



International Cessna 120/140 Association

Issue 426 Spring 2023 Feb/March/April



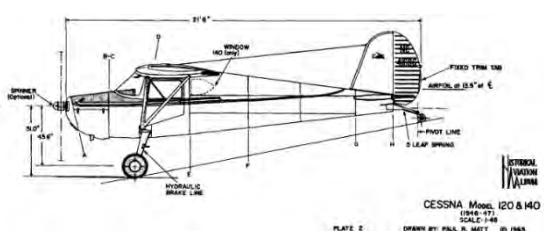
Ken and Lorraine's newest 120 project (page 4)

In this issue

Tech-Talk by Lorraine Morris

Gear Extenders pros/cons

Yoke Restoration



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1/10 Page	40	30

'George'

1946 Cessna 120

...Lorraine Morris



In August 2021, a friend of ours called to let us know about a 1946 Cessna 120 that might be for sale. It was 3 years out of annual and had been loved for years by a fellow pilot who wasn't flying anymore. The owner, George Hast, was ready to let it go to a good home.

We hopped in our 140 and flew 130 miles south to take a look. It was exactly as advertised. Lovingly doted on, but not flying. We knew the owner's son, David, who also has a Cessna 140. We gave David a call to make sure we weren't stepping on anybody's toes. When we got the green light, we made George an offer and agreed to a price.



This was a very original 1946 Cessna 120, with original straight stack mufflers and no radios that worked. It had a C-85 engine with a low to mid-time engine. We got a ferry permit and flew it home.

We named it 'George', in honor of George. George has quickly become my second favorite plane. The first of course being our Cessna 140A, Charlie. Charlie would be very offended if he found out he was number 2, so he is always number 1.



Lorraine and George in his condition as received. Note the wheel extenders and the yellow trim on the orange stripes on the fuselage. Also visible is the 1970's interior (yellow and orange) and the old headliner configuration directly behind the seats.

We got George home and started by giving it a bath. The wings were very straight, and the fabric was in very good condition.

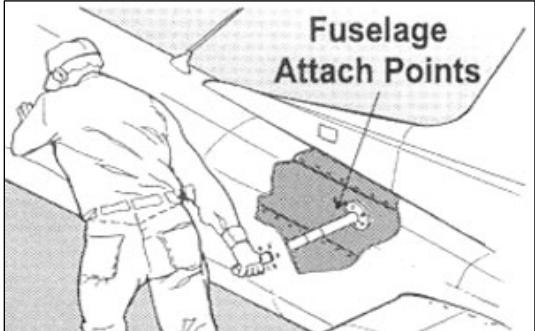


We decided we wanted a fast airplane that was light and had minimal equipment. The plane will be based in the backwoods of Arkansas and wouldn't be going to any controlled fields, so ADS-B was not important.

We started the annual/rejuvenation by removing the wheel extenders. We lost 10 pounds right there! We overhauled the tailwheel, removed the entire tail section and inspected it all. It was missing the vertical fin reinforcement that was a required AD, so we added the reinforcement for that. We reinstalled the tail section with new hardware.

We removed the parking brake and all the associated cables. We rebuilt the brake master cylinders and installed new brake line from the landing gear to the wheel cylinders. (It already had the Cleveland Brake Cylinder STC).

One of the elevator cables was frayed, so we replaced that also. We had a BAS tail pull handle we have had for years sitting on a shelf, so had the STC transferred to this plane and installed it.



The BAS Inc. Tail pull handle is retractable, and provides added ease in ground maneuvering

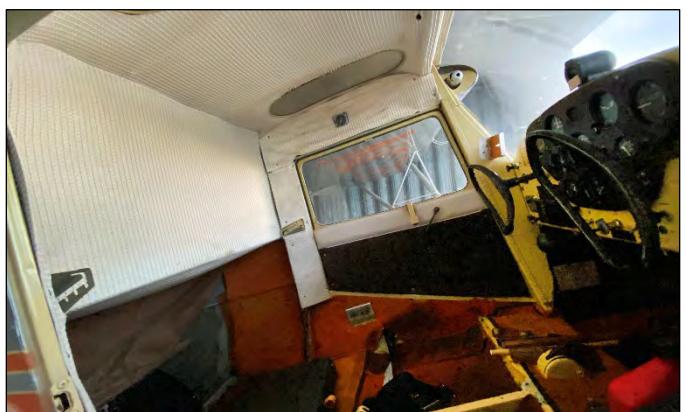


The tail pull handle also eliminates the need to push/lift against the elevator during movement

We wanted to give the interior a refresh since it was from the 1970s, a lovely yellow with orange shag carpeting. We decided that had to go....



George's 1970's interior



Original headliner and more orange shag carpet

We began by removing the headliner, carpeting, door panels, seats cushions and the old inoperative radios and trays. The skylights were original and very crazed, so we replaced those. We installed a new Odyssey battery and a new throttle cable.



With everything removed, a fun flight with no radios - this is as light as it will ever be



The refresh begins – prepping the original yellow interior for the new paint

We masked off the interior, prepped and primed it and painted it gray.

