



International Cessna 120/140 Association

Issue 427 Summer 2023 May/June/July



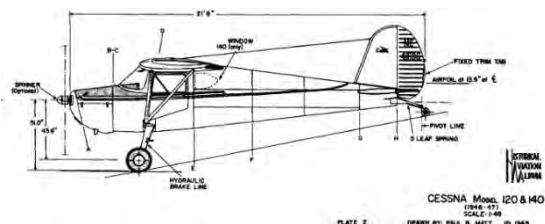
Frank Selsemeier - Lauenhagen, Germany 1946 model 140 (page 4)

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David Lowe david@cessna120140.com
(270) 929-3776

Technical Advisor

Victor Grahm victor@cessna120140.com
(231) 740-2354

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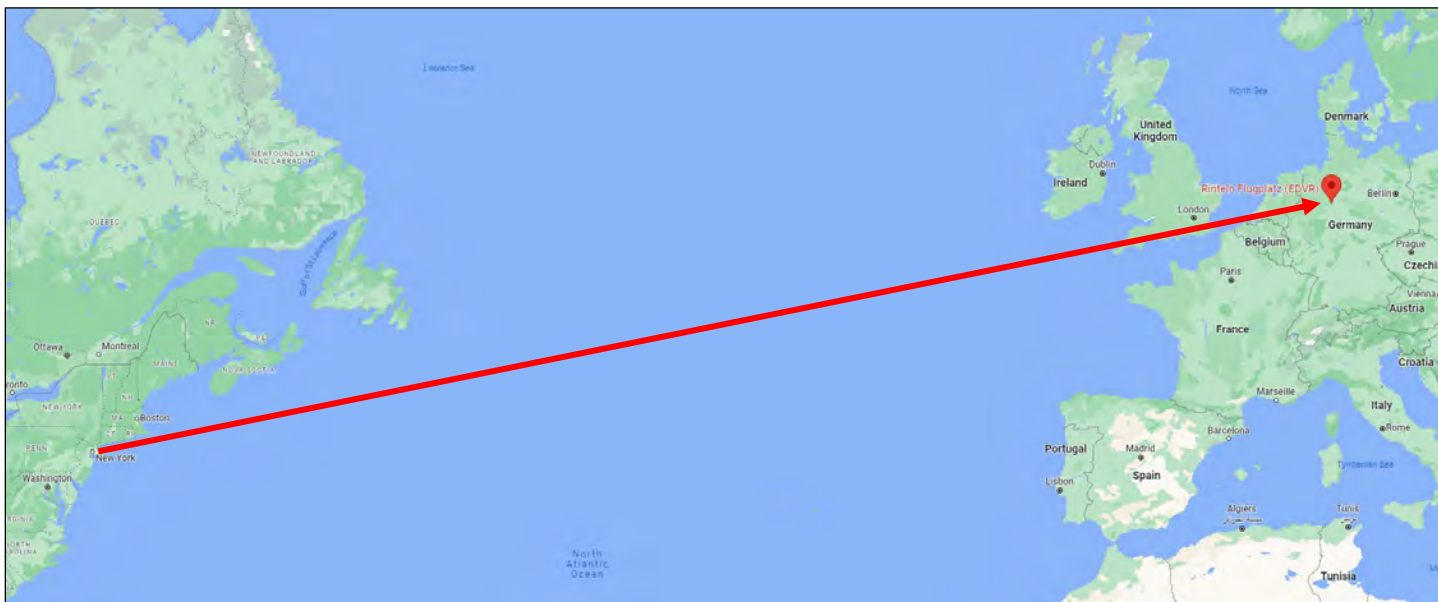
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A Dream From New York Frank Selsemeier's 1946 Cessna 140



In February 2018, Frank Selsemeier from northern Germany fulfilled his big dream of a classic taildragger with a Cessna 140 from the heart of the Big Apple.

As is so often the case, an initial spark is needed to tackle the path to your own aircraft. For me it was the story "Why you need an airplane... and how to get it" from the book "A Gift of Wings" by Richard Bach. That's how the adventure of buying an airplane in America began for me.

I picked up the book and read these wonderful short stories about aviation again and again. This was the first time I consciously came across a Cessna 140. After a short search on the Internet, the decision was made. A Cessna 140 was needed. This aircraft completely met my expectations: two-seater, easy to maintain, inexpensive to maintain and the most important thing: the Cessna 140 is a beautiful taildragger. In addition, this type of aircraft is rarely found at German airfields.

Without ever having seen a 140, I searched for a suitable aircraft on BARNSTORMERS, TRADE-A-PLANE and other relevant websites. Since there was no Cessna 140 for sale in Europe at the time, it quickly became clear that the search had to be extended to the USA. During the search, I had contact with various sellers from all corners of the USA.

I found what I was looking for on the website of the wonderful International Cessna 120/140 Association. My dream plane was parked at MacArthur Airport in Ronkonkoma, NY.



It was a Cessna 140 from 1946. Immediately contact was made with the seller Eric and countless emails and phone calls followed.

Now the planning began.

- ✓ Helpers had to be found for the dismantling of the aircraft on site.
- ✓ An escrow service had to be commissioned to process the purchase in the USA.
- ✓ A title search had to be carried out and the transport by container had to be organized.
- ✓ After everything was organized, flights, hotels and rental cars could be booked on Long Island.

