



International Cessna 120/140 Association

Issue 424 Fall 2022 Aug/Sept/Oct



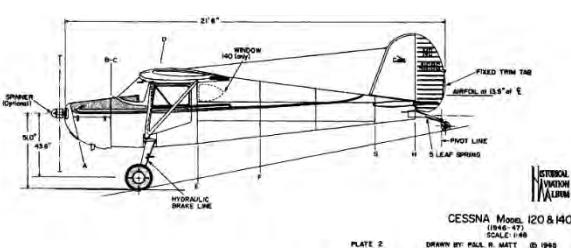
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Convention Review 2022

Sturgis South Dakota, hosted by State Rep Bruce Bowen!

September 13-17, 2022

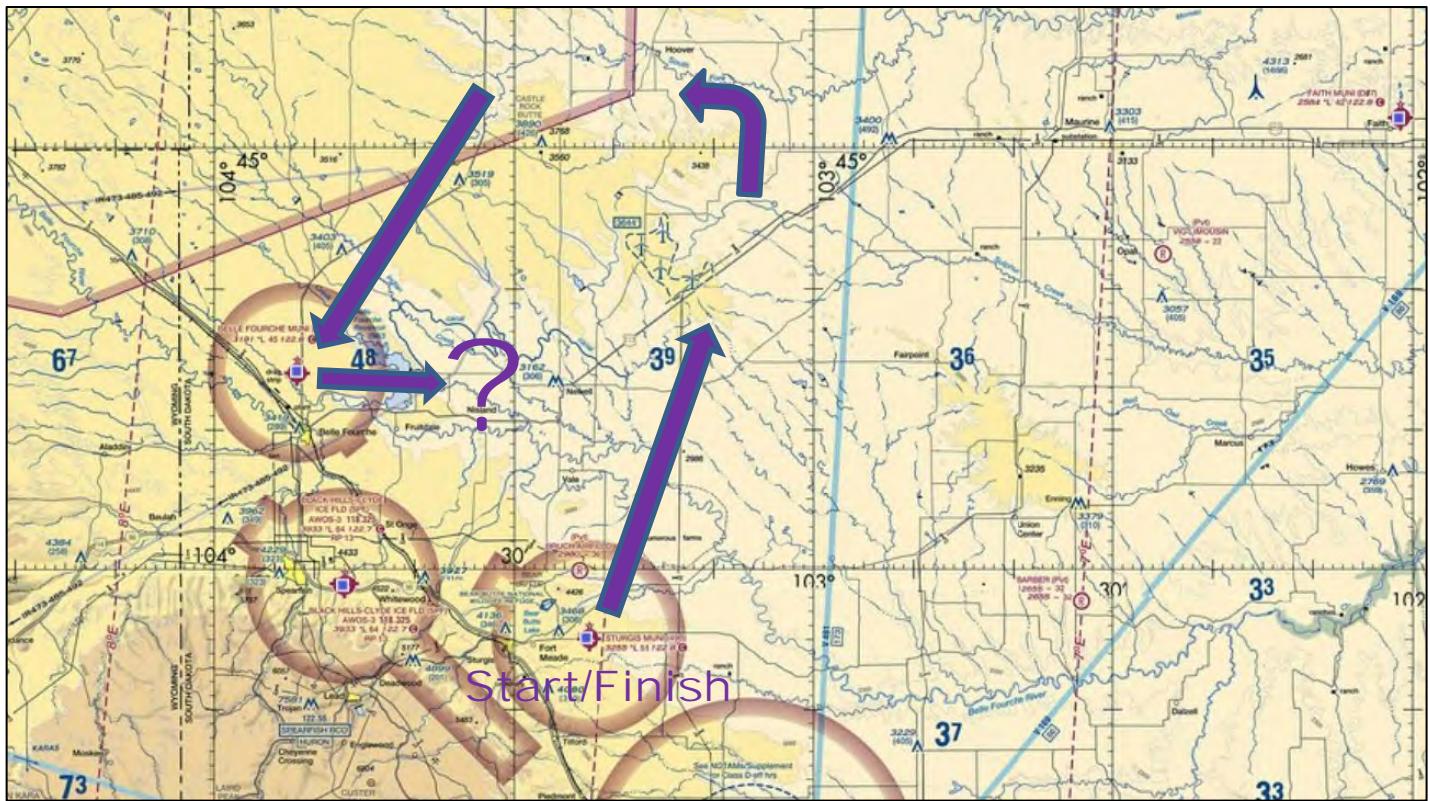


Some of the first arrivals to Sturgis on Tuesday.

This year was another great convention as the airport and staff were wonderful, and our flyouts and activities were top notch, and the weather was great the whole time. Of course, our folks are always what makes this one of my personal favorite vacations of the year.

Bruce's crew did an amazing job making us feel welcome by providing excellent home cooking for many of our meals at the airport, starting with breakfast Wednesday morning before the pilot briefing for our day's flying.





Bruce made this flyout with a unique and fun twist. It was a timed scavenger hunt with a bomb drop at an unknown location. The idea was to fly north from the airport over a windmill farm to a sizable rock outcrop called "Deer's Ears." We were to circle the rock and provide a picture of the back side, then proceed west to another rock formation called "Castle Rock Butte," again providing a photo of the back side (proof that no one cut the corner). Landing at Belle Fourche airport, we would receive directions to the bomb drop location, locate the marker and let the flour bag go, then fly back to the Sturgis airport.

Since Heidi and I had flown our favorite commercial airline to South Dakota, we were both begging for rides since we didn't want to get left out. I was able to fly left seat with Roy Aycock, who had brought the Cessna flight school 172 up from Wichita. Heidi picked up a seat along with several others in the Beech 18 that Ken and Lorraine Morris brought.



