



International Cessna 120/140 Association

Issue 428 Fall 2023 Aug/ Sept/Oct



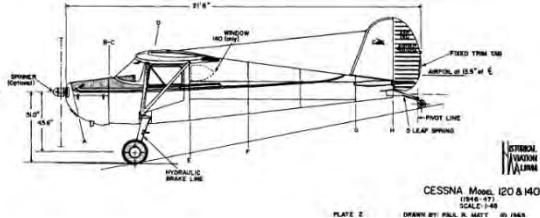
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FLY THE DRIFTLESS AREA



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

...Christian Vehrs



Photos by Mike Pastore



Every time I write a review of our conventions, I have to include the phrase "you never know what you are going to learn by coming to a convention." Heidi and I were curious about the slogan on the convention logo regarding the *Driftless Area*. So we did a little research and discovered some cool information.

Portions of Iowa, Wisconsin, Minnesota and Illinois contain unusual geology. The karst region, referred to as the "Driftless Area," escaped the last glaciers, leaving the Paleozoic-age bedrock subject to erosion. In addition to the curious topography of steep slopes and cliffs, there are unique habitats. Even on a midsummer day when the outside air temperature is 90 °F (32 °C), ground temperatures on these slopes range from 42 °F (6 °C) to about 55 °F (13 °C). Although the slopes will freeze in winter, the temperatures are moderated. These slopes remain cool throughout the year and are home to rare species of plants and animals.



Tuesday arrivals collected at a local Mexican food restaurant for some good food and a great time reconnecting with friends.



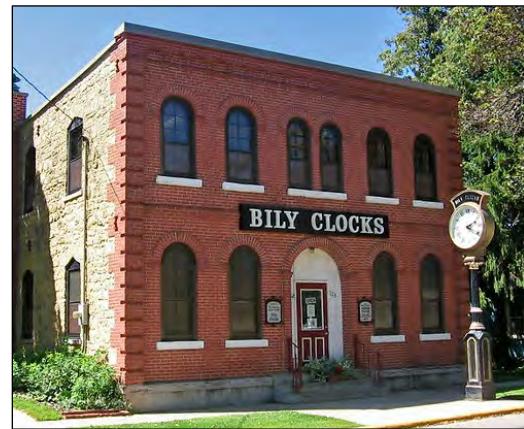
Tuesday evening opened the hospitality room at the hotel. This is a great time for folks who missed our on-line registration to check in, check out the merchandise table, grab the shirt or cap that they forgot to pack, and meet folks in a relaxed atmosphere. First time convention attendees get plenty of time to connect names and faces and have a one-on-one conversation with our Technical Advisor and Director of Maintenance.



Wednesday morning saw a layer of low clouds

We had been tracking some in-bound members who were being slightly delayed by the low VFR conditions. It was an easy decision to adjust the Wednesday Poker Run to the following day to allow more folks to arrive, as well as making the Poker Run more enjoyable since Thursday promised much better weather for the local flying around the rivers and valleys.

With a free morning, some folks drove to Spillville to see a clock museum. The museum holds the complete collection of clocks that were hand carved by the two Biley brothers. The brothers were local farmers who worked the surrounding farmland during the late 1800's and early 1900's.



The collection is complete due to their resolve to never sell a clock they made. As a testament to their resolve, they declined to sell one of the clocks, even after Henry Ford had offered to purchase one of them for \$1 million. A tidy sum in 1928 dollars.

The museum is also home to a small collection of articles from Antonin Dvorak, a Czech composer who was living in New York at the time. It is reported that he was homesick for his native land when someone suggested that he stay for the summer (1893) in Spillville, Iowa since the little town was a Czech community with local geography that reminded him of his home.

While in Spillville, Dvorak composed the widely-known "American Quartette." Golly, you never know what you are going to learn by coming to a convention.

By mid-morning, the clouds had given way to beautiful Iowa fall sunshine, and we were back in time for lunch and to welcome some new arrivals.



