel flow.

Bob had a number of the Stromberg carbs on hand so pulled each of them apart and checked float travel as well as clearance near the main metering jet. Bob further disassembled each of the carbs to carefully measure the position, angle, and height of the main metering jet. More than half of the carbs had restricted float travel due to contact with the main metering jet. It became quite apparent that a number of these carbs had been incorrectly machined while manufactured when the main metering jet opening was drilled into the bottom of the carb fuel bowl. There appeared to be a large machining variation.

With that finding it became clear as to why one Stromberg carb performs as expected while the identical carb causes the mechanic and owner fits.

If you're experiencing lethargic performance from your Stromberg equipped airplane, don't go tearing into your Stromberg carb just yet. There is a simple check that you can do. Remove and inspect the sparkplugs. If the porcelain ends are a nice even chocolate brown, your carb is probably performing as was intended. However, if your plug probes are white to light gray in color you are running a lean mixture which is probably caused by this float restriction. In this case you may want to have your carb thoroughly inspected.

Bob has developed a "fix" for those carbs experiencing float travel restrictions. He has developed machining procedure so that the main metering jet orifice opening can be counterbored. and brought into the dimension it should have been in when manufactured. When done properly and legally the float restriction is no longer a problem and the carb can be returned to service with full power capability.

The Stromberg carburetor is a very good unit and will perform flawlessly if inspected and maintained properly.

Any questions on a Stromberg, call Bob at 708-267-7111 or "E" mail him at [uni-tech@earthlink.net](mailto:uni-tech@earthlink.net). He can provide a wealth of information. His business address is as follows.

Uni-Tech Air Management Systems, Inc.  
13221 Windward Trail  
Orland Park, Illinois 60462

###



## 'If You Have Pizza, They Will Come', The Poplar Grove "Fly-In" Movie and Camp Out

by Don Alesi

Our State Rep Coordinator encouraged all of us reps to host at least one local fly-out. I had attempted a few with mixed success. My last attempt was a Cessna 120/140 ski plane event that was so foggy you couldn't see your co-pilot let alone fly. I had to try something different.



This time I would cheat the weather Gods; have the event late in the afternoon in mid June when the sun would burn off the fog and the temperatures would be cool enough in the evening to keep the mosquitoes from having pilot s'mores at night. "I know, let's camp out by our airplanes, watch airplane movies and eat stale Jiffy Pop popcorn."

Bar moved over



Ken Morris echoed the thoughts of many; "Jiffy Pop sucks!" Okay, how about pizza, beer, and munchies? Everyone could hang out, practice camping for Oshkosh and go to our EAA chapter's pancake breakfast the next morning.

The plan was perfect. Flyers were sent. Airport owners Steve and Tina Thomas were all for it and I vacuumed the carpet in the hanger. Yes I said carpet. See photos.



Only one problem, Mother Nature hates pizza. She tossed my arch enemy back at me, Fog! Oh well, it will burn off by the afternoon. Yeah, right. By about 3:00 P.M. the ceiling and visibility was marginal VFR at best. But the Poplar Grove 120/140's did manage to take off and fly the pattern to prove that they did fly-in. The debate was which Poplar Grove airplane taxied, I mean flew the furthest. Mark and Carolyn Pasqualino had it in the bag until Doug Corrigan managed to squeak in from Cottonwood airport.



Don's helicopter was about the only thing that was flying.



## The vehicle parade!

the original was almost as funny as the comedy version.

The evening ended for us at about 11:00 P.M. It was followed by a 5:00 A.M. wake up for coffee with Scott

All in all we did manage to have ten Cessna 120/140's present including the debut of Scott Ross's newly restored 120. Almost fifty people made it to the hanger for the beer and Pizza party. Even the fake Christmas trees and flamingos began to look real after a few beers.

We showed a variety of movies including "The Rocketeer". The cool part was when we showed the comedy, "Airplane", followed by Zero Hour", the serious movie from which it was made. I think



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Ross. Early morning fog delayed a dawn patrol take off until 6:00 A.M. I started my engine right next to a tent. We taxied out only to be greeted by Tina Thomas in her cabin Waco. Waking up the airport was a great way to start the day. At least it was for us.

