



International Cessna 120/140 Association

Issue 423 Summer 2022 May/June/July



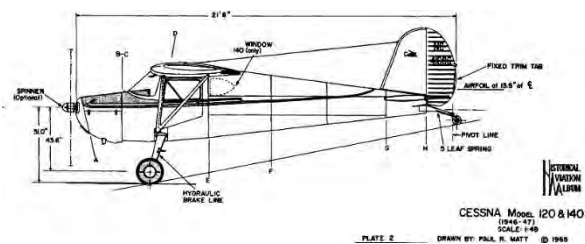
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Any person who maintains, modifies, or otherwise changes an aircraft must do so in accordance with manufacturer's recommendations and all applicable FAA regulations.



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	Half-year (3 issues)	Full year (4 issues)
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



Michigan 120/140 Fly-in Hosted by our Michigan State Reps... Dick and Nicki Acker



On Saturday, June 18, 2022 the Michigan 102/140 Association members were invited to Clare, Michigan airport (48D). The Michigan state representatives, Dick and Nicki Acker, have hosted this annual event for over fifteen years. Each state representative is authorized by the International Cessna 120/140 Association to organize a local event and get reimbursed for the cost of making it happen.

The process of making this happen started in April when an order was placed with the aviation gods for a good weather day on June 18. That request was granted with a nice warm sunny day.



A total of fourteen airplanes came to the event. There were two Cessna 180s flown in by Jon Robb and Paul Fullerton who also own 120/140s but were not able to bring them, so they flew the big brothers.



One surprise guest was the association President, Jeff Tourt, who flew over from Yorkville, Illinois.



Our Technical Advisor, Victor Grahn, flew his pretty yellow C-120 and was available to answer many questions regarding the 120/140 aircraft.



John Von Linsowe brought his award-winning C-140 and dazzled everyone as he parked in the bright sunshine.



The shortest flight was made by the host, Dick Acker, who took off and flew around the pattern, landed and parked on the ramp.



Brian Green flew in from Grand Haven



Eugene Jones arrived from St. John



The get-together offered an opportunity for discussions about aviation and the joys of owning and flying our Cessna 120/140s.



When it was time for lunch, everyone was treated to pulled pork sandwiches, potato salad, baked beans, chips, and a drink. The meal was topped off with chocolate brownies and ice cream for dessert.



John Von Linsowe, Vic Matthews and Victor Grahn chose to eat outside on the patio.

Everyone enjoyed a day of flying, food, and camaraderie and returned home full and happy. All of us are looking forward to next year.

If any state representative would like information on how you can host one of these events for your own state, please contact either;

Gene Adkins the State Representative Coordinator: geadkins@netins.net 641-522-9467

Dick Acker: dacker011@hotmail.com 989-339-1009.



State Rep News

Glenn Snyder

New Texas State Rep



Glenn Snyder was born in Dayton, Ohio, not far from Wright Patterson AFB. His family moved to Texas in the early 1950's. His interest in airplanes began in Dayton watching planes fly over their house and watching crop dusters spraying nearby fields in Texas. He built and flew model airplanes and soloed a Super Cub at the age of 17, finally getting his pilots license at 20.



N89265 in Oshkosh 2016

Glenn has had his 1946 Cessna 140, N89265 for 15 years now, and has been a member of the Cessna 120/140 Association most of that time.

His Cessna is based at Aero Country Airport (T-31) in McKinney, Texas, just North of Dallas. He does most of his own maintenance with the blessing of a couple of A&P friends.



Aero County is a very active airport and is home to many vintage and sport aircraft.



Thank you for stepping up Glenn – hope to see you in South Dakota this year.



Georgia State Rep News

Vintage Days Fly-in

June 4th 2022 (GA2)
Georgia State Representative ...Christian Vehrs



This year's perfect weather was just one of the factors that makes our annual event such a great success. What could be better than a grass runway, plenty of parking, great food, a jumpy house for the kids, and vintage cars, tractors and taildraggers?



The only disappointing thing of the whole days was something that didn't happen.
Not a single Cessna 120/140 on the field. ☹️

Insert Cessna 120/140 picture here ...

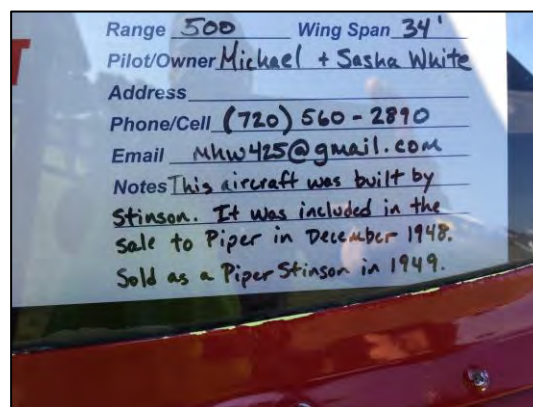
we'll get 'em next year



This year's winners for the most airplanes on the field was the ever-popular Piper Cubs, and the Stinson folks with three variations of the 108/L5. As with most fly-ins, I always learn something when I look around.



According to the owner, this Stinson 108-3 was built in December 1948 and was part of the inventory when Stinson was sold to Piper in 1949. That is why the cowl badge says Piper Stinson 49. Today, it has its original Franklin 165.