Roy Aycock and the flight school 172



Heidi in there somewhere



Even before all the planes got ready to take off, we were already meeting new friends. Tom and Patti Donney are based at Sturgis and are new members through their friendship with Ken and Lorraine. They had just purchased this 1947 120 two weeks prior to the convention, and Tom was still in the process of getting his tailwheel endorsement.



Lorraine Morris and Patti Donney

They jumped into their first convention with great enthusiasm. Tom rode in the Beech 18 with Ken, while Lorraine piloted the 120 with Patti, making what turned out to be the winning team for the air race/scavenger hunt/bomb drop.

With almost everyone taking part in our first flyout, planes were staged and took off in three-minute intervals.

We let the Beech 18 take the lead, mostly so we could watch Ken on our ADS-B transponder and let him locate the mystery location for the flour bag drop.





Passing over the windmill farm and circling our first turn put Deer's Ears behind us heading for Castle Rock Butte.



Making our first turn at Deer's Ears



*Easy to see why someone named it
Castle Rock Butte*



Lining up for our stop at Belle Fourche airport to pickup our directions for the mystery location for the flour bag drop



Not sure if we would have found the drop target if it hadn't been for Scott Ross's pickup truck showing the way 😊



Thanks again to Roy Aycock for the scenic route home. I can't say enough how great it is to fly with our friends at these conventions!



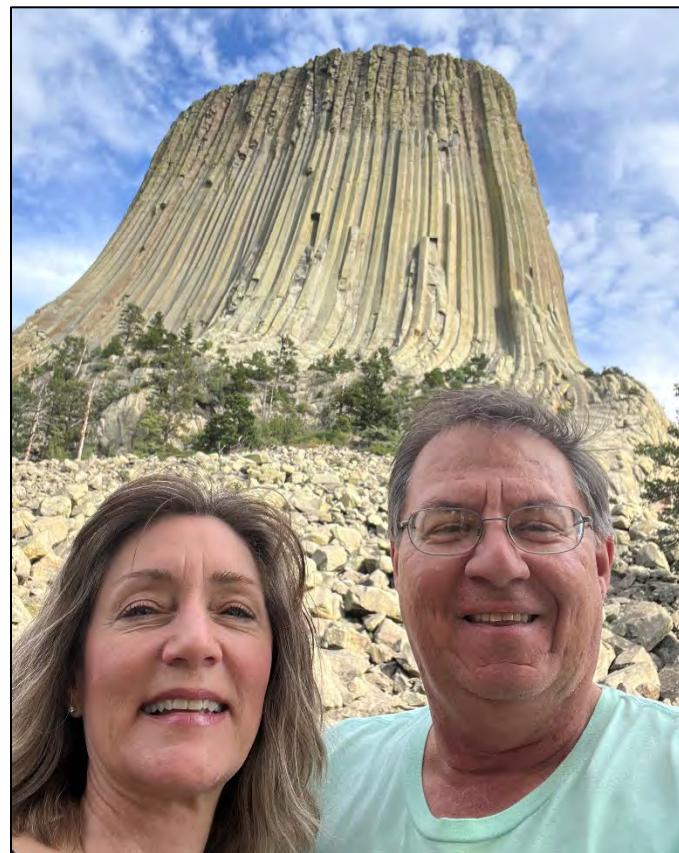
With everyone back safe, we parked and headed back to Bruce's hangar where his crew had South Dakota's famous smash burgers waiting on the grill.



After lunch was free time for folks to select their own sight-seeing options. Heidi and I elected to spend the afternoon making two stops. The first stop was to our long-time Cessna 140 friends Don and Maureen Alesi, who had selected Black Hills S.D. as their retirement home.



Our second stop for the afternoon was Devil's Tower National Monument in Wyoming. It is the very first site designated as a National Park in the United States in 1906 by President Theodore Roosevelt.



Golly, the things you learn at a convention 😊

Devil's Tower was formed by volcanic activity and is the world's largest example of columnar jointing. While we were hiking the 1 ½ mile trail around the base, Roy Aycock and Mike Pastore were flying overhead.



Everyone came back together for dinner at the Loud American Roadhouse – a local landmark during the Sturgis motorcycle rally.



The end of the evening was the opening of the hospitality room back at the hotel.



I've grown to appreciate the time in the hospitality room as a great opportunity to speak in a relaxed atmosphere to folks. Where else could you get to talk in depth with our Maintenance Director and Technical Advisor?



Back to the airport Thursday morning for another great breakfast hosted by Bruce's crew. During breakfast, the discussion and excitement grew about visiting the SAAB Auto Museum that morning. It turns out that the only SAAB Museum in the United States is in Sturgis South Dakota and owned by our new friends, Tom and Patti Donney.

But the story gets better. Tom and Patti met Ken and Lorraine Morris recently when Lorraine was searching for a home for her SAAB memorabilia. Lorraine's dad was a SAAB dealer and she felt it was time to give her mementos a new home.

I had no idea of the rich history of the SAAB automobiles. Svenska Aeroplan company was a Swedish aerospace and defense manufacturer that was founded in 1937.



SAAB Gripen, a single engine multi-role fighter

In 1945, some of the aerospace engineers founded the SAAB automobile company and began production. Tom and Patti brought a car from their collection to the airport Thursday morning and led a parade of cars back to the museum after breakfast.



1967 SAAB Sonett, a metal frame, fiberglass body car with a 1500cc V4 engine.

Golly, the things you learn at a convention 😊

One of the treasures of the museum is the 1956 Sonett I. This was somewhat of a concept car as there were only 6 made. Tom and Patti have serial #2. The construction harkens back to the aircraft roots of SAAB with a riveted aluminum frame.



Cindy Tourt, Lorraine Morris, Patti Donney and Heidi Vehrs at the SAAB Museum

Many early SAABs had a three cylinder, two stroke engines like the one shown here in a 1960 Rally car.