Breakfast and more flying capped off a gorgeous Sunday.

Thanks to everyone who made it as well as to all who helped make it happen.

And yes, we plan to do it again. What say we do it again in October?

*(Editors Note: Sunday was a beautiful day and Jeff and Cindy Tourt made it in as well as Mark Zakula)*



Nick Cotter



Doug Corrigan



Tina Thomas' Dogs

Scott and Linda Ross



Don & Maureen Alesi



Carolyn Pasqualino

## Upper door post cracks N2253N

by Scott Johnson

I am a firm believer that every airplane should have a nickname. Our 140 is named "Snessna" in honor of our 3 year old daughter's (now 4) pronunciation of Cessna. We had a friend with a DeHavilland Tiger Moth that we named "Sir Leaks-a-lot". After what we have found on our 120 project, I think the name we are going to use is "Crackers".

Our 1947 Cessna 120 ser no.12489, is currently undergoing a ground up restoration after we found it in a U-Store-It facility in 2002. The aircraft had been in storage since the mid 1970's and has about 3500 hours total time. The current restoration has been underway for longer than I want to think about owing to job changes (time vs. money ratio) and an expanding family.

We are going much farther with the restoration than we ever expected. At this point the process has included removal of the front and rear spar carry-



**The Crack**

through members for corrosion removal and treatment. Those old adages of "it's only a couple of more rivets to put back in" or, "I'd hate to do all this and not take care of that" have led us to remove things that we never thought we would. After

removal of the rear spar carry-through, we removed the supports to check for cracks and corrosion. We were pretty happy that we did, as there was some corrosion present. Parts were cleaned, epoxy-primed, and reinstalled along with the spar carry-through. We were replacing the roof skin and the skin behind the rear spar carry-through (the one with the windows), so the process was not too terribly difficult. Once that was done we removed the forward spar carry-through. This member had less corrosion than the rear and overall looked pretty good. We looked at the supports carefully that are riveted to the door post and considered removal. "I'd hate to do all this work and..." reared its ugly head and we decided to remove the supports.



**Rivet Spacing**

When you look at those supports, it looks like 6 long flat head rivets that go through the door post hold the support in place. Unfortunately, this is not the case. The rivets are actually put in before the door post is assembled, so now we have to take the door post apart to reinstall the supports.

Did I mention that we found a crack on the forward spar carry-through? Right rear, at the most outboard bolt hole for the spar block was a very fine 3/8th-inch crack extending from the hold down to the radius of the spar carry-through. The current part number is the same as the 150 so we found one and we will even be

### Our Website

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

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## The Part in Question



able to install sun visors now.

At this point we removed the door post. After removal, we installed a spare door post salvaged from a wreck that also had the spar carry-through support removed. This is when we found the other cracks. The lower door post had the common crack and since we already had the Lowe door post reinforcement STC, this was not a big problem. We then found the crack in the forward gearbox bulkhead at the top of the flange where it rivets to the outside of the fuselage skin. Dang, how much worse can this get? Not a good question to ask. Reference the pictures attached with this article, the top of the door post, where it is riveted to the front side of the spar carry through was cracked. This part is about 6 inches long, and rivets to the spar carry through and the top of the door post. This was the typical crack at the Cessna recess that is found in other places. No problem, I'll just use the part from the spare door post. We ended up have two problems with that plan. First, there are two rivets on the side of the piece in question and they did not have the same spacing. The door post from the wreck was a later model 140 and at some point between ser. no 12489 and 13348 the design changed. There is one other change with the door post where it does not have the "tang" that rivets to the forward gearbox bulkhead on the later models (see picture).