For the time in America, everything was precisely timed:

Sunday Arrival: Hanover - Amsterdam - New York Newark.

Monday: Inspection of the aircraft, decision to buy and the go-ahead for the purchase and the container.

Tuesday: Dismantle the aircraft, get tension belts and packaging material.

Wednesday: Sightseeing.

Thursday: Aircraft loaded into the container.

Friday Return journey: New York JFK - Amsterdam – Hanover.

On the day of the trip, a taxi picked me up at home early in the morning to take me to the train station. The taxi driver asked the usual question: Where are you going?

Answer: Go to New York to buy a plane!

I really enjoyed the flight with Delta Air Lines across the Atlantic. The weather on the way was good and the visibility was great. After arriving in Newark, NY, I drove my rental car in the pouring rain across Manhattan to the hotel on Long Island. The football game between the New England Patriots and the Philadelphia Eagles at the Super Bowl was shown on television. The Patriots with Tom Brady lost this game of superlatives.

The next day I drove to MacArthur Airport in the morning in very windy weather. The plane was parked outside the hangar. It looked like it was waiting for me.



I knew immediately that this was going to be my plane.

A moment later, the owner came. Eric was a very friendly man who told me a lot about N89039. He often traveled by plane with his father and experienced a lot. After his father died, he now wanted to buy a 4-seater to fly with his family. That was the reason for the sale. Unfortunately, we couldn't do a test flight because it was too windy, but at least we were able to roll around on the apron. He then proudly presented to me that his plane started immediately even in the winter cold "with only two times of priming."

After taxiing, we pushed the plane into the hangar of the shipyard and I looked at everything. A very important point was the issue of corrosion. After a thorough examination of the aircraft, I was reassured: there was no trace of corrosion. This aircraft, which was 72 years old at the time, also looked very good in other respects. Now it was time to decide. I had a good feeling, and with a handshake the purchase of the plane was sealed, which was then celebrated at Dunkin' Donuts in Ronkonkoma.

I just bought an airplane!

Next, the payment of the purchase price had to be arranged and the container had to be ordered for the following Thursday. After everything was settled, a very sad Eric left the airfield. He had grown fond of his N89039.

The aircraft was then dismantled and loaded at Peter Borneman's aircraft yard at MacArthur Airport in Ronkonkoma, NY. The fuselage, wings and tail unit had to be dismantled and well packed in order to survive the journey across the Atlantic without damage.



Does the American trucker drive so carefully that nothing happens to my plane? I had told him about it! What if the ship gets caught in a storm and is hit by a monster wave or the container goes overboard?

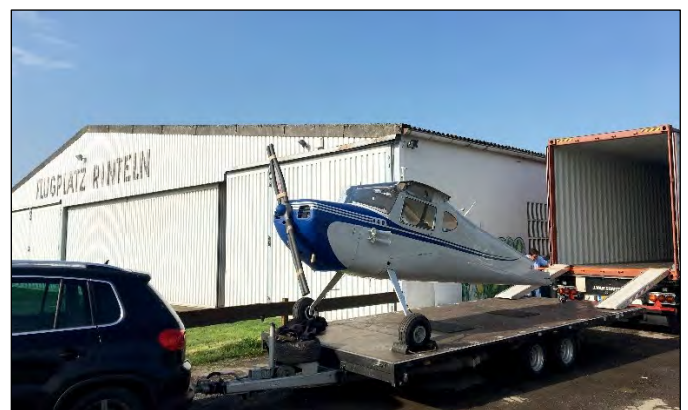


While the aircraft was sailing in a container on the freighter OOCL EUROPE on the Atlantic, the next task was on the agenda. I still had to get my powered flight license. To do this, I registered at the flight school in Oerlinghausen and did my training as a powered pilot there. A lot of patience on the part of the flight instructor was required. Landing a motorized aircraft was something different than the familiar glider or the club motor glider. After a few hours of flying, the change was done.

In the meantime, the container had also arrived at the new home airfield EDVR in Rinteln. The relief was great when, after many weeks of waiting, I was finally able to open the doors of the container and see that my plane had survived the journey across the Atlantic in one piece. My faithful helpers were on the spot, and so we were able to unload the fuselage, the wings and all the other aircraft parts from the container and stow them in the hangar.



When my plane was loaded and the truck with the container drove off the airport grounds, so many thoughts went through my head!



For the next few weeks, I was busy cleaning the aircraft thoroughly, pulling ancient prairie grass out of the wings, applying corrosion protection to the fuselage and wings, installing a new radio and preparing everything for assembly. When I was assembling my plane, my comrades were back on the spot and helped to make an airplane out of the many individual parts. Finally, the aircraft was inspected and accepted by an examiner.



In mid-June 2018, my flight instructor and I took off for the first flight. Under the expert supervision of the veteran terrace pilots, we took off in the evening light on grass runway 29, and I flew a Cessna 140 for the first time. The feeling was great. A dream had come true that I hadn't believed just a few months ago that I would really dare to embark on such an adventure.