I installed a new headliner, baggage surround and some carpet. We recovered the seats with new foam and fabric. We installed a new Hooker custom shoulder harness set with seat belts.



We then installed a Trig radio, the small one that fits in a 3 1/8 hole and has a built-in intercom. It had an EBC 102 ELT, so we installed a new battery and left it at that.



Then we flew it for a while, and all was well. Well, almost all was well. The Stromberg carburetor leaked. A lot. We had to always turn the fuel off if not flying, which is typical with the Strombergs.



We overhauled the carburetor, but it still leaked. Finally, I had enough. So I ordered a new Sierra Hotel Fuel valve. That stopped the leaking fuel valve, but the carburetor still leaked. We found a core Marvel Schebler carburetor and sent it off to G&N to overhaul and install the David Lowe STC to put it on a C-85. Holy Cow, that was PRICEY! We installed the new carburetor and installed a mixture cable, and NO MORE LEAKING!

Now George is a little hot rod. Its empty weight is 878 lbs, and even with full fuel, it leaps off the runway. I have a lot of fun just flying around and checking out the scenery. I did a quick square pattern the other day, and determined the average groundspeed is about 106 mph.



Tech Talk ...by Lorraine Morris

Reed & Prince Screws

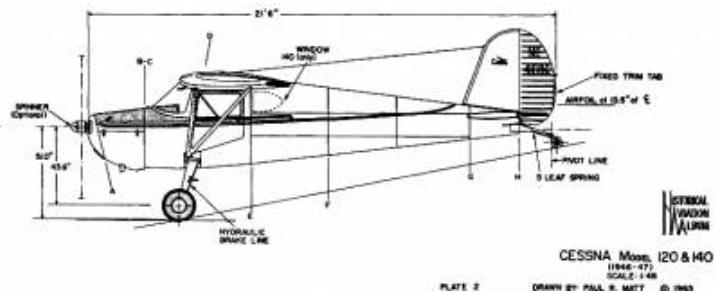
Have you ever tried removing an old screw on your Cessna 120/140 and found that the screwdriver doesn't quite fit the screw? We find it all the time on the old Cessnas we work on.

That is because these screws are from a company called Reed & Prince (also Frearson). We usually find them in a space that hasn't been accessed before. The most common places to find them is the bracket that holds an original wiring under the seat pan, brackets holding the primer lines on the firewall, or the door catch on the door post.



Unique design of the Reed and Prince head. A common Phillips head screwdriver doesn't fit properly in a Reed and Prince screw head.

These curious screws look like a Phillips screw, however your Phillips screwdriver will not fit into the slots quite correctly...like they don't go all the way into the slots. It is like trying to put a #2 Phillips screwdriver in a #1 Phillips head screw.



The company is still in business under the same name and appears to be the product of mergers and acquisitions over the years. They have modernized with the times and make custom fastening products. Their company advertisements from 1947 claim that their products were used in 49 percent of WWII aircraft. It looks like they were in a bunch of the GA aircraft of the time too.

1947 Advertisement Reed & Prince



Did you know?

Reed & Prince Fasteners were in **49%** of WWII Aircraft!

If you have been to Oshkosh and looked at the antiques there, or have seen any antiques around, you will probably remember seeing the beautiful airplanes with their slotted screws. Any of these old planes will get points removed in the judging if they are found with Phillips head screws.



1922 Fleet Biplanes

Phillips head screws came into being right before the time the Cessna 140/120 was produced, so we don't have to worry about that! These screws were more prominently used in old cars of the day. Today they are used by wooden boat builders and old car restorations.

From what I can tell, the Reed & Prince screws were made such that only a Reed & Prince screwdriver would fit into the slots in the screw. They look like a Phillips head screw, but when you try to put the Phillips screwdriver in the screw, it just won't insert into the screw very well. The company also made the screwdriver tools that were used in the screws. Quite a business model.



Sometimes, a Reed & Prince screwdriver will work with a Phillips head screw, but never quite right. I have purchased a few of the screwdrivers on eBay. The older ones all have wooden handles, but you can get bits for them from modern makers too.



Modern bits are available for the Reed and Prince

There are 4 sizes of Reed & Prince screwdriver bits, and the info I can find states that any size screwdriver will work in any size screw head.



The following pictures depict a #2 Phillips head screwdriver trying to fit into a Reed & Prince screw that was pulled out of a 1950 Cessna 140A, and the same screw with a Reed & Prince screwdriver inserted in the screw.



Common Phillips head screwdriver doesn't fit properly in a Reed and Prince screw head

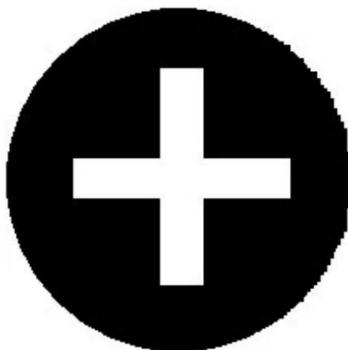


*Common Phillips head screwdriver on top
Reed and Prince screwdriver on bottom*



*The proper Reed and Prince screwdriver
in the same screw*

The Phillips head screwdrivers are made with a different angle and are not as deep, so they don't fit into the deep slots found in the Reed & Prince screws. The Reed & Prince but has a more pointed 75° V-shape.