The second problem was much harder to overcome and had the potential to derail the entire project. The spare doorpost piece was also cracked in the same

place. Not good news but a post on the website and Barnstormers and I bet that part will show up. Within 48 hours a member from Georgia called and told me he had 5 parts airplanes and was certain that he could get me the part. One of the airplanes even had damage to the lower door post so the top should be good and was just sitting around anyway. Got a call the next day with bad news, all 5 parts airplanes had cracks in the same spot now bringing the total to 7 airplanes that had the crack. At this point, we were seriously considering stopping the restoration and parting the airplane out. This is always a difficult decision not only from a monetary point but from the point of giving up after all the work has gone into a project. After a night of barley-and-hops-based reflection we decided to try and press on. We considered welding the crack but never really liked that idea so we continued to try and chase down the part. We had the gearbox bulkhead already so all we needed was a serviceable part for the door post. As far as the extra hours to do the work, it's like David Lowe said in a phone conversation "Well, you always had that much work to do, the difference is now you know about it".

I put a phone call into David about the problem we found and asked if he knew where we might find the part we needed as none were forthcoming and the thought of having to ask Cessna to make one was grim indeed. After talking with David he thought he might have one. David found a serviceable part in one of his door posts and we were off and run-



ning. The part from David's stash had the later model spacing on the two countersunk rivets on the side so between his parts and ours we were able to make a serviceable door post. My



suspicion at this point is that aircraft with the later model door posts are not as prone to get this particular crack. Our 120 did have ground loop damage history to the left gearbox but no recorded history of right wing or gearbox damage.

We are currently putting the door post back together and are in the process of making a bucking bar for those hard to reach rivets. The crack at the top part of the door post are in a very hard to see area and with paint on the part, the crack would be almost invisible. The same is true of the spar carry through crack, with it in the support I don't think you would ever see it especially if it was painted/primed. We ended up doing a dye penetrant inspection of our part in the door post and actually found two cracks. Over time I am pretty sure that we would have lost a chunk of material from the part. Had we not made the mistake on the spar carry-through support removal, I am not sure that we would have found the crack, since it was not visible until we removed the paint. Hopefully this is the last "surprise" that N2253N has in store for us. We will keep at it and hopefully have the airplane ready for Oshkosh, although I can't guarantee what year!



**Upper Door Post**



**Pamm Howerton**

Over the Memorial Day weekend, my wife and I camped at the "OK18 Taildraggers Fly-in". The event is held at a private grass strip in Oklahoma and a vast majority of the attendees were Super Cub's with big tires. Because of the remote location, ALL fly-in participants camped with their planes. It made for a fun weekend of grassroots flying. On Saturday morning, I snapped the attached picture of my wife, as we were getting ready to join the crowd for breakfast. I thought you would enjoy it.

Brad Howerton

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# Installing Precise Flight HID Taxi and Landing Lights

by Steven & Warren Oxman, N1116D

Want more light at night? Want that lighting to demand less juice from your electrical system? We did! Therefore, we investigated our options. There were many options to consider. We decided on the Precise Flight HID lights. We had used another Precise Flight product in the past for another plane of ours and liked working with Precise Flight.

We received the HID taxi and the HID landing lights with controllers and wiring from Precise Flight. We showed the parts to our friendly (really!) representative from our local (Baltimore, MD) FSDO, along with our draft, filled-in 337 form. We asked the FSDO rep what he thought of our idea. He studied the parts, the draft 337, and the plane's present lighting set-up.



It helped that the wiring from the cockpit, the circuit breaker in the cockpit, and the lighting switch in the

## HID Control

cockpit did not have to be modified. Also, it helped that the bulbs' holders did not have to be modified or replaced. The only modifications were to mount the HID controllers and replace the conventional bulbs with the new HID bulbs, plus the addition of the wiring from the controllers to the lamps and the controller plugs onto the plane's present wiring.

The FSDO rep said that he was happy with the parts, the design, the installation plan, and the fact that these lights have been installed in Cessna 150 aircraft with wing mounted lights. He gave us the go-ahead to install them and then have him inspect our installation. My A&P supervised us as we removed the old lights, installed the HID controllers (using three bolts and three rivnuts each), installed the wiring, and finally installed and tested the new HID lights. All worked perfectly. Our FSDO rep checked the installation and signed it off. We were



## HID Main Wiring

ready to test fly our lights at night.