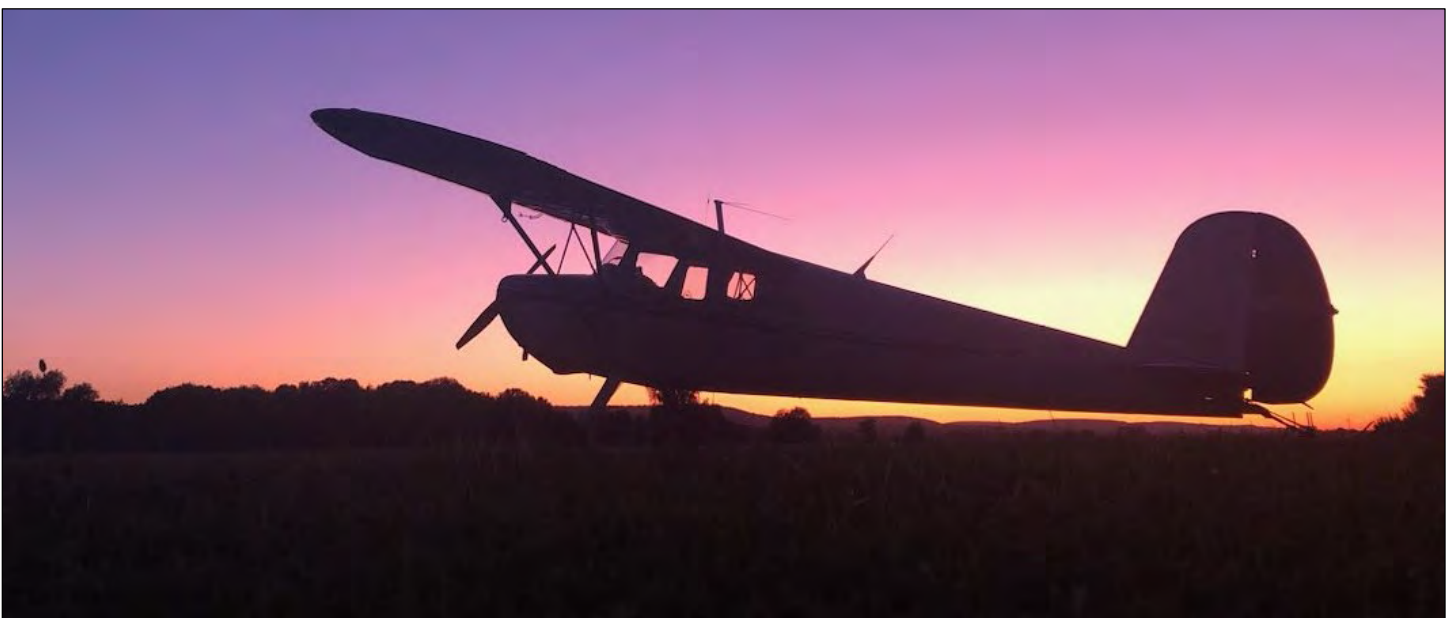
This was followed by the tail wheel briefing with my flight instructor and faithful helper Georg "Schorsch" Krause, who has stood by my side so often. Thank you Schorsch!





Finally, a word from Richard Bach:

"From a rational point of view, most pilots cannot afford the machines they own. They give up the second car, golf, bowling and three years of lunch just to keep their used Cessna 140 or Piper, which is waiting for them in the hangar. Their hearts are attached to these planes."





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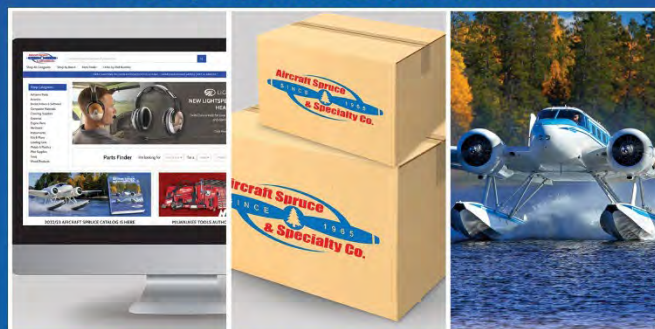
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Tech Talk ...by Victor Grahn

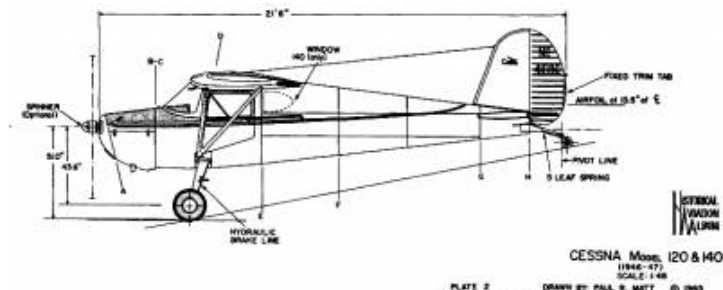
BATTERY CHECK

An often overlooked and easily forgotten item on our airplane (and our car?) is the battery. It's just "there".....until it doesn't work. And when it doesn't work.....you will really wish that it did.

For this newsletter installment we'll concentrate on the battery; its maintenance, general care and some of the associated parts that are directly connected to it. We'll also delve into options, different sizes, and manufacturers.

To start with, if your airplane came with an electrical system (not all did from the factory), or an electrical system was installed after it left Cessna, a battery is a required item. A search through our Type Certificate (A-768) finds item 302 under Electrical to read: Battery – 12 volt, 24 amp hour.