After the museum tour, folks sought lunch according to their taste. Heidi and I visited downtown Deadwood a few miles away for some historic sights and shopping along with our lunch.



Soon we were back at the convention hotel loading on the busses to our trip to Mt. Rushmore.



Getting off the bus and entering the park gave an opportunity for a couple of quick snapshots with the Presidents in the background.



The guys and gals



I've always been impressed with the number of veterans in our association and their love for our country. A great way to end the day.

Friday morning was the first timers' breakfast at the hotel. It's so great to welcome our members to their first convention and this year we had four.



Brett and Gary Willie from Iowa



Tom and Patti Donney from Sturgis



Dave and Jeanne Isler from Ohio

We all grabbed dinner and hit the souvenir shop prior to the evening show. The evening program was very patriotic and inspiring and included the lighting of the mountain. A very nice touch was a moment towards the end when they asked all active and retired members of the service to come down to the stage.

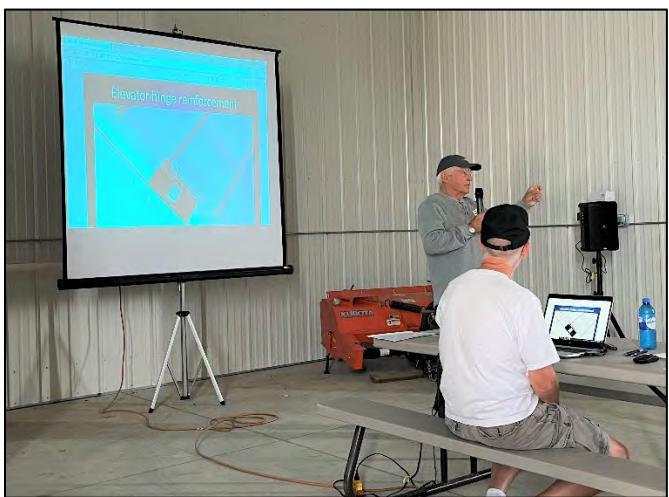


*Michael Pastore from Illinois –
thanks for the great convention pics!!*

We caught up to the rest of the group out at the airport just in time for the maintenance forum hosted by Victor Grahn and Dave Lowe.

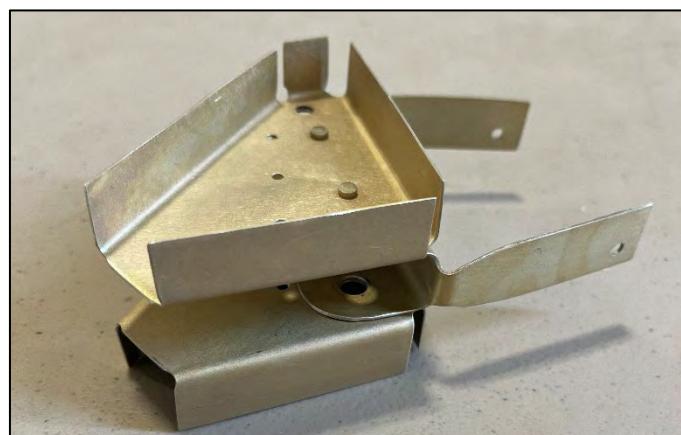
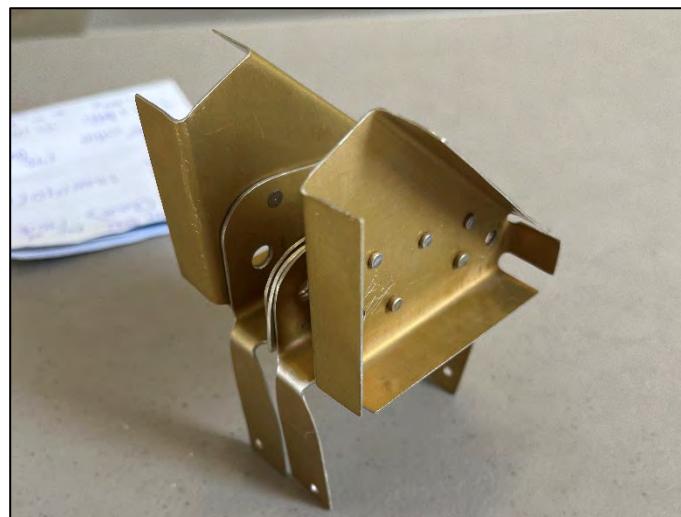


Victor speaking to our group



Dave speaking to our group

This year we had the pleasure of hearing from John Groenenveld, our Missouri State Rep. John brought something that he has been working on lately, his version of an owner supplied part for aileron brackets.



A work of art John !!

After our maintenance forum, there was time to mill around the flight line awhile before lunch. We caught up with Victor as he was completing the aircraft judging in preparation for the awards at the banquet Friday evening.



No surprises here – Vince Jackovich from Iowa scored awards for best 140, people's choice, and judges' choice. Who can resist that beautiful polished airplane?

Eric Olson of Wisconsin took an opportunity to get some insight regarding his airplane with Dave Lowe, our Director of Maintenance.



Soon it was time to eat again. Bruce's crew kept amazing us with the choice food that they prepared.



The flying games are always a popular attraction for our last day, and we had several folks taking part in the short takeoff, target drop, and spot landing competition.

The airport gave us access to a nice grass runway right in front of the hangar which made for a great venue for our participants and spectators.



With the day's activities concluded at the airport, it was time to get cleaned up for the convention banquet. Door prizes and awards waiting, we had a great dinner with our friends.



