



International Cessna 120/140 Association

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Aug/Sept/Oct



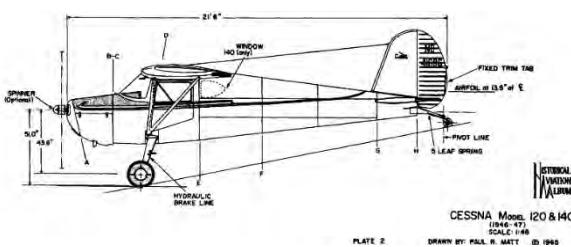
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International Cessna 120/140 Association

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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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Full Page	\$200	\$180
Half Page	110	100
1/4 Page	70	56
1/6 Page	55	45
1/8 Page	45	35
1/10 Page	40	30



International Cessna 120/140 Association

2021 Convention Review

Peachtree City, Georgia

...Christian Vehrs



While rain initially threatened to hamper attendance, the whole week went off without a single drop of rain. IFR conditions prevailed in southern Minnesota and especially Tennessee and Florida, making it difficult for some to make it in. The fifteen 120/140s who braved the forecast (and were able to avoid weather en route) were rewarded with great flying and fun activities.

The first to arrive was Rob Swanland in his beautiful Bellanca Super Viking on Sunday afternoon. Rob quickly set up the registration site in the hotel hospitality room to catch a few folks who didn't get a chance to pre-register online, and our convention was officially underway.



Early arrivals continued to land, with Scott and Linda Ross (Illinois) starting the second row of parking by Monday evening.



Tuesday afternoon saw the arrival of the much anticipated N3779V, Ken and Lorraine's restoration of the prototype model 140A. Good news travels fast, and by the first week in August, it was public knowledge that this aircraft won the coveted 2021 Air Venture Oshkosh Classic Aircraft Grand Champion Golden Lindy award. Lorraine was giving us updates along their route and the first picture I saw answered my question – are they bringing one airplane or two?



Ken and Lorraine flying their two A models in formation to the convention.

A wonderful side story to the restoration effort was that Ken and Lorraine have remained in contact with the gentleman who sold them this aircraft almost three years ago. Lonzo Cornett was receiving updates during the restoration project, and unbeknownst to me, Lonzo had arranged a trip to Atlanta with his son and a friend to see his old Cessna for the first time since it left his home field. It was certainly an emotional reunion for Lonzo and his family.



OOPS
silly me,
these aren't
convention
pictures...



Ken, Lorraine and Lonzo posing for the "Before" pictures in early 2019.



Wednesday kicked off the poker run to five local airports. Some blasted off early in the morning, but I stayed at Falcon Field for a while since I heard that Lorraine was taking Lonzo for a ride before he and his family drove back to Virginia.

What a unique opportunity for Lonzo to retake the controls of the airplane he owned for 31 years.



As advertised, the poker run tour made its way around some pretty cool sight-seeing locations like the Army Aviation Heritage Museum, the Pinewood movie studios (home of Ironman and Spiderman) and Stone Mountain Park. Thank you, Scott Ross, for the cool pics.



Stone Mountain Park

Lunch on Wednesday was one of the poker run stops (my old stomping grounds), Peach State airport, home of Barnstormers Grill.



Those who elected not to fly on Wednesday either visited the many attractions in Downtown Atlanta or found a comfortable place to gather at our Convention host airport lobby. Thank you to Mike Melton – Airport Operations Manager!!!



With the Wednesday flying completed, it was time to reunite with everyone in the hospitality room at the hotel. Rob Swanland again manned the registration table and created a wonderful atmosphere with the beautiful facilities that he secured for us. Thank you Rob!!



I think I already pointed out that there was no rain, but that doesn't mean that we didn't have a weather-related event. Thursday morning was the flyout to McCauley Propeller systems, and the early morning low ceilings made the flying portion of that trip impossible for VFR traffic.



in accordance with our mission statement ("promote safety and awareness of the Cessna 120/140"), I encouraged everyone to take advantage of the big bus we had secured for this trip. And of course, by the time we arrived, the skies were clear and blue.