This 1943 Stinson L5 has military history and is sporting the Guinea Short Lines nose art.

The 25th Observation Squadron was first activated at Salinas Army Air Base in California. The unit moved overseas in October 1943, pausing briefly in Australia and finding its home in New Guinea. Flown by enlisted pilots, they began combat operations in February 1944, performing spotting and aerial reconnaissance missions as well as dropping supplies to units caught behind enemy lines. They often dropped tools to downed aircrews to clear a landing zone out of the jungle which could be used to rescue the personnel.



This year saw two NUWACO's on the field, one of them giving rides to support the Youth Aviation Program based on the field.

Speaking of the Youth Aviation Program, they are repeating another fund-raising raffle with a fully restored Cessna 150 Aerobat, complete with Hooker Harnesses! Only 3,000 tickets (\$50) will be sold for the January 1, 2023 drawing. Scan the QR code here to enter.



Plenty of nice vintage aircraft on the field.





Of course, what fly-in would be complete without the local RV group doing their signature formation flyover. Those who attended last years convention here in Atlanta might remember that Falcon Field (FFC) is home to 64 RVs (at last count). This is an extremely active group that trains for formation flying with several of the members having smoke systems installed. Make a pilgrimage to see and meet them!



Honorable mention for attendance were two Swifts, this polished one flown by the son of the original owner.



Food and fun for everyone – make your plans to attend in 2023!





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Cessna 120-140 Association

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2020 Wall Calendar



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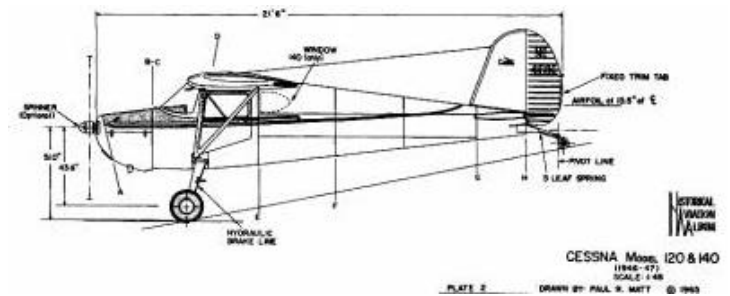
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Tech Talk ...by Christian Vehrs



Non-Destructive Testing (NDT) Liquid Penetrant Inspection

In our last installment of Tech Talk, we cleared up some common misconceptions and provided a simple explanation of Magnetic Particle Inspection. Today we hope to do the same with Liquid Penetrant.



Crack indication using Visible Red Dye and a white developer.

Liquid penetrant inspection works on the principle of capillary action. Simply put, a thin penetrating oil will be drawn into a tight crack that is open to the surface.

Liquid penetrant inspection was first discovered somewhat by accident in the railroad industry in the late 1800's. It was discovered that if a rail was cracked, it would hold moisture inside the crack. The crack could be seen when the outside surface of the rail dried, and the moisture trapped in the crack propagated back out.



Soon, work crews were using a light machining oil to look for these cracks. The oil was applied to the rail and allowed to soak in. The excess oil was wiped off, leaving some oil inside the crack. Then a white chalk was applied to the surface to draw the oil back out. The oil didn't dry as quickly as the water, which created an indication that lasted longer, increasing the chances of detecting the crack.

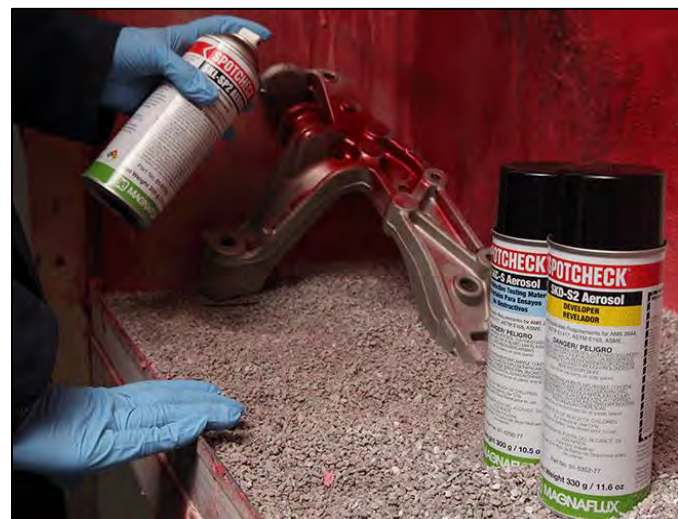
The chalk also provided a contrasting background for the indication to appear. This early form of liquid penetrant inspection was known as the oil and whiting technique.

As other industries picked up on the validity of this inspection method, the process was improved by adding highly visible dyes to the penetrating oil. The white chalk was replaced by a white powder developer that can be applied in a controlled manner to increase the sensitivity of the inspection.

Another advancement came when fluorescent dyes were added to the penetrating oil. When viewed under darkened conditions with an ultraviolet light, the indications are even easier to see, increasing the sensitivity of the inspection.