Proud winners of the scavenger hunt and bomb drop



Victor Grahn announcing this year's Glenn Usher Award given to John Cooper for his tireless work as our Website Forum Moderator

our corporate sponsors donate generous door prizes for our awards banquet. They included;

- Hooker Harness** – harness set certificate
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- Aircraft Spruce and Specialties** - \$100 certificate
- Univair** – (1) \$50 certificate, (2) \$25 certificates
- Wag Aero** - \$25 certificate and catalogs
- Sporty's Pilot Shop** – flight bag
- Taildragger Aviation** – certificate for STC of choice
- Plane Perfect** – (2) \$25 certificates, (4) sample packs
- Lightspeed** – survival kit
- Textron Aviation** – jackets, polos, tee shirts, clocks
- Cessna Flyer** – (8) six month subscriptions

Officer and Board Member elections

The positions up for reelection this year were,

- Vice-President
- Secretary/Treasurer
- Newsletter Editor

This year we didn't have any proxy votes to count and nobody submitted a candidate ahead of the convention, but there was a nomination from the floor during our business meeting.

Roy Aycock was nominated to run for Vice-President and he was confirmed by vote to succeed Blake Mathis. Thank you to Blake for serving, and perhaps more importantly continuing to serve as an ambassador for the Cessna 120/140 Association through your efforts with our Facebook presence and other avenues to recruit new members.

Let's all shoot off an email to Roy and congratulate him as our new V.P. 😊

The last thing to mention before we went back to the hospitality room for our final evening is the location and dates for next year's convention.

Decorah Iowa !!!! September 12-16, 2023
hosted by our new best friends,
Brett and Gary Willie.



I think these guys are setting new heights for excitement for a convention host and I believe we are sure to have a great time in northeastern Iowa next year.

Thanks again to our wonderful host this year Bruce Bowen and especially his great crew for coordinating and cooking up a great convention. See y'all next year!





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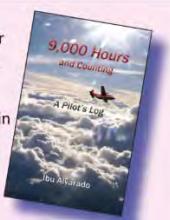
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**International
Cessna 120-140 Association**

December 2019

2020 Wall Calendar



We are always looking for some good resolution photos for our calendar!!

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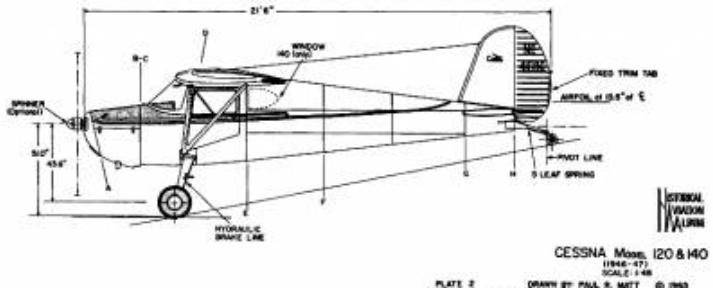


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Tech Talk ...by Christian Vehrs



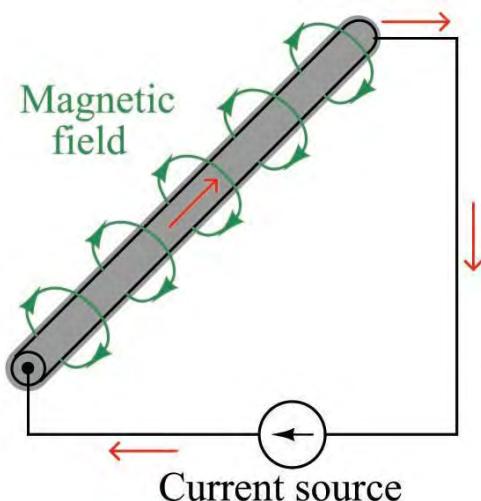
Non-Destructive Testing (NDT) *Eddy Current Inspection*

Eddy Current Inspection probably has a wider use in our everyday lives than we might be aware of. The most common use for it is a simple metal detector that we see on the beach when someone is looking for buried treasure, or when we enter an airport security area.



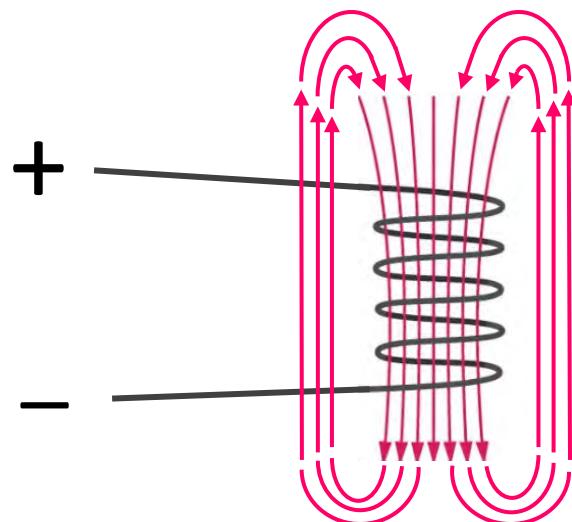
By way of quick review from our Spring 2022 issue when we talked about Magnetic Particle Inspection, we discussed a very useful principle called *Electromagnetic Induction*. Simply stated, when electricity flows through a piece of wire or a conductive rod, a circular magnetic field is produced that is perpendicular to the direction of the current flow.

Welding cable with current flowing creates a circular magnetic field.
Iron particles on the floor allow us to see the magnetic field around this cable.