Lunch was provided in the hangar at the airport where we traded experiences from our morning. We encouraged others to see the museum, and others shared the best downtown tour must-sees and shopping spots.



The early afternoon would be a flurry of activity so we could all meet at the Toppling Goliath Brewery for a tour and dinner that started at 4 pm.



As with most breweries, Toppling Goliath is also an event center - inside and out

Our tour guides were very knowledgeable about the entire process from water pretreatment to grain and hops selection to the brewing cycles. It seemed like they enjoyed joining us in sampling the goods along the way.



I am always fascinated by machinery that automates a process. Manufacturing facilities are the best.



I didn't know what to do with this picture, but I knew I wanted it in the article. Let's do a caption contest, and I'll get us started...

A spokesman for our association was quoted as saying, *"No, we can't accept this donation since we don't have a way to get it back to the hotel".*

Text your entries to 770-883-5370. We'll have the winners in our next issue.



Toppling Goliath wins the #1 Brewery in the United States and Pseudo Sue wins Gold in the U.S. Open Beer Championships for 2023. Golly, you never know what you are going to learn by coming to a convention.

As with all good business models, the tour ends in the gift shop and restaurant where we planned to have dinner together.



The day wrapped up in the hospitality room back at the hotel.



The weather Thursday morning was as beautiful as everyone had hoped. The first order of business for the day was the business meeting for the Officers and Board Members to hammer out some of the Association business.



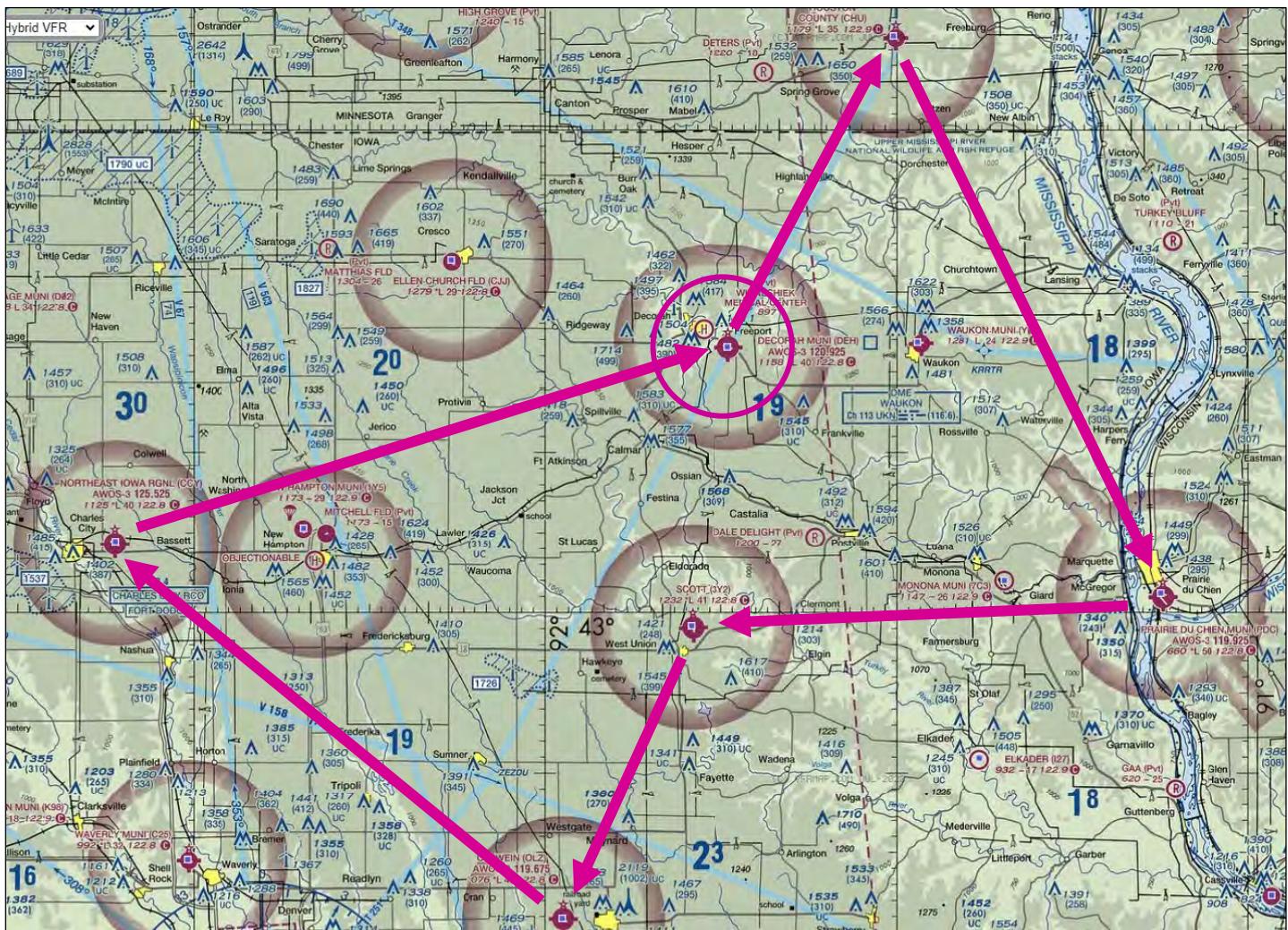
After breakfast at the hotel, everyone gathered at Brett's hangar for the pilot briefing in preparation for the Poker Run.



