



# International Cessna 120/140 Association

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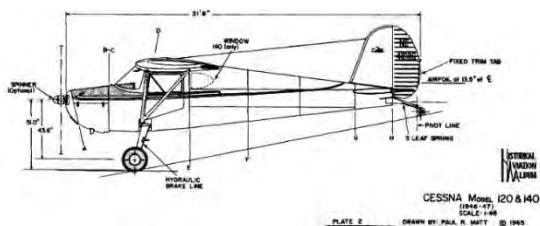
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## Nate Hiebert's 1946 Cessna 140 Restoration

My desire to restore an antique airplane started about 10 years ago when I bought my first airplane, a 1956 Piper PA-22 Tri-Pacer. I purchased the project from a friend at work with hopes to finish it. I worked day and night on that airplane, completing a lot of major structural repairs to the airframe, converted it to a tailwheel airplane, built new flight controls cables for it, new fuel system tubing, and so on.

Unfortunately like many big projects, I lost interest in it and decided that I would rather spend that extra free time flying, so I sold the project and bought a flying Taylorcraft. Since then, I have had several other airplanes but always had that desire to bring an old airplane back to life.

Fast forward a couple years, I was hanging out with a good friend of mine (the one and only...Mr. Carl Weaver), and we were going through one of his hangers, when I noticed a torn apart 1946 Cessna 140 sitting in the corner. I asked what was up with that airplane, and if that would be something he would consider selling. If you know Carl, his response was, "No, I plan on restoring that airplane someday," to which I replied, "Ok, no problem, but let me know if you ever change your mind."

I typically asked Carl once every couple months if he was ready to sell the 140 yet, but he was not until finally he came to me and asked if I was still interested in it. I bought the project and brought the fuselage home Christmas day 2020.

I was able to "sneak" it down the driveway without my son Noah seeing it, then surprised him with the new venture that lay ahead of us. Needless to say, he was very excited about it. We got to work on the project right away.



*Christmas day 2020 - the new project arrives*

Just a little history on the aircraft, NC72744 had not had a current annual in 30 years and had not flown in 25 years (ferry permit). Carl purchased the airplane from the original owner's family in Missouri after that gentleman passed away, which would make me the 3<sup>rd</sup> owner. When Carl had the airplane, it sat in a couple different hangers, including Brett Swartzentruber's hanger for a short time (you can see my yellow/black Taylorcraft in the background).



When Noah and I started working on the project, I wanted this to be a father/son project and really give him some ownership in it. Most 15-year-old boys want nothing to do with hard work, but would rather be in the house playing video games or hanging out with friends. Noah however really stuck with it. I was impressed by his determination and willingness to be in the hanger with me despite the cold/hot temps (here in Kansas, we rarely have “nice” days).

I also continued to have the Tri-Pacer project in my mind. I knew I did not want this one to end up the same way and not finished, so I took a different approach with it. Thinking back to the Tri-Pacer, one of the reasons I got so discouraged was because it was such an overwhelming project. I was always taking a step back and looking/thinking about everything I had to do, making lists of everything that needed completed, and it was just simply overwhelming. These old airplanes will always be that way though. Rarely do you ever get into a project and say, “This will be easy!” Usually once you start tearing into it, you find other things that need to be corrected that you were not planning on.

When we first started the 140 project, my plan was to just get it flying. But then I thought, if I just replace this, or rebuild that, it will make it so much better. That attitude ended up with completely stripping the airplane down to the bare fuselage and building it up from there. I knew early on that I was going to need some motivation to keep this going so I created a spreadsheet to keep the project on track.

Cessna 140 Work Completed					
Date	Description of Work Completed	Logbook Note	Major Worthy	Major repair/alt	Open Actions
11/19/2022	Polished horizontal stab and installed. Tensioned elevator trim cables and safetied and set travels.	Yes - New elevator trim cable			
11/24/2022	Polished vertical and installed.				
11/25/2022	Polished elevators and installed. Adjusted cable tensions and safetied. Travels checked.	Yes			
11/25/2022	Installed rudder, connected cables and safetied. Installed new LED Nav light.	Yes - LED NAV and rudder rig			Need to install lower bushing
11/25/2022	Performed engine run and taxi test. All ok.	Yes - engine run leak check			
12/4/2022	Rebuilt both LH and RH flaps.	Yes	Yes		
12/6/2022	Polished and installed LH and RH flaps. Travels/ops check are good.	Yes			
12/9/2022	Built and installed pitot/static tubes.	Yes	Yes		

This spreadsheet did five things for me:

- It allowed us to track every little win on the project. After a while a bunch of wins turned into good progress, which felt good.

- It allowed us to go back and reminisce on all the progress we had made. This helped give us motivation to keep going.
- It served as a reminder of what needed to be added to the logbook entry at the end. Yes, I could have made logbook entries along the way, but I felt it would flow/sound/look better if I made one entry at the end of the project.
- It also served as a reminder of what needed major repair/alteration paperwork completed at the end.
- I documented open work that still needed completing. Very important when you have multiple things going on at once. Don’t forget the details!

We started with the interior of the aircraft. Noah had to first “try out” the airplane to make sure it would work for him.



*Looks like a good fit for Noah*

We completely stripped it down, sucked out all the rat nests and old clecos, cleaned the bare aluminum and corrosion-proofed it, added insulation, repainted the dash, instrument panel structure and A-posts, rebuilt the doors, and so on. I spent quite a bit of time specifically on the instrument panel itself. I wanted it to look original, so I carefully measured all the decals and had copies made. I rebuilt the control yokes, installed the new radio and intercom system, and reassembled everything else.



Once the instrument panel and general interior cleaning work was complete, we moved onto the landing gear. On the mains, we pulled everything apart, sanded down the rough paint, repainted the gear legs, rebuilt the master cylinders, installed new Cleveland wheels and brakes, and new 8.00x6 tires. In regard to the tail wheel, I installed new springs, attaching hardware and a Scott 3200.



Next, we moved onto the tail section. The horizontal had a small spot of corrosion on it, so we opened that section up to find a huge rat nest inside. We also found that the 3 ribs on that side of the horizontal were completely corroded as well.

A word to the wise, always take corrosion seriously. Chances are, if you see some, there is a whole bunch more that you don't see! Replacing the skin and ribs was fairly straightforward. We used ribs from Univair and used the old horizontal skin as a template. We cut a new piece of aluminum to the size/shape of the old, then match drilled the holes out. Riveting the new skin on was a challenge, and it gave me a whole new respect for those manufacturing workers back in the '40s.



We finished work on the tail section which included straightening a lot of the flight controls, installing new hinge bushings in several locations and all new hardware. We also stripped a lot of old paint off the tips of the flight controls.

I installed a full Airtex interior in the airplane including carpet, sidewall panels, headliner, baggage panels and seats. Installing the interior was straight forward and easy, with exception of the headliner. It was a solid piece of cloth that I had to trim to shape and cut the skylights in. Not fun...very nerve racking. We also installed Hooker Harness seat belts.



The engine rebuild was probably my favorite part of the restoration. There is a lot of meticulous work in making everything not only look good, but NOT leak AND function properly (kind of important). Then when you are done, it is so satisfying to look over the engine and think of all the hard work you put into it.