*The Reed and Prince tool recess is a perfect cross,
unlike the Phillips head,
which is designed to camout.*



So, if you ever find one of these little buggers, do the future mechanic a favor and replace it with a Phillips head screw. Don't be a jerk and put in a slotted head screw – that is almost as bad as the original Reed and Prince!



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Jeff Tourt, Illinois

Control Yoke Restoration



We purchased our 140 in 2005 and, like most of them, the panel and interior was old and outdated. Since my background and career is automotive restoration, we jumped right in and gutted the inside. When I looked at the yokes, I knew they needed restoration, but what was that chipped plastic coating? The rivets were probably unattainable, and what to do with the pitted rusty tubes?

I disassembled the shafts by pressing out the tubular rivets and sent them off to a chrome shop for their advice. Our Cessna parts book states Cadmium Plated shafts for early ones and Chrome for later models. We ended up with shafts

that could be chrome plated. They would check the end diameter when done so the yokes would fit properly.



Tubular (hollow) rivets secure the yoke to the shaft

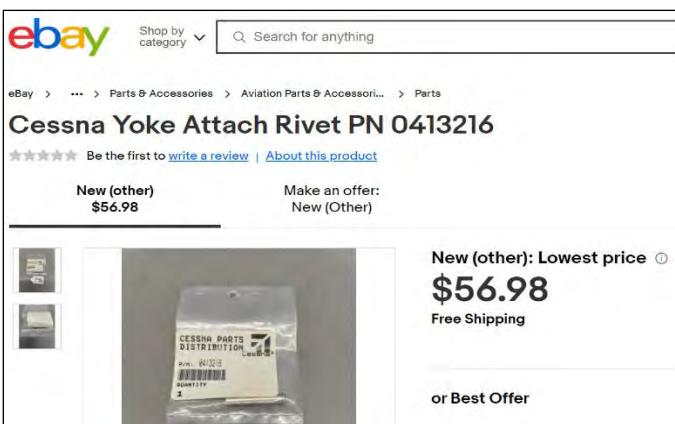
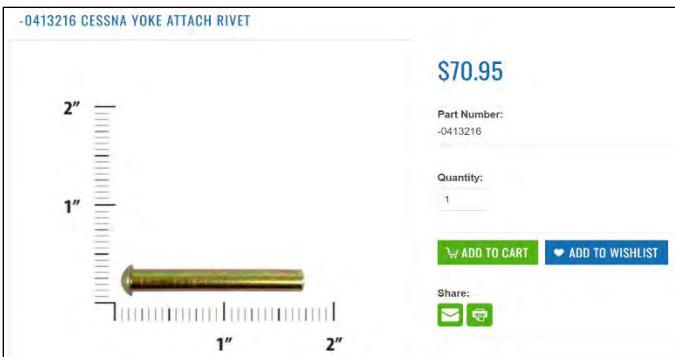


Yokes in various condition waiting for restoration

After lots of searching I found the correct rivet part number (0413216). Some from E-bay, others from aircraft part departments. I was fortunate to get them then. They were hard to find, but the price was not bad compared to today. They're out there ranging from \$70.00 to well over \$100.00 for one! I was able shortly after that to obtain enough to restore about 50 sets.

Editor's note;

At the time of this writing, a quick internet search yielded a couple of results for Cessna yoke rivets.... and yes, that is for each.



The yokes are sand blasted to bare aluminum. Like mine, most of them are a poor casting and need some filler and sanding to prep them for a two-part epoxy corrosion resistant primer.

After a 145° bake, they are sanded for final finish coat. I'm thinking the original process was a reddish primer coat then several applications of the plastic coating. When they chip you can see the layers and the reddish coating. My thought was they were assembled after this coating, as I see on all the original ones the two rivets are always rust covered.

Those rivets are cadmium plated and with the exposure they get from hands, I'm thinking that's the reason they rust. I have assembled some that way but most of them I rivet first and then paint everything for longer protection.



Rivets installed after paint like original



Rivets installed and then painted for longer protection

The tubes I have done now are all "Hard Chrome". My automotive style chrome after some 500hrs is starting to wear at the "ball bearing" area. Hard Chrome is a higher resistance to wear coating I'm told and is similar to a hydraulic ram tube or a motorcycle fork tube.

Ours are cream with light brown Cessna winged logo, but I will refinish them in any color. High gloss, or semi gloss. With original logo, custom logo, or no logo - whatever someone needs. The finish is PPG base coat with a PPG urethane clear coat the highest grade material that we have used for over 45 years in the automotive field. The logo is a pre mask stencil that is as close to original I could get.



Logo on finished yoke

I've assembled a press and made fixtures to install the new tubular rivets. I think they are the same if not better than original. The rivet is similar to our brake pad rivets except larger and steel, not brass. But they are the correct style of "tubular" rivets.