What this means is that you must have a 12 volt battery, (not a 6 or 24 volt) and the amperage rating means it should (under fully charged ideal circumstances) provide 24 amps for an hour (after your generator/alternator quits). Hmmm, right off the start we see an issue. Have you ever tried to purchase a 12 volt, 24 amp battery in our size, ...recently...say within the last 40 years? I wish you luck. I doubt any company has made a 24 amp battery since the 1970's. Your closest option is the Gill G-35 which is a 23 amp hour battery.



Years ago, the manufacturers switched to other amp-rated batteries, and over time we've all just installed them in the aircraft. They do fit after all, and no one said anything. So, we find ourselves shopping for a new modern battery, and we are going to install it in a battery box designed to fit the old style 24 amp battery. Lucky for us, the new battery fits with room to spare. A couple of small blocks of wood to snug it up and we are good to go.

This has been going on so long that I seriously doubt there's an IA or an FAA inspector that's going to give you a single sideways look for having a different amp-rated battery in your airplane. This is especially true if we chose a common lead acid battery. It just looks like it should be there.

Today you have several options for battery types. The two most common are:

- A. The original "wet cell." These batteries use a liquid battery acid and water bath that fill and cover the primarily lead plates inside a plastic housing with removeable vented caps. These are the batteries we know and love which have been around for 100 years...but modernized. Maintaining these requires a periodic check of the fluid levels and an occasional topping-off with distilled water. They can make a significant mess if you spill the highly corrosive fluid from them (it's acid after all). To add more fun, the fumes are combustible....meaning, don't check the fluid level with a bic lighter!
- B. The more modernized "sealed batteries." These batteries use the same acid bath, but there are no caps venting to the atmosphere. The acid mixture is held in wet "mat" form inside the batteries. These batteries have been referred to as "maintenance free" for many years.



*Concorde RG-25 sealed battery
for the Cessna 120/140 series aircraft*

There are other FAA approved options. I will delve into Lithium batteries later in the article.

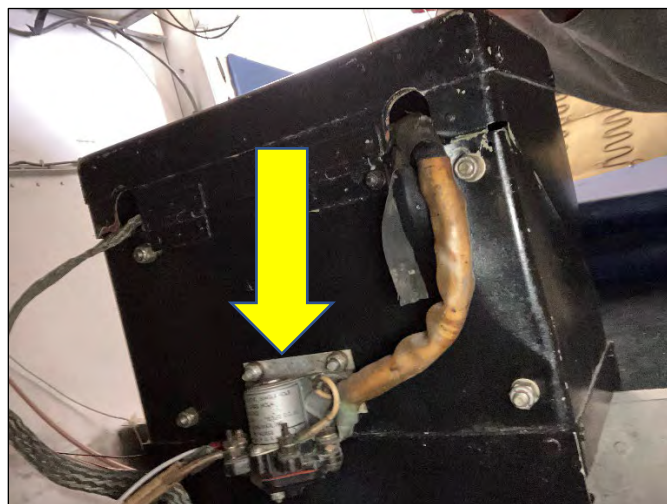
Let's jump into the basics - care, general operation and dos and don'ts.

- **Let's keep our battery charged.** For long periods, say more than a few weeks, you may want to consider putting a battery charger on it for a few hours. A "proper charge" with a charger (especially a depleted battery) can take hours. Plan on several hours if your battery has been sitting for a month. Also realize when you get a new battery, seldom are they "ready to go." A good charge may take all night. Batteries do come with manuals, clearly stating how to care for an existing battery or how to place a new battery in service. You may be surprised at the time it takes to fully charge a brand-new battery.

- **Keep the connections clean.** If you see powdery build up around the terminals, remove the battery wires (remember, remove ground wire first, attach ground wire last when re-installing) and clean off that corrosive stuff. Good connections were much more critical on the lower voltage 6-volt systems of 60+ years ago, but it's still relevant today.

- **Check your fluid** (if you do have a wet cell battery) every month if you fly a lot, or once every couple of months if you don't fly very often. Once again, remember it's distilled water that needs to be added, not tap water or acid.

A quick side step here. On the back of our battery box is the master contactor (relay). Since it is mounted in close proximity to the battery and may have been the recipient of battery fumes, I would recommend checking the connections to that unit as well. How often? At annual time should be sufficient. Also keep an eye on the + and - (positive and negative) cables and their connections. It's very possible your wires are original to the aircraft and may have become corroded, frayed, worn, etc over the many years in use.



Master relay located on the back of the battery box. You will hear it "click" when you turn on the master switch

Another side step. Under the battery box runs the **aileron, elevator and elevator trim cables**. Always look at those cables at annual to ensure integrity. Battery acid or residue can do serious damage to your flight control cables - items you want, need and expect to perform without fail during flight!

Final side step. Keep an eye on your battery box. Is the drain clear? Is the aluminum box structure intact? Is it still tightly riveted to the airframe. Is the internal paint (black acid proof) still intact? Are the cables where they enter from the back fraying against the cover....providing for a possible short?

