



International Cessna 120/140 Association

P.O. Box 830092
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International Cessna 120-140 Association
36th Annual Convention - Sept 29-Oct 3, 2011
Peachtree City, GA - Falcon Field (FFC)

120s 140s and 140As on Parade in Peachtree City

International Cessna 120/140 Association

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INTERNATIONAL CESSNA 120/140 ASSOCIATION
GENERAL MEMBERSHIP MEETING
PEACHTREE CITY, GEORGIA
September 30, 2011

The meeting was called to order by President Christian Vehrs at 6:31 p.m.

SECRETARY'S REPORT:

A motion was made by Ed Grossheim and seconded by Ken Morris, to waive the reading of last year's minutes and accept them as published in the newsletter. The motion passed and the secretary's report was accepted.

TREASURER'S REPORT:

Income for the fiscal year 2010 was \$45,910.01; expenses were \$52,887.32 for a net loss of \$6,977.31. Our beginning balance was \$27,657.17 plus two \$5,000 Certificates of Deposit; our ending balance was \$20,679.86 plus three \$5,000 Certificates of Deposit. A detailed financial statement is available for members who wish to see it.

We currently have 1,218 members compared to 1,204 at this time last year.

A motion was made by Ed Grossheim to accept the treasurer's report, seconded by Ken Morris. The motion passed and the treasurer's report was accepted.

OLD BUSINESS:

There was no old business.

NEW BUSINESS:

Current Vice President, Don Becker, has found it necessary to resign his position. The board has appointed Gene Adkins to serve the remainder of the vice presidential term.

2011 Elections

Dick Acker, chair of the nominating committee, presented a slate of officer nominations:

President - Christian Vehrs
State Rep Coordinator – Ed Grossheim
Merchandise Coordinator – Virgil Warren
Member-at-Large – Scott Ross

Nomination requests were offered to the floor with no additions. Blake Mathis made a motion to accept the slate as presented, seconded by David Lowe. The slate of officers was approved by a unanimous vote.

The location/date of the 2012 convention was announced: Ryan Field, near Tucson, AZ; Wednesday, October 17 – Sunday, October 21, 2012. It will be hosted by Ron Wiener.

Tomorrow at 2:00 p.m., before the flying fun -n-games, a missing man fly-by will be performed in memory of our members who have "gone west" this past year:

Mort Brown
Michel Charette
Clare Warren
John Smith
Ken Liggett
Kay Renfrow

Christian Vehrs introduced Ryan Forse who is earning money for his Eagle Scout project. He will be going to Honduras to build concrete floors in homes, and is also collecting old eyeglasses to take along. In addition to putting on the BBQ for tonight's dinner, Ryan and his family will be cooking hotdogs for us at the airport tomorrow for lunch.

A motion to adjourn the meeting was made by Ed Grossheim, seconded by David Lowe. The meeting was adjourned at 6:41 p.m.

Respectfully submitted,

Dick and Nicki Acker
Secretary/Treasurer

GA is having difficulties, but I am really heartened and amazed at how companies are supporting the small airplane groups like us. I know we don't put in big orders, but we do have buying power in numbers. Please support the following companies who graciously donated items for our Convention



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Sharon Brown

Thanks to all the State Reps that sent in Door Prizes for the convention! We appreciate it!

Georgia on my mind; Weather in my windshield.

By Don Alesi

Flying is like a game of chess. Weather is the queen and can move quickly and in many directions. We are merely pawns and move slowly and try to move to the other side and avoid being captured by the queen weather goddess.

When I said that we would fly to Peachtree Georgia via Key West Florida, the usual comments of "Are you nuts?" to "Still haven't fixed the compass eh?" were echoed throughout the flying community. I chose Key West because I'm an Ernest Hemmingway fan, not a Jimmy Buffet fan. I hate margaritas and needed a Florida landing for my State map.

Scott Ross decided to join us with his restored 120 and Jeff and Cindy Tourt from Yorkville, IL wanted to go with us, thinking that we knew what we were doing. They had a house near Sarasota Florida that we could overnight at. Scott, Jeff, and Cindy had no idea what they were getting into.

Jeff had offered to plan the route. Mark and Carolyn Pasqualino wanted to help us plan for the trip and would meet us in Key West with their Debonair, if we made it all the way there. We had purchased an iPad for the airplane and would be paperless, if not clueless, for the first time.

Ken Morris once told me something about the Cessna 140, "You will run out of ability before you run out of airplane." At this point I knew we were in trouble. Mark took Maureen and I on several training flights working on cross wind landings, marginal visibility and night flying. We even did a

few landings in steady rain to see if we could handle a slick runway. All these things would play out over the course of the trip.

