International Cessna 120/140 Association

Issue 421 Winter 2021 Nov/Dec/Jan

Loraine Morris flying UNO, the completed restoration of the prototype 140A *(page 4)*

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Uno Part 9

The discovery, recovery and restoration of the prototype Cessna 140A

… Ken and Lorraine Morris

See Summer 2019 issue
for Uno part 1
Fall 2019 for Uno part 2
Winter 2019 for part 3
Spring 2020 for part 4
Fall 2020 for part 5
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Summer 2021 for part 8

Before we hung the wings, Ken inspected all the fuel tubing and lines. Ken got new aluminum tubing for the fuel cross feed vents as the old ones were pitted and rotten in places. New rubber connector tubes for the vents were also installed.

We got it all ready and hung the wings on the plane. I have a large rolling rack that I use to store leather hides and foam sheets. It was almost the right height of the wings, so we put some foam on top of it and set one of the wings on it and it helped. We raised the tail up to make the plane almost level. We were able to hang both wings by ourselves and not whack our heads when we walked below the wings.

Once the wings were on, Ken was able to hookup the aileron cables. There is an aileron carry through cable, and there is a small pulley that retains it right behind the rear carry through spar. It is really hard to get to this with the headliner installed, so that was another reason I didn't install the headliner or bracket yet.

I had to make a new headliner support bracket. The old one was broken in many places and was obviously not original. I had the lower cross base part of a support bracket from another plane and drilled out the spot welds that held the headliner retaining strap at the bottom of the cross brace. This is like the strips around the D windows in all 140s and above the door on the 140A, that the headliner tucks into with little triangle spikes that hold the headliner.

I took it off the old bracket and riveted it on the new bracket. I will hold off on the installation of the bracket till the wings are on and the aileron cables are correctly installed. It makes crawling around inside much easier.

Headliner support bracket installed

Well, now to the interior saga. The plane had been converted to Cessna 150 seats sometime in the past, so those had been removed and I had an extra set of original 140 seats to cover. We inspected all the springs, cleaned up and painted the frames of the seats. Ken overhauled the back seat upper adjustment handle, putting new rivets in and making sure the springs were on there.

Our plan all along is to go back to original. There is a company in Oregon called SMS Auto Fabrics. They had made up exact copies of our original fabric, so January 23, **2020**, I ordered the fabric and original green carpet. ($1100). OUCH. They charged my card, I paid, and have never gotten the fabric. I have talked to them several times and exchanged emails. Lots of excuses…. Covid, lack of thread, lack of yarn, etc. Always promised in a few months or weeks, but still no fabric as of June 19, 2021. I have found the green headliner material and have the carpet and leather accents ready to go, just waiting for the material. Just in case, I ordered some samples of materials used in cars in the late 1940s. Finally, when it became obvious that I was not going to get it in time, I had to make a decision.

Fortunately, in the Fall of 2019, I had ordered 6 yards of the same material from SMS for another customer. He wanted extra so I had ordered more than I needed for his project. It had come in and I had sewn up the side panels, below the door panels and cut out the blanks for the door pieces. I then sewed up his seat covers. His project was taking longer than he thought, so the project was on hold. I made the decision to steal that material and use it in UNO.

Headliner installed

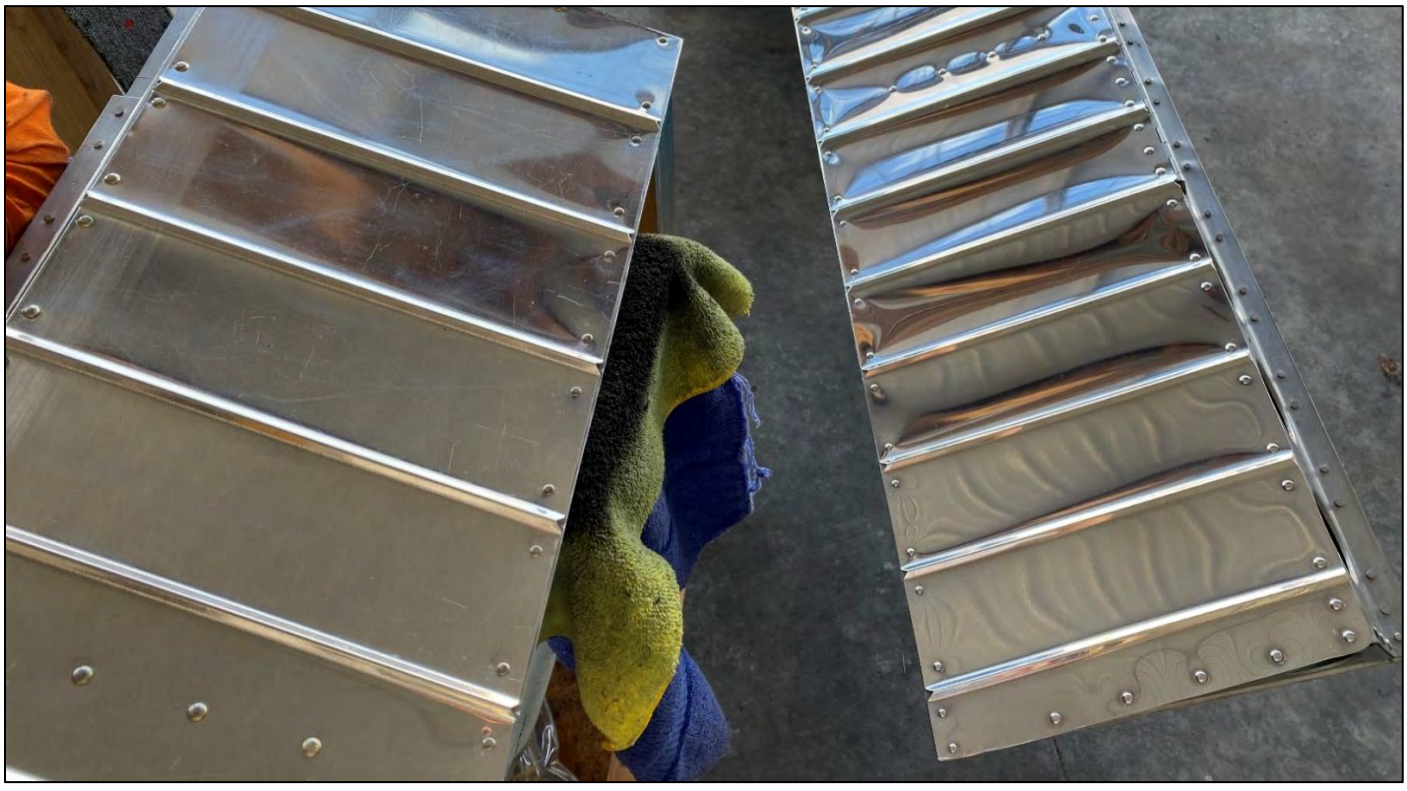
I have pieces of original interiors I have collected over the years, and pictures from the 140 interiors from the factory. I duplicated the interior exactly using the photos and old parts to replicate the stitching and patterns.