I took the engine down to the case (did not split the case halves or remove the crank), cleaned all the parts, inspected components, repainted everything (including every nut and bolt), then rebuilt it with new seals/o-rings/gaskets. I also installed a B&C lightweight starter and alternator (those folks are great to work with!), rebuilt the carburetor and magnetos, installed new spark plugs, and built new plug wires, installed an oil tank heater, installed new baffle seals, replaced all the wiring, rebuilt the exhaust cuffs, and installed new heater hoses, installed new fuel tubing and oil breather tubing, rebuilt/repainted the engine mount and installed new engine mount bushings. Whew...a lot of work there!



On to the wings. When I received the wings, the recovering had already been started, however anti-chafe tape had NOT been installed on any wing components and I could tell through the covering that nothing had been pre-poly brushed, so I ripped off all the new covering and started over (sad...yes). I used the Poly Fiber system on these wings. Once again, straight forward, no big surprises or issues here as I have done quite a few other covering projects. Thank goodness for fabric clips though! Big time saver over rib stitching. I've had several people ask why I didn't just skin the wings with aluminum. There are several answers to that question (all my opinion).



Every 120/140 that I've flown with aluminum wings has a resonance/drone while flying. I'm not a fan of that. Call me old school, but it is hard to beat a fabric covered airplane. It looks classic!

Repairs down the road are easy and clean looking. Polishing the airplane. Here's the deal about polishing an airplane, especially this one...My airplane was ordered from the factory with bare aluminum and painted strips (or so I'm told). That means in 77 years, it has never been polished. That means it had 77 years to oxidize. Yikes.

I love the look of the finished product, but to be honest, if I knew how much work it would be to polish this thing up, I probably would've just painted it silver and been done with it. I had roughly 250 hours in the polishing work (fuselage and empennage).

I started with Maverick rouge bars and a vertical buffing pad. I moved through several grit steps with the rouge, then moved to the Nuvite NuShine process to finish it off.

Make sure to slow things down when polishing thinner skins, such as flight controls (prevent it from getting too hot and deforming the aluminum). Also be careful around the edges of those flight controls so that the polisher doesn't try to grab the edge and tear it apart. Luckily, I had been warned of both issues prior and didn't have any problems.

A special thanks goes out to my brother Lance for helping, buddies Garrett and Brett and of course Noah. I also polished the prop and painted the tips red and the thrust face side flat black. Once the polishing was complete, I taped for the stripes making sure everything was straight and level (used a laser level with the lights in the hanger turned down). Once I had the stripes laid out, I lightly scotch-brite and painted the strips. The before and after is simply amazing.



Final assembly – with the wings finally installed, I finished installing the flight controls, rigged the new flight control cables, finished installing decals, installed the new LED Nav and Landing lights, then completed the level and the weight and balance. Final empty weight came out to 925 pounds. I was happy with that.

First flight – the first flight happened on January 13<sup>th</sup>, 2023. The flight went very well. It lasted for an hour (could've been a lot longer, but it was getting dark) and I had ZERO squawks. Booyah! The airplane flies hands off and jumps off the ground, which is surprising with only having 85 horsepower.



A couple lessons learned from the project: The spreadsheet mentioned earlier was huge. If you are thinking about a project (even a quick rebuild), do yourself a favor and document as you go along. It helps motivate you and act as a reminder for what was accomplished.



Surround yourself with people that have the same interest as you. Don't go at it alone. You will no doubt have questions along the way or need someone to give you a pep talk. The great thing about the aviation community is how tight we are and willing to help each other.

Enjoy the journey and share it with someone special/close to you. For me, I spent a lot of time with our son Noah. What a great experience that was for both of us!

Since we completed the project, I had the privilege to share more of the journey with others connected with N72744. Several weeks ago, I had the pleasure of flying around this young lady and her son. Dee is the daughter to the original owner of my Cessna 140. How crazy is that?!



*Dee, the daughter of the original owner*

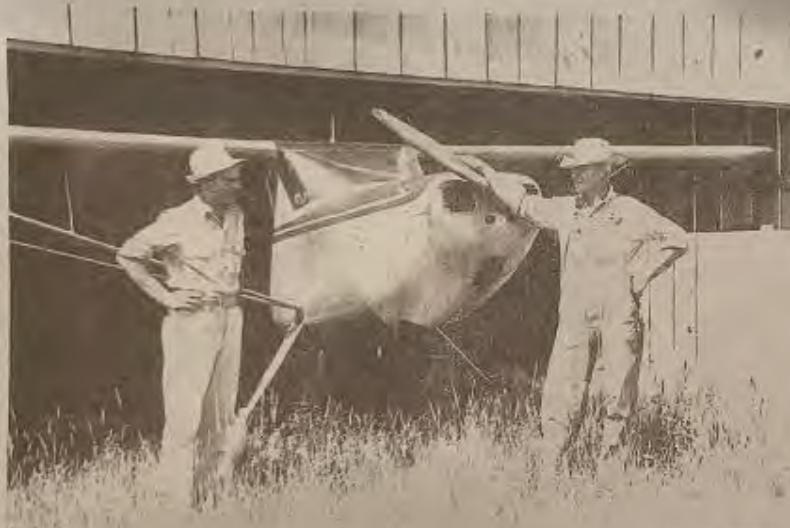


*Dee's son and Nathan*

# Farmers Get Air-Minded

Missouri Farmers Are Now Using Planes For Business  
Trips, Dusting Crops, And Pleasure For Their Families

By KENNETH C. EDSCORN



Missouri Farmers

H. C. Palmer, Jr. (left) and his father, H. C., Sr., in front of their plane in the specially-built shed on their farm near Novelty.

Owning an airplane at one time was considered a luxury because of the great expense involved. Even though flying is still relatively expensive, today many farm people have their own planes.

Three other members of the Palmer family are University students. Bill is a freshman in the Ag School, Zelma is a Home Ec junior, and Virginia is a senior in the School of Education.

Another farmer, Elman Davison, Dor-

came the 26th state to form such an organization.

Cordell Tindall, Ag School graduate in 1936 and associate editor of the MISSOURI RURALIST, served as temporary chairman of the meeting. A nominating committee was asked to submit a list of names for officers of the group. Harold Luhrs, Rockport, was nominated as president; Clarence Fricke, Brunswick, as vice-president; and Cordell Tindall was named to serve as executive secretary. This slate of officers was approved by the group and President Luhrs appointed an organization committee to consider features of a constitution for the club.

The registration showed fliers present from all sections of the state, from Platte and Portageville in Southeast Missouri, to Tarkio and Weston in the northwest part of the state, from Novelty and Gorin in the Northeast, to Springfield and Seymour in the southwest section.

Although every one of the flying farmers looks upon his airplane as a luxury, this does not mean that the plane does not come in for service in a practical sort of way. The planes are used mostly for pleasure, but are gradually being used more and more for business and farm tasks.