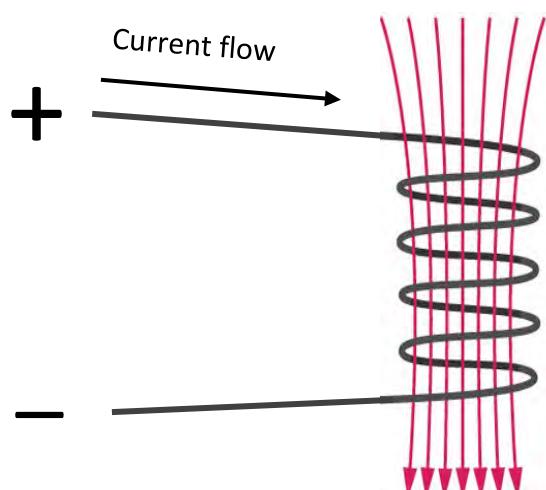


Eddy Current Inspection relies upon the same characteristic (electromagnetic induction).

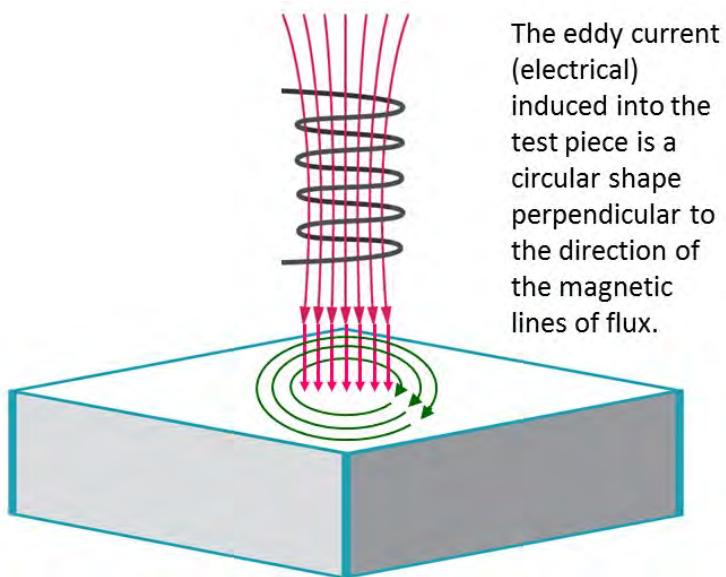
When an alternating current is passed through a conductor (a copper coil for example), an alternating magnetic field is developed around the coil and the magnetic field expands and contracts as the alternating current rises and falls.



For the sake of clarity, let's just focus on the magnetic lines of flux moving through the center of the coil.



If the coil is then brought close to another electrical conductor (test piece), the fluctuating magnetic field surrounding the coil permeates the material and, by Lenz's Law, induces an eddy current to flow in the conductor.

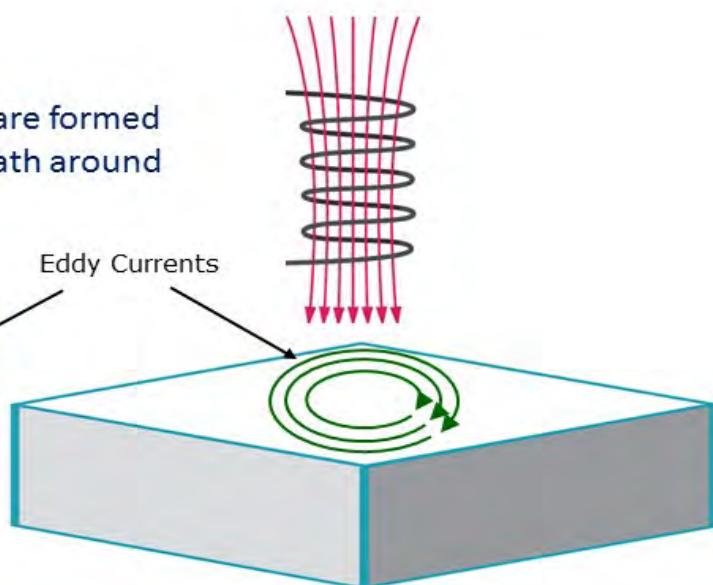
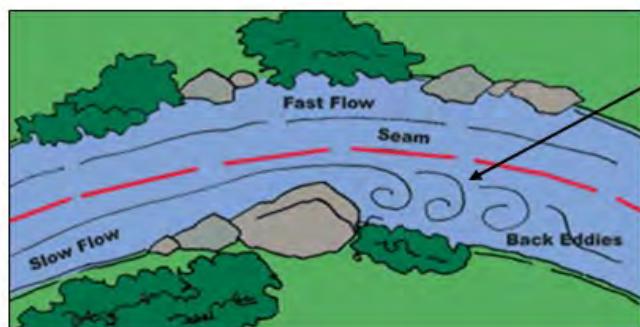


The eddy current (electrical) induced into the test piece is a circular shape perpendicular to the direction of the magnetic lines of flux.