As the 140 was going through an expensive annual, (it needed a new cylinder), we met with Jeff, Cindy, and Scott to go over the route. I said, "The flight plan looks great Jeff. Now throw it out. The weather will dictate the way we will fly down to Florida." As the trip would progress, Jeff would remind me of this time and again.

A week before the trip Scott was calling every day with weather updates. Our weather window was shrinking fast. I put our odds on departure at less than fifty percent.

At 6:05 on Saturday morning, Maureen lifted the heavily loaded 140 into a still dark, cool sky, trying to keep up with a much lighter Scott Ross. Flying near Sandwich IL, we picked up Jeff and Cindy on the radio precisely as planned and the three airplanes headed south together. It was just like one of those war movies except I'm not exactly John Wayne.

A fuel stop and weather check at Frasca Field determined that we were heading into a weather wall. Could we fly around, over, or under it? Mother Nature led us into Farmington Missouri under less than ideal circumstances. Maureen wondered if anyone had seen our arrival. I don't think anyone could have seen us even if they were trying and that was a good thing.

Scott was talking to Ken Morris. They determined that if we could find a hole in the clouds, and fly VFR on top and work our

way south for about fifty miles or so we would be out of this mess and be okay for the rest of the day. Dip Davis must have been listening because a nice wide hole broke right over the airport. The three little Cessna's did a helicopter departure and found clear skies at about 7500 feet. I asked Jeff if he was regretting his decision to go with us. He said it was still fun and Cindy was happy with everything.

Going to Florida usually means flying South East. We actually headed South West into Arkansas for a bit to go around some weather, not easy in a hundred mile an hour airplane. After fifty miles or so and hoping that my new cylinder was working, we came over a bank of clouds into clear weather. Trees and roads had never looked better.

Other than a brief problem with Scott singing "Convoy" and my rendition of "Leaving on a Jet Plane" on the radio, things were going pretty well. Making Florida on the first day might still be possible.

After a few more stops we landed in Tuscaloosa Alabama. Biz Jets were everywhere. We had landed in the middle of an Alabama football game. The owner of the FBO who said that there were no rooms or rental cars for miles, wanted to see what we flew in. "Now these are real airplanes" he said. While I supervised the fueling, Maureen called Mark, who suggested Montgomery Aviation for an overnight and off we went. Now for some useless bar trivia; Montgomery is the home of Country singer Hank Williams. There is a small museum in town to prove it.

On Sunday, we planned to head for Destin Florida to wait out weather in Sarasota and Key West. Twenty minutes into the flight Mark and Carolyn came in over the radio and suggested that we might make it into

Sarasota. We changed our route and headed south East.

Dodging rain showers and T-storms forced us more toward the coast. I asked Maureen if she had the life vests handy. When I commented as to why they were packed out of reach, the life vest magically appeared and smacked me in the head.

A rain squall and stopped us from Sarasota airport and Clearwater Airpark was marginal at best. Maureen called Unicom at 6 miles out. They said that they were okay but we better hurry. A slight downwind landing saved us enough time to avoid the storm that had arrived about a minute after shut down.

Thirteen Hours of flying so far. We were wiped out. Jeff and Cindy's place was only an hour's drive and promised great seafood and a nice bed.

On Monday, Key West was socked in. We were not flying anywhere. Jeff and Cindy had a boat and we were off to a small island called Egg Mont Key. The island had an old fort or prison that dates back to the Spanish American war. Large black turtles and small geckos were all over the island. After picking up and posing with the turtles, we saw a sign. "Do not pick up the turtles." I think that's what the prison was for.

After exploring the island and watching turtle sex, we went swimming in the ocean. Cindy recalled seeing a small shark swim between her and Jeff on an earlier trip. Out of the ocean I went. Sunburned and happy we slept well that night.

Tuesday and Wednesday looked no better for Key West. Regretfully, the weather dictated that Key West was out of the question. We departed for Falcon Field in Peachtree City Georgia. Mark and Carolyn and made it as far as Punta Gorda Florida and agreed to head to

Georgia as well.

Decent weather was the norm for a change. About fifty miles from Falcon Field, I asked Mark if we would make it. "I'll be praying for you." was his response. On downwind, we saw a Piper tail dragger being carted off the runway with a broken landing gear. I hoped my landing would be better than the Piper's. A gusty crosswind and a few bounces later, the three little Cessna's were down and safe.