I can't say enough how wonderful Steve Reynolds and the whole McCauley Propeller Systems family was to our folks. They provided a very informative presentation of their product and opened their entire facility for our tour. While under contractual restrictions for security, they were able to provide us with these wonderful approved photos of our visit.





Thursday evening brought us back to the Convention airport and the Commemorative Air Force (CAF) Museum. Dinner was combined with an open invitation to the hangar and maintenance operations. Some of us even got a chance to sit in some of our favorite aircraft.



Dinner with our friends

Of course, after dinner it was time to retire to our hospitality room for continued fun and mixing.



Friday was the big day with our First-timers Breakfast, Maintenance Forum, Flying Games and the closing banquet. The first-timers breakfast is one of my favorite opportunities during these conventions since we get a chance to meet folks in an environment that is better suited to getting to know each other. Again, our convention hotel provided us with a wonderful breakfast in a beautiful setting. Introducing folks to our Board Members and Officers is always a pleasure, besides welcoming them to their very first convention.



The maintenance forum is a great way to get a hands-on experience with concerns that sometimes arise. Victor Grahn and David Lowe led the discussion which included Dave's Cessna 150 on 140 gear legs. Dave calls his airplane the Cessna 140 "C" model. 😊

More hospitality from our good friends at the CAF museum.



Another lunch in our wonderful surroundings at the CAF facility...



More perfect weather for the flying games. This format was somewhat modified due to the busy traffic pattern around our host airport. However, necessity might have been the mother of invention when we decided to take-off and land at our convention airport but provide a remote nerf ball drop location. I saw this format for the first time at Bo Mabry's convention in Lumberton South Carolina. While Bo relied on a friend's farm field, we were able to secure a drop target at a local private grass field just a few minutes south of the convention airport. Bombing runs (don't say Bomb) were perfectly executed and the winner was easy to determine by the location of the nerf football adjacent to the blue tarp on the field.



The beauty of this is that we were able to gather up all the “bombs” dropped on the target and present them back to the participants as a souvenir during the awards ceremony. An unlikely scenario unfolded when the winner was separated from the runner-up by just 13”.



After everyone was parked and cleaned up, it was time to gather for the final banquet and awards dinner. Another wonderful facility and meal for our group which provides the venue for the aircraft judging and flying games awards as well as the greatly anticipated door prizes from our generous vendors and advertisers.

This year's big donations came from some of our longtime supporters, Scott McPhillips donating a complete set of Hooker Harnesses, Daralyn Holmes donating a LIGHTSPEED Sierra headset, Ken and Lorraine Morris from Taildragger Aviation donating an STC package, McFarland Aviation donating multiple windshield cleaning kits, coffee mugs and gift certificates, Steve Reynolds at McCauley donating two propeller logbooks, Wag-Aero gift certificate, and Sporty's Pilot Shop donating a Flight Gear IPAD bag. Many of our State Representatives also provided some great prizes including our Kansa Rep Brett Swartzendruber donating a vintage themed flight bag and Allen Vehrs donating a framed CAF aircraft print, with many other too numerous to mention.



After the official farewell at the end of the banquet, it was off to the hospitality room for one final evening of storytelling and flight planning in preparation for the next day's departures.



The next morning saw low clouds in the early hours again so everyone got a chance to eat donuts, drink coffee and wait patiently. The clouds burned off in just a few hours and everyone was on their way home without too much delay.





All fueled up with nothing to do but wait. Eventually the clouds lifted, and folks were on their way home.