The rumor from some old Cessna employees is that when the company ran out of material, they sent an employee down to the fabric place and had him pickup something close. I have original materials from planes and there are at least 4 different fabrics. I know they are original, because I have seen this same material on several different planes over the years. One fabric I thought could never have been original was a velour material with a green stripe in it. It was on a seat cover I have. Just the other day I saw a time capsule 140 with this same material on its original doors.

I was looking over the plane, trying to imagine 1949, and what was original at the time and what was not, I looked at the engine installation, it was so clean. But in 1949 Zip Ties had not been invented. So I went through the engine compartment and removed all zip ties and replaced them with flat black lacing cord, which is what was used in the past to tie things together. It looks more original.

New "old style" lacing cord provides the correct finishing touch

While Ken was getting the cables correct, I checked over the ailerons and flaps. Since they were reskinned, I thought they were going to be great. Well, they had scratches everywhere, and were raw aluminum so I spend a few days and polished the flaps first, then the ailerons. After they were good, Ken installed them. After the flaps were installed, I put the flap handle in and hooked up the flap actuator cable.



Flaps were reskinned, but needed a thorough final polishing

When the wings were on and considered rigged, Ken started closing up the inspection panels. We each took a turn with a flashlight and a mirror and inspected each cavity before we closed it up. We each made sure the cables were safety wired and there were no extra rags or hardware floating around anywhere.

About this time it was time to install the wing tips. I had polished them up and thought they were good, but on closer inspection, we found that one of the tips had been scraped in a ground loop and it just wasn't up to par with the rest of the plane. We had purchased a couple of wing tips in the past year, and dragged them out to strip them and see how they looked. I thought I was done with stripping, but NOOOOOOOOOO! After stripping, I found one of the tips was very good, so I polished it up to replace the scraped tip and we installed it.

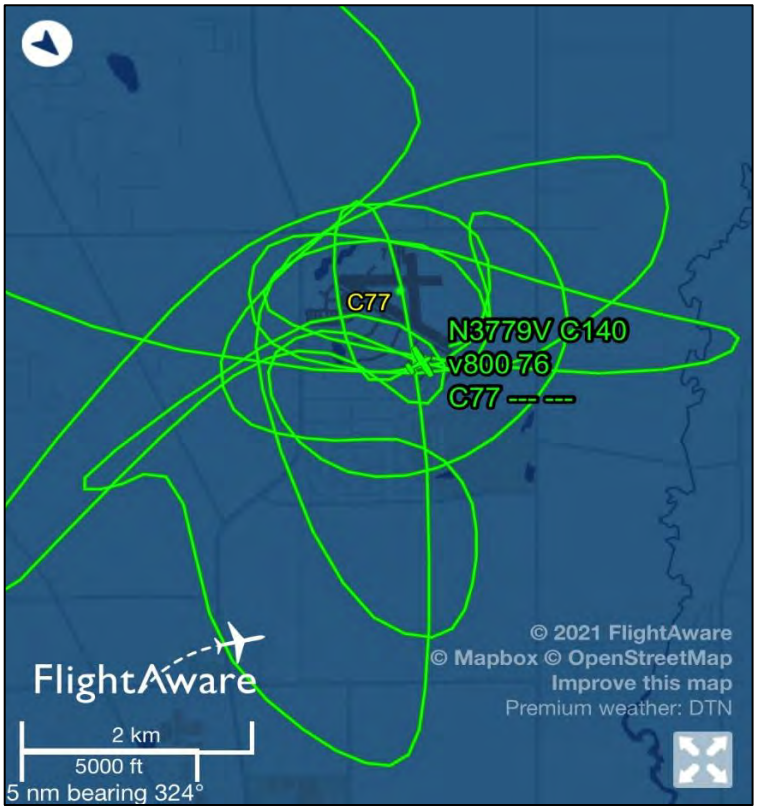
After it was all together, we borrowed some scales and weighed the plane empty. After taking into consideration the unusable fuel and oil, we came up with an empty weight of 973 lbs.

We spent the next day doing paperwork. We had kept all the receipts and I had kept a journal of things that were done from day to day, but now we had to make it into a readable logbook entry for the restoration that didn't sound like a disjointed rambling blob. Ken had to also do an annual on both the airframe and engine.

After the paperwork was done, we rolled it outside, fueled it up, checked for fuel leaks and fuel smell, (none, thankfully), and Ken started it up. It started on the second blade. Ken ran it for a few minutes, shut it down and looked for fuel leaks. He changed the filter and cut it open to check for any debris, but it was OK.

Ken grabbed a bottle of water, his iPod, a headset and took off to break in the engine. He flew around the airport till he had confidence in the plane, then did a mini cross country.

He landed an hour after and checked it over again for leaks. A few things needed tightening up, but it was running great.



Now comes the small fixes, punch list items, and the restoration book

Ken retrammeled the gear, as it was not straight. There was a bit of overspray on the plane in places so cleaned that up as well as all the windows.