Fixtures used to secure yokes in paint booth

I have a set of early "Pretzel" yokes I'm doing now. This will be the first set for me there different in just about every way so it might be a challenge. Skyport East has most of the parts needed to restore the center sections, and I will send the shafts out for chrome.



*Let me know if
I can help you
get a fresh
new look for
your panel.*

Jeff Tourt

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Congratulations to our United Kingdom International Representative for making the cover of Cessna Flyer magazine with his beautiful Cessna 120 !!!





Ken Morris, Illinois

Gear/Wheel Extenders

Pros and Cons

In 1945 towards the end of WW2, a small group of Cessna Engineers began thinking of the future. The war was about over, President Roosevelt had signed the "GI Bill" on June 22, 1944, and they realized the end of aircraft construction for the war effort was coming to a close.

These engineers bought several Luscombes. They disassembled them at the Cessna factory with the plan to 'build a better Luscombe'. After all, with thousands of GIs coming home, and the GI Bill passed, the expectation was that lots of planes would be needed for training.

Cessna's better mouse trap debuted in early March 1946. It was so popular that production swelled to 30 a day during mid 1946.



Advantages of the 140 (though it was higher priced than some of the competition) were a wider fuselage, hydraulic brakes, controls wheels that simplify entry and exit, faster speed, better ground handing and a visibility that was above average. The introduction of the 120 was an attempt at producing most of the same advantages at a lower cost.

But the best change from most of the competition was toe brakes. Toe brakes are the 8th Wonder of the World!



Toe brakes on 1946 Cessna 120/140

Heel brakes were one of the first improvements to flying from no brakes and a skid. They are standard on Cubs, Champs, Taylorcrafts and Luscombes.



Heel brakes on common aircraft of the 1940's

Toe brakes were not novel, but fairly rare in General Aviation. The basic trainers of WW2 generally had toe brakes, as did front line aircraft. General Aviation was about 10 years behind. Cessna went modern.

This is good. Consider a 10 mph crosswind landing. In your wonderful 140/120, as you decelerate adding more and more rudder, you eventually get to the end of rudder travel to the rudder stop. If more rudder is needed, it simply would take an ankle move to gently tap on the brake to help.

If you had heel brakes, when you get to the rudder stop you would have to undo the rudder deflection with your foot and back up to the heel brake lever. Very awkward. So toe brakes were fairly new.

All the students and some of the instructors were not used to the brakes, and often applied excess brake pressure during landing rollout. This, combined with a tail that only weighed 55 lbs created a problem whereby pilots often experienced the negative effect of nose-overs or worse.



There is never a good time to use both brakes at the same time. Brakes are the one control the instructor can't undo.

Complaints flowed into Cessna about nose-overs. Also, as metal props became more popular, the additional weight on the nose exacerbated the nose heaviness. Cessna needed to do something.

Their temporary fix was to add 4" steel plates to the axle attach point, moving the main wheels about 3" forward. This makes the tail about 20 lbs heavier, solving the immediate problem.



But the long-term fix was to change the top bend angle in the gear legs. This new bend moved the wheels forward about 2". You may have heard the term "Swept Gear" vs "Straight Gear" as it applies to our airplanes. This "sweeping" of the gear legs forward also prevented the gear legs from being interchangeable as the early models were. You can see the sweep illustrated in the diagram on the header of our Tech Talk page.

In addition, Cessna added four steel gusset angles to the forward and rear sides of the gear bulkheads. This was to compensate for the newly added twisting moment that the new angled gear legs added to the bulkheads. They were originally not installed with the installation of extensions, and this put a big twisting moment on the gear box that was not reinforced. The re-bending (or sweeping) of the gear took place in November of 1947 through the end of production.

So do we need these extensions? After all, the Cleveland brakes that 95% of the fleet now are even more capable than the original Goodyear brakes.

Let's look at the reasons for extensions...

- 1) The tail is heavier, and it is truly harder to nose over.

That's it. Just number one above... With proper techniques it isn't necessary.

Now let's look at the negative aspects of extensions.

- 1) As mentioned, large twisting moment on the gear box.
- 2) I know looks are subjective, but really?....
- 3) Weight. Nearly 10 lbs additional.
- 4) Gear trammel is harder and amplifies any shim adjustment of the main gear.
- 5) It is technically not legal to have wheel pants with extenders (not that we all haven't seen them)
- 6) Ground handling, landing and takeoff is not as smooth with them installed.

Remember, this is the way it was designed. The 120/140 Series, in my humble opinion, is the best post war 2 place trainer.

Like any tail wheel, it doesn't suffer fools. We are training many new pilots and even more transition pilots. Proper training is the key. Understanding the physics, wind, and proper control input is essential.

I personally think gear extensions are best used as a boat anchor. I have seen many cracked gear boxes. So if you have extensions and also have a lot of experience feeling comfortable in the plane, consider removing them. Then STAY OFF THE BRAKES.

Editor's note:

We ran a great Tech Talk article in the Fall 2019 issue of our newsletter that dove deep into the cracks that some have experienced in the gear box. It is widely believed that prolonged use of the gear extenders can lead to these cracks. It's a pretty involved repair that is not for the faint of heart. Let's do all we can to avoid creating these.