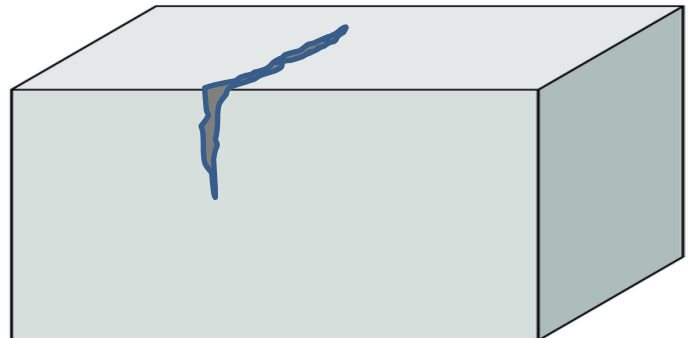
As we mentioned in our last issue when we discussed Magnetic Particle inspection, one of the leading manufacturers of products for these types of inspections is Magnaflux Industries. The red visible dye is marketed under the trade name Spot Check.



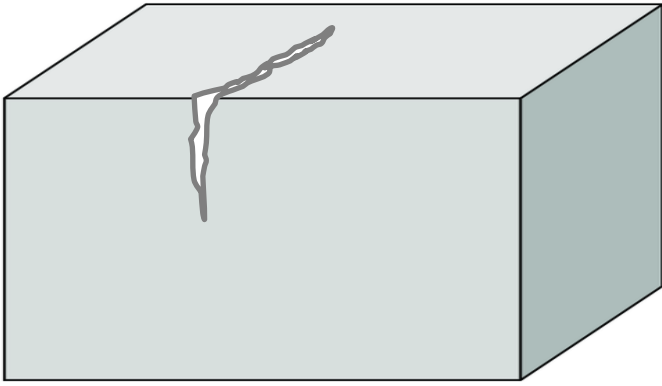
The fluorescent dye is marketed under the trade name Zyglo. You might have heard someone say that they had their parts “Zyglo’d”.



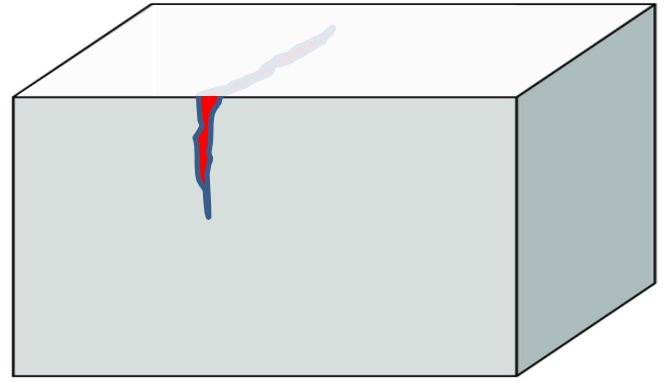
Modern inspection techniques use much improved materials, but the process remains almost unchanged for decades.



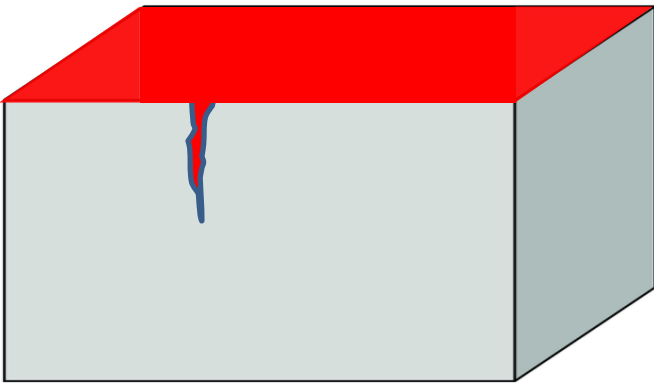
1) A part is removed from service. Grease, dirt, rust and any surface coating such as paint must be removed to provide access for the penetrant to enter the crack.



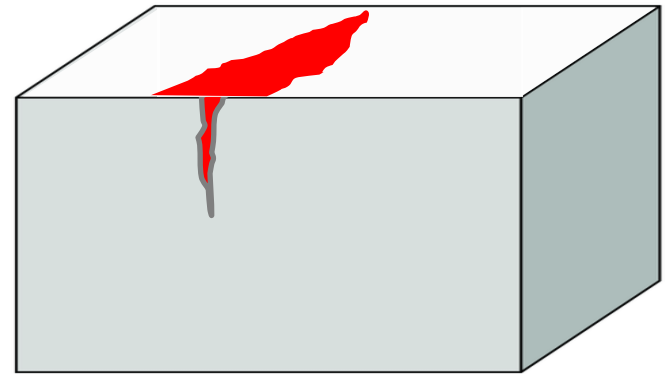
2) Once the part is cleaned, it must also be thoroughly dried to allow the capillary action to take place.



5) Developer (dry white powder) is applied to the surface which draws the penetrant out.