Warren test flew N1116D and reported that the light drew a lot less power (the ammeter needle hardly moved with the new lights installed, whereas the old lights pegged the ammeter). Warren also reported that the new light beams breadth and intensity were fantastic, both from a taxi and from a landing perspective. Success!



## HIDs Installed

We have provided (to the Association) the resulting, signed-off 337 for our 120/140 friends to use as they may wish. All the technical details of this installation and operation are described on the 337. We also provided the Association with photos of the conversion. We believe this modification makes our fantastic 120/140 aircraft a bit more safe to operate.



## HIDs Under Glass



## 'Reminiscing' or 'The Friends we Keep' by Pete

I made contact today with Chris Welsh... the new owner of my old Cessna 140. I looked up his number and left voice mail. He called me back this evening. We really had a nice conversation. He bought the 140 from Carmen Scoppa also in New York state. Carmen bought the airplane in 1984 from the guy I sold it to back in 1982. Carmen owned it for 27 YEARS! The plane was EXACTLY the same

except Carmen who is 87 years old now replaced

her Goodyear Brakes with Cleveland units. Chris Welsh bought the 140 on Feb 25th 2011.

The new owner has done some up grades and is an EAA classic guy. He has put the panel back to original and had instruments rebuilt. He has lightened the weight by up grading her avionics. Now she is equipped with Garmin Moving map, Radio, Transponder... and other stuff... but otherwise looks completely stock. I am very proud that this planes remains exactly as I sold her. Looks like my fabric work and paint job has stood the test of time. Man! This makes my heart twang a little... Chris said he would make it



a point to fly her to Louisville this summer and would make sure I have an opportunity to see the old bird again. I'm not sure I won't tear up. Life



does funny things to you... but one thing I should have NEVER done was to ever sell that airplane. Here are some new photos that Chris had taken. The ones flying are his 1st flight taking the airplane home including a low pass... the next is her sitting on the ramp just looking pretty.

Later...  
Pete



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pictures and send  
them in Now for  
inclusion in the  
2012 Calendar!

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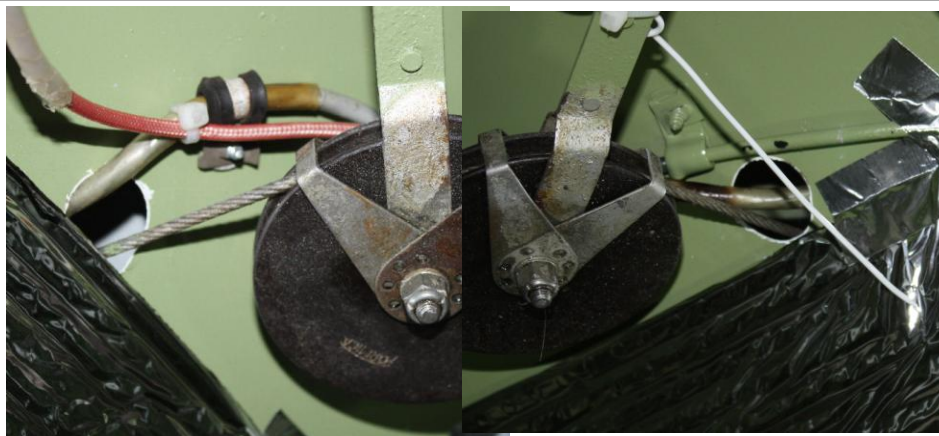
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What is wrong  
in these  
pictures?

See page 18  
for the  
answer.



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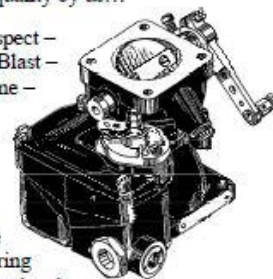
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## Product Review: Screw & Bolt Shear

by Ken Morris

Have you ever needed a screw or bolt, and the only one you had was too long. No big deal, you just grab your cutters and nip off the excess and you are good to go! ..... NOT!

Too often you nip off the excess, and the threads are so messed up the nut will no longer go on the bolt or screw. Then you either try it again with another bolt or screw, or just hang it up for the day and order the correct length.

