



International Cessna 120/140 Association

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

ISSUE 373

October 2011

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Scott and Linda Ross with 'Lil Darlin'

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
rkww55@msn.com

ARKANSAS

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

CALIFORNIA

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

COLORADO

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

CONNECTICUT

Bob & Sandy Boyer-SNC
203-264-7512
boband-sandy140@charter.net

DELAWARE
Hugh Horning-ILG
302-655-6191
yeepee121@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-lowec140@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@cablenone.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

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505-399-2449
ed_levins@valornet.com

NEW YORK

Eric Saliba-23N
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avia23n@yahoo.com

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Mac & Donna Forbes
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OHIO

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419-375-4704
xjpilot@gmail.com

OKLAHOMA

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

PENNSYLVANIA

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

SOUTH CAROLINA

Bo Mabry-3J1
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Ed Growssheim
mdgtmstng@truvista.net

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bbowen999@aol.com

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Ken Dwight-DWH
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Billy Shires-TDW
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crybarck@wi.net

WYOMING

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INTERNATIONAL

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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

Member Profile

Scott Ross and His C-120, NC3128N

I started flying around '96, though I wanted to all my life. Growing up in Pinellas Park, FL, a short distance from the Clearwater Airport, we kids would lie in the grass and watch the planes fly by. Constellations! The first time I went to Oshkosh I got to see one again. Immediate recognition!

I learned to Fly at Poplar Grove Airport, C77 in 27Victor, the flight schools Cessna 140. This took one year to the day from the intro flight. There were many bumps and grinds in the next few years and along the way I met up with the 120/140 bunch up at the airport and got involved with the Wings and Wheels Museum on the field and their youth group.



Scott & Dip

Dip Davis was involved up to his ears and he and I worked together on various restoration projects. One day at a major event at the airport Dip mentioned needing help moving his beloved 120, Li'L Darlin', inside the hangar at Bob Hilberts place in Marengo. So off we went to move the plane inside. There was an artificial horizon and a angle of attack indicator on the 120's panel and I recall turning to Dip and saying "Dip Davis, what have you done to this 120?!" We got a chuckle and kept on working on projects.

I had bugged Dip for a ride in the plane, being a shameless moocher for plane rides, and one day at another event Dip was there with the 120. I had maybe 200 hours in 6-7 years and Dip walked up and said let's go for a ride. Well, don't have to tell me twice so I handed off whatever job I was doing at the

event to another volunteer and we went over to the 120. Dip said 'Go for a ride' and I squeaked, "aren't you coming?". Nope, went by myself, I did. Wow! No one had ever handed over their plane to me without so



much as a check ride or anything before.

Anyway that was the first flight in the 120. Awhile later Dip asked me to take over the care and feeding of the 120 and little did I know, but I had my work cut out for me. Dip, always helping everyone else out, hadn't done all that much maintenance in the previous couple of years and he and I happily started fixing this and that.

Meanwhile I had a 120 at my disposal and all I had to do was fix a few things, buy insurance, fuel, hangar, and...and... In other words, Dip proceeded to teach me how to care for an airplane and what an education that turned out to be. A couple of years down the road Dip gave me the airplane, I guess he figured I might just have learned enough to take care of her and he knew I loved the 120 as much as he did.

We went flying together fairly often in the early years, going to the conventions, and

Fly-In's, Fari-bault being the first. I flew the contests, never winning anything though having a ball. The group at

120 all torn apart



the conventions, you folks, meant the world to Dip and along the way I've made some great friends as well. The last convention Dip and I went to was Gulf Shores, AL and we lost him a few short months later in January.