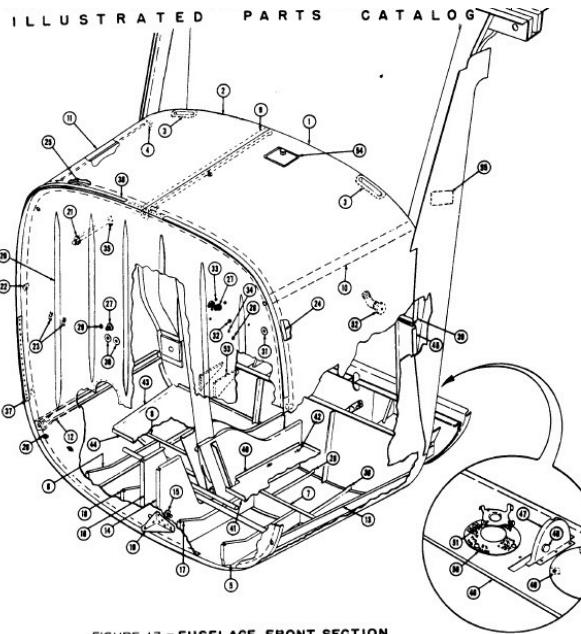


FIGURE 17 - FUSELAGE FRONT SECTION

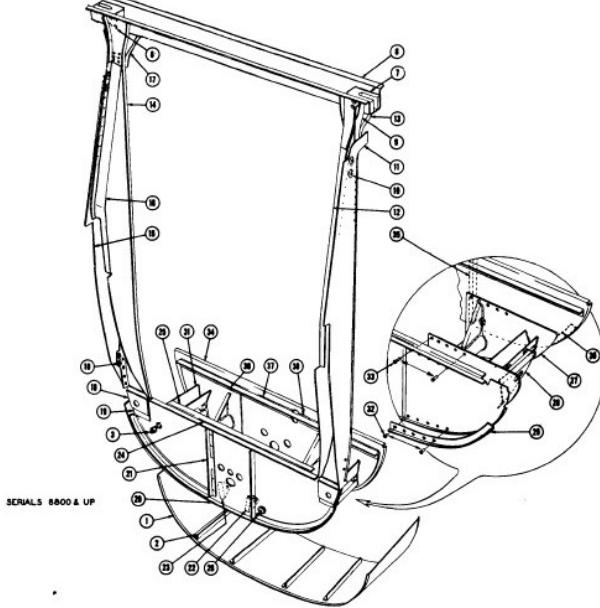


FIGURE 18 - FRONT SECTION BULKHEAD



Remembering our friends and loved ones...



Howdy McCann March 9th, 2023

A giant personality who was so easy to be friends with, former International Cessna 120 -140 Association President, Howdy McCann, departed West on March 9th, 2023.

Having hosted a delightful and fun convention at Harford County, Maryland in 1994, he led the Association as President from 1997 to 2000 by example as well as via his famous humor and entertaining enthusiasm.

In an AOPA article on 120s/140s, author Ian Twombly wrote: "*McCann's 1946 140 is one of the nicest examples you'll ever see!*".

Howdy's other big "day job" over the years earned him what many agree was being called the greatest airshow announcer in the business! David Shultz (David Shultz Airshows) describes his (and our) great friend very well: "*He was a mentor, confident, story teller, larger-than-life person that touched tens of millions of people in his lifetime*". Amen.



Shirley Swinney October 25th, 2022

Shirley Rae Swinney, 77, a resident of Blue Springs, MO passed away unexpectedly Tuesday, October 25, 2022 at CenterPoint Medical Center in Independence, Missouri. She was born March 12, 1945 to Von and Mayme (Gettys) Carriker in Independence, MO.

Shirley was a 1963 graduate of Van Horn High School in Independence, MO. She was united in marriage to Steve Swinney on September 20, 1963 in Independence, MO. Shirley and Steve were members of the Harley Owners Group (HOG) in Blue Springs and the Cessna 120/140 Association. Steve and Shirley have been members with us since 1980 and have enjoyed the 140 flying trips, especially the annual flying conventions held in different cities.

Steve says...We had some great times in the past at the conventions, I think our last convention was at Faribault. Shirley really enjoyed the conventions and meeting her flying friends. Our first convention was Wichita, 1980.