The girls' team of Lorraine Morris and Heidi Vehrs flying Scott Ross's beautiful model 120



Brett had chosen a beautiful route to five airports to gather the five playing cards necessary for a Poker hand. The route took us north into Minnesota, then southeast into Wisconsin and then back west to Iowa. What a great way to see the unique features of the Driftless Area topography as well as the Mississippi River valley.



Personally, this is one of my favorite highlights of our conventions – flying with your friends. It's great to pull alongside each other and take air-to-air photos and watch everyone's landings along the way.

My trip was special again this year since I got to ride along with Roy and Marcy Aycock from Kansas in the beautiful Cessna 182 that they brought from the Cessna Flying Club. Roy is an Airshow Pilot and flew at this year's EAA AirVenture in Oshkosh.



Departing Decorah in search of a winning poker hand...



Our second stop – Prairie Du Chien, Wi



*With everyone back safely, it was time for lunch.
Someone here had the winning poker hand...*



Climbing out of over the bluffs back into Iowa



Many thanks to Brett and his crew for our meals



Our final stop at (CCY) was a good time to refuel



*Jeff Tourt and Brett Willie providing the outline for
the flying games*

The flying games are always a crowd favorite, and this year was no different. The rural setting for the airport in Decorah was surrounded by farm fields, which made for some beautiful pictures against the blue autumn sky. Thanks to Mike Pastore and Ken Tengesdal for the great camera work.