We were talking to Bob Kachergius the other day, and he showed us the tool he developed that is made to shorten threaded fasteners easily and quickly, the correct way every time.

It really is the neatest thing. He went on about the correct angle on the cutting blade and other details, but the important thing is that it worked on steel, brass, aluminum and stainless (including hardened bolts). It works on sizes 4-40, 6-32, 8-32, 10-32, 10-24, 1/4-20 and 1/4-28... It works like a guillotine, you put the screw or bolt in, insert the cutting blade, and then smack it with a hammer and it neatly removes the end. If you are interested, you can purchase these through Uni-Tech Air Management Systems, Inc.

(708) 267-7111, or [uni-tech@earthlink.net](mailto:uni-tech@earthlink.net) They are \$99 each, and are a great addition if you don't want to have every size bolt and screw in your hangar.

(If you have a bolt that is too short, cutting it again doesn't work. :)

This is a slick tool that really fills the need well.



### Why join the International Cessna 120-140 Association?

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You don't buy glasses, you buy vision.  
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You don't buy a mattress, you buy comfort.  
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## 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:  
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\*Family Membership add \$5.00

## License Plate of the Month

Terri Hull sent this picture of her  
Ohio license plate.

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

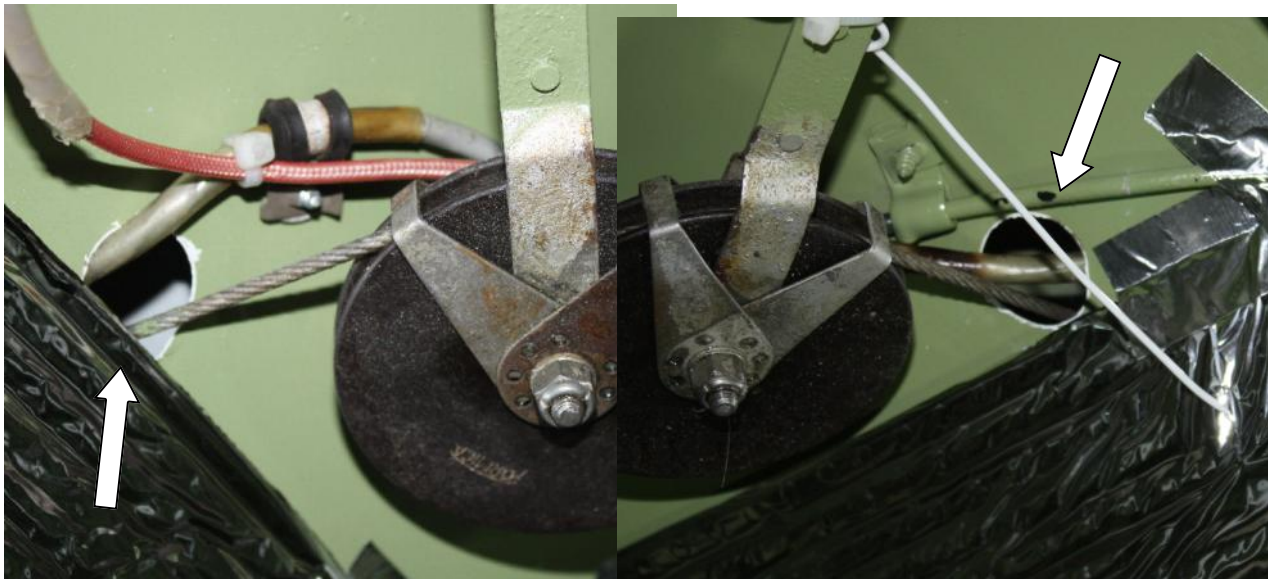
Send it to me!

I am running out and need more!



## What is wrong in these pictures?

The hole in the fuselage is supposed to be dedicated to the aileron pulley. If the strobe wire comes loose, or the cable becomes slack, they can start sawing through each other. It is critical that control cables have clear ways for operation - this just isn't a smart installation.



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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.



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

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## 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.**