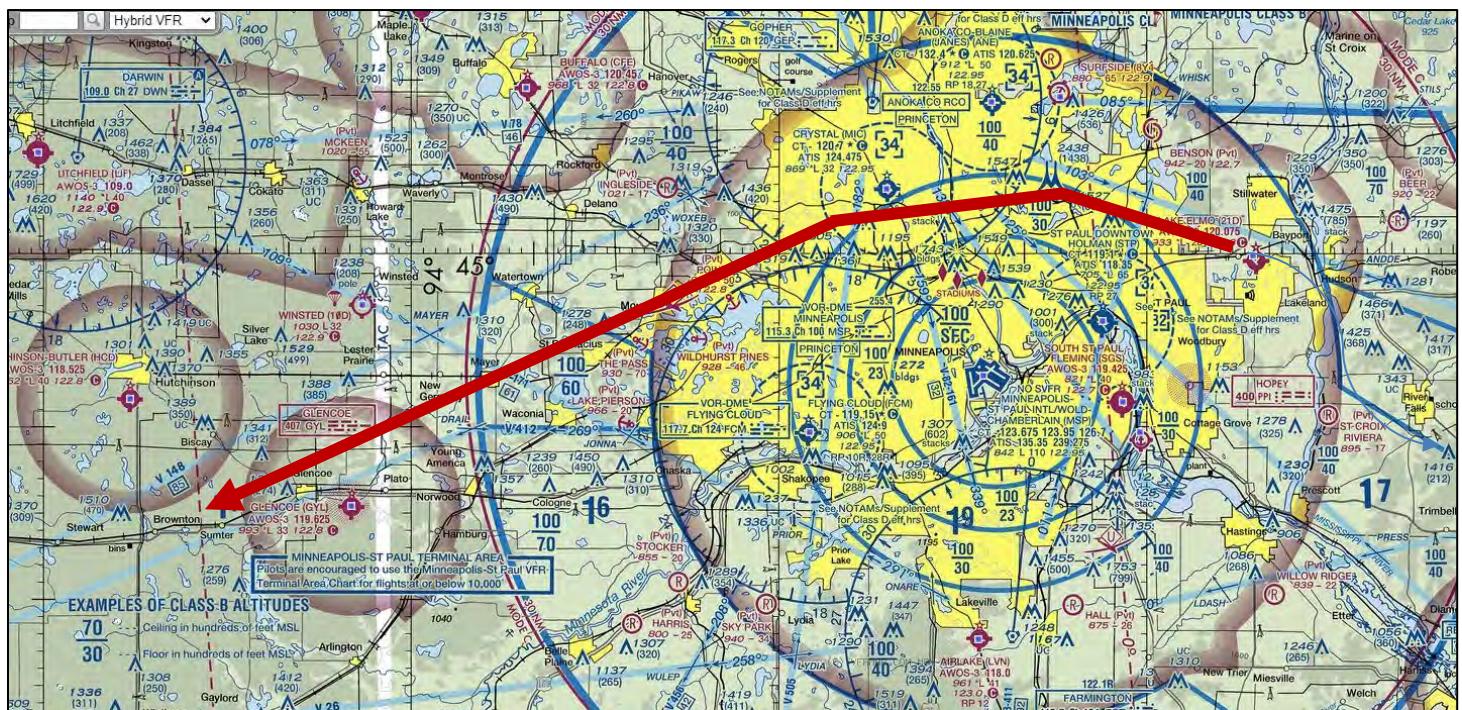




Off Field Landings

They say that confession is good for the soul, and every good confession starts with a fly-in convention, a farmhouse, and a 1947 Cessna 120

...Christian Vehrs



Although this is not so much of a confession as it is a simple explanation, for you see, I didn't mean to do it. Whew, I feel better already.

The 2006 Convention was being hosted by our good friends Bill and Carol Rhoades in Faribault Minnesota. I had flown up from Atlanta a week early and parked 2032V in Lake Elmo so I could visit some old high school friends of my wife and spend a few days before heading down to Faribault later the next week.

The Saturday before the convention started, I wanted to visit some of my old friends who had a farm near Brownton, several miles west of the Twin Cities. I decided to arrive just after sunrise since I knew that my friends would be just getting out in the fields for the soybean harvest and I thought it would be a good time to land in one of the freshly combined fields. That should also just about guarantee a nice homemade farm breakfast. The early dark-30 departure also would give me a beautiful view of the Minneapolis and St. Paul skyline lit up just before daybreak. Plus, heading west would put the rising sun behind me and give me a wonderful view of the lakes and farms heading out to Young America, Glencoe, and Brownton.

As I moved west away from the cities, I noticed Lake Waconia just off my left wing and decided to drop on down for a closer look. It was just at that magical time when there was plenty of light in the sky, but the sun hadn't broken the horizon, so technically it wasn't sunrise yet. The exact moment of sunrise didn't mean much to me that day, but it sure did to a whole lot of other folks, as I would later learn.

With the smooth, crisp morning air, this was the perfect time for skimming the water. I started my bombing run at tree top level. As I approached the water's edge, I noticed the parking lot was packed full of trucks and empty boat trailers. A curious sight to be sure – what in the world are all these flat-bottomed camouflaged boats doing on the water before sunrise on a Saturday morning in early October?

Just about the time I had concluded that these Minnesota water skiers must be a hearty bunch, hundreds of ducks came up out the reeds along the shoreline and filled the air around me. What a magnificent sight. I thought about how grateful those folks must be that I cleared out all those pesky ducks so they could get about their business of water skiing.

The sun finally broke the horizon as I approached the soybean fields of Brownton. Just as I predicted, the soybean harvest was in full swing, leaving perfect landing opportunities in every direction.