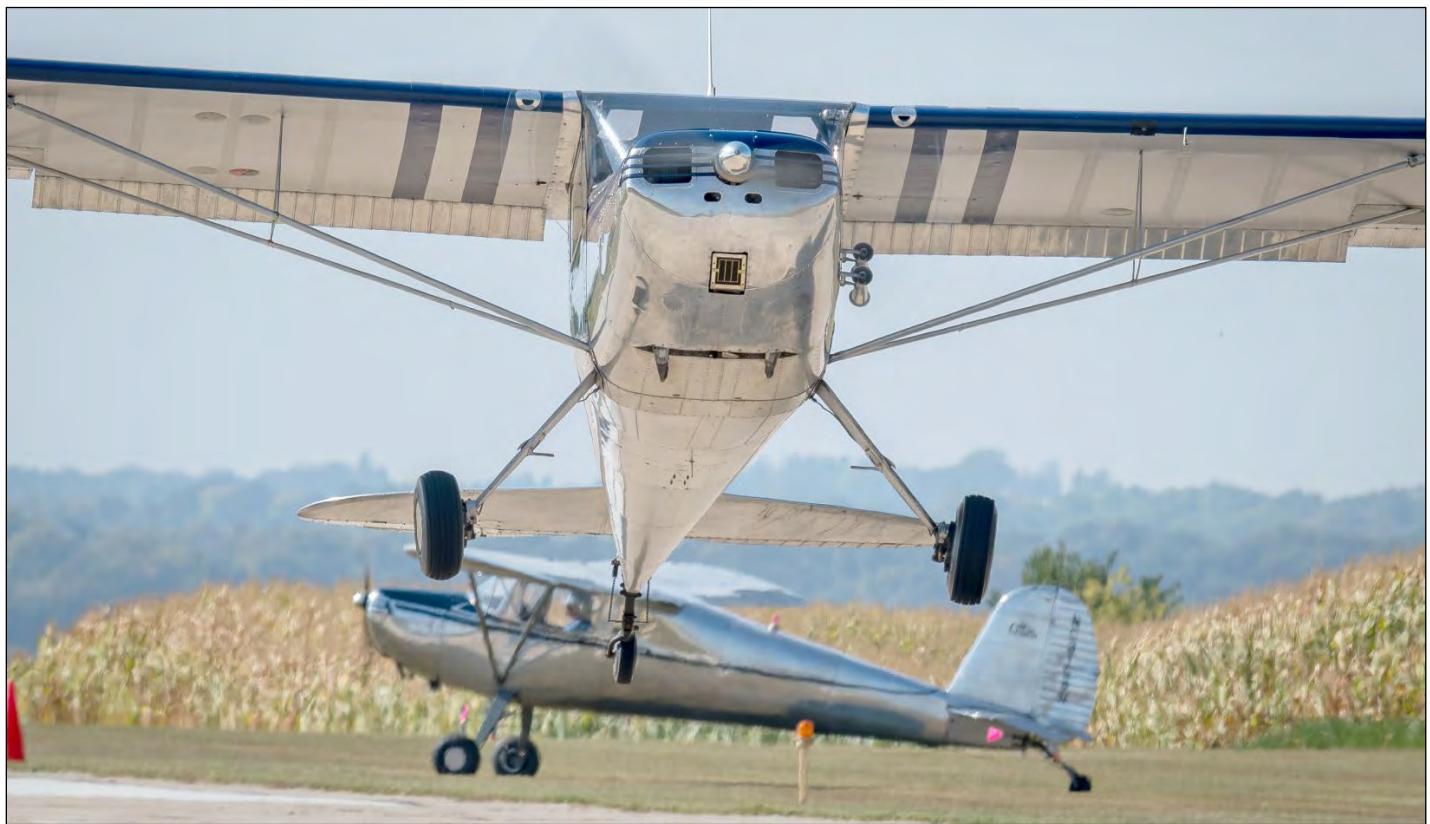
*In the staging line for take-off is Iowa State Rep Vince Jackovich
with his beautiful (probably award winning) model 140*



Wisconsin State Rep Matt Rybarczyk looking great with his very original (probably award winning) model 120



Michigan State Rep Dick Acker lining them up for the short take-off





*Lorraine Morris dropping the bomb...
....wait, can we say bomb?*



After pizza, it was time to finish the evening with a visit to our hospitality room.

Early Friday morning was one of my favorite events, the breakfast honoring our first-time convention attendees.



David Smith from Duluth, Minnesota ready to stick the landing



David and Carmen Smith from Minnesota



After we parked the airplanes, it was time to head back into town for a much-deserved pizza buffet



Jay and Lori Mouser from Washington



Romo Albrecht from Illinois with her 1947 model 140



Bill Engelking from Minnesota



Tom Fitzgerald from Illinois





After the maintenance forum and lunch, the general membership business meeting provided a rundown of our annual budget, the elections for new officers and board members and winner of the poker run.

Lorraine won the poker run with two kings and a joker.