Ok, back to the batteries. Batteries are like humans. They prefer temperatures from upper 50's to upper 70's. They prefer not to be cold, or freezing and really don't like to be hot either. If you take your battery out of the airplane for storage (too cold to fly in the winter or too hot to fly in the summer) keep your battery as temp regulated as possible. When I store my battery in the winter I don't leave it on a cold cement floor. Concrete will transfer the cold directly to the battery (put it on a wood board or a shelf off of the floor). Conversely if it's really hot, you'll want to cool off the battery and also put a charger on it once it is cooled down. Batteries tend to wilt when it gets hot and need to be charged back up.

Battery manufacture options.

Gill and Concorde. Gill makes wet cell and sealed. Concorde only offers sealed batteries. Over many years of managing a flight school and a maintenance shop, comparisons of cost vs time in service, I would like to point out that.....while one company may cost more, you can't get away from the old adage – "you get what you pay for." (If anyone would like specifics, please contact me directly.)

There is another option. Odyssey sealed batteries offer good quality lightweight replacement options. For our aircraft the J16 battery will work nicely and has been installed in many aircraft (including my own) with excellent results.



Odyssey SBS J16 battery

These batteries are STC'd for several small aircraft, just not ours. It would be straightforward to install with a field approval. Or you can go the route I did (and many other technicians) and consider the change a "minor alteration." What is a minor alteration? Anything that isn't a "major alteration." All the terms for such are listed in CFR 14, chapter 43 in the appendices.



Odyssey battery installed in Victor's airplane

Batteries have gotten much more expensive in the last 10-15 years, this is due to the price of lead and also shortages since covid.

Dos and Don'ts

Do:

Keep your battery charged. Use a battery tender if it is going to sit idle for more than a month. Keep your connections clean. Check fluid levels if it's a wet cell type battery. You can and should periodically deep cycle a battery, if you have the knowledge and tooling.

Don't:

Don't *Forget about it.....*

Don't let the battery run low and get dirty connections.

ABOVE ALL.....don't let your battery completely discharge. At that point it's done. Stick a fork in it, it's over. Seldom if ever can you fully revive a battery that has been completely discharged.

(Ni-cad lovers.....we're talking lead acid here, Ni-cads are regularly deep cycled and taken all the way down to zero volts.)

Over the years I've read numerous aviation safety articles where a pilot got to their airplane, found the battery very weak and got a "jump start," and took off (unfortunately, usually at night,,,,,,,,, or into IFR), and then the alternator quits. Many times, this ends tragically. DON'T be that pilot!!

Lastly.....Lithium.

Lithium has come a long way. As recently as 3 years ago, I attended an IA seminar hosted by the local FAA FSDO. They had a presenter from the Chicago ACO give one of the hour-long presentations. **Of all the hundreds of field approvals that year that ran through the ACO, less than 10 got rejected. They were all for lithium battery installations.** At that time the technology was not there for lithium to be safe. We were shown a video of numerous "spontaneous combustion" events of lithium batteries, where even the fire department could not put the fire out. The presenter's final comment was "why install a live hand grenade" in your aircraft.

All that being said, lithium technology is rapidly improving and getting safer by the year. I'm certain in the very near future, if not right now, lithium will be safe enough for GA. Currently there are several manufacturers with lithium batteries in their aircraft. "True Blue Power" I believe is a trade name.

If you're looking for light weight..... for about the same performance, you can purchase an Odyssey J16 and get about the same performance at about the same weight as lithium with no concerns. That's what is in my aircraft.

A final note about Odyssey. The provided battery hold down bracket lends itself to being installed to the back of the battery box. That's fine, except that the battery box structure is designed to sustain forward stop protection via the front side of the battery box, not the aft side. If you install your Odyssey as I have, you need a block of wood, or spacer to transfer forward motion to the forward surface of the battery box.



Use wood shims to create a snug fit. In the case of an impact, this will transfer the forward motion of your battery to the front side of the battery box as it was designed

The Concorde RG 25 battery fits well front-to-back in our original boxes, so they just need some side-to-side shimming to create a snug fit.



A quick review.

- Keep them charged
- Maintain fluid levels
- Keep connections clean
- Avoid extreme temperatures



1st Annual Kansas 120-140 Fly-in at SN36 ...Roy Aycock



Despite some challenging weather, Saturday turned out to be a great day for airplanes and comradery. Us old farmers have looked for ways to make rain for centuries. My new model is to plan a fly-in on a grass runway.

An overcast remaining from the night's rains delayed some arrivals. Brett Swartzendruber managed the overcast flying the donuts in with time to spare.

Ken and Lorraine Morris got the long-distance award traveling from Illinois via Arkansas with two airplanes (George and Charlie).



George



Charlie

Kansas along with neighboring states had been experiencing extreme drought conditions this spring in addition to below normal moisture for a couple years. I was confident the grass runway at Wamsley field would be as solid as concrete for the fly-in. I was wondering if I should caution pilots about making sure their air filters were ready to handle the dust. This of course started changing the week before the planned date. We received several welcome rains during the week and then got almost an inch overnight before Saturday morning. My phone starting ringing about sunup Saturday morning with friends asking runway conditions and if it was okay to "make some tracks." I told everyone to come on out. We will make the best of it. Fortunately, the grass dried quickly, and operations went well with only a few divots in our back yard.



Some friends elected to drive in to participate in the hangar flying, coffee and donuts. Several members of our local MAAAG (Mid-America Antique Aircraft Group) arrived early to help as well.