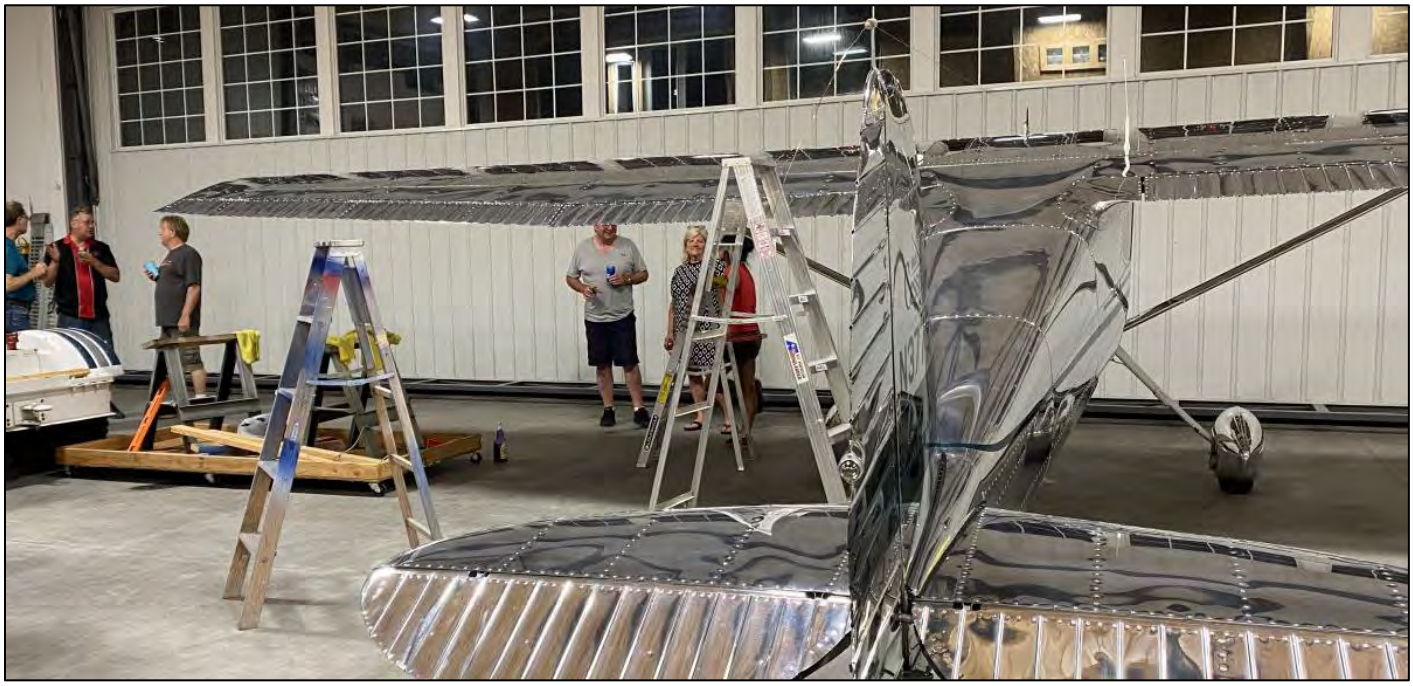
Ken noticed that the sticker that came on the propeller after overhaul was for the more modern propellers. We had a couple of the originals in stock, so Ken removed the old ones and put on the new 'old' ones.

The logbook entry for the restoration in the airframe logbook was 7 pages long. The following STCs were installed on the airplane: Bracket Air Filter, Hooker Custom Shoulder Harness, Wingtip Strobe lights, Cessna 150 Mufflers, Lightweight Starter, Lightweight Generator. The following repairs were documented using a 337 (either approved because of a repair or a field approval): Floorboard inspection panels, Reskinned fuselage, reskinned wings, reskinned ailerons/flaps/elevators, rebuilt horizontal stab.

We had a friend come over and get some fantastic pictures of the plane about 10 days before OSH. He had just purchased a used Mini Cooper and was loving it. Unfortunately, the battery died on the way out to see us and his alternator light came on. We put the battery on charge and he took one of our cars home for the night. As we were relaxing we got a frantic call about a car fire at our hangar. We zipped back to find that his car battery had caught on fire (apparently a not uncommon thing on a Mini). Our fantastic neighbors had pushed UNO out of our hangar in case the fire took out the hangar, and had already expended several fire extinguishers on the poor Mini. The fire department came about 15 minutes later and doused the whole thing with water.

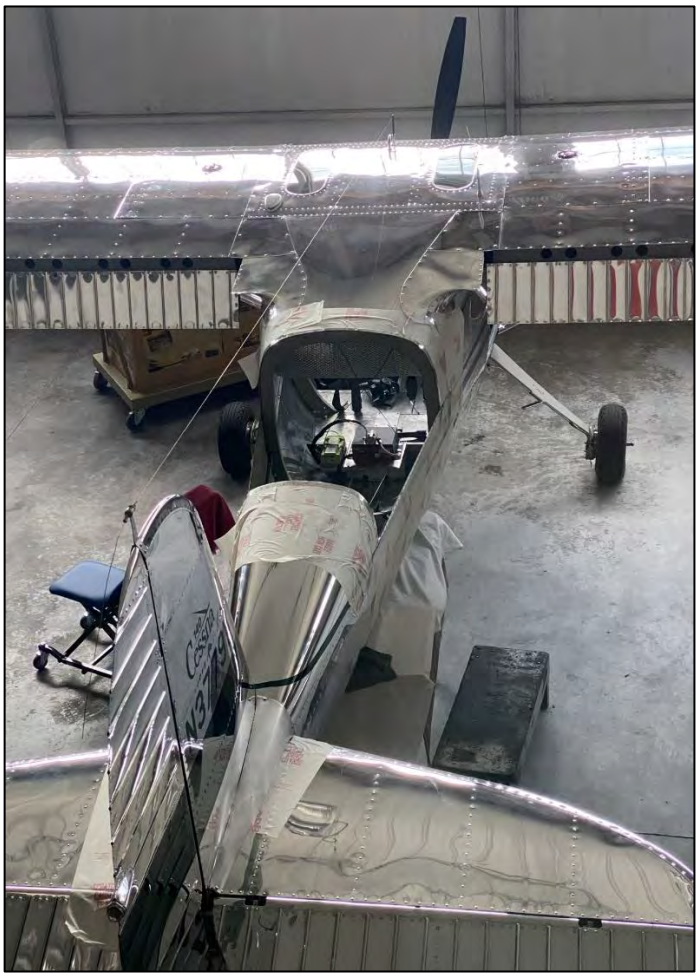
In this era of everybody filming everything and thinking of their YouTube views before even thinking of their own safety, I was pleasantly surprised that nobody got the car on fire! They were only concerned with putting out the fire and saving the plane and hangar. Very commendable.

The hangar had filled with smoke and we opened up all the doors and it cleared out quickly. But……. Uno was downwind of the car and all the expelled chemical fire retardant. A fine film of chemical was all over the plane. All the neighbors pitched in and we were able to clean off the plane, then spray sparkle cleaner all over, then wash with a mixture of alcohol and water. It looked like we dodged a bullet!



Friends and neighbors pitching in to clean UNO after the car fire

Whew, we were ready for Oshkosh. Or not… After staring at the one skin on the back we did not replace, we made the decision to go ahead and replace the skin. It was the only skin on the fuselage top that had not been replaced and we thought it would be OK, but after getting the rest of the plane done and polished up, that one skin was glaringly obvious. It had some heavy scratches as well as a few hail dings. OK, off it went. Ken made a new skin and we changed them out. It really was worth it. It looks so much better now.



I spent about 4 hours polishing up the new skin and the area around it and it was DONE.

Now we started getting ready for Oshkosh. I came to the conclusion that having a polished airplane was like traveling with a baby. All the paraphernalia you have to travel with is mind boggling. A step stool so you can reach the top of the wing, the cleaning cloths, the cleaning and polishing pastes and liquids, the silicone squeegee, etc. A full bag of s… stuff to drag around with you.

Ray Johnson, of the EAA Vintage group is a friend of mine on Facebook and he had been following the restoration. He was looking for a few good planes to put in front of the Red Barn so he contacted us and asked us to put UNO right up in front. We gladly accepted and were able to see the show from front and center.

Watching the show from front and center

We had the airplane judged, and won the Gold Lindy, the Grand Champion Classic!