The elections resulted in some good new folks in some key positions;

President	Roy Aycock
Vice President	John Groeneveld
State Rep Coordinator	Dick Acker
Member-at-Large	Les Bryant

Also, the Board made an appointment for our new **Merchandise Coordinator** Marcy Aycock

We had a few hours to relax before running back to the hotel to get ready for the closing banquet. Some folks used that time to fuel up for an early departure the next morning.



The banquet is always such a fun time giving out the awards and door prizes. One of our new traditions is to collect the bombs from the flying games and present them back to the participants as a souvenir.





Short Take-off, David Smith



Bomb Drop, Tom Fitzgerald

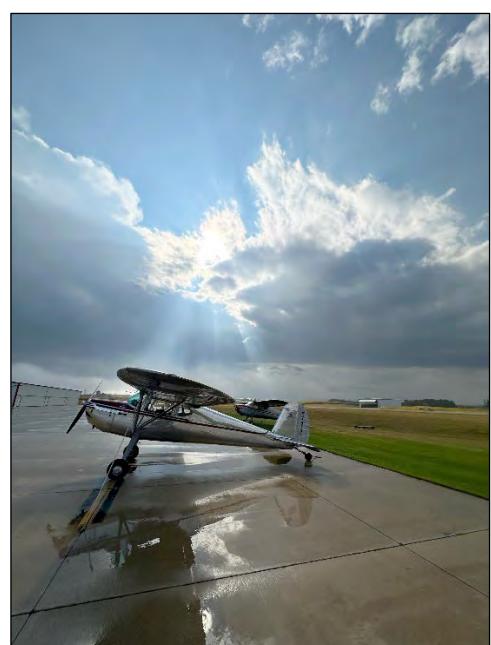
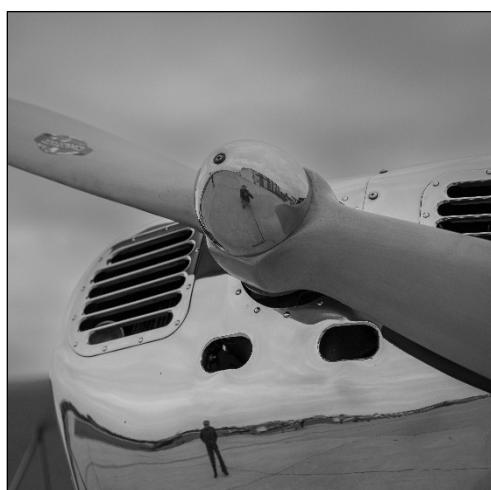


Spot Landing, Ken Morris



A gathering of the usual suspects

Saturday morning saw some early rain delays, but everyone got home before dark and promised to meet next year in Poplar Grove





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December 2019

2020 Wall Calendar



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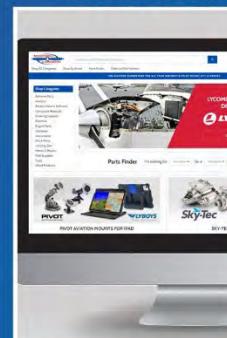
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Tech Talk ...by Victor Grahn

BATTERY CHECK Part II

Our last newsletter Tech article focused on the aircraft battery. Over the last 20 or so years of writing articles for the newsletter I have seldom (never is a strong word) received as much feedback as I did from the recent battery article. I received so much feedback, in fact, that some of the information that was sent to me needs to be shared with the members.

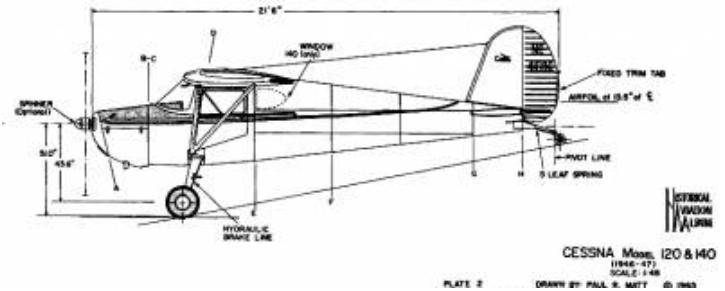
Regardless if you have the batteries in question in your Cessna 120/140 or another aircraft, this info should be relevant for you as an aircraft owner.