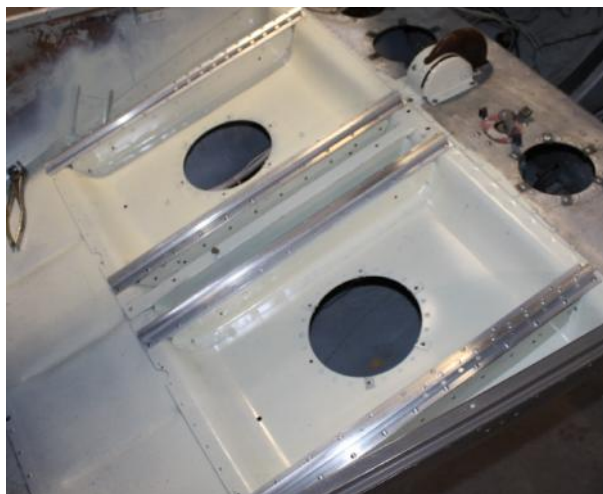


Giving the 120 rear windows

Lorraine asked me for my bio for the newsletter and instead I've managed to tell a story about Dip Davis. You see, most of my flying was because and for my dear friend Dip. Last year we went to Spearfish, SD, and once back with the help of Ken and Lorraine Morris, and well, about half the airport, the 120 got rebuilt. Dip's plane looks substantially different now though in my mind it's still his old 120.

The plane has been flying about a month and a half, I find myself just staring at her beautiful paint job. I get the tingles every time I get in and light up the motor. I love every part of that plane, she flies straight as an arrow, takes off like a dream, stalls cleanly with a hint

Cessna 150 seat tracks installed



of a left wing drop, will purr along at better than 115 mph...and occasionally I can still feel my friend there in the cabin with me.

Done and Flying!



I've got around 600 hours now, I learn something new with every flight and I still have high hopes for the elusive perfect landing. Until then I can be content providing amusement to them's that watch! Come out to C77 on a Saturday or Sunday morning and we will Dawn Patrol, best be there early. Often we are wheels up by 6 AM.

I'll have the care and feeding of NC3128N for as long as they let me fly. My hope is in, oh, thirty years or so I'll find some young fella who will also fall in love with a darn old airplane and give him...or her...the care and feeding of a 120. Life goes on, and with a little care our airplanes are forever. With folks like Ken and Lorraine and all of you in the club, I think we will git 'er dun!



Best 120/140 at Oshkosh 2011

Product Review - RejeX

by Lorraine Morris

As we all know, bugs are a problem when they decide to run into our planes and smash themselves into little bits. It gets their insides all over our clean airplanes and we are in a perpetual circle of cleaning them off and having them do it all over again.

I know they make 'deer horns' that are supposed to keep the deer away from your car, but I haven't found a product yet that will repel the bugs before they get close to our planes. Instead, I have been reduced to buying every product out there that promises a quick and painless removal process. My shelves are littered with half full bottles of car polish, 'guaranteed' RV bug remover and even MSG, which is supposed to act like meat tenderizer and break their little bodies down to make their dried up carcasses just wipe right off.

In an effort to get the real scoop, we asked a professional aircraft painter what he recommended for bug removal. His answer was RejeX. He said the RejeX is a thin polymer coating that makes the bugs easier to remove. Since I am pretty gullible, (as evidenced by all the half full bottles of bug remover on my shelves that made grandiose promises), I went right out and bought a bottle of RejeX.

I read the directions, (because I am a girl), and applied it as directed. You just rub it on, let it dry and then wipe off the residue. I decided to do a test, and put it on the left side of the plane. I did the leading edge of the wing, the strut, the gear leg, wheel pant,

the left side of the nose bowl as well as the underside of the left wing by the fuselage. I really hate the way the prop drags the bugs up and slings them to the underside of the left wing and flap.



After the left side was done, we went flying! We hit the grass runways, did some touch and gos and once again the little bugs ran into us! After we got back, we put the plane away and let them 'dry' out. The next day I went out and to see how the RejeX worked.

I was amazed! I used only water to see how they came off, no soap or other products to contaminate my 'test'. The bugs came normally on the right side, which means I had to rub, scratch with my fingernails (ick) and work at getting the bugs off like normally. I went to the left side, and used water there too, but this time it was different. They didn't 'wipe right off like a miracle, but the ease with which they came off was significantly different. I occasionally had to scrape a particularly big one off, but they came off easier than the right side by far.

So with my little test, I can whole-heartedly recommend RejeX. If you are looking for something to make the plane shiner, more slippery, and help remove the bugs that are determined to run into you, this stuff will do it. The company that developed RejeX is the same one that makes CorrosionX and they sell it at Wag-Aero, Aircraft Spruce, and other aircraft product outlets.. It costs about \$20 per bottle and only needs to be reapplied every 6 months.