**This just in!!!
Next year's convention will
be in Sturgis South Dakota.**

**Save the Date
September 12-17, 2022**

**Bruce Bowen hosted us
back in 2010. It was a great
one then and should be
another memorable one!**

**Exact dates and schedule
to follow soon.**



Photo courtesy of John Kliewer

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Tech Talk

...by Victor Grahn

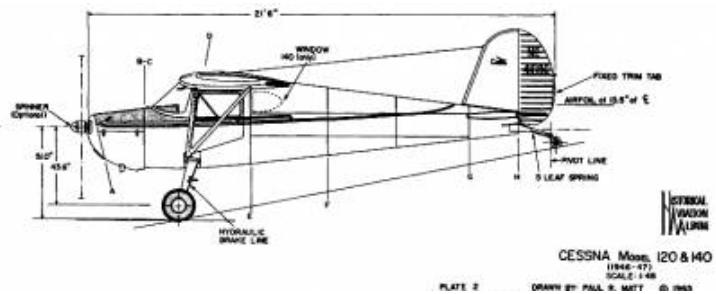
Paperwork Items



The recent convention took us to the city of Atlanta, hosted by our wonderful hosts the Vehrs family. We had mostly sunny weather and good times. Our major event (if you will) was a tour of the McCauley propeller factory just south of Atlanta in the suburbs of Columbus Georgia.

The McCauley team members were very gracious in providing tours and splitting us up in small groups of Cessna 120/140 members, basically about 8 persons to a tour guide, this gave a very personal touch to our experience. Every effort had been made to provide us to view the prop making techniques including aluminum and composite propellers. We saw everything from raw materials, to basic cutting/grinding/shaping, pattern work, composite lay-up, ovens, testing, blade angle alignment, painting and shipping. The metal prep hot tanks were also presented.

We all owe McCauley a debt of gratitude for showcasing their fine facility. Lunch was provided and of special interest to some of us was McCauley's history. I was personally un-aware that Cessna (now Textron) purchased McCauley back in the 1960's.



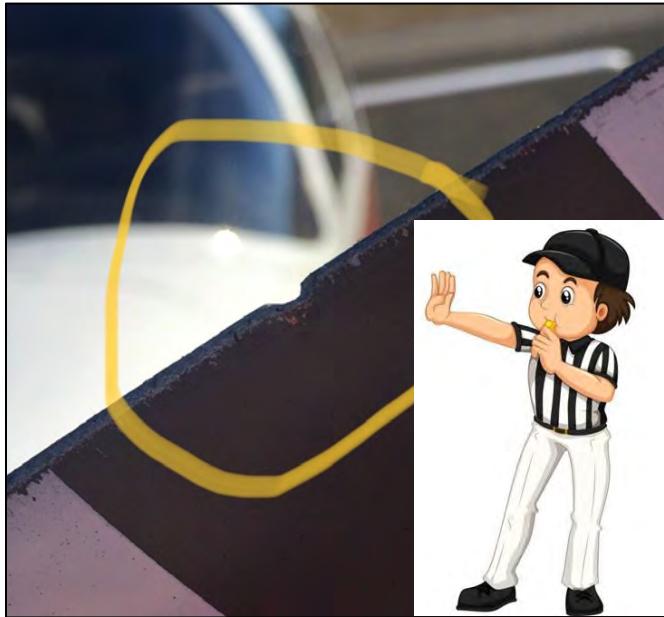
I had always wondered why the fleet of Cessna aircraft, primarily Cessna 150's, 152's, 172's etc had "McCauley" wheels and brakes while other aircraft manufactures did not. Now I know! Cessna owned their own brake division. Incidentally if you do have a Cessna aircraft with McCauley wheels and brakes today and require parts or tech support, contact Parker (Cleveland Wheels and brakes) due to Cessna selling the brake division quite a few years ago.

We also were shown the full line of McCauley propellers. While our aircraft primarily have McCauley props, we're not "their bread and butter". McCauley makes their money by selling to Cirrus and the turbo prop market.

You might ask, why composite props (considering they are more expensive than aluminum)? The reality is that blade shape can be more precise on a composite blade, resulting in higher performance.



The second reason is that you can “repair” a composite propeller. Of course, some damage will be unrepairable and will require replacement. Composites compare favorably to the aluminum blades which have a very restrictive tolerance for repairs based mostly on material removal. Once you run out of material on a metal prop, it becomes a wall hanger.



Leading edge damage on aluminum propeller

During the tour, McCauley donated two ‘Propeller logbooks’ for our door prize give-away during the banquet several nights later. This leads me into my subject that came up during the Maintenance seminar that was held by David Lowe and myself during the convention.

Considering that most of the aircraft I’ve annualized over the years have only had an Airframe and engine logbook, I thought I would bring up an important piece of advice. If you’re missing a prop logbook, buy one. There are multiple reasons for having a separate logbook for Airframe, engine and propeller.