A large number of the flying farmers in the state are located along the Missouri River. This is mainly for two reasons. First, level bottom land makes

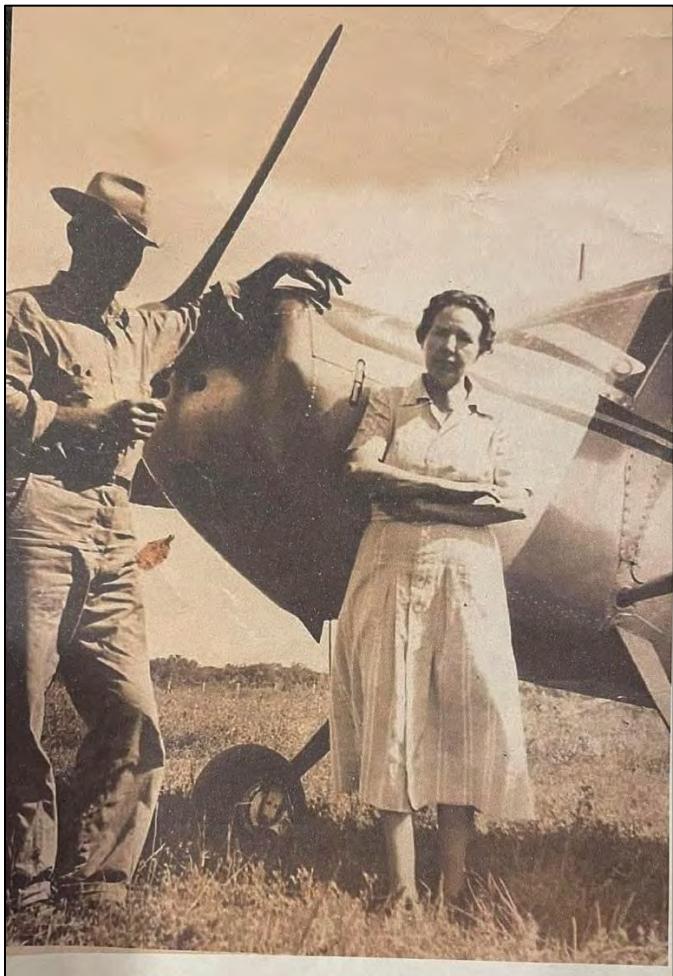
H.C. Palmer Jr. on the left – the original owner of Nathan's airplane (photo 1947)

H.C. Palmer Jr. (Dee's father) bought the airplane in 1946 after he returned from the war. He was a captain on a B-17 and B-24. His B-24 (Pistol Packin' Mama) was shot down over Germany and he was able to belly land it in Sweden.



At that point, he was rescued and brought back to the states. When he returned from the war, he bought the airplane in Wichita, KS and flew it until his untimely death at the age of 28.

Dee remembers flying the airplane with grandpa and had many great memories and stories to share. If these old airplanes could talk, they would have a lot of great stories to tell. Unfortunately, they cannot, but thank goodness for Dee and sharing the history! Special thanks to Carl Weaver for helping set this meeting up.



*Hiram Clark Palmer, Sr.  
and wife Nell  
Early 1950's*



If you'd like to see more, I have the entire restoration documented on YouTube. You can find my YouTube channel or Facebook site @ Hiebert Aviation. Also feel free to email me with any questions or comments at [HiebertAviation@gmail.com](mailto:HiebertAviation@gmail.com).



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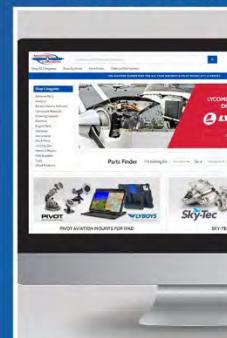
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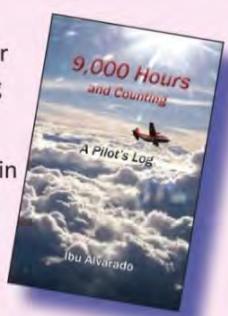
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# Tech Talk

...by Victor Grahn

## Pre-buy Inspections

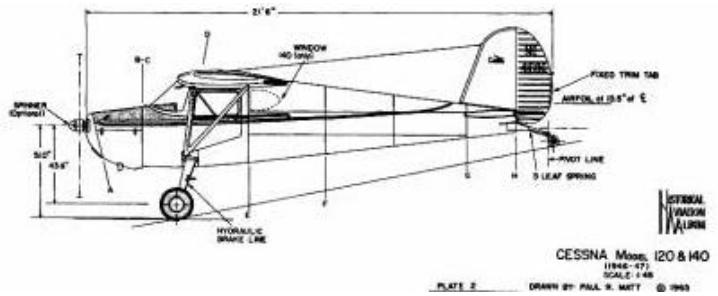
Over the years I've written several pre-buy articles, and while I've done these inspections on everything from homebuilts to business jets.....I still find the "usual suspects." .....In other words.....the same issues that continually crop up, regardless of airplane type or pre-buy situation.

First, some basics.

**There is no standard pre-buy.** Even large maintenance facilities seldom have a "standard pre-purchase" form or check list. Almost every pre-buy is tailored to fit the potential buyer's airframe, personal requests, time frame, concerns, etc. I will say that any person or shop that has been performing pre-purchases for an extended period of time will have a guideline or general format they follow. They will also have recommendations for the potential new owner as to what should or "ought to be looked at" during an inspection. The reason for providing recommendations is that many times a purchaser won't know what to look for on any given model of airplane.

Another important consideration is that each airframe type will have issues specific to that model or manufacturer. Certainly there are "general maintenance items," but often when inspecting an aircraft, a critical examination of "known problem areas" should be done during a pre-purchase.

**A "pre-purchase" inspection is not an FAA approved inspection.** Meaning there is nothing a technician can document in the aircraft records stating the condition of the aircraft, engine, etc. How does/can this affect the new owner? Consider that a potential owner will spend at least \$500 - \$1000 or more on a pre-purchase and won't have anything in the logbook to show for their money.



At least with an oil change or even a manufacturer's "50-hour inspection," something was put in the log books to help balance the cost of the pre-purchase. A recommendation would be to have an annual done 'as' the pre-purchase. Typically, owners don't want to go that far, in the event they don't purchase the airplane.

What I've heard many times is, "Can't we just kind of look around a little bit and see if there's something really wrong?" Well.....to really know the condition of the airplane a tech really does need to dive in fairly deep. The concern is that once the airplane is purchased and re-located to the purchaser's home airport, the first annual by the new owner's tech may reveal some deeper issues that can cost serious money to rectify. An "annual" as a pre-purchase is a great idea - if you can justify it. This allows for you to really examine most everything on the aircraft. It should prevent most or all of the "un-expected" surprises on your first annual once the airplane comes home. Lastly, you will have something to show for your expenditure.

### A good pre-purchase should include:

- Running the engine, flying in the airplane if possible, and checking the inside of the cylinders for valve, piston, and ring issues
- A compression check
- A check of the oil filter/screen for metal contamination
- Looking for any leaking fluids
- Corrosion inspection of the engine and airframe
- Visual inspection for impact damage of any sort - this could be bent flight controls to hail damage.
- Flight control check - do they operate correctly, smoothly, etc.

The aircraft records (logbooks) should be thoroughly reviewed. Is the airplane in annual? Was the sign-off proper? Did the tech sign off the engine and propeller as well? Is there an AD list? Is it complete? Were all repetitive ADs addressed and signed off? Is there a weight and balance form? Is it realistic (meaning, is the empty weight realistic compared to similar aircraft or the inspectors experience)? Is there an equipment list? Was the ELT signed off? (91.209(d)..) Is the transponder/altimeter within its 24-month re-certification? How long ago in hours and calendar time was the engine overhauled?