Making a Ramp Check a Short Order Event

By Steven W. Oxman VAA 30128

(first published in EAA's Vintage Airplane, 2011)

Introduction

I fly a restored Beech Bonanza, a beautiful Twin Beech, a very nice Bell 47, and a beautifully restored Cessna 140A. These planes attract a lot of aviation enthusiasts, including some FAA personnel. When aviation enthusiasts approach me to look in my aircraft, I almost always invite them aboard. I enjoy sharing my aircraft with like minded people. When FAA people approach and they are "off-duty," the same invitation usually occurs. However, when an FAA person approaches, pulls out the credentials and starts asking very direct and specific questions, the situation is handled by me differently. Once I know I am in for a ramp check (always seems to happen when I am trying to leave an airport before weather there or at my destination or when mama is awaiting for me), I try to be cordial and professional, and try to have this event end as soon as is possible.

I have asked advice from a lot of people on how to handle the ramp check event. The best advice I have ever heard was from an FAA speaker at a World Beechcraft Society convention a number of years ago. This speaker (I wish I could remember his name) provided a simple form for us to fill out and gave us some advice on the use and presentation of this form.

The Form

The form was simple, it was in a simple item name or description, followed by a blank to fill in the response. It is as follows (with a few simple explanations that will follow the form):

Notice that not all blanks need to be filled in, depending on your flight and your flying. For example, if you are not flying any IFR, then items like the VOR check and the IFR Charts do not have to be available for the ramp check. Many, if not most, vintage GA aircraft do not have MELs, therefore, there will be no requirement to inspect the MEL and make sure that it is on-board. If all flights are within the USA, then there will be no requirement for radio station licenses. But the basics for the pilot (e.g., license and medical) and the basics for the plane (e.g., airworthiness certificate and registration certificate) must be available for inspection and be in order.

How to Use This Ramp Checklist

Think of this Ramp Checklist as a let-me-be-sure-I-am-in-order checklist. I would suggest that you consider doing a check of yourself and your plane every quarter or so. Update this form and keep an updated copy in the plane.

If an FAA person approaches you and shows you her credentials and announces a ramp check, offer her this checklist and see if a few random checks of the facts on the checklist are good and see if you cannot help speed this event along for yourself.

Good luck with your next ramp check.

Fly Safe, Steve Oxman; swo49@hotmail.com

RAMP CHECKLIST

Pilot Name _____
Grade _____ Ratings _____
Certificate Number _____ Date of Birth _____
Airman Medical Class/Date _____ BFR Date _____
Currency – T/O & Landings (90 days) _____
Instrument Currency _____
Current Aeronautical Charts – VFR _____ IFR _____

Aircraft N _____ Manufacturer/Model _____ Serial No. _____
Airworthiness Certificate Date _____
Registration Certificate Date _____
Radio Station License (all transmitters) _____
Operating Limitations _____
Current Weight and Balance Information _____
Minimum Equipment List (MEL) _____
(MELs are issued by N number, Serial NO., and Letter of Authorization)
Aircraft Annual _____
Transponder Check _____
Pitot/Static Check _____
VOR Check _____
ELT Check _____ ELT Battery Date _____

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

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OSHKOSH

OSH was great and I hope you were there! We had a great Margarita Monday hosted by Dick and Nicki Acker. We had tacos and margaritas and good company! Thanks to Dick and Nicki!

The Warrens



David Lowe and Carol Rybarczk



Our Hosts:
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Oshkosh: The Maintenance Forum was hosted by Victor Grahn and David Lowe. Victor made up a slide show of all the common things to look out for in a Cessna 120/140. As we all know, a picture is worth a thousand words, so everybody's questions were answered!



Victor Grahn hosting



The 120/140 Dinner was held in a forum tent which was a good thing, cause that was one of the nights that rained. Alot!

Dick Acker making speeches!