After I landed, I started my hike to the house. Twenty minutes later I was seated for breakfast and coffee. Grandma Sommerdorf filled in my curiosity regarding the whereabouts of everyone.

"You'll have to wait to see Doug and Ron, they are down at the pond. It's opening day of duck hunting season don't ya know".

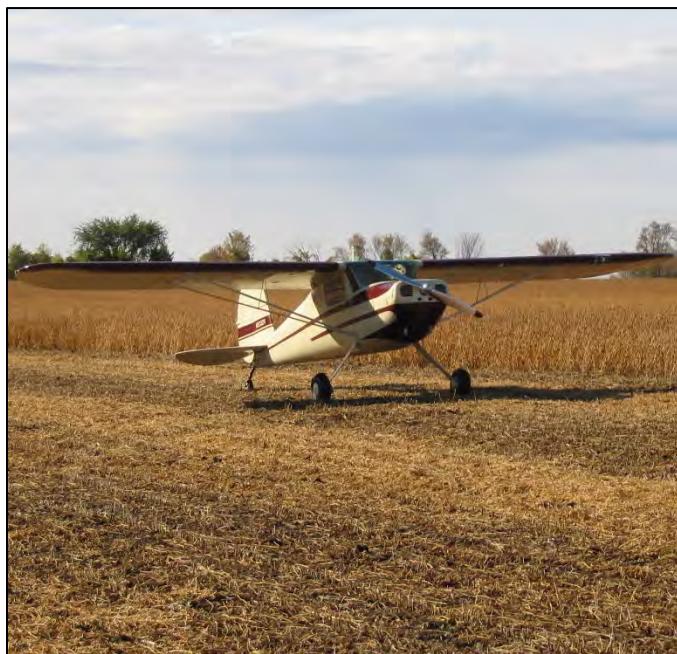
Suddenly my mind was thinking about all those boats on the water 40 miles back. I was also thankful that I hadn't heard any shotgun blasts coming my way. Perhaps I should do an extra thorough pre-flight check when I get ready to leave.

Doug and Ron were surprised to see me when they came back to the house for breakfast. I told them I had landed in the bean field just north of the pond. "We saw a plane circling and then it went down behind the trees. We thought it was the Department of Natural Resources (DNR) doing a little surveying on opening day".

Yeah that's it, I thought to myself – the DNR on official business. That's a much better story.

Whew, I feel much better now. I hope all those fine folks got the ducks they were waiting for later that day. I sure would hate to think that I ruined opening day for so many hunters.

I eventually took off again and heading south to Faribault for the start of the convention activities. October in Minnesota is a beautiful time of the year. Just be sure to steer clear of the water skiers in the early morning.





Sun-N-Fun Review

**International Cessna 120/140 Association
Lakeland, Florida
March 28- April 2, 2023**

This year was another great year for Sun-N-Fun and our association was represented well, although it seems like a lot of folks never quite found us on the field. The type tent was moved to a new location a little farther away from its original location and that made it confusing for some who wished to stop by and connect.

Dave Lowe did his usual excellent presentation during the maintenance forum and was able to help anyone interested in finding solutions to issues they might be dealing with.

Looking forward to another great time in 2024!!



Upcoming Events

Vintage Days Fly-in

June 3rd 2023 (GA2)

Georgia State Representative ...Christian Vehrs

Cell (770) 883-5370

Make plans to attend this year's gather at beautiful Peach State Airport,
home of the Candler Field Museum



Upcoming Events!!!

Kansas Cessna 120/140 Association

Cessna120140.com

Annual Gathering

June 10, 2023

DATE

8 AM

Coffee &
Donuts

12 PM

Burgers &
Brats

4 PM

End of
Festivities



SCAN ME

Wamsley Field

SN36

1170 W Donald Ln,
Conway Springs, KS 67031



PHONE

(620) 217-9568

Brett Swartzendruber - KS Rep

PHONE

(316) 209-5659

Roy Aycock - Vice President

All 120/140 Owners, Pilots & Enthusiasts Are Welcome - Membership Not Required

FLY THE DRIFTLESS AREA



47TH ANNUAL
INTERNATIONAL CESSNA 120/140 CONVENTION
SEPTEMBER 12-16, 2023

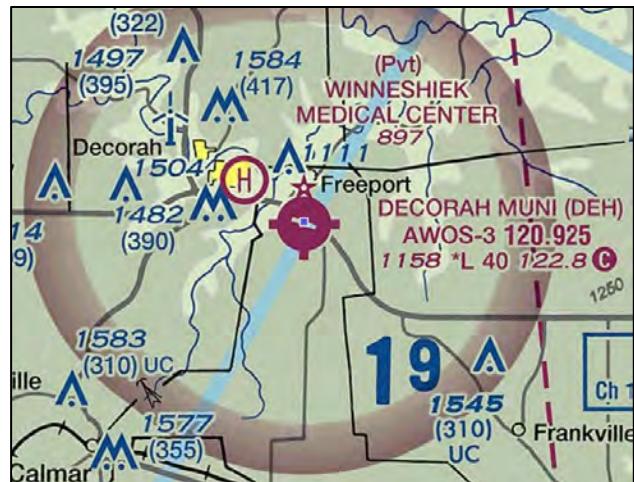
International Cessna 120/140

Association Convention

Decorah Iowa (KDEH)