There is no better information than that which comes firsthand. Our Oregon State Rep and longtime Cessna 120/140 owner and technician, Tim Mix, provided me with the following:

"Hey, so I just read your article on the batteries. Good information. One thing I would like to add is that over the last few years I have noticed the Concorde DO NOT like battery maintainers/tenders. One of the locals burned up his brand-new battery within a year. I spoke with Concorde regarding battery maintenance, and they confirmed that they don't recommend maintainers to be plugged in all the time.

On another note, until I switched to the Odyssey my Concorde lasted almost 9 years and I didn't fly it that much.

When maintaining a Concorde, you should only use a maintainer to top off the battery every couple of months (assuming inactivity). Then remove the charger. Gills, on the other hand, require constant maintenance. Anyway, just wanted to share that with you. Hope all is well!"



This is good info for anyone, and I'm pleased that Tim took the time to provide it for all of us. I do like the Concorde product and would recommend it to anyone. However, like just about anything out there, mechanical or otherwise, there are details that you won't know unless it happens to you, or you read about it somewhere.

One of my other responders was another Association member who had a different story to relay about his Odyssey battery.

This member, when installing his Odyssey battery realized the need to secure the battery within the OEM battery box, since the Odyssey is approximately $\frac{1}{2}$ the size of a standard battery. Rather than use the Odyssey bracket provided, he chose to insert closed-cell foam around the battery.



Closed-cell foam is light weight, typically non-flammable and can be cut or formed to fit almost any shape. The installation seemed to be perfect for the application and all was well until he removed the battery for service/check at annual.

Tech Talk

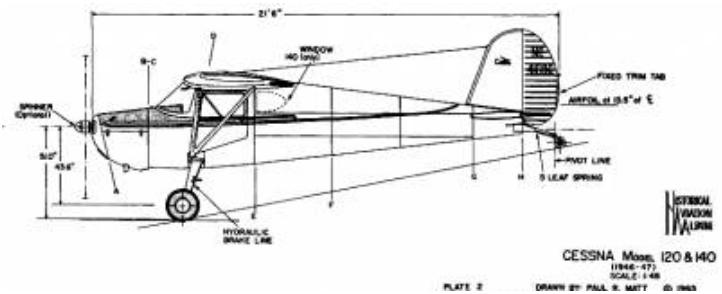
...by Victor Grahn

At this time, he noted that the battery had swelled, or "bloated" considerably on the sides.



Hmmmm, what is up with that? It turns out that closed-cell foam is also an excellent insulator, and when you charge a battery, it can get warm and sometimes even hot. With no air passage to cool the battery, all it could do was retain the heat. So much so that it swelled up.

Lesson learned! This member has since utilized another method to secure the battery within the OEM battery box, similar to what I had written earlier.



So.....this second story brought up an item I had only lightly covered in my article.

Battery drains.....

Originally our aircraft had wet cells (filled with battery acid). As the battery would charge while flying, acid fumes are given off through the battery caps which require venting. There should be a tube welded to the bottom of the battery box that is routed outside the aircraft, typically through the belly of the aircraft. Newer style battery boxes have a nipple with a plastic tube clamped onto them.

You need to ensure that this drain is not plugged! One way of doing so would be to pour a little water into the drain and see if it empties out onto the floor. The second way is to use an air nozzle and push air through the drain.

Even if you don't have a wet cell battery, this drain would ensure constant airflow through the battery box and would help remove any excess heat the battery may generate during charging.

Additionally, the box needs to be maintained for integrity, both from cracks and from corrosion. Install a rivet patch or weld as required.

Lastly, the boxes were originally painted with a black acid proof paint. You need to ensure the integrity of this paint - especially if you have a wet cell battery.