FAA Type Club Meeting Notes: *By Lorraine Morris*

Dick Acker, myself and other type club representatives with the heads of VAA and an FAA representative on one rainy morning. It started with the FAA saying that their Vintage DER program was a bust, they knew it, and they were working on changing it and making it right. He claimed they had big plans, but didn't educate those that were interviewing the candidates and it didn't go as they had anticipated. His quote was: "If you think the FAA looks funny on the outside..." He claims it is back on track and will now go forward.

The other thing the FAA wanted to let us know is that they (the FAA) is going to fund a Type Club Service Information sharing system to maintain the safety of the fleets. The FAA is going to fund it and the National Institute for Aviation Research (NIAR) at Wichita State will be implementing and maintaining the system. The FAA says they will not be able to 'mine' the data for possible Ads. They claim it will be to "enhance safety and avoid ADs".

Apparently the Service Difficulty Reports that we

were all supposed to file when we found something unusual or dangerous never took off so folks weren't using them for fear they would result in new Ads. This is going to be an online database that the Type Club are deeply involved in setting up. The designated type club representatives will determine who gets to input data, (members or the general public), as well as who gets to get access to the data input. We will be able to input pictures and pertinent airplane information, but our names will not be there. It will be voluntary, and will assist in our mechanics researching trends in the maintenance of our planes.

The NIAR has already been working closely with the American Bonanza Society and they had a preliminary database up and running and were able to show us how it would work. If it gets implemented in the manner they suggest, it will be a good way to see what kinds of issues are developing with our airplanes. We will keep you updated on the progress of this program through the newsletter and online forum.

Our Website www.cessna120-140.org

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

John von Lonsowe - "Chairman"

810-797-5660 N2165V@aol.com

Matt Lahti - Moderator

248-762-1836 eight8november@yahoo.com

Mike Smith - Moderator

850-871-1082 mspcfi@juno.com

Victor Grahn - Technical & maintenance Advisor

616-846-9363 zenyamaero@netzero.com

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

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What is wrong
in this
picture?

See page 18
for the
answer.



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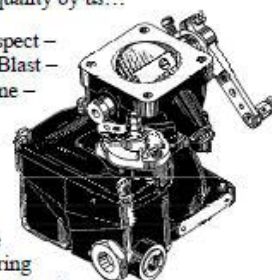
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GONE WEST...



Mr. John Edward Smith of Bentley, Alberta passed away suddenly at Woodynook, Alberta on Thursday January 27, 2011 at the age of 62 years.



8-10-11 (From the Forum)

It is with sorrow and pain that I inform everybody that **Michel Charette** (C-GNCJ) passed away today, victim of a second cancer that started earlier this summer.

Many of you on this forum will remember the courageous fight Michel had this winter with his first cancer and how proud and happy he was to be in remission and to get his medical back. It is so unfortunate that this good period was so short.

Please have a good thought for Michel.



Clare Warren, who died July 25, 2011 at age 97, was a fixture with his wife Joy, our newsletter publisher, at every International Cessna 120/140 Association convention since 1980. He also attended Oshkosh for 39 consecutive years starting in 1972, and made several trips to Sun 'N Fun in Lakeland FL as well.

He spent his long life in aviation as a pilot and flight instructor beginning when he financed his flight training in high school with prize money from model airplane carving and flying contests.

He soloed in an E-2 Cub in 1932 and went on to teach meteorology at MAC (now Michigan State University). Following that he flew DC-3s for Capitol Airlines in Michigan and later was a corporate pilot for Alma Trailse Company, headquartered in St. Louis, MI, flying a 'Bamboo Bomber' and then a Beech 18.

He and his first wife Betty moved to Texas in 1950 with their daughter, Linda Ann. Right after moving there he worked for civil service at Sheppard Air Force Base in Wichita Falls (taught seat ejection). Another job he held was TV weatherman at KWFT in Wichita Falls sponsored by Reddy Kilowatt. Soon they bought a private airport near Wichita Falls and established a flight school, Wichita Valley Aviation, which they operated until Betty's death in the early 1960s. After relocating to Michigan, Clare established a flight school at Oakland-Pontiac (now Oakland County International) airport which he operated until the mid 1970s.