We spent the next few days exploring the Atlanta area including a really nice aquarium. They had a petting tank. I never touched so many fish without putting tarter sauce on them. We flew a poker run in nice clear weather with some challenging runways and steep approaches. At the end of the day, Scott would remark, "No airplanes were harmed during this trip. On the Saturday of the convention, there are the much an-

ticipated flying games. During the bomb drop part of the games Scott and I were caught cheating for using a radio to win the bomb drop. Maureen was really embarrassed.

The Flight home on Sunday was a non event. The weather was clear, a complete opposite from the trip down. Thirty minutes out of Poplar Grove, we said goodbye to Jeff and Cindy. They said that they had a blast were looking forward to Tucson next year.

Touching down at the airport we were welcomed home by Steve and Tina Thomas. I would sum up our trip this way. The weather dictated our route of flight. But by having great flying companions and flying to the edge of our ability allowed the trip to be a complete success.

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Mighty MS part 2

by Dale Eisenman



Visibility at Lawrenceville, IL before departure

As we flew north, the weather became less inviting and at one point, I was thinking I would have to file to get below a building cloud layer. We landed at Champaign after about an hour's flight and from the comfort of FlightStar's pilot lounge observed the overcast thicken and later, another line of storms

develop to the west. The folks at Flightstar could not have been more supportive and welcoming. After a brief period on the ramp with skies growing ever darker, we tucked the two Cessnas in the hangar. We then waited for the opportune time to leave to join up with Randy who was north of the weather and working his way to Wisconsin.

Storms moving through Champaign, IL - Notice the ramp lights are on.



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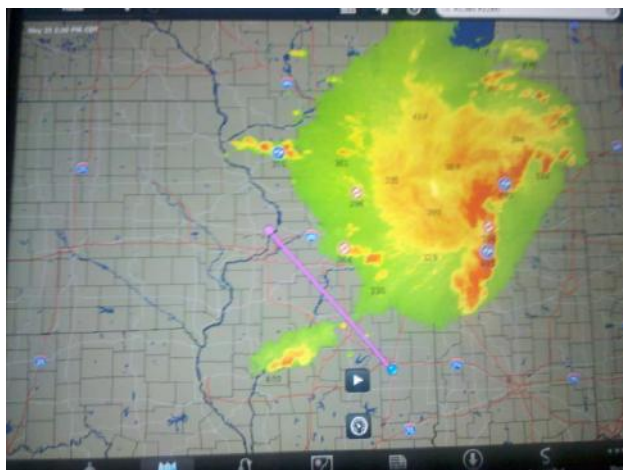
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We waited all day. At around 4:00 pm after using the crew car for lunch and drinking Flightstar's coffee and soda, we decided we had to overnight in Champaign. Flying to the headwaters the next day was now in question due to distance and timing but we were committed to getting an early start the next morning, Sunday.

Nature had other thoughts in mind. We woke Sunday morning to a very nasty system of storms to our west moving between Randy and us. We watched patiently all day, used Flightstar's crew car again for lunch while the storms marched east, northeast. Finally, we saw a gap.



The blue dot is Champaign and the purple dot is Clinton, Iowa! We quickly took the airplanes out of the hangar and approached the customer service representative to pay our hangar fees. We were very pleasantly surprised to learn that they had provided the hangar space as a courtesy for our little airplanes and were very sympathetic about our delayed plans. I have to pause here and give Flightstar my heartfelt thanks and recommend them to all pilots. I think we bought a combined total of 11 gallons of avgas at Flightstar. Yet they could not have treated us better or made us feel more welcome. We used their excellent facilities (including the pilots' exercise room), borrowed their crew car twice, relied on their hotel arrangements and had the benefit of their hangar to protect the airplanes from the storms. They

were there at every turn to help us with every request including moving the airplanes around. We were not treated better anywhere on the trip.



Flightstar's lobby at their superb facility. Finally around 3:00 pm we were off. Our revised plan was to fly to Clinton, Iowa and start our River trip from there. The flight from Champaign to Clinton was wonderful. The threat of storms dissipated, we had great visibility and largely smooth air for the first time on the trip. Just before Clinton we flew across the Mighty Mississippi. What a welcome sight it was. Although we were disappointed that we couldn't start our trip from the headwaters and missed the opportunity to enjoy Ken's and Lorraine's hospitality, we were looking forward to starting the River trip.



Finally, The Mighty Mississippi just east of Clinton, Iowa

Once we landed at Clinton the skies to the west started to darken so we, again, found overnight hangar space for our three little airplanes. The weather did not become severe but it was comforting to know we did not have to worry. After a very casual dinner and a couple beers, we all headed back to the hotel to prepare for our departure the next morning.