Please keep the comments coming. They help everyone. And you may be the beneficiary of someone else's comments sometime in the future. Also, if you have a question or would like something covered in a future article, please reach out to me.



EAA AIRVENTURE OSHKOSH 2023

...Jeff Tourt
...Scott Ross
...Dick Acker
...Lorraine Morris

This year was another outstanding opportunity for our association to provide a presence at EAA's AirVenture. First to arrive were our current President Jeff and Cindy Tourt along with their camping friends Scott and Linda Ross (Member at Large and Secretary/Treasurer).



The festivities were officially under way on Monday evening when Dick and Nicki Acker (Michigan State Reps) co-hosted the 14th annual Margarita Monday at their campsite. The highlight of the night was the official Margaritaville machine that provided a continuous supply of delicious frozen margaritas.



Nicki and Dick Acker



Official margarita machine

In all, forty-eight guests enjoyed the Monday event with an evening of conversation with friends old and new. Old friends Don and Maureen Alesi came from South Dakota to renew friendships and spend some time with Vince and Denise Jackovich from Iowa. Iowa was also represented by Brett and Peggy Willie from Decorah, Iowa, hosts of the upcoming 2023 convention.



Denise & Vince Jackovich with Don & Maureen Alesi



Peggy and Brett Willie

Twenty-nine Association members were present. The Association Secretary-Treasurer from 1998-2000 Mark and Carolyn Pasqualino had dinner with the current Secretary-Treasurer Linda and Scott Ross, and Scott brought his CFI Jamie Carter.



As part of the festivities, a Mexican dinner was served and thoroughly enjoyed by all.

This event comes with an open invitation to all Cessna 120-140 members. Hope to see you there in 2024.





Mexican Dinner Night in Dick and Nicki's campsite

Back row left to right:

Scott Ross, Vince Jackovich, Ken Morris, Denise Jackovich, Les Bryan, Loren Dalzell

Middle row left to right:

Cindy Tourt, Kaitlin Mroz, Linda Ross, Sharon Hast, David Lowe, Carolyn Pasqualino, Mark Pasqualino, Maureen Alesi, Elease Thompson, Brett Swartzendruber

Front row left to right:

Jeff Tourt, Don Alesi, Loraine Morris, Brett Willey, Peggy Willey, Nicki Acker, Dick Acker

Tuesday meant back to work for our volunteers working the table in the type club area. Many thanks to our folks who meet and greet all the visitors who stop by looking to renew memberships and friendships.



Everyone gathered at the end of the day Tuesday evening at the Association sponsored dinner at the Tall Pines Café. Tall Pines has accommodated us and will continue for the next 5 years, so make your plans for next year.



Scott and Linda Ross made a trip to the Oshkosh Memorial wall to give tribute to Jack Hooker. Jack was one of our most active members, and his legend lives on with the Hooker Harness passenger restraint system that most of our airplanes have installed. We'd be remiss if we didn't mention Scott McPhillips who took over Hooker Harness and has continued support of our association with an annual donation of a complete harness system as a door prize for every convention we have had. Rest in peace Jack.



Thursday was another excellent maintenance forum from our good friends Dave Lowe and Victor Grahn.



Finally, we have to notice that our little Cessna 120/140s have been taking Oshkosh and Sun-N-Fun awards for the past few years, and this year was no exception. Drum roll please...



Preservation Award

Shane Orr Cessna 140 N4062N



Class II (86-150 hp)
- Bronze Lindy

Ken Morris
Cessna 140A
N5669C



Outstanding
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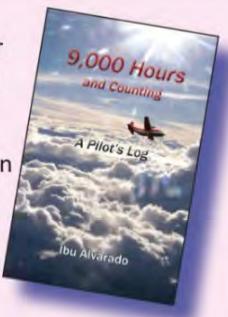
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International Cessna 120/140 Association Convention Poplar Grove Illinois (C77) September 11-15, 2024



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