Thank you, Ken and Lorraine Morris, for allowing us to view this magnificent 2 ½ year project.

A well-deserved award for your remarkable effort!!

Photo courtesy of John Kliewer

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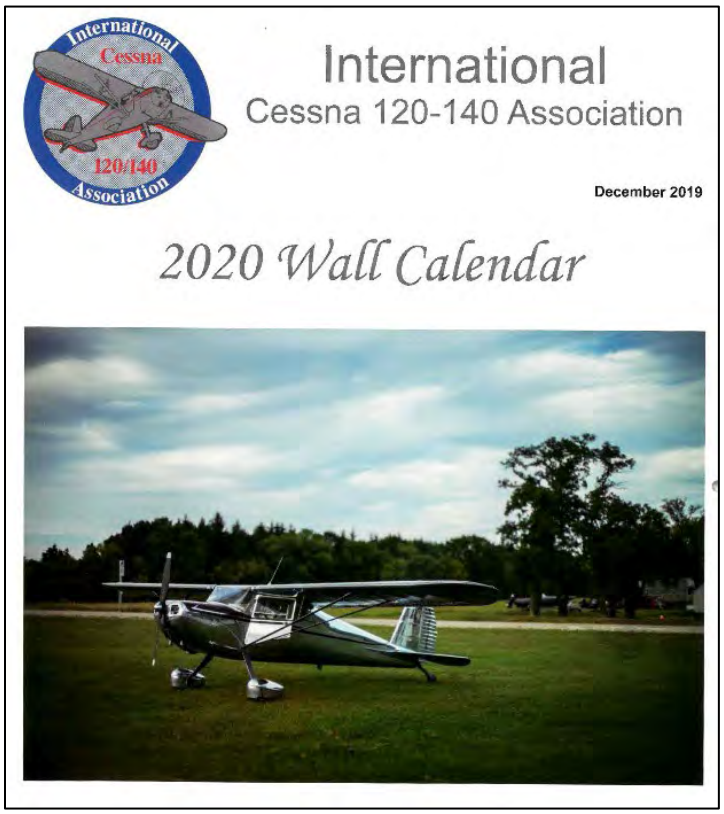
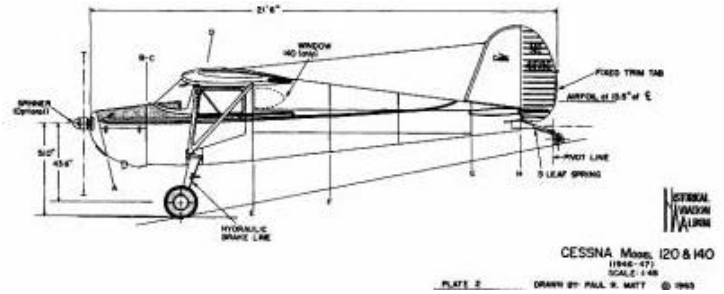


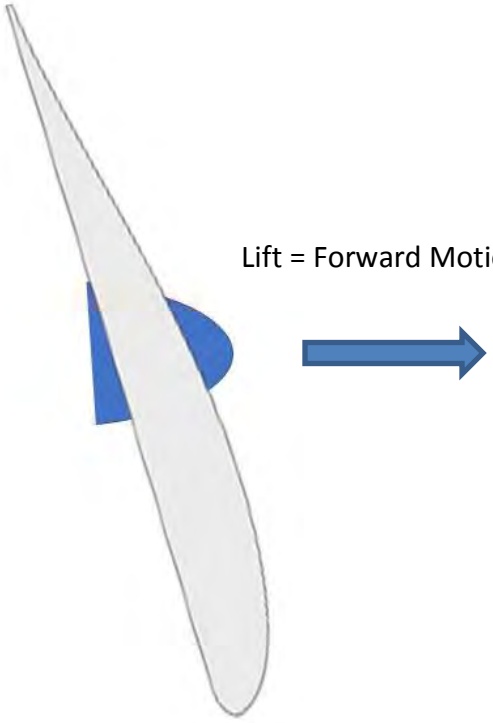
We are always looking for some good resolution photos for our calendar!!
Please send photos to Blake Mathis
blakemathis@yahoo.com



Tech Talk ...by Victor Grahn

Propeller Maintenance

Following up on our last Newsletter and the McCauley propeller factory tour, I felt a brief summary of propeller maintenance would be in order. First some general information, terms and background.



To start with, think of the propeller as essentially a spinning wing. It produces Lift, but in a forward motion, rather than "up", as do your wings. The propeller has several specific measurements, what do these numbers mean?

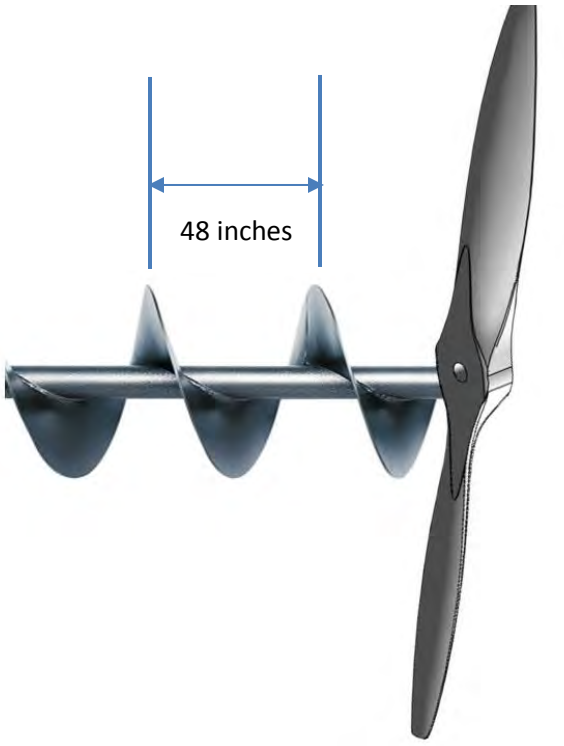
Let's consider the McCauley 1A90-CF "71-48". "1A90-CF" is the model number also denoting horsepower range. Following on, the first number is the diameter (71-inches) and the second number is the pitch (48). These numbers will be stamped on the front face of the hub in-between the mounting holes. You can easily see them if you remove the spinner.

Thank you to Andrew Truex for providing these pictures of a model CM propeller mounted on a Continental 85. This also has a diameter of 71 inches and a pitch of 48.

There has been some confusion regarding just what the pitch number means, so let's take a moment to clarify.

The pitch number is the number of inches that the propeller would travel forward in one complete revolution if it were traveling forward with no slippage.

Sometimes it helps to think of the propeller attached to a threaded rod or auger bit suspended in front of the aircraft. For every one revolution of the propeller, a 48 pitch blade travels 48 inches forward. This is known as "Geometric Pitch".