The weather gradually improved to wide open beautiful VFR by the time we had the burgers and brats on the charcoal.



Kansas State Rep Brett Swartzendruber



Association V.P. Roy Aycock and Ken Morris



A huge thank you to Roy and Marci Aycock for opening their home for us



A hearty endorsement - Lorraine Morris (Illinois)

Eventually 13 aircraft from 4 states visited SN36. We had a yard full of autos and even a few Harleys.

Everyone seemed to agree we need to do it again next year. My local farmer and rancher friends are definitely on board. They enjoy seeing the airplanes and definitely appreciate the rain.





Michigan Fly-in June 10, 2023 Clare Airport (48D)

Michigan State Reps Dick and Nicki Acker



*Back Row: Bob Newell, Al Mulder, Mike Torello, Dick Acker, Nicki Acker, John Brundage, Gottfried Schiller
Front Row: Brooke Torello, Ron Helmstadt*

Flash back to Sunday, July 23, 2000. That was the day the Michigan state representative for the International Cessna 120/140 Association, John Pegg, picked to have the first Michigan member fly-in at the Clare Municipal Airport. John was based at a small airport on the east side of the state and thought, since Clare was close to the middle of Michigan's Lower Peninsula, it would be a better choice for the event.

The annual Michigan Cessna 120/140 fly-in has been held at other locations around the state usually in relation to the state representative at the time. After John Pegg retired, Don Preister, who recently passed, was the state representative and several of the events were held at Lake City, Michigan, Home Acres Airport. After Don, a member from Owosso, Michigan, Dan Green became the representative, and several events were held at the Owosso Community Airport. Finally in 2012 Dick and Nicki Acker were nominated as state representatives and the annual fly-in has moved back to Clare.

So, here we are twenty-three years later, when on June 10, the annual Michigan 120/140 fly-in was held at Clare. Six airplanes arrived in time for lunch which consisted of lasagna, Caesar salad, dinner rolls and chocolate brownies.



Seated from left to right are; Mike Torello, Ron Helmstadt, Al Mulder, Dick Acker, Gottfried Schiller, Bob Newell, Nicki Acker and Brooke Torello

After lunch everyone adjourned to the ramp for friendly conversation and checking out each other's airplanes. One of the more interesting was John Brundage's fully IFR panel in his Cessna 140. One of the C-120s had the gear extenders and you can imagine the conversation that brought on.





John Brundage



Al Mulder



Ron Helmstadt



Godfried Schiller



Mike and Brooke Terello

After a couple hours everyone began departing to their home airports having met old and new friends and a promise to meet again next year.

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

Gene Adkins the State Representative Coordinator:

geadkins@netins.net 641-522-9467

or

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

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Thank you Frank Selsemeier for this great production line photo !!!



Georgia Fly-in Vintage Days

June 3rd 2023 (GA2)

Georgia State Representative ...Christian Vehrs



This year marked another perfect weather day, resulting in an excellent attendance of airplanes, cars, tractors, and visitors. Peach State Aerodrome is ever the ultimate host for such an event with plenty of parking, food vendors and activities for all ages.





One of the highlights for our Cessna 120/140s was Jimmy Rickerson from Winder Georgia with his 1946 model 140 which won Outstanding Classic at Sun-N-Fun in 2022.

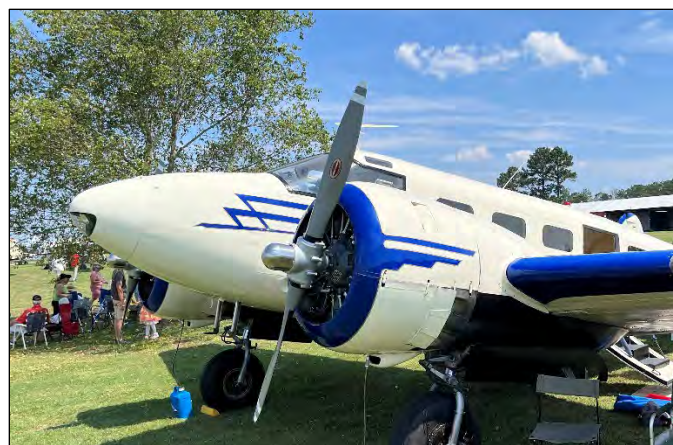


This year we had 3 ½ Cessna 120/140s on the field if you count this Breezy with 120 wings 😊

There were three Breezys on the field that day – maybe they are making a comeback.



The Cessna Bird Dogs were out in force that day with four examples in various colors



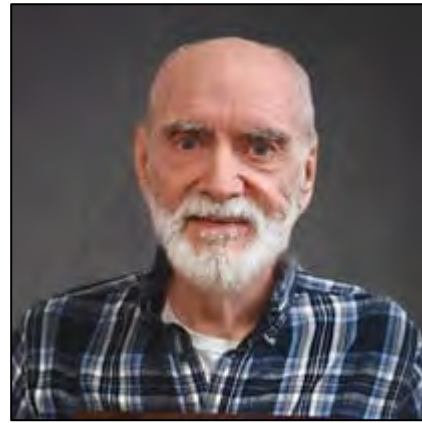
A great way to top off your experience was a classic Waco ride (take-offs are free)



Inside the Youth Aviation Hangar, plenty of the active projects were displayed

There are so many great vintage aircraft in the south Atlanta area – make plans to attend next year.