Any past repairs? Were they documented properly with a 337? Does the current owner have all the 337 forms? Are the logbooks complete? Is there any damage history on the aircraft?

Note: many, many 120/140s (in fact many post WWII aircraft) have damage history.

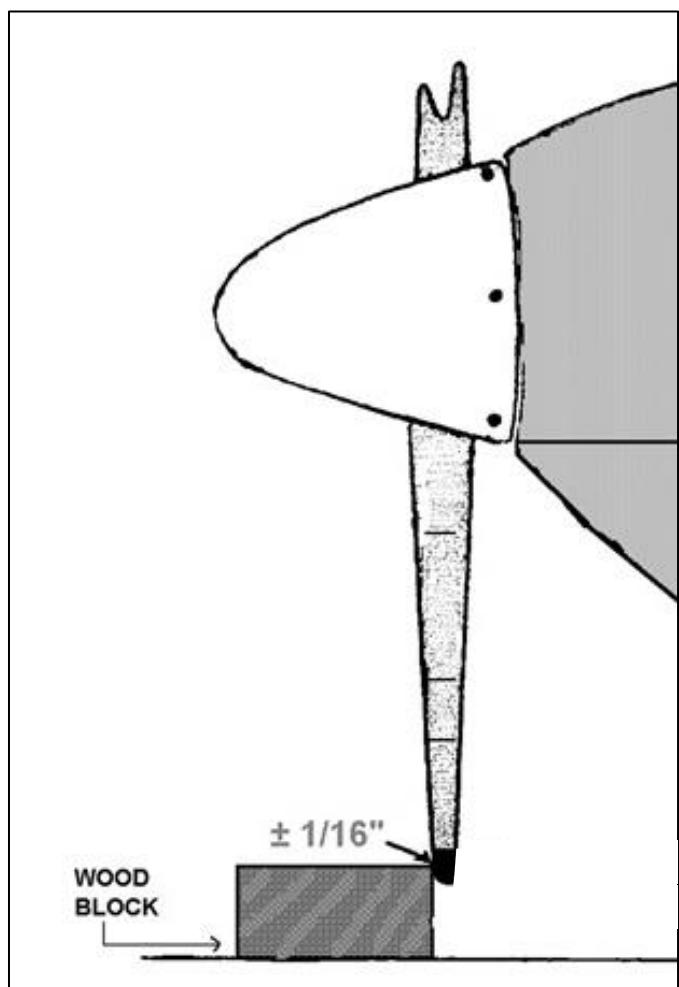
Valuation on Damage History is in two parts.

1. Newer aircraft - damage history means a 10% devaluation.
2. Older aircraft - where the repair was accomplished decades ago, was repaired in a respectable manner, was documented properly, and most importantly the repair has held up. For this type of situation, damage history will not end up devaluing the aircraft as much as a recent damage on a newer airplane.

Propeller: Don't forget the prop! A fixed pitch prop is probably the most overlooked item on an aircraft. If there are no serious nicks in the leading edge, chances are it won't get a second glance. Things to look for: When was it last overhauled? You could be amazed at how long props have been on airplanes without any professional attention. Props can change pitch over time and do, sometimes more-so on one side than another. Is the prop correct for the airframe? Check the manufacture part number against the type certificate of the airplane. Is it corroded? At the very least check the "prop track" to ensure both blades are hitting the air in the same arc.

*From the AOPA website:*

*There's another very important check that anyone can do to see if the propeller is bent or asymmetrically deformed in some way. It's called a blade tracking check. Begin by rotating the propeller until one of the blades is pointing straight down. Now place a block of wood directly under the blade and mark the exact path of the blade on the wood. Leave the wood block in place and rotate the propeller to the next blade. Each blade should align exactly with the mark on the block. If the blade passes at a different location, it indicates that the blade has been bent in some way and should be attended to immediately by a propeller shop.*



All the above information is good general knowledge for pre-purchases. As I started this article, I wrote “**usual suspects.**” Let’s look at some specific items that turn up regularly.

#### **Poor paperwork:**

Improper entries. This could be anything, such as putting airframe items in the engine logbook or vice versa.

Realize that an engine logbook entry should only contain statements that affect what it would take for an engine to run. Ignition, fuel (either carburetor or fuel injection), ignition, magnetos or whatever source that provides spark. Starters, oil system, internal engine components. Example of a wrong engine entry.....a propeller entry. Even though the propeller is bolted to the engine, it’s still attached to the airframe. A propeller entry should only be in the specific propeller logbook or in the airframe.

Similarly, an airframe logbook entry should have “airframe items,” such as a line item covering adjusting flight control cable tensions or replacing wheel brake linings. An engine oil change should not be in the airframe logbook.

Most of the time an exhaust entry should be in the airframe logbook.....unless the engine is turbo charged.

A good rule of thumb for proper logbook location is “In what parts book is the part found?”

A carburetor is found in the engine parts book so it will go in the engine logbook. A muffler is typically in the airframe parts book, so it is registered in the airframe logbook.

Another improper entry would be signing off an AD incorrectly. Simply writing “complied with AD” is not sufficient. An AD can have multiple parts. If so, the sign-off should state, “*inspected per paragraph G, item 3,*” for example. Also, if an AD is repetitive, the entry should include how the AD was complied with and when it is due next.

I recently performed a pre-purchase inspection on a Cessna 120. And just like clockwork, I found some of what I’d seen in the past. We’ll take a look at a few..... “usual suspects.”

A typical AD issue that turns up on 120s and 140s, and did on this pre-purchase, was AD 47-25-03 which pertains to drag, anti/drag wires. While you can have as many round inspection openings as you want, you cannot have less than two. Per this AD, you must have an inspection hole inboard of the 5<sup>th</sup> rib and outboard of the 10<sup>th</sup> rib, both behind the rear spar. This aircraft had been recovered in 1995, and neither of these panels had ever been installed! Meaning for several decades, technicians had been signing off the AD without any physical way of legally performing the AD! There were a few references as to inspecting the drag, anti-drag wires with a borescope, but most sign-offs didn’t specify. You can perhaps do the inspection that way (with a borescope), however that route would be an “AMOC” (alternate means of compliance). While legal, you must obtain permission from the FAA to do so. Nothing of the sort was mentioned in the logbooks for this aircraft.

Another “usual suspect” is the AD47-07-01 which covers the rear stabilizer attachment bolts. The AD was signed off every year. Each year was a little different. One year, for example, the sign-off read “inspected vertical fin forward bolts, no defects noted.” That’s nice they inspected the forward vertical fin attach points, but that doesn’t cover the AD, which is specific to the two rear stabilizer bolts. Also, the forward vertical fin is held on with one bolt, singular, not two or more bolts, plural.

#### **Poor workmanship, or simply inattention to detail.**

An item I look for on our aircraft is the forward landing gear spring bolt, where it attaches to the tail wheel spring “U” shaped bracket. In this case the forward bolt appeared fine. However, whoever installed the bolt the last time had not taken the time to orient the bottom bolt bracket correctly, and it was 45 degrees from parallel to the steel spring - meaning it was digging into the bottom of the lower landing gear leaf spring.