The distance that the aircraft *actually moves* forward per each revolution is known as "Effective Pitch".

Consider that the airfoil shape of the propeller is critical and what we'll get at later is how to preserve this shape. An interesting point is that the majority of your "thrust" comes from the outer ½ of the blade, the inner ½ of the blade is mostly for support.

It's been my experience for fixed pitch propellers to sometimes have decades of use and thousands of hours on them with zero maintenance of any kind, other than to "touch up" the black paint, mentioned below. Constant speed propellers should be looked at more frequently, if for no other reason than to avoid corrosion inside the hub area, potentially leading to catastrophic failure.

Perhaps you've had an opportunity to view videos of a propeller in action? If so, you would realize that every flight it is transferring rotational/centrifugal force into forward motion. That means the 40 or so pound chunk of aluminum is propelling your entire aircraft through the air, hour after hour and year after year. Were you to watch such a video, you would see the tips bend forward slightly, all flight long……hour after hour, year after year. Over time they slowly, slowly change pitch.

Our aircraft are type certificated for wooden and aluminum fixed pitch propellers. Controllable propellers are on the Aircraft Specification sheet, however, since few if anyone still flies with the various ground adjustable or controllable Beech-Roby, Flottorp, Hartzell, Koppers or Sensenich props I won't cover them in this article.

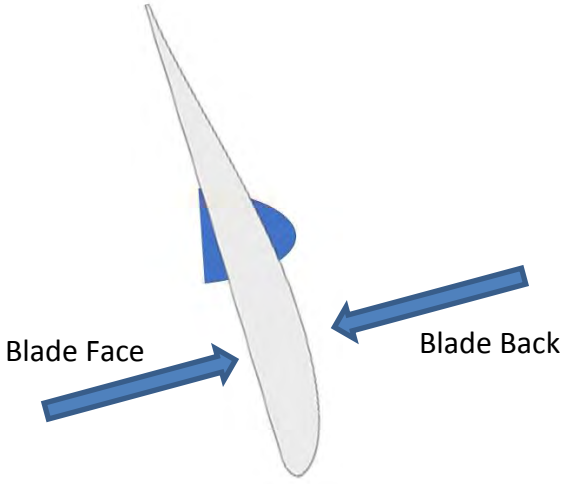
Occasionally one finds a 120 or a 140 flying with a wooden prop but the overwhelming number of aircraft have McCauley fixed pitch aluminum props with the smaller percentage being Sensenich fixed pitch aluminum props.

Per the Aircraft Specification sheet, A-768 only specific models of propellers are approved on our aircraft. A recommendation would be at your next opportunity, or at the very least your next annual, check your propeller logbook and preferably your propeller to make certain it's correct for your aircraft.

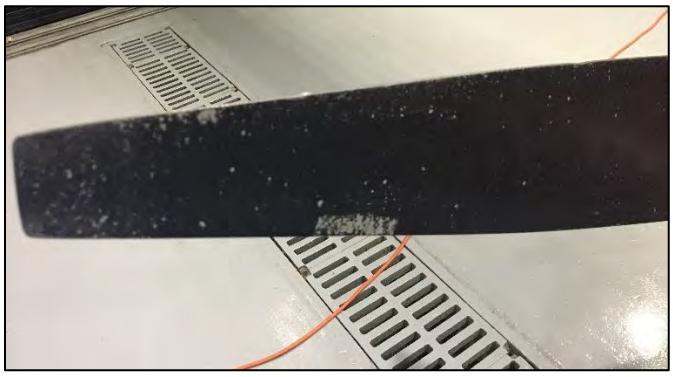
Another factor is to check your engine and propeller combination, Depending on your engine model only specific props are approved and if you have an STC engine installation, such as the Continental 0-200 then a completely different model(from what is listed on A-768) is approved and a propeller from a C-85 or C-90 engine will not be legal on your STC modified 120 or 140.

A propeller is usually the least looked at component during an annual and even during pre-flights. Other than perhaps running your hand down the leading edge to make sure it's not chipped from runway debris or FOD, a propeller generally gets scant attention. After all it's "fixed" ……..what could possibly go wrong?

Moving to the physical propeller:
There are several terms that are unique to propellers, at the very least how you might associate them in reference to the pilot seating position;



Starting with the "face". This is the portion of the blade that faces the cockpit occupants. Without exception it is painted flat (non-glare) black. The reason is that you do not want light reflecting back at the pilot producing glare or a hypnotizing effect on the cockpit. Neither of these are good for safe flying. Always check that the black, non-glare ("flat black" as a general term) is intact and does not have excessive wear or stone chips.

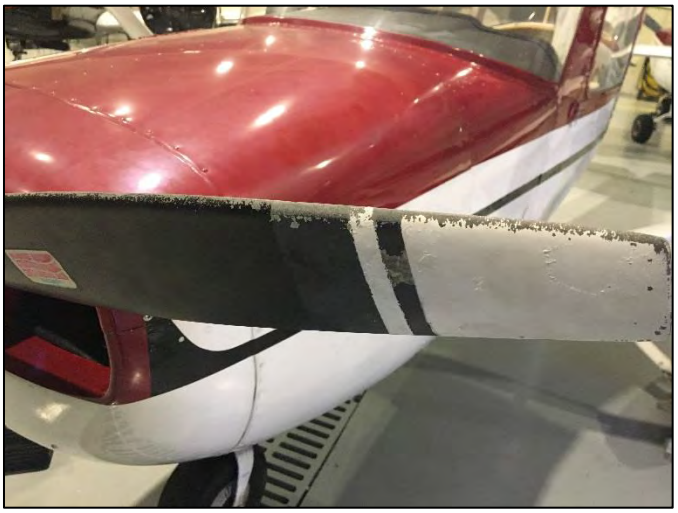


The face of this blade shows excessive wear in the black paint.

Next up is the "Hub". The portion of the prop where it mounts or is bolted to the engine crankshaft. On a wooden prop due to wood expansion and contraction with moisture content and wear it's recommended to check the hub bolt torque once a year.

With a metal propeller you are more interested in corrosion and proper safetying. Pull the spinner or skull cap every annual and check what is underneath.

The leading edge of the propeller takes the most abuse/ punishment. Small debris from the runway will dent, scratch or chip the leading edge.



The leading edge of this blade shows no dents, but the paint shows excessive wear and should be addressed.

A careful hand with a set of files can restore the leading edge to a proper shape with the chips removed.

A note of caution, this is a mechanical operation that should be done by a knowledgeable, licensed person who understands how to remove only the amount of material necessary to restore the airfoil shape.