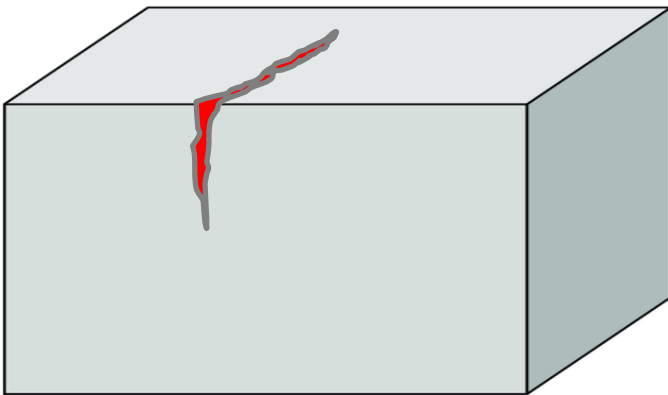


3) Penetrant is applied to the surface and allowed time to soak in. This is known as the dwell time.



6) The developer provides a contrasting background and the penetrant spreads out over the surface making the indication larger than the crack. This makes it easier to see.

Thanks to Victor Grahn who provided us with this cracked axel from a Cessna 140 to see what this looks like in real life.



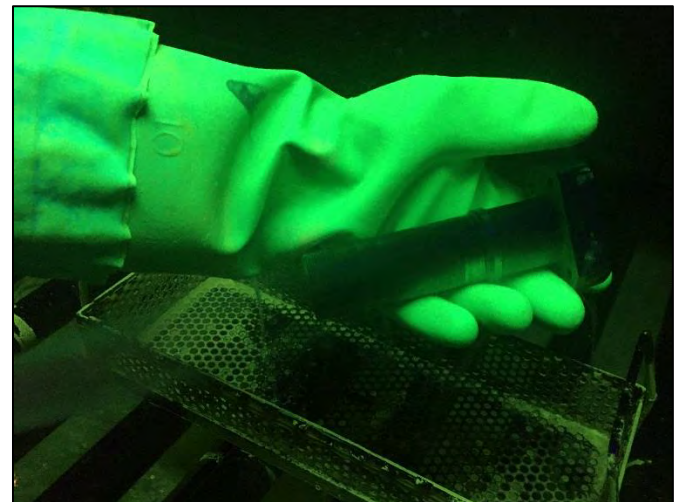
4) The excess penetrant is removed from the surface, leaving some penetrant in the crack.



We want to keep this on a high level, but there is one thing I want to mention regarding different types of penetrant. One type of penetrant is removed by wiping the part with a solvent laden rag. This is known as solvent removable.



Excess penetrant is removed under ultraviolet light to ensure complete removal.

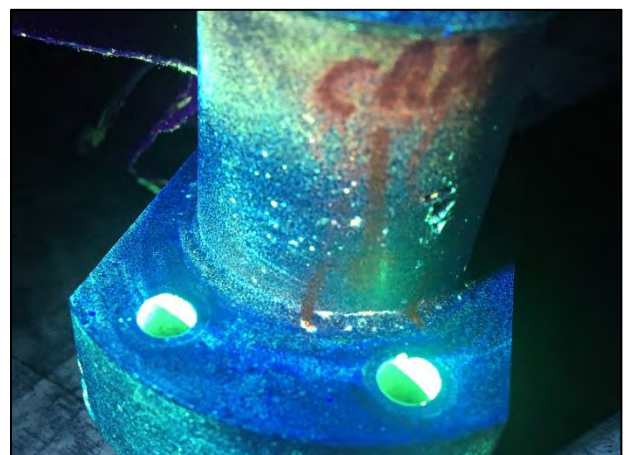


Another type of penetrant can be removed using a coarse water spray. This is known as water washable. Let's process Victor's cracked axel with the water washable fluorescent penetrant method.



The part is dried in a controlled oven and then the developer is applied to draw the penetrant back out of the crack.

Finally, the part is inspected. In this case, we see the crack indication just where we suspected it might be. Thanks again Victor!!



Penetrant can be sprayed from an aerosol can, or it can be brushed on, or even dipped into a tank of penetrant. Here we dipped it in a tank and then let it sit to dwell.



Ragwings and Rivets

Finding Howdy McCann's old 120

... by Christian Vehrs

This story took a very circuitous route in the making. Now I must confess, this wasn't exactly like finding the prototype 140A, but I think it's a pretty cool story anyway. Long-time members will remember Howdy McCann as President of our association from 1997 – 2000 and he hosted our 1994 convention in Maryland. But that's not where this story starts.

My dad (Allen Vehrs) has been owning, rebuilding and collecting Cessna 120/140's for more than four decades. In fact, the first hours recorded in my logbook in 1978 began in a 1947 140 – old N2646N (still active in Sioux Falls South Dakota).



Since dad is 87 this year, he finally decided it's time to liquidate his parts and projects stored in his shed and attic, and that's where this all started. Dad heard about a man in Central Georgia who has a stash of parts and projects, and we thought that this man might be willing to make dad an offer on his whole lot. That would be convenient since Butler Georgia is a mere 75 minutes away and dad's inventory could be moved with a good-sized trailer or two. Dad contacted Earl Evans and made an appointment for a visit.

I took a day of vacation to tag along since I thought it might be a fun experience. I was also hoping to get an article out of the day's experience.

As we pulled up to the hangar, I figured we were in the right place when I saw a trailer loaded with a 140 project.



Seeing this sign on the door confirmed that our location was correct.