He married his wife Joy, in 1970. His son, John (known to everyone as 'Gus'), was born in 1971. Gus now owns/operates an aircraft repair business/flight school specializing in light sport aircraft in Edgewater, FL. Clare continued to fly until he was in his 80s and afterward remained active in aviation affairs including keeping his flight instructor rating active even after he could no longer pass the physical due to macular degeneration. He gave his final biennial flight review to Joy in 2005. Along the way he taught wives Betty and Joy to fly as well as daughter Linda and son Gus.

Clare and his granddaughter, Carleigh



Mort Brown, 103, quietly passed away in his sleep on Saturday, September 10, 2011. Mort Brown was the first retired Chief Pilot of Production Flight Test, Cessna Aircraft Company, from 1937 - 1972. During his tenure, Mort was responsible for the release of 85,000 airplanes through Production Flight Test, of which he personally flew over 14,000 first flights, logging over 20,760 actual flight hours. Honors include: the FAA Wright Brothers Master Pilot Award, Kansas Aviation Hall of Fame, and the OX-5 Aviation Pioneers Legion of Honor and Hall of Fame. Private services at a later date. Tributes may be sent to www.mortbrown.info

Mort Brown on his 103rd birthday, July 2011



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Send Photos/Articles/Advertisements to: Talldrager140A@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

Carolyn Pasqualino sent this picture of her IL license plate.

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

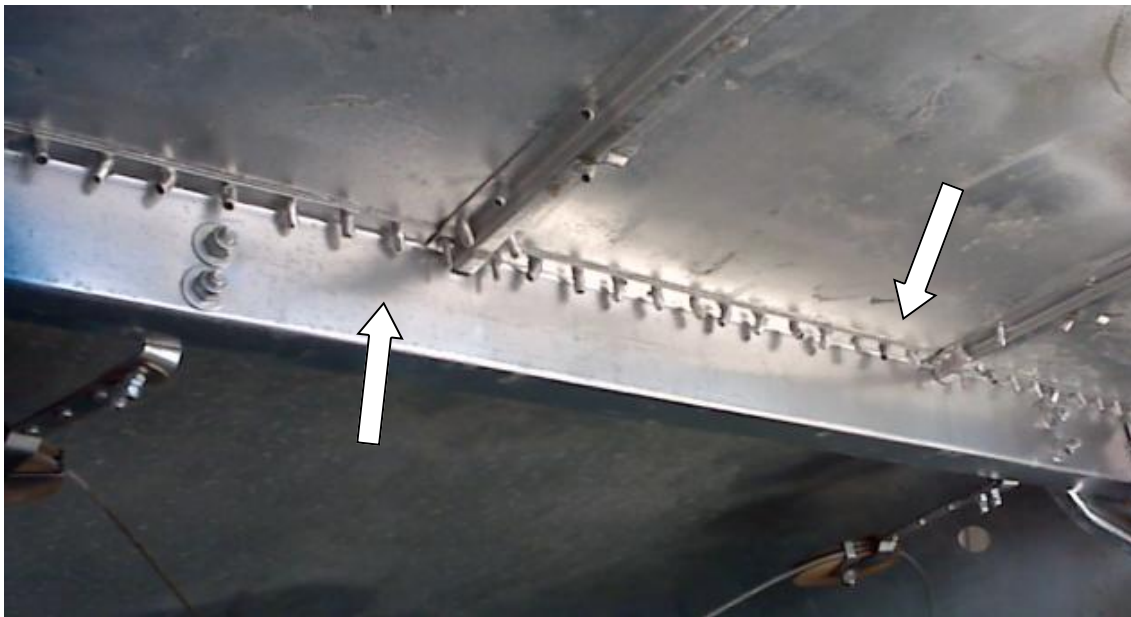
Send it to me!

I am running out and need more!



What is wrong in these pictures?

Somebody decided to install this rear carry through spar with soft hardware store pop rivets. Not legal on many levels!



Send Photos/Articles/Advertisements to: 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!



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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.

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Fred Lagno - 410-827-7896

Cessna 150 exhaust

Ken & Lorraine Morris - 815-547-3991

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

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Leading Edge Landing Light

John Nichols - 845-583-5830

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International Cessna 120/140 Association

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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
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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.**