Remembering our friends and loved ones...



Lonzo Cornett May 15th, 2023

Lonzo was born and raised in the southeastern Kentucky mountains, right on the Virginia border. He had to start working young to help the family, so he never completed school. They were poor, so in order to have a car he taught himself how to work on them. Lonzo's family moved to Richmond, Virginia after his dad couldn't work in the mines anymore. Lonzo went in the Army where he worked on communications equipment and met his wife while he was stationed in Germany.

He developed a good reputation for his work on transmissions and he opened his first business, Fairfield Transmission, about 1970. He also did body and fender work and ended up opening his own restoration shop. If you attended a car show in the Richmond area it was common to see "Paint & Body Work by Lonzo Cornett."

Lonzo's big dream was flying. Gradually, he found the money and took one lesson at a time, studying everything he could. He got his license and built some good relationships until he was able to find the right deal. Lonzo was the owner of N3779V, the prototype Cessna 140A that Ken and Lorraine Morris restored.



Lonzo's son Walter told us...

We haven't even had the service yet and I have already heard countless stories about how my dad helped so many people, and how he spent so much time teaching others how to do things. He was indeed a very special man. One of the greatest memories is always going to be his last flight in UNO with Lorraine.



Officer and Board Member Elections

As outlined in our by-laws, Officer and Board Members are elected to serve for a two year term. The elections happen during our annual convention. Because of the challenges of COVID during a couple of years, we didn't hold a convention for 2020 and didn't resume elections until last year (2022).

During last year's convention we elected volunteers for the following positions, and the results were:

- **Vice-President – Roy Aycock**
- **Secretary/Treasurer – Linda Ross**
- **Newsletter Editor – Christian Vehrs**

It was noted in the newsletter that we didn't have anyone stepping up to volunteer for two of those positions, so the previous folks agreed to continue serving in those roles:

Linda Ross and Christian Vehrs.

It would be great if during our next election this year in Decorah we could see a return of eager folks interested in taking a turn serving in the roles that are up for renewal. During our convention this year in Decorah, we will be voting on volunteers for the following positions:

President	Officer
Merchandise Coordinator	Board Member
State Rep Coordinator	Board Member
Member at Large	Board Member

To help folks decide if they would like to serve in one of the roles open this year, we have a brief description of the duties and responsibilities for each position.

For all positions, candidates should have good personal and communication skills, possess general computer skills, and be willing to promote safety and encourage interest in the Cessna 120/140 aircraft.

All positions work together with Officers and other Board Members throughout the year by corresponding in a timely manner to questions or concerns about the operation of the association.

Some examples of support for the operation of the association include:

- ✓ Providing help to a convention host for the planning and executing of the convention.
- ✓ Helping to solicit convention door prizes at Oshkosh and Sun-N-Fun.
- ✓ Staffing our table at Oshkosh and Sun-N-Fun.
- ✓ Providing wisdom, continuity and balance for issues that may arise during the year.
- ✓ Helping and encouraging State Reps to host a local event.

Preference (not required) for these positions will be given to candidates who have attended at least one convention and have attended either Oshkosh or Sun-N-Fun.



Member at Large Board Member

This is generally considered an entry level position for someone interested in serving as an Officer in our association. Candidates for this position will be encouraged to deepen their level of responsibility within the association at the end of their term.

State Rep Coordinator Board Member

The State Representative Coordinator is the primary point of contact for all State Representatives in the association.

This position receives new member information from the Secretary/Treasurer each month and passes it along to the State Reps for a welcome letter and initial contact.

Merchandise Coordinator Board Member

This position has responsibility for purchasing, sales and inventory of the association merchandise through the website. The Merchandise Coordinator provides inventory (can be shipped) to be displayed and sold during conventions, Oshkosh and Sun-N-Fun.

President Officer

The duties of the President include (but not limited to) acting as a point of contact for events such as our annual conventions as well as 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. The President schedules board meetings

throughout the year via conference calls, as well as the business meeting held during the annual convention.

If you are interested in learning more, please contact any one of the Officers or Board Members listed inside the front cover of the newsletter on the Index Page or use the following email addresses...

Officers

President

Jeff Tourt president@cessna120140.com

Vice President

Roy Aycock vp@cessna120140.com

Secretary/Treasurer

Linda Ross s-t@cessna120140.com

Board Members

Merchandise Coordinator

Cindy Tourt store@cessna120140.com

State Rep Coordinator

Gene Adkins gene@cessna120140.com

Newsletter Editor

Christian Vehrs newsletter@cessna120140.com

Member at Large

Scott Ross scott@cessna120140.com

Website Coordinator

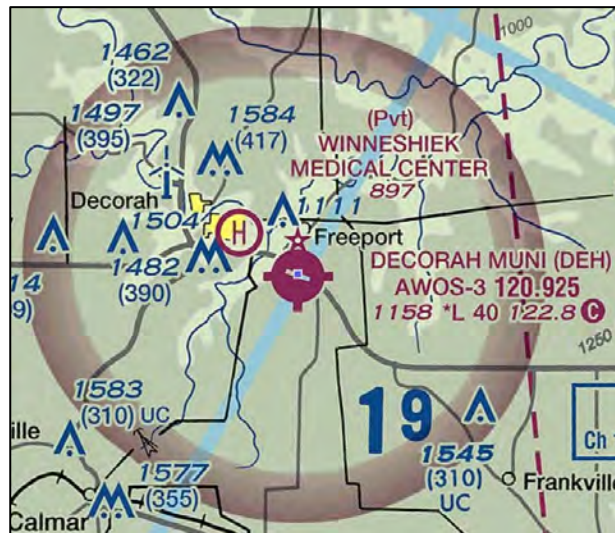
Rob Swanland webmaster@cessna120140.com

Past President

Virgil Warren pp@cessna120140.com



International Cessna 120/140 Association Convention Decorah Iowa (KDEH) September 12-16, 2023