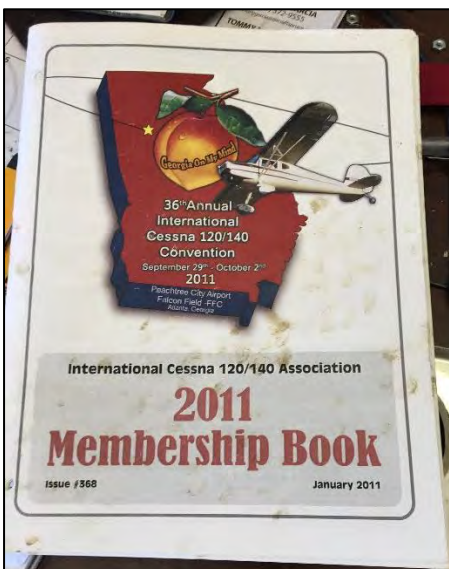


As you can see from the trailer photo, Ragwings and Rivets is a business that restores, collects and salvages planes, parts and projects.

It was a special moment for me to see these two gentlemen meet for the first time. Dad, 87 (right) who is trying to liquidate his inventory meets another Octogenarian, who, in the end is trying to liquidate his inventory as well.



I had an immediate affection for Earl when I saw his office with all the 120/140 photos on the wall and the Membership book lying on his desk.



While the intent of our trip to Butler Georgia didn't turn out as we planned, it was a trip worth making. Earl's hangars are filled with 120/140 parts and I would venture to say that if you need it, he has it. So here is my shameless plug – these two guys need to sell, sell, sell.

Allen Vehrs 770-883-5370 (my cell)

Earl Evans 770-361-0137

As we got to poking around Earl's hangars, we discovered some pretty interesting things. The first thing we noticed was one of the two projects sitting in the hangar was a 120 that Earl purchased from Howdy McCann. Zoom in on this Major Repair and Alteration form and you will see that the mechanic that worked on Howdy's airplane back in 1991 was our beloved Marc Macario of Coatsville Pennsylvania.

339-379-9639

10/2/91

126

Form Approved
Revised 10-1-80 (Rev. 10-1-80)

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

INSTRUCTIONS: Fill in type and serial numbers. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 for subsequent revision thereof.

1. AIRCRAFT
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SERIAL NO.: 12093
MODEL: 120
NATIONALITY AND REGISTRATION MARK: N2735N
NAME (As shown on registration certificate): McCANN, HOWDY, II
ADDRESS (As shown on registration certificate): COATSVILLE PA 19320
3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

UNIT	NAME	MODEL	SERIAL NO.	5. TYPE
AIRFRAME	***** (As described in item 1 above) *****			REPAIR ALTERATION
POWERPLANT				
PROPELLER				
APPLIANCE				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
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D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

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FAA Form 337 (1-87)

(6320)

I returned to the office to take a closer look at the pictures hanging on the wall and noticed that those photos are of Howdy's airplane way back in the day. Zoom in on those photos and you will see N2735N in it's original trim.



I'm not sure where Howdy got these old photos, but I have to imagine that he got them from the previous owner, or perhaps he took these photos himself when he first got the airplane.

I don't think Earl was trying to preserve any history, he was just collecting what he thought was pretty cool. I wish the story had a very cool ending at this time, but perhaps you feel a tug to make that ending yourself. Earl is sitting on a pile of parts and projects that need a good home.

More to the story. Howdy sold the airplane after some strong, violent winds picked it up and planted it in a nearby tree. Earl has some photos that document the damage that Howdy's airplane took during that unfortunate event.



The state of N2735N is shown in this current photo that I took while visiting Earls hangars. Earl has replaced the vertical fin and has made progress on the fuselage.



One thing that caught my attention was the number of dorsal fins that Earl has collected over the years.



I did some research to figure out how folks have installed these and my research led to a man in Oregon who is running a float plane business that his dad started.

Dorsal Fins, STC's and parts

Wiley Seaplane Port
Lake Oswego, Oregon

Tim@stonecenterinc.com 1(503) 234-5361

STC from his Dad – hand drawings for initial FAA approval.

Email Tim. He told me that he will mail you a copy of the STC dated August 1986 for the Cessna 120,140 and 140A models.

You can manufacture your own dorsal fin, but it might be a little tricky to get the curves in the leading edge. The two fins that Earl has are well-made and may have been manufactured by someone who had access to some pretty cool forming equipment. Earl got these from a couple of aircraft that he salvaged over the years.

I also discovered that Earl has been working on some pretty cool projects over the years. Living in Georgia (home of the Okefenokee Swamp) has inspired Earl to make his own airboat, complete with a salvaged aircraft engine (also for sale), some assembly required.