Always remove about the same amount of material from both blades even if only one blade is chipped. Over time, were you to "by chance" always get chips on just one blade, you can un-balance your prop. When the manufacture makes a propeller, they build it with "extra" thickness, realizing that over the life of the prop, the leading edge will be worn down either from wear or filing. At some point the thickness of the blade will become too thin and the prop is no longer airworthy. Similarly, the length of the prop is also a fixed number. For our McCauley 1A90 CF at 71-48, it can lose no more than ½ inch total length before it is too short.

Balance affects both the propeller and your engine. To start with a prop should be "balanced" such that when supported exactly in the middle neither blade will drop down due to being heavier. This is known as "static balance". This corresponds to the previous paragraph about always filing the same amount from both blades.

Also, it is possible to dynamically balance a propeller to the engine. If you do have un-due powerplant vibration, it may be your propeller. Some maintenance shops have "ACES" prop balance tools that can set up a prop with small weights to balance the rotating engine to the propeller.

This is critical for long term health of not just your engine and propeller, but also brackets for engine components or airframe items as long-term high frequency vibration can crack even steel pieces.

Unfortunately, our propeller/crank/hub combination is not the best application for weighting the prop, a Lycoming engine/prop combination has a starter ring and/or a prop spinner bulkhead that affords much more area to place 'weights'.

A recommendation would be to send your prop to a prop shop at least every 10-15 years and have the pitch angles checked by a prop shop. Props can change pitch and also get out of track where one blade will be slightly ahead or behind of the other blade in its distance from the aircraft.

Speaking of changing pitch, a prop shop can change the pitch of your blades. It's a pretty easy process for them and it can be a good choice if you find that you would rather have different performance from your airplane. Be aware, the prop will not be restamped – you will receive paperwork that must be included in the logbooks (another reason to have a separate propeller logbook as discussed in our last newsletter issue). Having a prop shop do a good overhaul is also a way to confirm that your prop is pitched to the angle that you believe it to be.

The last time I checked you can still get a fixed pitch prop "overhauled" (dimension check, prop angle adjustment, cleaning, smoothing of leading edge, strip and repaint) for around $1000.00.

Just a quick reminder, propeller specifications for our aircraft can be found in the operator manual onboard.

MODEL 120 & 140 LANDPLANE (C-85)

AIRPLANE FLIGHT MANUAL

mitations

ıe following limitations are to be observed in the operation of this airplane
ıuipped with Continental C85-12 or C85-12F engine.

Engine Limits - For all operations 2575 R.P.M. (85 H.P.)
Fuel - 73 Minimum Octane Aviation Gasoline
(Capacity two tanks 12 1/2 gallons each -- 25 total)
Propeller - (a) Wood Fixed Pitch-Static R.P.M. at maximum permissible throttle setting -- not more than 2110 R.P.M., not less than 1885 R.P.M.
(Diameter - not over 74 inches, not less than 72.5 inches)
(b) McCauley 1A90 Static R.P.M. at maximum permissible throttle setting -- not more than 2300, not less than 2100.
(Diameter not more than 71 inches, not less than 69.5 inches.)
Avoid continuous operation between 1950 and 2170.
(c) For other approved installations see Aircraft Specification A-768.

Michigan Ski Flying - Ray Huckleberry

Live in the north country? Tired of worrying your engine is corroding in the cold winter months? Well I found the perfect solution: a set of Federal 1500 Skis! I was curious as to what all this ski flying was about and set out to answer that question. The frozen world becomes your runway.

I learned a lot, and have more to learn, I would encourage anyone to give it a shot. Once they were rigged and the "over center dollies" built to move her in and out of the hangar, and the snows came, the fun began… I used the area in between the taxiway and runway at my home airport, which we call 28 Right and 10 Left after I wore it down this summer, who wants pavement when there is grass?

I admittedly was nervous the first time I pushed her onto the snow and fired her up, but that went away quickly. Learning new skills is one of my favorite things about flying. There was a lot to learn, yet none of it was difficult, just learning new touches, techniques and best practices.

Right away I found out left turns are easier than right, the torque and P factor helps a lot, and that aluminum skis freeze to the ground very easy if you stop from too fast of a taxi, and when I say froze I mean froze stuck! Full throttle and tail in the air would not break them loose, so out I would climb, rock the wings and go again. Run-up is "on the slide" without brakes, though are a non-issue as 1800rmp was rarely a fast taxi.

I made it to 28 Right and poured on the coal; with only about 4" of snow and a DA of -2300' she accelerated nicely, and I left the ground quickly. I turned her around the pattern and lined up to land, wondering "how the hell is this going to go". Settling her into snow made even my landings as gentle and smooth as one could ever imagine! A touch of power for a "ski landing" seemed to work best.

Skis certainly bring a whole new reality to "Fly the airplane until stopped" simply because on skis there was zero transition in how she handles from the air to on the ground… "Benign" is an understatement of handling them on the ground, you just continue to fly the aircraft. The most difficult parts of ground handling was keeping the skis from freezing to the ground, and managing the Stromberg…. One technique in ski flying for a turn is full forward yoke, blast of power with a kick of the rudder…. Well lacking an accelerator pump, in the brutal cold a quick "blast" of power is not really an option, as the likely engine stumble if the throttle is opened rapidly does anything but provide a blast of prop wash and is disconcerting to passengers!

So, one must learn to plan on turns ahead, besides we want gentle turns for the sake of our gear boxes. A few times I had to hop out and pull the tail around manually.

It was a real thrill landing on my dad's lake, unfortunately I wasn't able to stop, not because I was unable to as a tailwheel pinned into snow is a better brake than anything Cleveland offers. Rather in ski flying onto lakes one wants to be careful of slush under the snow. So, the typical procedure is to do a "Slide and Go" and then circle back to see if your tracks remain white… If they do go ahead and land… If they get dark, they have filled with water and that "runway" should be considered closed! When I landed, I looked over and seen slush spraying off my ski! Getting stuck in that didn't seem like my idea of fun, so I called on all 85 of the Continental ponies to get me out of there! Remember though just call them gently lest your horses will stumble… And off we went.

Ray's Take Off On 28R at 6D6

Ski flying will really call on your feel for the plane, it really brings the art in flying out. The Inuit of the arctic are said to have 50 words for snow and its different types- well they were right… One morning it was a balmy 12 degrees, with two of us and full fuel and hard crusted snow we were in the air as if she were a Super-Cub.

We stopped at a friend's strip to help him get his J3 ready to go play, and it warmed up to a mere 33 and the sun popped out… Now DA was still obviously not a factor right? However, soggy wet snow is!!!
When we went to leave our take off roll went from a quick acceleration on the mornings crusted snow and ensuing confident leap off the ground, to a painfully slow slog to flying speed… You could almost feel the suction of the wet snow on skis as she labored to gain enough air over her wings for flight. We used all of 1500' feet to break ground. What a quick lesson on snow condition effecting the performance!