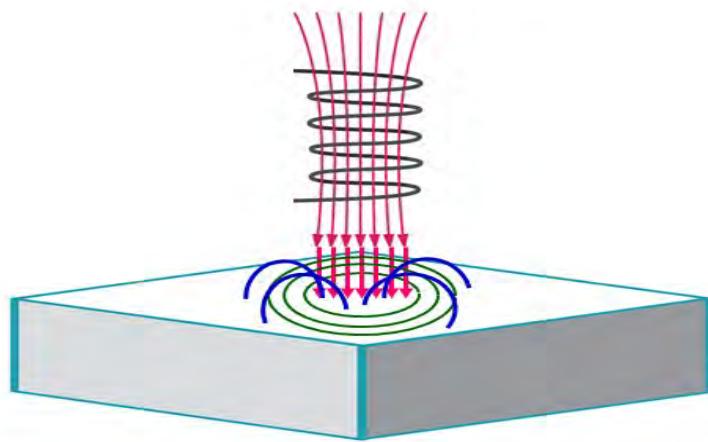
Generation of Eddy Currents

Basic Principles

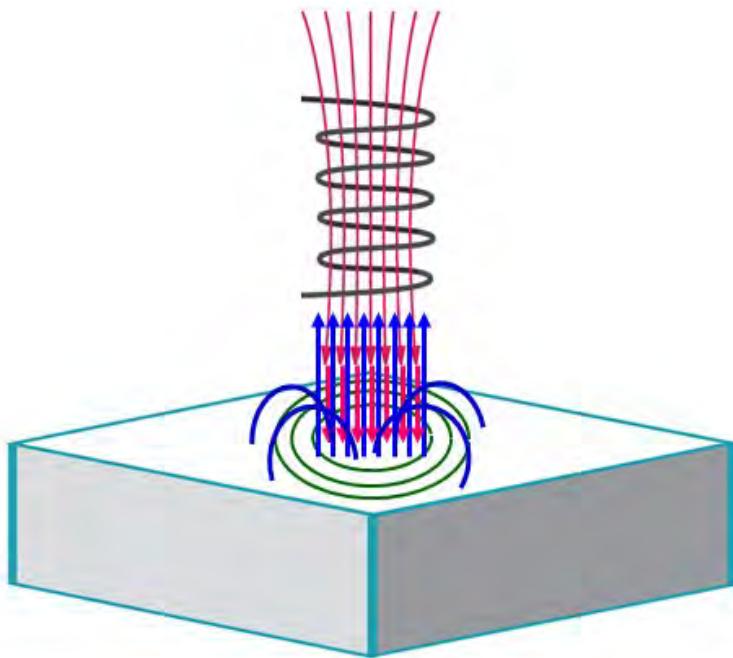
They get their name from “Eddies” that are formed when a liquid or gas flows in a circular path around obstacles when conditions are right.



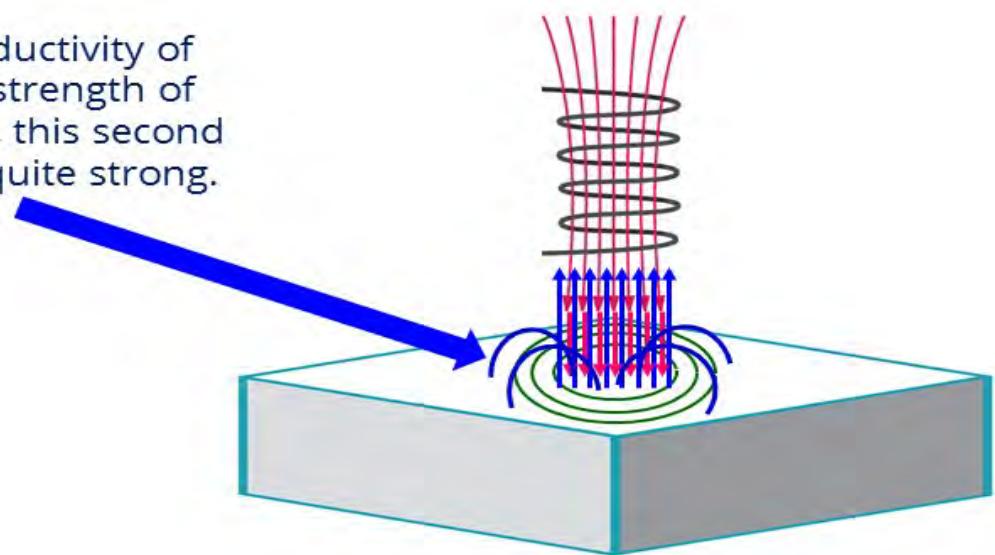
This eddy current, in turn, develops its own magnetic field.



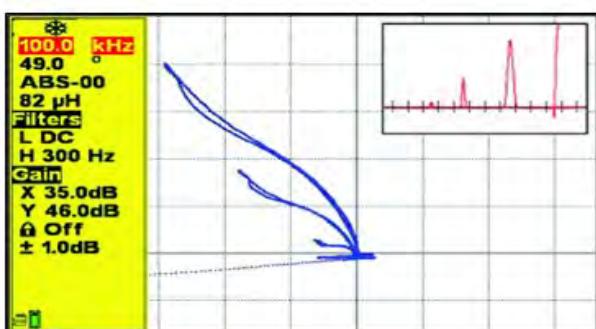
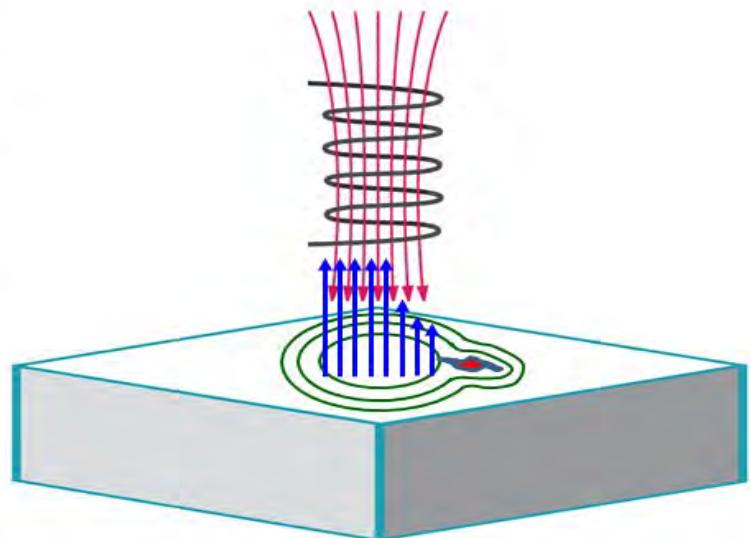
This ‘secondary’ magnetic field opposes the ‘primary’ magnetic field and thus affects the current and voltage flowing in the coil.