Monday, Memorial Day, we were welcomed with crystal blue skies, yippee! However, the wind was at least 20 knots out of the south. It was strong enough to move our airplanes around on the ramp which required care in our self serve fueling activities. Once fueled, we departed for the first leg of our adventure. Randy flew lower and was slower than our two Cessnas so we typically arrived before him and had the opportunity to fuel and have a soda while we waited. We did conduct some air to air communications but largely we each flew our legs without much chatter, enjoying



A Breezy ramp at Clinton but Blue Skies at Last!

the sights. We typically flew the west bank of the River. That enabled us to observe river traffic and interesting sights through the

pilot's side window. I chose to fly with the windows closed and my photographs probably suffered because of that fact. Randy was able to fly with the Cub's door open and his photographs are clearer as a result. I was uncertain if I could or should fly with the window open and that is topic I hope to explore in the future.

Our first stop was Burlington, Iowa (KBRL). Thank goodness it had a north - south runway. With a little effort, I think I could have landed 140PD in the length of the numbers on Runway 18.



A Breezy ramp at Clinton but Blue Skies at Last!

Because it was Memorial Day the FBO was closed at KBRL but we were able to use the self serve station. Again, the wind had its way with me and moved 140PD on the ramp to align it into the wind. After we fueled, we triple chocked the airplanes into the wind and kept a close eye on them. The wind was so strong that the Cub could not taxi through the wind. Randy had to shut down and so we could push the Cub to the fuel pump. Randy's ground speed on this leg at one point was 38 knots.

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Chris and I saw about 65 knots.

We intentionally planned short segments, in part, because the Cub did not have the range to match the Cessnas. Additionally, after an hour or so of flying it was enjoyable to compare notes and stretch our legs, especially on those bumpy days. As a result, after Burlington, our next stop was Hannibal, Mark Twain's birthplace. We did not do any sightseeing but did take on some fuel and then flew to Creve Coeur in St. Louis where Chris' daughter and family live. They greeted us at the airport and because we had not waited for Randy at Hannibal, we arrived in enough time to have a beer at Chris' daughter's house before returning to the airport to pick up Randy who arrived after 5:00 pm. Chris greeted him with a cold beverage and a warm welcome. We made sure the airplanes were tied down for the night and enjoyed a lovely dinner at Chris' daughter's home.

Stay tuned for the Conclusion in Part 3!



Chris is greeted by his Granddaughter



Chris and Randy after the delivery of a cold beverage.

Are you ready for Tuscon?

Get your maps out! Start your flight planning and vacation arranging! The 2012 Convention will be in a Brand New (not yet opened) Casino Hotel in Tuscon. Your Host, Ron Weiner, and his Arizona crew is already getting things planned out for our arrival. This promises to be a great chance to visit another part of our wonderful country. And what better way to see it than from our little Cessna Chariots!

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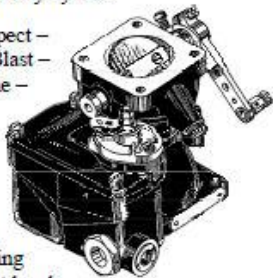
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Note from a New Member

Our President, Christian Vehrs, send a personal "Welcome" to all new members. This is just one of the responses he has recieved. Thanks Christian!

Christian, Thank you for your splendid e-mail ! I am so very impressed by the folks I am in contact with in this organization. This makes it the best Type Plane org I have ever seen!

About my self. My dad (now 89 and still active ..walks 3 miles a day) was Army Air Corps WWII Class of 44 F. Being towards the end of the war he was still fortunate for 1) The Atom Bomb (eliminating his need to go to the Pacific Theater) 2) Being granted a flying job ...flying navigators around Texas in every kind of Twin engine one could desire. He too kindled my interest as he re – obtained his Private Rating in the Mid 60s and Purchased a Taylorcraft BC12D. We flew this plane from Pittsburgh to OSH and back in 1970 when I was 12...no radios, nothing but time, speed and distance by hand...No head sets either...makes one think. 1970 was the first year of OSH-KOSH. Well he had restored this BC12D with much help of his EAA Buddies prior to this trip. I have been hooked on Taylorcrafts since.

After Graduation from High Scholl I left Pittsburgh PA to Attend and eventually Graduate from the University of SC. I have remained in Columbia SC and since then my Doctor Sis and my Parents re located here ! (Makes for nice Holidays) I did not get my license until 1995. I purchased a Airshow worthy Taylorcraft in 1998. Dad flew with me to Sun N Fun and HG Frauchy fell in Love with it (Cessna Air master Green, Lemon yellow and black pin stripes). It graced the cover of EAA Vintage Aircraft and a feature article... May 2001.