September 12-16, 2023

Complete your convention registration now
on our website at <https://cessna120140.com/>



Convention Hotel - Hotel Winneshiek
located in Historic Downtown Decorah
104 East Water Street Decorah, IA 52101
(800) 998-4164 www.HotelWinn.com

Get our discount rate by mentioning
Cessna 120/140 Association - \$129 per night

Alternate Hotel – Quality Inn

located 1 mile from the airport
705 Commerce Dr, Decorah, IA 52100
[\(563\) 382-2269](tel:(563)382-2269)

Get our discount rate by mentioning
Cessna 120/140 Association - \$99 per night



Decorah
RENTAL
AND SALES

Decorah Rental (563) 382-2351
Limited number of cars available at this location
➤ book early

Brett has arranged for numerous shuttles at all locations; airport, hotel, downtown, ect.
Don't hesitate to call him if you have any questions about your trip details. (563) 380-4089

2023 Convention Schedule of Events

Tuesday September 12th— Arrival Day

Arrivals – Check-in at Hotel Winneshiek

Meals and time on your own

Hospitality Room – Hotel Winneshiek open at 6:00pm



Downtown Decorah

Wednesday September 13th

8:00 AM – Shuttles to airport

9:00 AM – Safety briefing & instructions for Poker Run

9:30 AM – Poker Run

1:00 PM – Lunch at airport

(please sign-up during online registration)

2:00 PM – Shuttles to hotel & downtown

2:30 PM – Free time in Decorah

4:30 PM – Optional brewery tour at Toppling Goliath Brewery

5:30 PM – Dinner at Toppling Goliath Brewery

(meals on your own)

Shuttles to hotel after dinner

Hospitality Room open after dinner



Toppling Goliath Brewery Tour



Effigy Mounds Hiking Trail

Thursday September 14th

Breakfast at hotels on your own

8:00 AM – Board Meeting (Officers & Board Members)

9:30 AM – Time on your own around the area

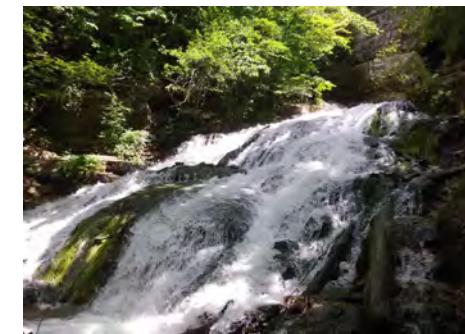
Suggested: Effigy Mounds Monument

2:00 PM – Safety briefing, then Flying Games

3:30 PM – Pizza at the airport

4:00 PM – Shuttles to hotel

6:00 PM – Hospitality Room



Dunning's Spring Park

Friday September 15th

7:30 AM – First Timers Breakfast – Hotel Winneshiek

Breakfast all other at hotels

9:30 AM – Shuttles to airport

10:00 AM – Maintenance Forum

Noon – Lunch at airport (please register)

1:00 PM – General Business Meeting

4:00 PM – Shuttles to hotels

5:00 PM – Cocktails at Hotel Winneshiek

6:00 PM – Banquet at Hotel Winneshiek

Hospitality room after banquet

Saturday September 16th

7:00 AM – Coffee & Donuts at the airport

Departures

International Cessna 120 / 140 Association

State Representatives

Alaska Jason Mayrand Alaska120@gmail.com	Iowa Vince & Denise Jackovich vbjfly@aol.com	New Jersey Debbie Schrek Debs28@verizon.net	Orville Winover owinover@aol.com
Alabama Blake Mathis blakemathis@yahoo.com	Kansas Brett Swartzendruber brett@hesstonmachine.com	New Mexico	Vic White vwkestrel@gvtc.com
Arizona Ron Wiener rkw55@msn.com	Kentucky David Lowe davidlowe.c140@gmail.com	New York	Utah
Arkansas Donis Hamilton hamilton@grnco.net	Louisiana	North Carolina Mac Forbes wefly140@aol.com	Vermont Robert Desrochers Robert@fairbanksmill.com
California Randy Thompson thompsonsairstds.net	Maryland Fred Lagno fredlagno@yahoo.com	North Dakota Mike Paulson mpaulson@fargojet.com	Virginia Jamie Barnhardt Innovative65@gmail.com
Colorado Jack Cronin croninjw@gmail.com	Massachusetts Steve Johnson Stevejohnson02780@gmail.com	Ohio Ben Riggs ben@benriggsfamily.com	Washington David & Cathy Sbur dsbur@centurylink.net
Connecticut Doug Halley dhhlmh@sbcglobal.net	Michigan Dick & Nicki Acker richack21@gmail.com	Oklahoma Brad Depee braddepee@yahoo.com	Max Platts mtplatts@gmail.com txplatts@lcmail.lcsc.edu
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			Graham Robson graham-robson@btconnect.com