On this aircraft I found the aileron and elevator controls were super stiff, not because the cables were too tight (they were actually too loose), but because all the pulleys and various pivot points needed lubing. Pulleys were dragging or rubbing, and the instrument panel yoke socket/ball needed replacement.

**Previous damage:** In this case, typical to many tail wheel aircraft, it had been involved in a ground loop many years prior. The logbook entry was there, somewhat detailed as to what was done, but there was no 337 for a major repair. Technically, a gear box repair or replacement doesn't require a 337 since it's not listed specifically in the regs under part 43 appendix A for major repairs. However, this repair, as with most, did require splicing and cutting and riveting of skins and stringers which is listed under major repairs.

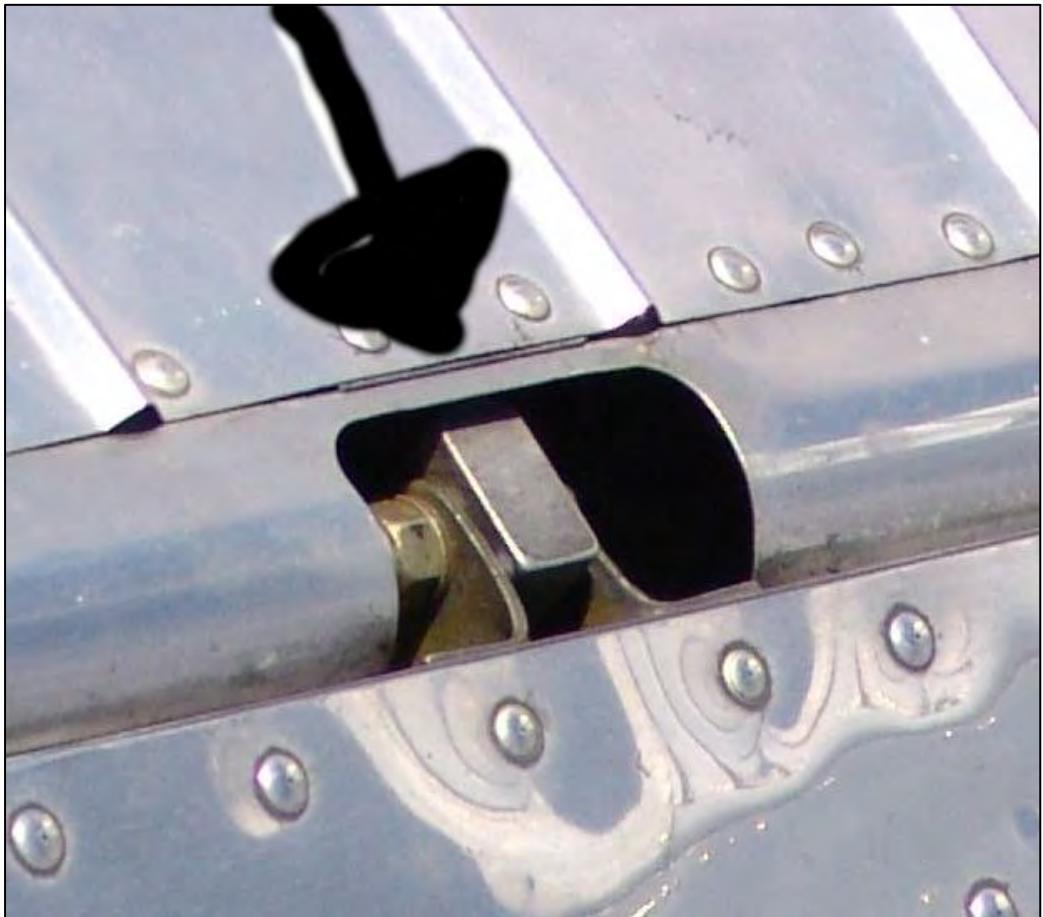
A final recommendation for both a pre-buy and for any owner is to obtain the FAA registry records for your aircraft, or any aircraft you are interested in purchasing. It's a simple procedure, contact FAA registry (can be done easier and faster online) and request the full records. For a very low dollar amount you can get ownership records and any records of work done with 337's that were filed with the government.

**Why is all this necessary? Why even do a pre-purchase?** For several reasons - the two most important is that for the aircraft to be airworthy, both the physical aircraft and the records need to match. Another reason is that at some point in time the aircraft will be sold, and it makes it much easier to sell if aircraft and records are in good condition.