Take offs often take more than one try as well… Now that may sound crazy to "wheel only fliers"… If you can't make it off the runway once, why would a second try be different? The next big snow came and the ski tips didn't break the surface on 28R with 8 inches of fresh powdery snow, at WOT we probably didn't hit 25mph IAS, taxi back, the second try 35mph, making progress… another set of tracks back, turn around and as she kissed 40mph a full pop of the flaps and a little yank on the yoke and she lumbered out of the snow, but free of all that drag she built speed much more rapidly… Another art that one must refine (I still have a lot to go on this one) if you don't have a tail-ski is that balance of getting the tailwheel just out of the snow while not giving up a precious degree, that you don't have to, of that all-important angle of attack needed to break ground.

We made some new friends that had a fly in coffee in a farmers field another afternoon. There's something about lining our old gals up on final with no rotating beacon in the distance, nor runway lights or windsocks. It just feels right…

There's no doubt its more laborious flying, getting them in and out of the hangar and getting frozen skis broke loose, etc. But if you live where the snow flies you owe it to yourself to give it a shot, it's just plane fun! See these links below for some YouTube videos

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Michigan State Rep Dick Acker Receives Wright Brothers Master Pilot Award

On Oct. 9, 2021 Dick received the Wright Brothers Master Pilot Award for his 50+ years of safe flight operations. To be eligible for the Wright Brothers Master Pilot Award, nominees must meet the following criteria:

- Hold a U.S. Civil Aviation Authority (CAA) or Federal Aviation Administration (FAA) pilot certificate.
- Have 50 or more years of civil and military piloting experience or 50 or more years combined experience in both piloting and aircraft operations.

Up to 20 years of the required 50 years may be U.S. military experience.
The effective start date for the 50 years is the date of the nominee's first solo flight or military equivalent.
The 50 years may be computed consecutively or non-consecutively.

- Be a U.S. citizen.
- Have NOT had any airman certificate revoked.

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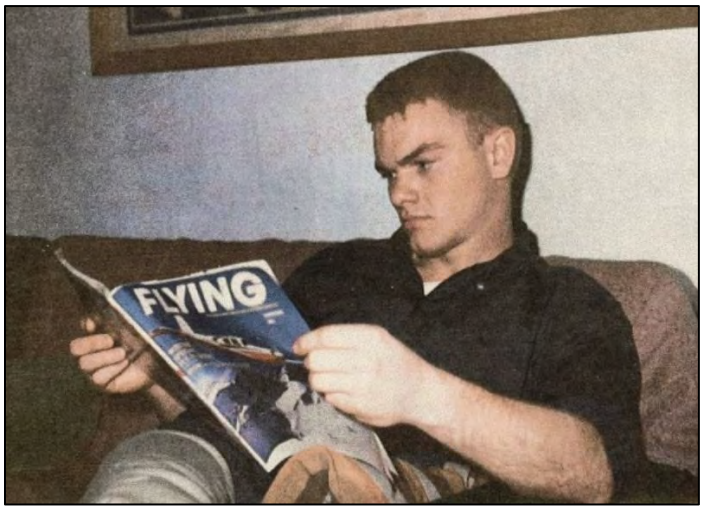
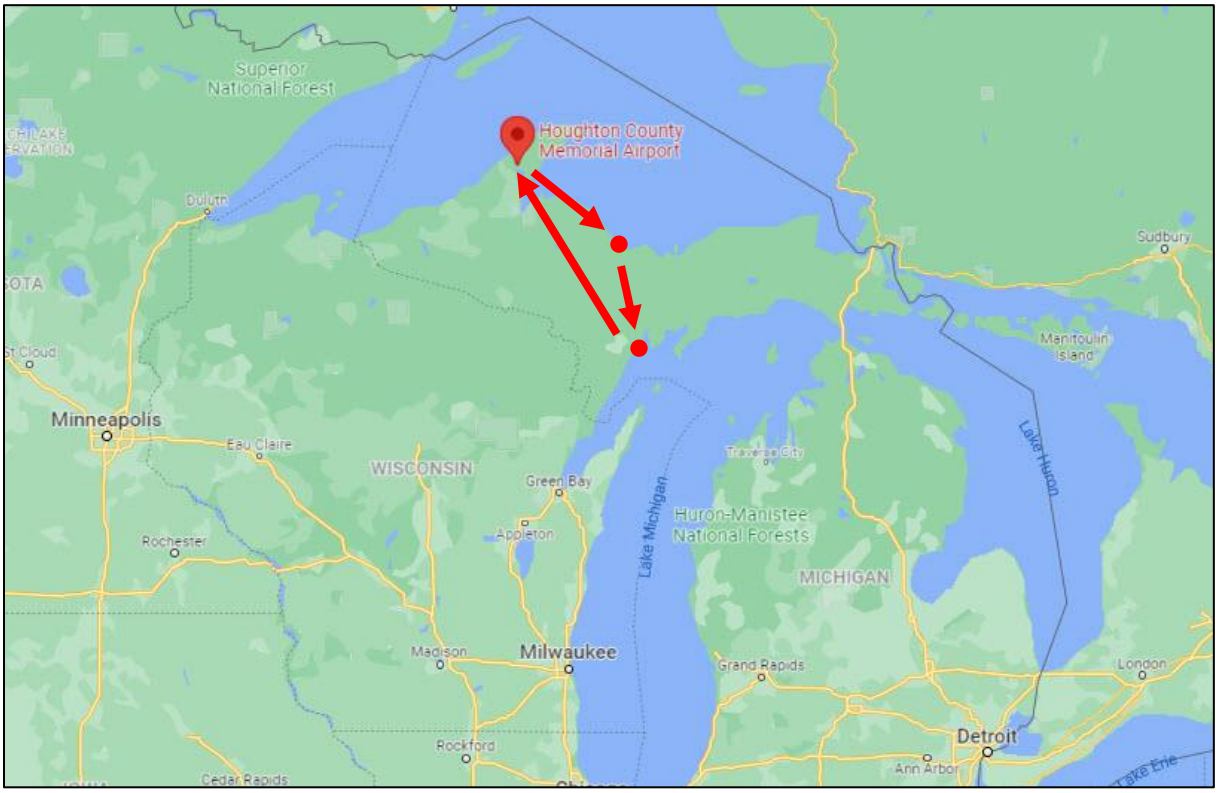
Dick's first airplane ride was when he was seven years old with his Uncle Vern's J-3 Cub, and his first hour of flight instruction was in a Champ on October 11, 1963 at the Houghton Sands airport.



Dick went to college at Michigan Tech and joined the Michigan Tech Flying Club. Two airplanes, Aeronca Champ at $4.50 per hour wet and Cessna 140 at $7.50 per hour wet. Dick's first solo flight was in a C-140 on November 17, 1963 at the Houghton Sands airport with 10.5 hours logged.