Flew This plane a few enjoyable years then (like a fool) sold it and took 5 years off away

from flying while my son played Baseball (My wife did not want him flying at that time.) So in 2006 I purchased a Basket case Baby Ace re-stored it to show condition and flew it 166 enjoyable hours from 2008 to November 2010. Earlier that Fall my wife commented at a South Carolina Foot Ball Game “ I guess it would be good for Charlton (Our Son) to Fly” ...as the F-16s did a Fly By!! . Well there went the Baby Ace !! .It happened that a friend of mine (Also one of my Subs...I own a Construction Company) wanted to sell his 140. So this past April I purchased N2509N. It's a 1947 with a C-85. It is the only Cessna-140 to have survived a mid air with a B-25 ! Actually A B-25 descended on final bumping BOTH wheels on the wings of the C-140 as both were on final . It is in the log books. Happened out out in the Mid West. A good Story for all to hear. Will try to bring her to Peachtree City. Anyway I really really like the flying qualities of this plane !. My son (also now a student at the University Of SC) has about 11 hours with a very accomplished instructor in our 140 and likes it as much as I do ! It is a very straight good flying plane with Logs for both Airframe and Engine go back to Day one. Well appointed panel. Metal wings (not my idea...) . I may actually DE METALIZE the wings and strip the paint to go back 100% original (that will come much later if ever...may just find one that way first) I had always wanted a 140 since I got my License. Now I know WHY !! I am hooked. (Did not hurt that my dad gave me a copy of “Week END Pilot years back” The Cessna 140 is still affordable to Fly and can go anywhere at a leisurely 105 mph. I may even sell my Project Taylorcraft that I was going to clip the wings on. Its has really changed my perspective on a lot of things .

Thank you again for your e-mail. I look forward to meeting you soon.

Best Regards,

Jim Herpst

Application for Membership
International Cessna 120/140 Association
9015 E. Coleman Rd., Coleman, MI 48618

Your Name _____ Phone No. () _____
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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 other 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!



Great Convention Christian!

I would like to thank Christian Vehrs and his crew for making the 2011 Convention a great on in Atlanta, Peach Tree City. What a beautiful city, and a great venue. All the attendees had a great time, and the FBO was extremely accommodating.

Christian organized a poker run. We got off to a slow start the first day because of the fog. We finally got going around 10 am, but still made all the stops. I have never been on one of those before, and it was quite entertaining. I had a great time!

Before I left home, I saw on the forum that Christian had put an excel spreadsheet up that had a list of photos for a scavenger hunt. Points were awarded for all kinds of things, like burned out buildings and mail trucks delivering mail. It sure made the flights fun cause I was always looking out the window for stuff on the sheets. Ken even got into the hunt after awhile. My efforts were rewarded with the most pictures prize! I think we should do that for the next convention too.

On Friday, most of the crowd flew or drove down to the Aviation Museum at Robins Air Force Base. We decided to check out the Georgia Aquarium

with Don & Maureen Alesi and Jeff & Cindy Tourt. It is amazing that they have that many fish in one aquarium and nobody eats each other!

Saturday was another beautiful day, but a bit windy. That didn't deter the intrepid flyers, and to kick off the flying games, they flew a Missing Man formation in honor of those in the organization that passed away in the past year.

Sharon Brown asked that we remember Mort Brown with something involving peaches, his favorite fruit. We had two huge trays of Peach Cobbler delivered to the airport and the attendees gobbled it up! The flying games went off without a hitch, and we got to give our opinion of every take-off, landing and pass.

The Banquet on Saturday night was a wonderful meal of chicken or steak and shrimp. Delicious! Thanks to all the State Reps and Aviation Companies that donated goods and services to our convention for door prizes. Everybody went away with a gift!

Sunday came and we all headed home, after stuffing ourselves with coffee and doughnuts.

Now start planning your time off and your flight to Tuscon! It already promises to be a good one.

Lorraine Morris, Editor

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

GONE WEST...

Wayne Castleberry,
GA

Ken Liggett, CO

Kay Renfrow,
TX

(no picture)



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<<< ALWAYS BRING YOUR TIEDOWNS >>>

37th Annual Convention—International Cessna 120/140 Association

Tuscon, Arizona—2011

Ryan Field, KRYN
October 17 - October 21, 2012
Details to come! - 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.**