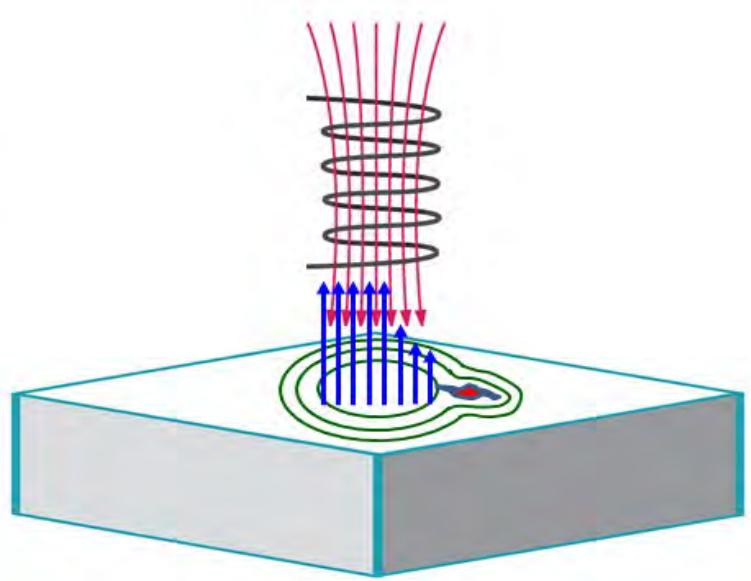
Depending on the conductivity of the test piece and the strength of the first magnetic field, this second magnetic field can be quite strong.



Any changes in the conductivity of the material being examined, such as near-surface defects or differences in thickness, will affect the magnitude of the eddy current and the opposing magnetic field.



This change is detected using either the primary coil or the secondary detector coil, forming the basis of the eddy current testing inspection technique.



Everyday Applications

➤ Check your knowledge
How is this working?

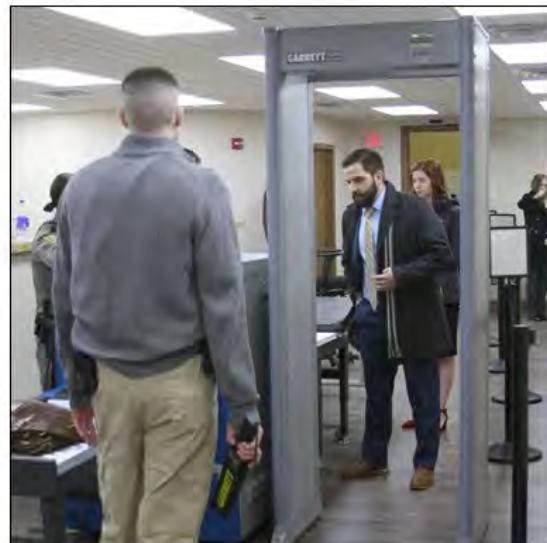
Electric coil producing a magnetic field looking for something metal that will set up eddy currents resulting in an opposing magnetic field.



Everyday Applications

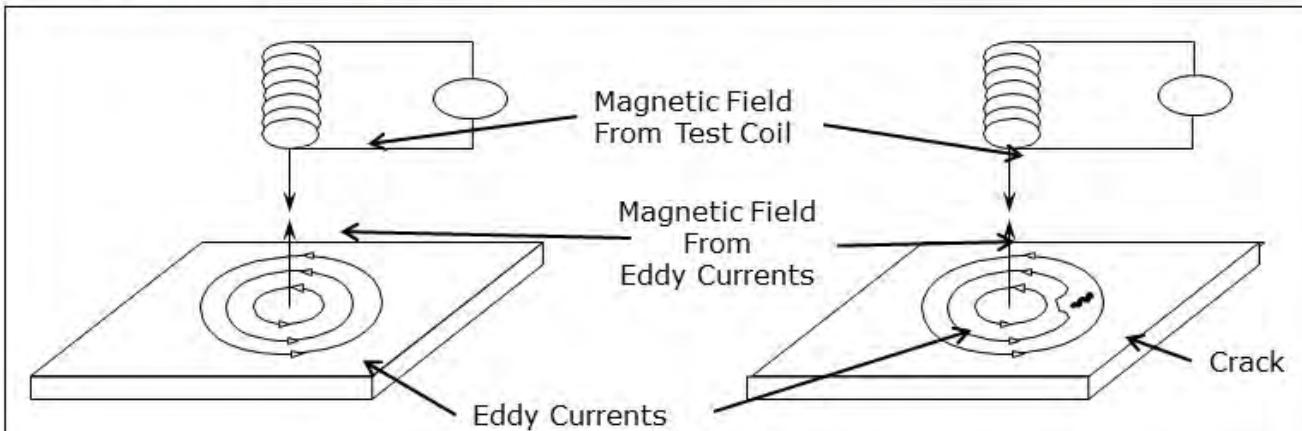
➤ Check your knowledge
How is this working?

Electric coil producing a magnetic field looking for something metal that will set up eddy currents resulting in an opposing magnetic field.



Inspection Applications: Crack Detection

- Crack detection is one of the primary uses of eddy current inspection
 - Cracks cause a disruption in the circular flow patterns of the eddy currents weakening their strength.





Eddy Current inspection equipment is lightweight and compact and has many advantages over other NDT methods. One advantage is that, in many applications you don't have to remove the paint from the surface to be inspected. Another advantage is that Eddy Current inspection yields immediate results. A couple of disadvantages are that the equipment can be relatively expensive and it requires a significant amount of training to perform reliable calibrations and examinations.

For our airplanes, there are two areas where we have seen cracks in the past which make for great applications for Eddy Current inspection. (1) Landing gear legs and (2) the tailwheel bracket.