To be legally airworthy, you technically only need an annual sign off in the Airframe logbook. (because the engine and propeller are attached to the airframe and assuming your IA signed off the “Annual” in the airframe book this would include all things attached to the airframe) However.....

In the interest of being safe, legal and airplane business smart, I’ll first toss in a few basic “rules of the Aircraft maintenance road”.

Aircraft are maintained to a minimum standard. For instance: You can’t do less than 1 annual inspection per year, but you can always do more. You could do a 50-hour inspection, you could do several mini inspections throughout the year. Another example; When making repairs, if 43.13 states you need “X” number of rivets for your skin repair or lap joint, you can’t put in any less, but you can always put in a few more. What most technicians try to maintain is a level of maintenance well above the minimum standard, thus should things go wrong or items be forgotten (technicians are human after all...) there is a cushion of workmanship above the minimum line, so to speak.

Another item not well known among the airplane owners is the “8130 form” (formally called the yellow tag).

MAINTENANCE RELEASE	
UNIT NAME <u>CARBURETOR</u>	SERIAL NO. <u>BE14/9271R</u>
PART NO. <u>MA25PA (10-4894)</u>	MFGR. <u>Precision</u>
<input type="checkbox"/> OVERHAUL <input checked="" type="checkbox"/> REPAIRED <input checked="" type="checkbox"/> TESTED <input type="checkbox"/> INSPECTED <input type="checkbox"/> FUNCTIONAL TESTED	
The Aircraft component identified above was repaired and/or inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service for the work performed. Pertinent details of the repair are on file at this repair station under work order # <u>16372</u>	
OWNER:	DATE: <u>8-24-16</u> SIGNED FOR: <u>R. D. Lowe</u>
R L B ACCESSORY SERVICE 971 Babbitt Avenue • Addison, Illinois 60101-1221 FAA Approved repair station # KB2R946K	

1. Approving Civil Aviation Authority/Country: FAA/United States	2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG	3. Form Tracking Number			
4. Organization Name and Address:	5. Work Order/Contract/Service Number:				
6. Item	7. Description	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:
12. Remarks:					
13a. Certify the items identified above were manufactured in conformance to: <input type="checkbox"/> Approved design data and are in a condition for safe operation. <input type="checkbox"/> Non-approved design data specified in Block 12.			13b. <input type="checkbox"/> 14 CFR 43.5 Return to Service <input type="checkbox"/> Other regulation specified in Block 12 Certify that maintenance specified in Block 12, the work required in Block 11, and inspection required in Block 12, complies in all respects with Title 14, CFR, Federal Regulations, part 43 and in respect to that work, the items are approved for return to service. 13c. Approved/Authorization No. <u> </u> 13d. Date (dd/mm/yyyy) <u> </u> 14a. Name (Type or Printed) <u> </u> 14b. Date (dd/mm/yyyy) <u> </u>		
User/Installer Responsibilities					
It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/airframe. Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in this certificate, the user/installer certifies that he/she/they has obtained the necessary authority to perform the work in accordance with the national regulations of the country specified in this certificate. Statements in Blocks 13a and 13b do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the installer before the aircraft may be flown.					
FAA Form 8130-3 (02-14) ISBN: 0072-03-012-4015					

This is basically a “logbook” for an item that is too small to have its own logbook, such as a magneto, a carburetor, an alternator etc. What happens with these items is that every time they are worked on they typically get overhauled, thus they get a “new log book, (i.e. an 8130)

Another item that many airplane owners have picked up on is that insurance companies/policies sometimes drive the aviation industry just as much or more than the regulations.

For instance, getting a license to fly takes ‘XX’ number of hours. However, getting insurance takes “XX plus XX” number of hours (more than required by the regulations).

When you go to sell an aircraft, the better the records, the more organized the records, the more “complete” the records, generally the easier the sale will be.