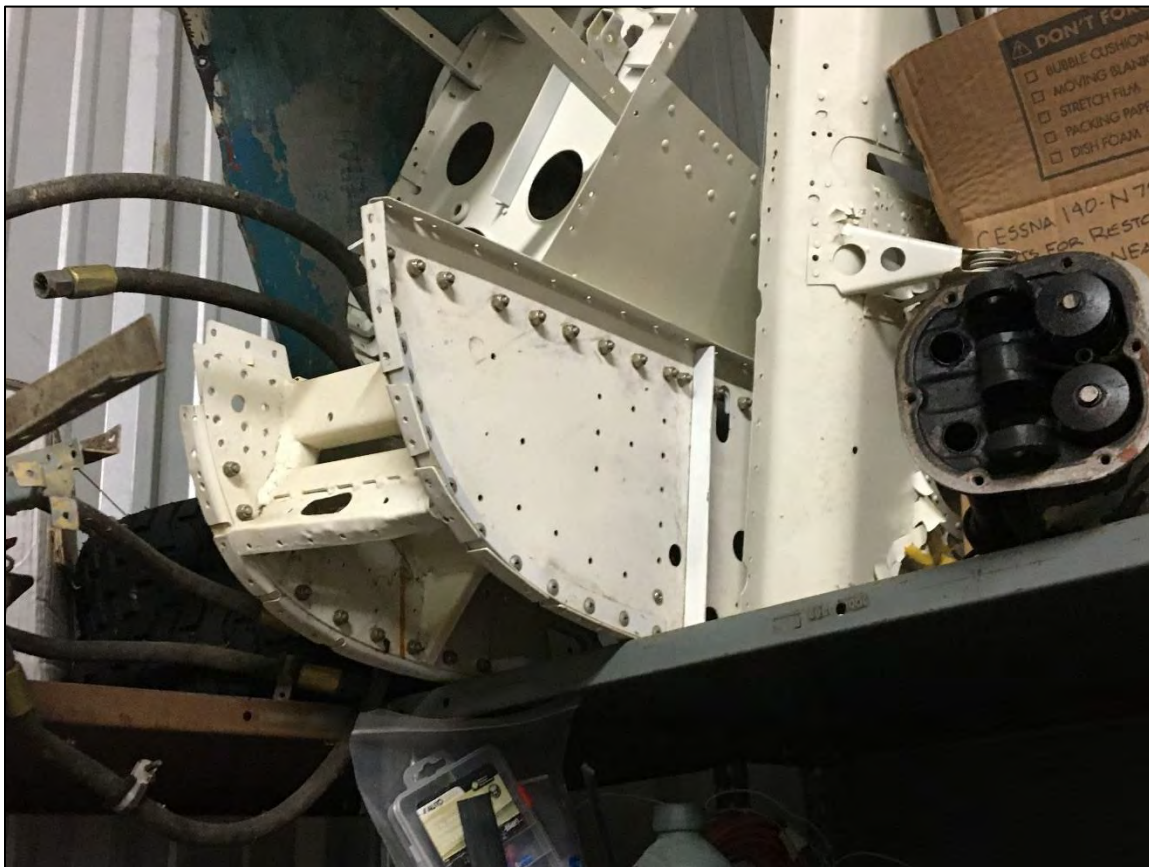


In a nutshell, between my dad (tons of flight controls and misc parts including a complete 120 project less engine) and Earl's stash, if you need it, they have it. These two guys have had a love for our airplanes for decades and its time to move it out. A partial list of parts available....

Original cowlings latches



Complete bulkhead assemblies with gear boxes.





1946 C-85 with accessories, baffling/exhaust.



Did I mention – too many parts to list?



An honorable mention for my dad's inventory, he has a complete cowling that has been extended for the Lycoming O-235 installation.



Funny how things work out – while gathering information from our new Texas State Rep, Glenn Snyder, I noticed that his airplane has a dorsal fin as well. See page 7.

Tech Talk light....Lorraine Morris

Have you ever seen an airplane that looks like it has several different color paints on it? But when you research the logbook, they say they used the same color each time? This can happen if you paint directly over the primer versus putting on a white coat first.

This Cessna 120 has the same silver paint on both the rudder and the fin. However, the paint on the vertical fin was painted right over the primer, and the rudder had a coat of white paint on the primer first. That is why the fin has a greenish cast to it. So, on many colors they suggest you paint a coat of white after the primer, so the true color of the paint shows through. This is especially important on colors like yellow or white. Odd that it is important for silver too!



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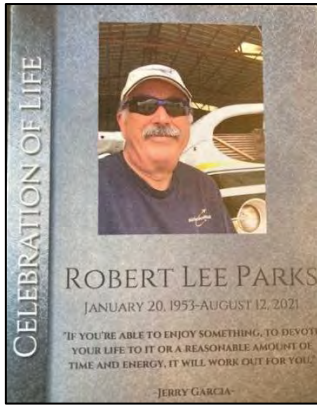
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Remembering our friends and loved ones...



Bob Parks August 21, 2021

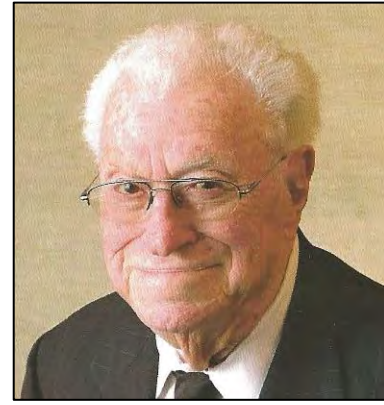
Robert Lee Parks, AKA “Captain Bob,” passed away suddenly on August 12, 2021 in McKinney, Texas at the age of 68. Bob is survived by Kathleen, his wife of 39 years, loving father of Robert (Jena) and Megan, and proud grandfather of Ella.