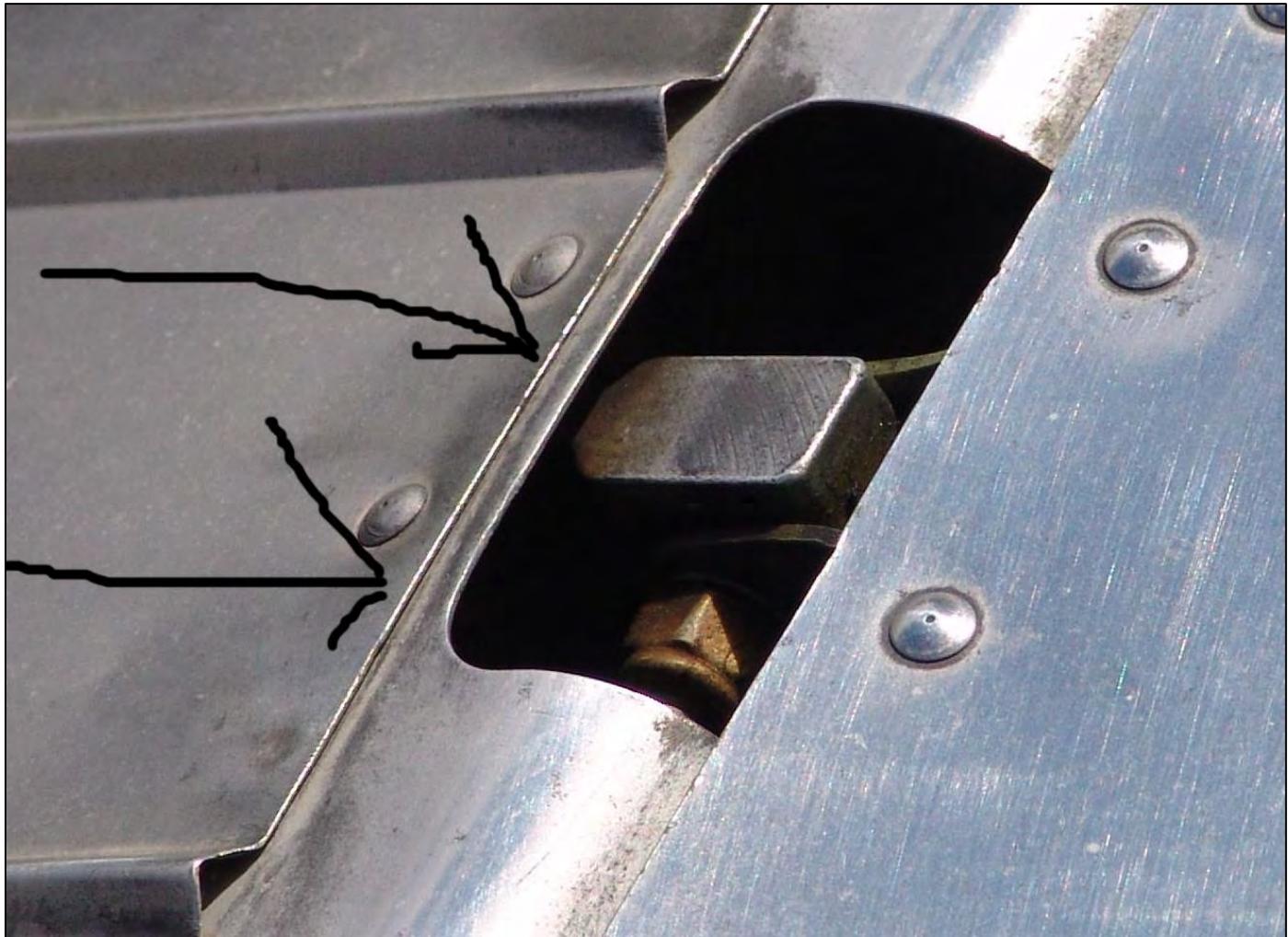
**Editor's Note:**

Thank you, Victor, for a great article. As I was putting this together, I reached out to Ken and Lorraine Morris since they have vast experience with restorations on our 120/140s. I asked them if they would provide examples of things they have seen. That was the best phone call I made this year.

There is an Airworthiness Directive (AD) that requires the addition of a double on the elevator spar. It can be seen clearly at the hinge point in this photo.



This photo shows an elevator that has not had the AD accomplished. Remember – ADs are mandatory.



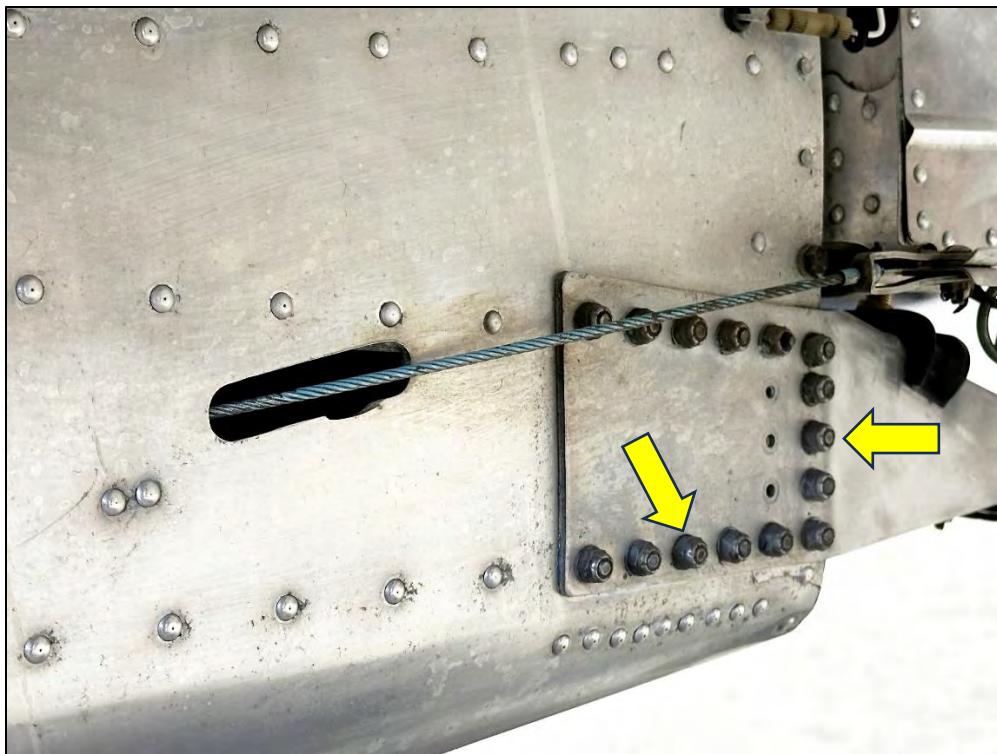
These photos show the difference between the standard elevator trim tab (left) and the larger trim tab (right) found on the 140A model. Only an inspector with thorough knowledge of these models would recognize this during a good pre-buy inspection. The larger tab is required for the 140A due to the new single strut wing introduced on the A model. These tabs have been discovered on the wrong model.



Standard size for all 120 and 140 models

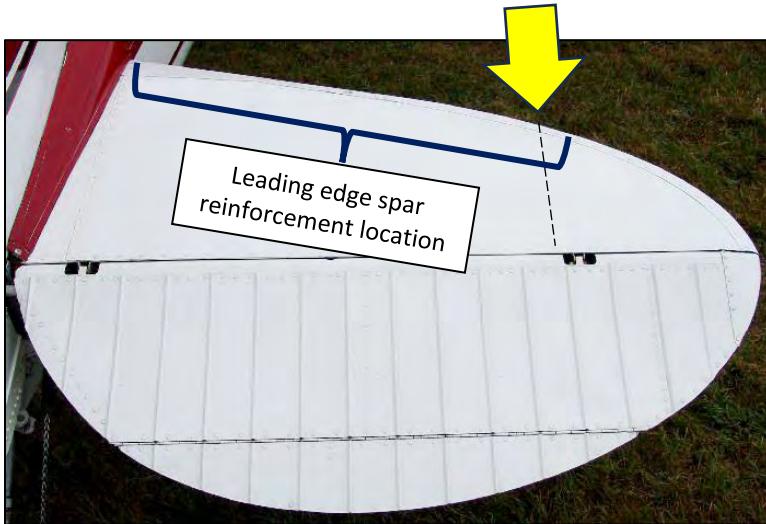


Larger trim tab for the 140A model



There are a few reasons why a tailwheel mounting bracket would have been replaced over the years. Cessna installed these with rivets and has never officially approved the use of bolts. The use of bolts is an easy shortcut (not legal) since the rivets require somewhat unusual bucking bars and a great deal of intestinal fortitude to install.

Going back to our horizontal stabilizer, there is an internal leading-edge spar reinforcement that is supposed to be in all aircraft, regardless of year or model, according to the parts list and Cessna manual. We don't know exactly when Cessna started installing these at the factory. You can see a number of airplanes at any gathering that do not have the reinforcement. The easy way to tell if the airplane you are considering has this is to locate the last row of rivets along the horizontal stabilizer (yellow arrow).



Along that row of rivets, there has been an extra rivet installed with the reinforcement that ties it all together, as we see in the silver stabilizer below. The green stabilizer does not have the extra rivet and would confirm that this airplane did not have the internal reinforcement installed at the factory.