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

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



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

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

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



Downtown Decorah



Toppling Goliath Brewery Tour

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



Effigy Mounds Hiking Trail

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)

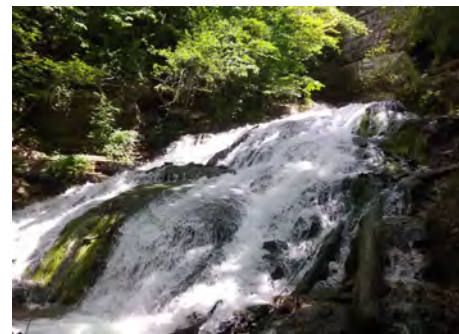
1:00 PM – General Business Meeting

4:00 PM – Shuttles to hotels

5:00 PM – Cocktails at Hotel Winneshiek

6:00 PM – Banquet at Hotel Winneshiek

Hospitality room after banquet



Dunning's Spring Park

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

Alabama

Blake Mathis
blakemathis@yahoo.com

Arizona

Ron Wiener
rkw55@msn.com

Arkansas

Donis Hamilton
hamilton@grnco.net

California

Randy Thompson
thompsonsair@tds.net

Colorado

Jack Cronin
croniniw@gmail.com

Connecticut

Doug Halley
dhhlmh@sbcglobal.net

Delaware

Florida

Mike Smith
mcpfl@comcast.net

Wolfgang Schuele
wedees@gmx.net

Georgia

Christian and Heidi Vehrs
christian.s.vehrs@delta.com

Hawaii

Idaho

David Hoffman
david@cockpitlights.com

Illinois

Michael Pastor
mikepastore@outlook.com

Indiana

Lawrence Benson
Lebjer.1@hotmail.com

Justin Pallas
Cessna120@pallasdesignstudio.com

Iowa

Vince & Denise Jackovich
vbifly@aol.com

Kansas

Brett Swartzendruber
brett@hesstonmachine.com

Kentucky

David Lowe
davidlowe.c140@gmail.com

Louisiana

Maine

Maryland

Fred Lagno
fredlagno@yahoo.com

Massachusetts

Steve Johnson
Stevejohnson02780@gmail.com

Michigan

Dick & Nicki Acker
richack21@gmail.com

Minnesota

Tom & Jan Norton
jannorton1423@gmail.com

Mississippi

Tim Gilbert
wildbunch4@frontiernet.net

Larry Levine
propstriker@comcast.net

Missouri

John & Renee Groenveld
jgaero@att.net

Montana

Nebraska

Mark Peterson
flyfast140@gmail.com

Nevada

Geary Keilman
N2422v@aol.com

Josh McDonald
joshcfi@gmail.com

New Hampshire

New Jersey

Debbie Schrek
Debs28@verizon.net

New Mexico

New York

North Carolina

Mac Forbes
wefly140@aol.com

North Dakota

Mike Paulson
mpaulson@fargojet.com

Ohio

Ben Riggs
ben@benriggsfamily.com

Oklahoma

Brad Depee
braddepee@yahoo.com

Oregon

Timothy Mix
cessnafixer@yahoo.com

Pennsylvania

Richard Duncan
Wingthing1@aol.com

Michael Knefley
topcubs@hughes.net

Rhode Island

Bob Berlyn
bberlyn@cox.net

South Carolina

Bo Mabry
swiftbo79k@gmail.com

South Dakota

Bruce & Christine Bowen
bbowen999@aol.com

Don and Maureen Alesi
N2084V@comcast.net

Tennessee

Brad Haslett
flybrad@yahoo.com

Texas

Ken Dwight
kdwight@swbell.net

Orville Winover
owinover@aol.com

Vic White
vwkestrel@gvtc.com

Utah

Vermont

Robert Desrochers
Robert@fairbanksmill.com

Virginia

Jamie Barnhardt
Innovative65@gmail.com

Washington

David & Cathy Sbur
dsbur@centurylink.net

Max Platts
mtplatts@gmail.com
txplatts@lcmail.lcsc.edu

West Virginia

Bill Motsinger
wmotsinger@suddenlink.net

Wisconsin

Matt & Carole Rybarczyk
mattryb@live.com

Eric Olson
Eolson1755@gmail.com

Wyoming

Frank Mommsen
frank@wyocarb.com

International Reps

Australia

Mike & Virginia Dalton
dalts@bigpond.net.au

Canada

Germany

Wolfgang Schuele
wedees@gmx.net

United Kingdom

Iain & Sarah Macdonald
morayflyinggroup@gmail.com

Graham Robson
graham-robson@btconnect.com