Growing up in El Monte, California, Bob earned his wings at the age of 17. His passion for aviation evolved into a 38-year career as a Corporate Pilot, ultimately achieving Senior Captain status with Kimberly-Clark. In this position, Bob was able to travel around the world, where he accumulated many fond memories and lifelong friendships.

Always friendly and smiling, Bob especially enjoyed the time he spent with his aviation friends and family. He was an active member of AOPA, EAA, QBs, and the International Cessna 120/140 Association. He took great pleasure in flying both his Cessna 140 and Cessna 180, which were stabled at Aero Country Airport (T31) in McKinney, Texas.

An outside hangar Memorial Service at Aero Country was held on October 23, attended by many friends, family, acquaintances and pilots. A fly-by and Missing Man Formation in T-6 Texans and Bob’s Cessna 180 was flown by Steve Afeman, Carl Best, Matt Jackson and Ladd Gardner. Bob was loved and well respected and will be missed by everyone. RIP, Captain Bob...

...Glenn Snyder



Orville Spradling February 27, 2022

Orville was one of the original members of what became The International Cessna 120/140 Association, and he loved Cessna 120s, 140s, and 140As. He was a great ambassador for our beloved aircraft types, and he attended many of our Conventions – and quite a few Oshkosh Fly-Ins, as well as the Texas Chapter AAA Fly-Ins in Denton, and more recently Gainesville, Texas.

Orville was born December 28, 1923 in Stump Toe, Texas not far from Greenville. Orville’s younger years growing up on the small family farm in east Texas were difficult, not unlike many who grew up during the depression. After graduating from Greenville High School, Orville went on to enroll into Texas Tech in 1941 to study chemical engineering. It was at that time he would go on to meet the love of his life, Reta Mae, at a regional youth group church meeting.

Unfortunately, war was starting to rage and he was drafted. He would have to leave school and Reta behind, but before he could be sent off, Orville and Reta were able to marry on June 3, 1944 at Camp Rucker in Coffee County, Alabama. Orville served in the 3rd Army, 93rd Chemical Mortar Battalion as a staff sergeant. He fought in numerous battles, including the Battle of the Bulge and the Rhine River Crossing. He was also among the soldiers that liberated Buchenwald concentration camp. One of his proudest accomplishments would be that he brought everyone home safely under his command.

May he RIP... Ken Dwight

Pat Eby August 31, 2021

Dave and Pat Eby were long time members and very active in our association. Dave restored their award-winning 140A and flew it to several conventions, Oshkosh and Sun-N-Fun over many years. Dave passed away a while ago, and now their family mourns the loss of Pat.



Dave was a crop-duster in his younger days and as can be seen here, Pat was an avid passenger.

Dave had also built a beautiful Thorp T-18 which he flew up to Boyne Mtn., MI for the 1995 120-140 get-together. Great members and just fun folks to be with!

...Mac and Donna Forbes





Sun and Fun 2022 is in the books hope all had a good time and safe trips to and from the event. Cindy and I left Friday morning from Illinois with the camper and met Scott and Linda Ross at S&F Sunday. Scott had a site saved for us in the north west camping field close to where we were last year fun spot to watch the air show and most of the traffic landing and departing.



Some of our group arriving on Monday which were able to get good parking together in a row.



More Monday arrivals continued to fill the row.





We set up type table Monday along with the other type groups, lots going on there to get ready for the start of the show on Tuesday. We had a steady stream of new and old friends stop by the table at Type Club to visit and use the opportunity to renew their memberships. I'd say the best part of the show is seeing our Cessna 120-140 Association family and visiting with all who stopped by.



Our family members stopped by to say hi. David Lowe and Teri Hull to mention a few. We even had our International flair going with our United Kingdom representative, Graham Robson.



Now this is a list of the usual suspect if I ever saw one. How great to see Jack Hooker again! Special thanks to David Lowe for running our maintenance forum with his usual knowledge.





The weather was perfect up until a storm rolled through on Thursday which pretty much stopped everything including the air show.

Since Jeff and Cindy, Scott and Linda live in Northern Illinois, we would like to have some members closer to Sun and Fun help out in the future. Please contact us if you're interested. The whole process is pretty simple - you get free parking and show pass, lunch, and drinks at the type tent are free. Meeting and greeting active and new members is always fun. There's camping on site with stores for food, ice, and wash house facilities. Sun n Fun is similar to Oshkosh and yet with a character all its own. In many ways it's much more laid back and definitely a more intimate and easy-going show. The good news is it's easier to walk the grounds and see everything.

Rumor has it that Amazon Prime is eventually going to take over the entire grounds with the show moving up to Zephyr Hills 20 miles or so North. No exact timeline for the change in airports yet. Make plans for SNF next year – we'd love to see you here!





Time to Elect New Officers and Board Members for our Association

During our convention in South Dakota in September, we will be holding our regular elections for new Officers and Board Members according to our by-laws.

During even number years, we elect folks to serve as the **Vice-President, Secretary/Treasurer, and Newsletter Editor**.

During odd number years, we elect folks to serve as the **President, Merchandise Coordinator, State Representative Coordinator and Member at Large**.