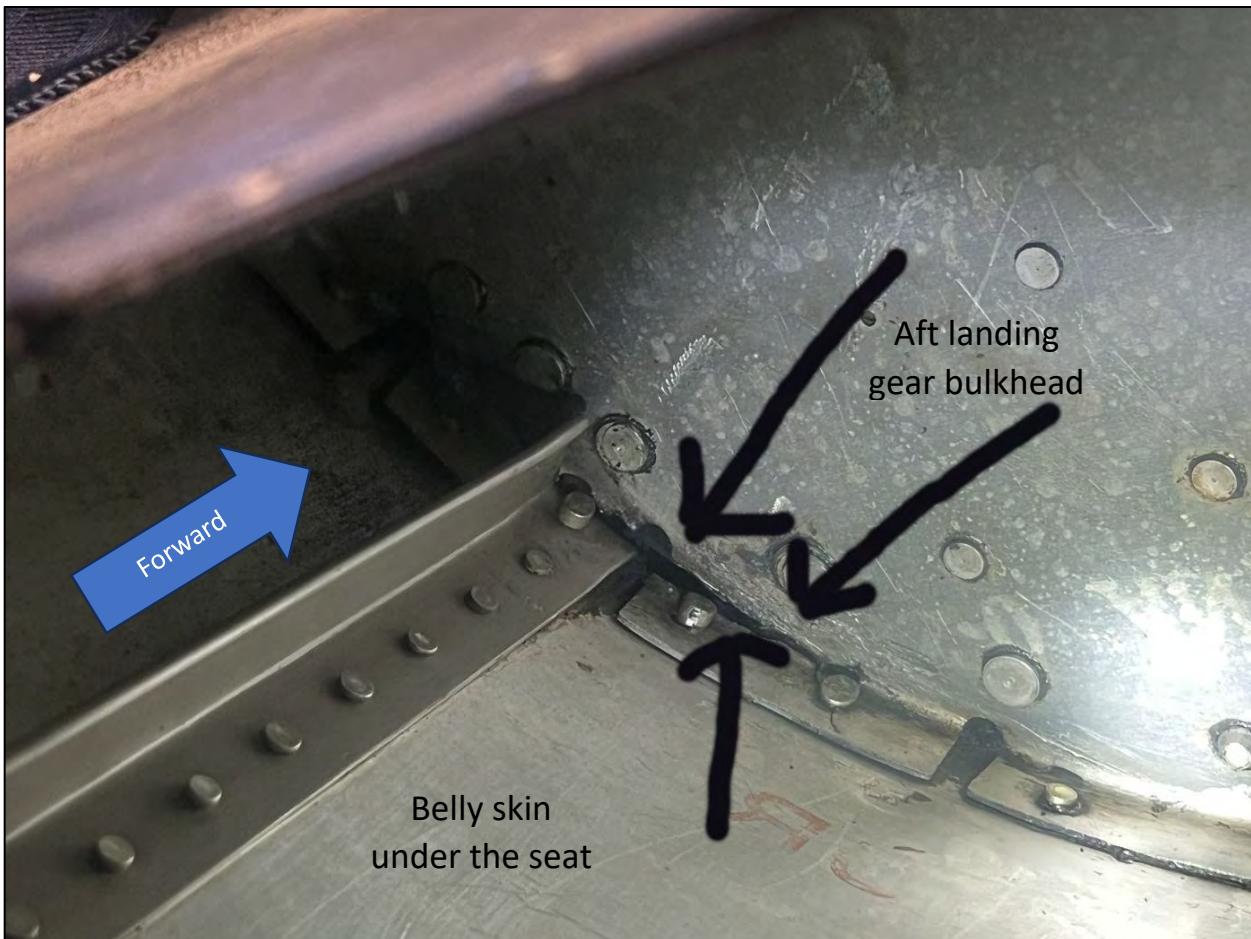


So, does this affect the purchase? It would require removing the skin to install the reinforcement, which could be a little involved. However, there may be no real problem if the reinforcement is not there. Simply apply a little up and down pressure (gently) at the outboard end of the stabilizer and look/listen for any popping or oil-canning of the skin adjacent to the fuselage. These stabilizers have been used as grab locations when pushing the airplane into a hangar, and repeated lifting or pushing could have resulted in the leading edge weakening and allowing the buckling/popping/oil canning of the stabilizer skin. If this condition exists, the reinforcement should be installed. If not, then fly the airplane with confidence and refrain from any aerobatics 😊 Also please refrain from doing this to somebody else's airplane.

Something that we mentioned earlier regarding proper paperwork. The aircraft data plate must be installed and legible. For the 1946 models, this will be on the glareshield above the instrument panel, and all aircraft later will have it riveted on the doorpost just inside the left door as seen here.

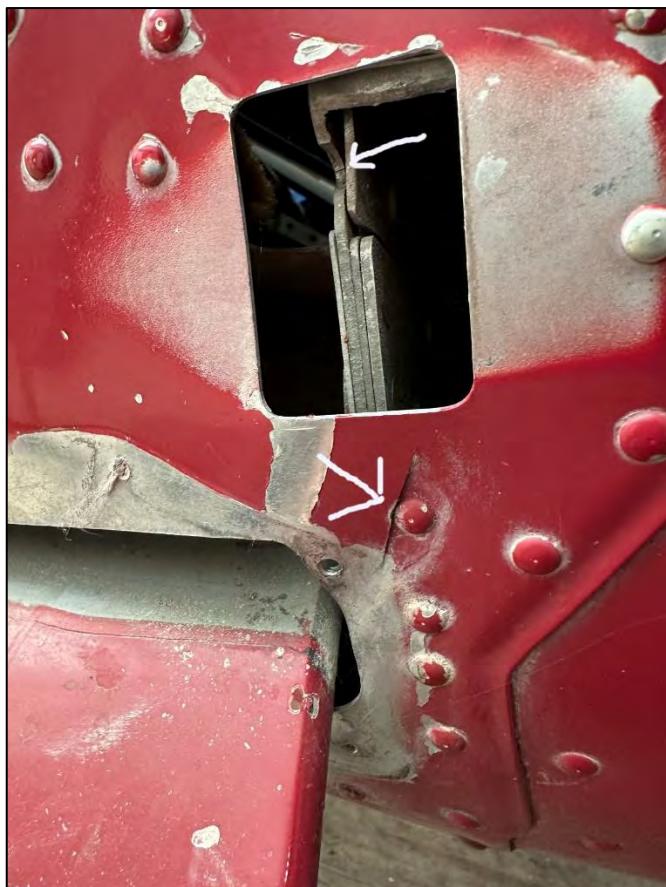


Open the inspection panels under the seat pan and look forward to the landing gear bulkhead. Cracks seen here are usually the result of some hard landings or prolonged use of wheel extenders. This damage falls under the category of "known problem areas" that we mentioned earlier.



Along with the possible cracks in the gear bulkhead are cracks in the door posts. It is firmly believed that these cracks begin appearing in conjunction with the landing gear bulkhead cracks as a result of the same factors (wheel extenders and hard landings). These cracks appear at the bottom of the door post frames where the landing gear enters the fuselage adjacent to the wing strut attach points.

This photo below shows a cracked door post that is clearly visible when the wing strut has been removed (top arrow) along with some skin buckling and crack just above the landing gear leg (bottom arrow).



One more AD that is easy to confirm is the extra reinforcement on the aft spar of the vertical fin. The FAA issued this Airworthiness Directive back in 1950 to address concerns that were appearing in this area. The next picture is from a 1947 120. It shows the reinforcing angles on both sides of the spar. The doubler that runs up to the 2<sup>nd</sup> rib is the original doubler that was not sufficient to handle the loads.



Cessna began increasing the thickness of the original doubler during manufacturing of the later A models, so you don't need the additional angles.



All in all, a good pre-buy inspection from a person knowledgeable with our aircraft type is money well spent.