He flew his cross country in the Champ on April 5, 1964, from Houghton, to Marquette, Escanaba, and back to Houghton. Total time 6.1 hours, 215 miles, averaging 35 miles per hour.
Dick took his Private Pilot check ride in C-140 on April 23, 1964 at Houghton County Airport, with 45.0 hours logged.

Dick says…
At the time there was not a requirement for three solo takeoff and landings at a towered airport. A good thing because there were no towers in the upper peninsula, except the military one at KI Sawyer in Marquette. Lansing would have been the closest in Michigan and Milwaukee in Wisconsin since even Green Bay did not have a tower.
My private check ride was in the morning and it was a good thing I passed because at noon I took my first passenger, Doug Goreski to Milwaukee for a job interview. Four hours there, three hours for the interview and three hours back. We didn't get back to Houghton until after ten o'clock that night. A check ride in the morning and seven hours of cross-country flying, half of it at night … I must have been much younger back then.



Dick's long cross-country flight from Houghton, to Marquette, Escanaba, and back to Houghton in a champ, totaling 6.1 hours, 215 miles, averaging 35 miles per hour.

1964 was a good flying year. From April when I received my private pilot license until April 1965, I logged 111 hours. However, in 1965 Uncle Sam invited me to join his service which put a major crimp on my flying.

In 1974, after the army and after returning to Michigan Tech for graduation, I moved to Jackson, Michigan.

There I flew friends and family around the lower half of Michigan. There wasn't a lot of time or money for flying so I only logged about 40 hours.

In 1984 I moved back here and wanted to start flying again. I went to the Clare airport and met Courtney K. Bauer. He had a Cherokee 140 that he would let you rent if you could fly up to his standards.

So, after 12 hours of flight instruction and 24 landings, mostly on the grass runway, I was allowed the privilege of renting his airplane.

An interesting note is that originally pilot license numbers were issued by a sequential numbering system. My license number is 1,591,205. The two flight instructors that taught me to fly were: Richard Harvey #465,181 and Geno Lucahisi #160,513. Finally Courtney Bauer was license number 38,313. Mr. Bauer was a legend in his time at the Clare airport.

In 1987 I met Nicki, who was to become my wife, my co-pilot, my partner and my best friend.

After 420 hours of renting aircraft, in April of 1995, we purchased our first airplane. It is a 1946 Cessna 120 and for 26 years it has been our magic carpet and has been our ticket to ride all over the United States and Canada.

Our first long trip was to Atlanta, GA in 1997. A year later in 1998 we flew to Chino, CA (near Los Angeles). Twenty flying hours out and twenty-four hours back. Amazing trip.

Dick and Nicki Acker preparing for their trip to Chino California (1998) with their recent purchase.

Since then our "magic carpet" has taken us around to much of the U.S. and parts of Canada. Most notably was a trip to St. Johns, Newfoundland, Canada.

In 2005 I decided it was time to give back to the aviation community some of the flying experienced in the previous forty one years, so I obtained my Certified Flight Instructor rating. At that time, I had accumulated 2010 hours of flying, all of it in small general aviation aircraft such as Aeronca Champ, Piper Cub, Taylor Craft, Cessna 120/140, Cessna 150, Cessna 172, and Piper Cherokee 140.

I have logged 3,920 hours total time. 1,902 hours of tail wheel time of which 1,772 has been in our Cessna 120. There have been 8,165 landings logged in that time, most of them successful and glass smooth. My flight instructor time is 1010 hours.

Veterans Day Celebration
November 11, 2021
Peach State Airport

Georgia State Rep…Christian Vehrs

This year was another honorable remembrance of Veterans Day, hosted at the home of EAA Warbird Squadron 31 - Peach State airport.

The airplane that might have drawn the most interest was the unique 1938 Aeronca Chief that has actual WWII service history as a submarine spotter. The restoration of this aircraft didn't include the 50lb bomb that was suspended below the fuselage. However, the original mount brackets remain under the fabric.

Raffle tickets were sold during the past year to raise money for the youth Aviation Program based at the airport, and the drawing was held this day.

On the civilian side of things, the mighty 120/140s were represented by a single aircraft parked on the beautiful sunny grass slope.

Another Chief made the day a winner for the Aeroncas this year.

It's not exactly a mystery plane contest, but it has been a very long time since I have seen a Mooney Mite.

The youth Aviation hangar was open and welcomed everyone in for a tour.

Make plans to attend next year.

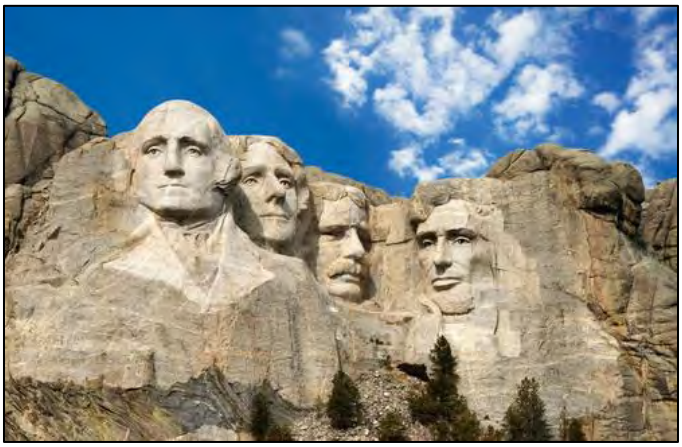
Save the date for our 2022 convention in Sturgis South Dakota, hosted by our good friend and State Rep Bruce Bowen!

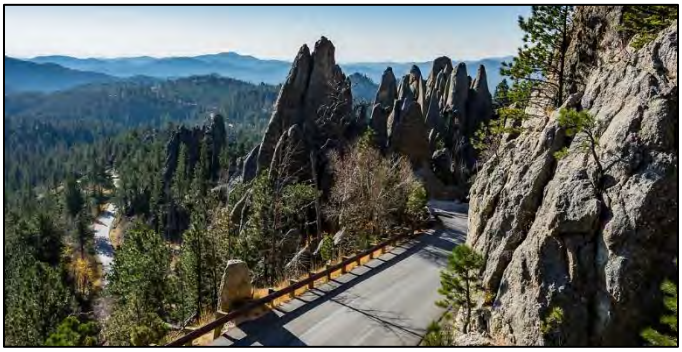
September 12-17, 2022

Sturgis is located on the western edge of South Dakota and is the gateway to the Black Hills National Forest.
The airport (49B) is located 4 miles east of Sturgis at an elevation of 3,250 ft.

Bruce hosted us back in 2010 and it was a great one then – this year promises to be another one we don't want to miss!!

Schedule and activities are soon to be announced, but we attended in 2010 and our family had a blast visiting Mount Rushmore, the Dakota Arms Manufacturing facility, Needles Highway, and a visit inside a real gold mine.





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