Tailwheel bracket removed for demonstration

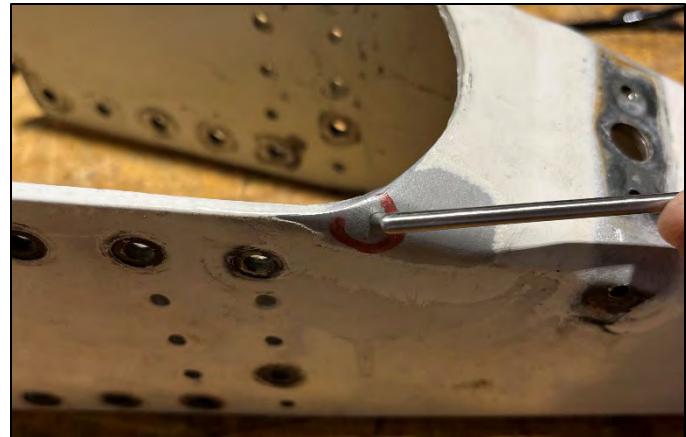
Dave Lowe, our Director of Maintenance, states that he believes the cracks in the bracket begin when our tailwheel has been neglected and the tailwheel doesn't swivel as easily as it should. That induces a side load on the tailwheel bracket as we swing our tails around during ground maneuvering and parking. This translates to a twisting force on the top side of the bracket where we see the cracks begin.

Hard landings would produce a compression load on the top side of the bracket which would not likely produce these cracks – I like Dave's thoughts about poor tailwheel maintenance as the cause.

Getting back to our Eddy Current inspection, we can perform this exam without having to remove the paint or any fasteners which should make this quick and easy to do. I have removed the paint from this cracked bracket for clarity.



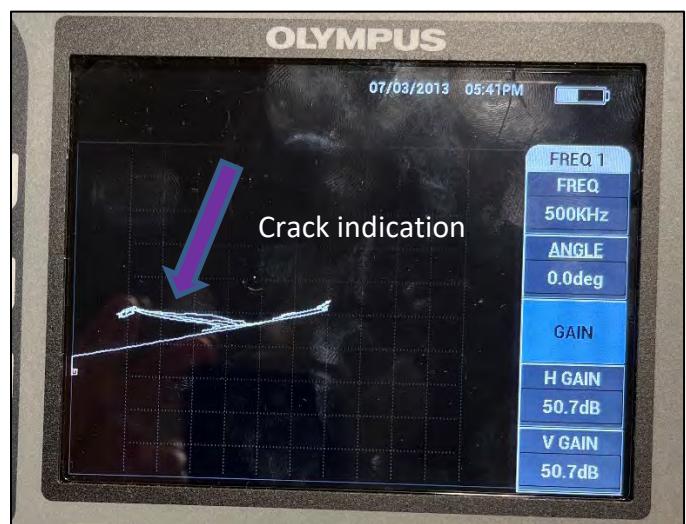
Once the instrument is calibrated for the material being tested, the test probe is brought into contact with the surface.



The display is nulled (or zero-ed) to establish the base-line response.



As the probe encounters the crack, the Eddy Current field is disturbed and shown on the display. Eddy Current testing can detect cracks almost invisible to the naked eye, making this inspection very useful.



Remembering our friends and loved ones



Tom Teagarden July 5th, 2022



Tom loved using his planes for business



Ken Lifland and Tom



Tom at his home in Tulsa, OK

Ken Lifland sent this to us to share his memories of Tom...

I purchased a Cessna 120 in 1976 and joined the Cessna 120/140 association.

I moved to Dallas, Texas in 1980 and that's when I met Tom Teagarden and Glen Usher. They were the founders of the association. The two of them were the nicest people on earth. Tom had a true love of life and wanted to share maintenance /flying tips about the 120/140 and spread the safe flying of these great aircraft. Meeting and knowing Tom was a true gift/pleasure. I will always miss him.

Jack Hooker was a long-time great member and our friend. Cindy and I always enjoyed his stories and conversations. I regret not flying up to Freeport IL. and visiting with him that was only a 45min flight but work always gets in the way. He gave a set of Hooker Seat Belts away for door prizes every year that was huge. You Will Be missed by us. Tailwinds and VFR for you. JEFF TOURT

Look forward to our next issue for a nice tribute to Jack.





...by Jeff Tourt

We always look forward to going to Oshkosh every year. I have flown there in 2016, but the lure of shower, a nice bed and a flush potty with our new camper tilted the scale in favor of driving (especially since it's only three hours drive from northern Illinois).



We met Scott and Linda Ross up there where they had saved a great spot for us in a newer part of camp Scholler. For the first day, the place was all ours, but by the end of the week it was door to door campers. I'm not sure how much bigger this event can get. I believe it has been published that there is camping for 50,000 on site now.

Sunday's job was setting up the association table in the Type Tent in preparation for the big opening on Monday. Our first task was getting a cooler iced down and relaxing with a cold one. The turnout from our members was great, and it's always a highlight for me to visit with those that we only see once or twice a year. We signed up several new members and answered as many questions as we could with the help of Dave Lowe, our Director of Maintenance.



Monday evening was our favorite long-time tradition, Margarita Monday hosted by our good friends and Michigan State Reps, Dick and Nicki Acker. Wednesday Evening was our association dinner at the Tall Pines Café. We suffered through a few glitches with our food provider, but in the end, everyone had a nice dinner and a good time (albeit a little late).

Thursday was our Maintenance Forum hosted by our own Victor Grahn and David Lowe. What a blessing we have to gain such valuable technical expertise from these gentlemen who are willing to attend fly-ins and conventions for the love of our association and their passion to promote safety with our airplanes.



Congratulations to Elliot Block from California who garnered the Bronze Lindy award with his 1949 140A



Congratulations to Benjamin Sinense from Wisconsin for his Outstanding 120/140 with his 1946 140

Thanks to all who made this another great event!!!



International Cessna 120 / 140 Association

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