With the above general “rules of the road in mind”, my recommendation would be to:

- 1) Have a separate logbook for airframe, engine and propeller.
- 2) Make an annual sign off in each for each annual completed.
- 3) Accurately indicate: (how many logbooks have we all seen with inaccurate, times!!???)
 - Total time
 - Time since overhaul
 - Tach time on EACH entry

Why three separate logbooks you might ask? Simple, an engine and or propeller very likely will not stay with the same airframe for its lifetime. If they get separated, lost, etc, it's much easier to track ownership, airworthy records, AD's and other useful things.



Another item, is that many FSDO's have become accustomed to seeing an “Annual sign off” in each individual log book, I've had student pilots get turned away from check rides, because there wasn't an Annual sign off in each book...yes it does happen.

Circling back to the item above concerning a sale. Most new owners will simply feel more comfortable seeing clean, consistent well documented records. And the truth is...we are just care takers of these fine aircraft. Someday they will be sold.



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**International
Cessna 120-140 Association**

December 2019

2020 Wall Calendar



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International Cessna 120/140 Association OSHKOSH review

...Jeff Tourt, Scott Ross, Lorraine Morris, Christian Vehrs



The big news for the mighty 120/140s is that Ken and Lorraine Morris completed the restoration of the prototype 140 A model in time to attend Oshkosh. News of the completion and anticipated arrival spread through the vintage aircraft network and they were invited to park their airplane (affectionately known as UNO) in front of the vintage hangar for the week. Anyone who has had the privilege to see this magnificent restoration wasn't surprised to see them awarded the *AirVenture Oshkosh 2021 Classic Grand Champion Golden Lindy trophy*.



Lorraine carries on the tradition of the women pilots with their signature shoes displayed on the dashboard and cowling (or Oshkosh trophy, whichever works)



Jeff Tourt says...

Cindy and I planned for Oshkosh as soon as we returned from Sun and Fun this year. We were excited to use our new camper for the second time! We arrived early because we heard it would be extra busy from being shut down last year. We made the trip with Scott and Linda Ross and set up camp side by side which enabled us to host a couple of informal get-togethers such as taco night and the continuation (of sorts) of Dick and Nikki Acker's Margarita Monday.



Cindy Tourt and her daughter-in-law Cloe cooked up the beef and chicken tacos.



Scott Ross (Illinois), Cindy Tourt (Illinois), Roy and Marcy Aycock (Kansas) and Les Bryan (Indiana).

We set up the 120/140 Type table with Scott Ross and Gene Adkins on Sunday, which is always exciting! They have us draw numbers because that's the fair thing to do, but all the type clubs go to the same tables they have had in the past. (go figure) We saw a great turn out for us at the registration table, seeing members we haven't seen for two years and greeting and meeting new members for the first time. It's so fun seeing the enthusiasm for our tail dragger.

We created a special tee shirt for this year, being the 75th Anniversary of our beloved airplanes. We sold out of Anniversary shirts in the first two days. We have restocked, please order yours from our "Market place store" on the web site. You can get your shirt with or without a front pocket.



A number of Cessna 120/140 folks lived out the Oshkosh Fly-in dream of camping under wing.





Jeff and Cindy get help at the type club table by three of their four boys and their families.



Thursday, our Tech advisers David Lowe and Victor Grahn gave a great discussion on the maintenance of our aircraft. Our Forum building was filled and there is always things to learn from them. Question and answers session usually go's on past our allowed time. Both were happy to answer all questions.





*Scott Ross and Gene Adkins provided insight and answers to an aspiring young journalist.
I can't think of two better ambassadors for our group.*

We also had the newest DVD release at our table from Lorraine. It's an in depth look at our aircraft and a must have for your collection. Look for it in the aviation market.

It's been a busy 120/140 year for us. Sun & Fun, Oshkosh, and our annual convention. We would love to have some help at the Type Tables, Sun & Fun and Oshkosh. Please help out if you can. It's fun - not work. Free entry at Sun & Fun. Meals are Free @ Oshkosh for volunteers. The time at the table is Noon till 4:00. You can see things in the morning at Oshkosh or sleep in. See you all at next year's events.



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**Veteran's Day Celebration Saturday November 6th****Peach State Aerodrome (GA2)**

Georgia State Rep Christian Vehrs 770-883-5370



International Cessna 120 / 140 Association

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