Since COVID hit everyone pretty hard, and we didn't have a 2020 convention, we kept our current roles and responsibilities until we could get the momentum going again. This year we will resume our normal election cycle. With all roles in the association, a preference will be given to candidates who are active in at least one of the following; our annual conventions, Oshkosh or Sun-N-Fun. This will help to promote the association and create a strong Leadership team. All candidates must be willing to participate in occasional conference calls and respond in a timely manner to emails and texts.

Here is a brief description of the roles – please consider submitting your brief introduction to be read at the convention (if you are not planning to attend) so you can be included in this year's elections.

Vice President

Supports the duties of the President, including but not limited to; acting as a point of contact for events such as our annual conventions, our presence at Oshkosh and Sun-N-Fun. Works closely with convention hosts to plan and execute by securing facilities and vendor services as well as signing contracts. Helps solicit and secure door prizes for convention.

Secretary/Treasurer

Maintains the official P.O. Box for the association to process membership renewals, State and Federal taxes, and membership correspondence.

Maintains the savings and checking accounts, as well as the credit cards used for official business. Pays bills and reimbursements. Keeps the association financial books and creates a report delivered to the general membership at the conventions. Works with newsletter editor to publish financial reports as necessary. Historically, this role also secures services for printing and mailing the newsletters, calendar and membership directory. This job requires approximately 10+/- hours per month.

Newsletter Editor

The newsletter editor is responsible to creating the quarterly newsletter and sending an electronic PDF version to our printer to be distributed. The Editor also solicits advertising from various vendors (and invoices them) which help to offset the cost of printing and mailing.

When creating content for the articles, the Editor is encouraged to solicit photographs and written content to be assembled into a finished product. A basic working knowledge of photoshop, word processing software (such as Microsoft Word) and Adobe PDF.

Please send all expressions of interest to our current President Jeff Tourt.

president@cessna120140.com

We'd love to see you at the convention to introduce yourself!



Make your plans for our 2022 convention in Sturgis South Dakota, hosted by our good friend and State Rep Bruce Bowen!

September 13-17, 2022



Sturgis is located on the western edge of South Dakota and is the gateway to the Black Hills National Forest.



Scenic Needles Highway



Badlands National Park

The airport (49B) is located 4 miles east of Sturgis at an elevation of 3,250 ft.

The Convention hotel will be at the Holiday Inn and Convention Center in Spearfish, South Dakota, approximately 15 miles West of the Sturgis exit, an easy drive down the Interstate with scenic views all the way.



Holiday Inn and Convention Center
305 N. 27th Street, Spearfish, South Dakota 57783
Reservations 1- (605) 642-4683

Special Room Rates \$105/night

Be sure to stop by our ever popular hospitality suite every evening!

Use the registration link on our website to pre-register. It really helps us while making the final plans if we know approximately how many folks will be here.

To get start you can go to the main website (www.cessna120140.com) and from the banner on the homepage you can get started. To go directly to the registration site use this link:

<https://cessnaflyin.wildapricot.org/>



Rental cars will be available at the Sturgis Municipal airport for those flying in. Stay tuned on our website for additional details.

Schedule of events

Tuesday 13th

Early Arrivals
Dinner at the Airport

Wednesday 14th – Thursday 15th

Flyouts and drive outs to be announced

Friday 16th

Breakfast at the airport, maintenance forum, flying games, dinner banquet and awards.

Saturday 17th

Departure

Bruce is planning group transportation for the possible flyouts/driveouts Wednesday & Thursday. Just like our convention last year in Atlanta, there is so much to do in South Dakota that folks will have to craft their plans from the wide array of attractions. Some of the possibilities include;



Historic downtown Deadwood

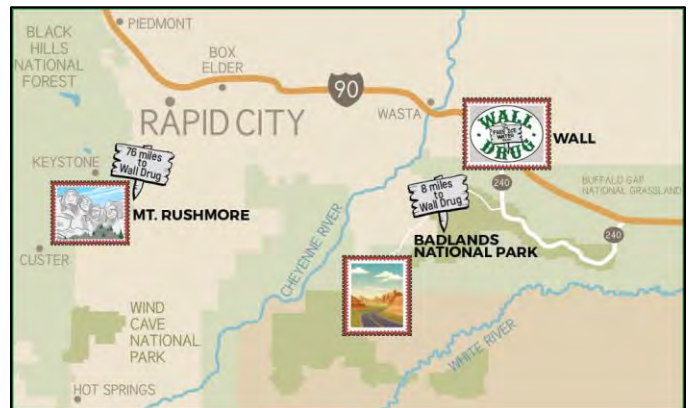
In 1876, the Wild West town of Deadwood was born when prospectors came across a gulch full of dead trees and a creek full of gold. Historic Deadwood, SD is just as wild today as it was when legends like Wild Bill Hickok, Calamity Jane and Seth Bullock roamed the streets. Casinos, breweries and wineries, historical tours and shopping await.



Mount Rushmore



Wall Drug- America's most famous tourist site



Take a tour of the many gold mines in the area including the Black Hills Mining Museum. Take home some real Blacks Hills Gold!

International Cessna 120 / 140 Association

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