## Remembering our friends and loved ones...



### Jack “Poppy” Poppenhager February 1933 – November 2023 Founding Member First President

*Jack “Poppy” Poppenhager, 90, of Canton, passed away on Sunday, November 19, 2023, at Graham Hospital in Canton.*

*He was born on February 23, 1933, in Summum, IL to Wayne and Wanda (Howard) Poppenhager. He married Joan Derry on February 4, 1951, in Palmyra, MO. She survives.*

*Also surviving are his nieces and nephews including, Lyn Pedigo, Amy (Tom) Ingles, Jim (Trina) Poppenhager and several great nieces and nephews. He was preceded in death by his parents and one brother, Roger Poppenhager.*

*Jack served in the U.S. Army during the Korean Conflict and in 2021 received an Official Proclamation for being an Ambassador for Peace. He later worked for International Harvester Company in Canton retiring in 1983. He was the oldest person ever to go through the IH apprenticeship at age 39.*

*He enjoyed flying and worked as a commercial pilot and as a private flight instructor. He was a founding member of the International Cessna 120-140 Association and was the 1st elected president.*

*He also was an Auxiliary Police officer for the Canton Police Department and was awarded Canton Police Department Auxiliary Officer of the Year for 2010, 2014 and 2016.*

I first met Jack at the 2005 Omaha Convention. He had flown in with a friend in a Cessna 170. David Lowe and I were looking at the gear legs on his C-170 since they are/were the same gear legs used on the 120/140. I was talking with Jack about his 170 and asked if he'd ever owned a 120 or 140. Was I surprised to find out I was talking with the Association's first president!!

At that point I asked him about Glen Usher (whom our Association Award is named for) since I was curious about someone I'd always heard of, but never met. Jack had the inside scoop on Glenn and all the "founding fathers.....and mothers." What a fascinating discussion.

My recollection of Jack was a positive, quiet, unassuming man that was very supportive of the association, he continued to come to conventions throughout the years as he was able. Jack was a great guiding force that helped start a small group of people all working to preserve their favorite airplane. Jack was instrumental in starting the initial conventions, assisting in the newsletters and an all-around problem solver. I really appreciated our discussions when we were able to meet up at Aviation events.

Our thoughts and prayers are with the family, and may we all follow in Jack's footsteps to help the Association move forward and keep our Cessnas flying.

... Victor Grahn



**Veterans Day Celebration  
November 4, 2023  
Peach State Airport (GA2)**  
Georgia State Rep...Christian Vehrs



This year was another honorable remembrance of Veterans Day, hosted at the home of EAA Warbird Squadron 31 – Peach State airport. The cloudless day provided for great flying and photos.



One of our local 1946 model 120's took part in a nice formation fly-over along with a Stearman and a Breezy.

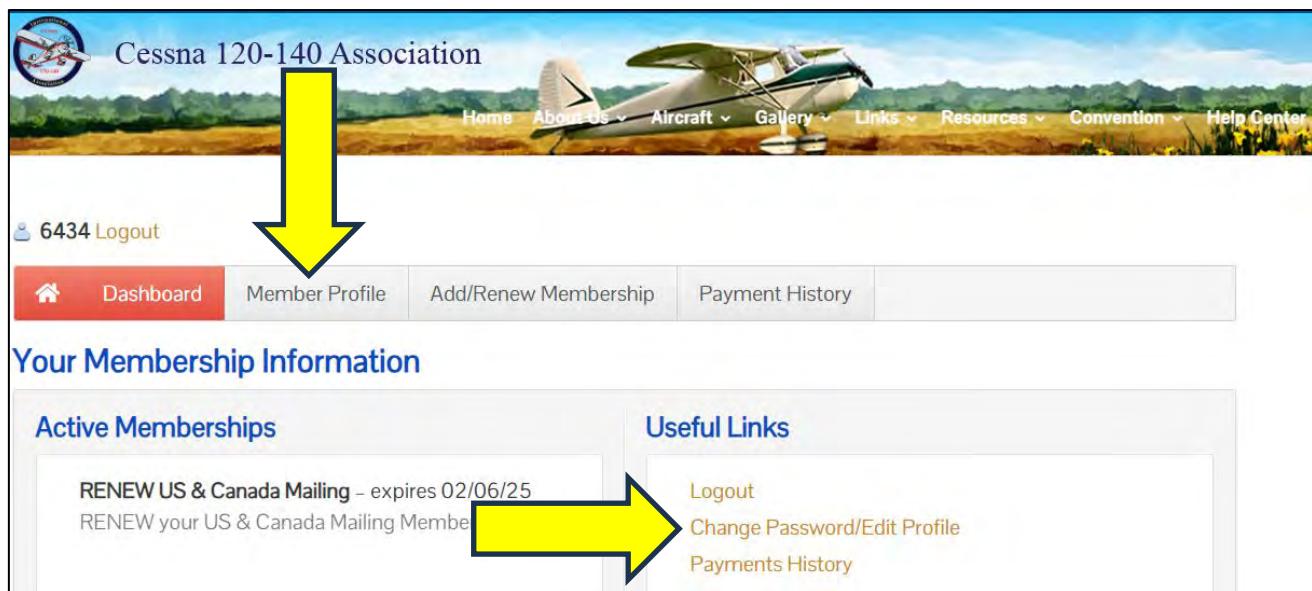
There were no shortage of fly-bys and invasion stripes – thanks to all who displayed their aircraft.

Make plans to attend next year!!!  
Hope to see you here.

## Fellow Members

The association's board of directors is taking a fresh look at our membership data to target programs and events to the membership. While we have a lot of good information, there is a lot of missing data that could help us out. Some members do not have addresses and even states on their profile. To that end we are asking all members to take a few minutes to log on to the website and update their member profile. Please complete all fields that are applicable for you. We are considering programs specifically for CFI's and mechanics. If you have an instructor's and/or mechanics certificate, please give us the specifics on the ratings on your certificate. While nothing is 100% guaranteed in the IT security world, rest assured, we will not sell your data or provide it to any third party. It is strictly for the internal use of the association.

To update your profile, log on the website, and click on "My Account". This will take you to your member dashboard.



6434 Logout

Dashboard Member Profile Add/Renew Membership Payment History

### Your Membership Information

#### Active Memberships

RENEW US & Canada Mailing – expires 02/06/25

RENEW your US & Canada Mailing Member

#### Useful Links

Logout  
Change Password/Edit Profile  
Payments History

From there, click on Member Profile or click on Useful Links (Change Password/Edit Profile). Either path works. Scroll down updating the fields and click on "Save Profile" at the bottom. Take some time to look thru the Member Directory and the Help Center while you are at the dashboard as well. Our on-line Member Directory is a great tool for members to find each other and share resources. However, if you are not comfortable with being in the directory just check the "Exclude from Directory" box at the bottom of the profile update.



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



Holiday Inn Rockford  
7550 E State St, Rockford, IL 61108  
(815) 398-2200 \$112 / Night  
Mention Cessna 140 rate



Enterprise Car Rental  
2031 N State St, Belvidere, IL 61008,  
United States, 815 544 0999  
There will be NO Association transportation to hotels.

Convention Registration \$50 / person (see website)  
Tee shirts sold separately.

Friday night cookout \$30 / person (pre-registration)  
Banquet Saturday evening \$50 / person  
(pre-registration)

There will be a SPECIAL gift for the first 5 people that register for the online registration AND show up at the convention.

The airport at Poplar Grove is an uncontrolled public use airport, but it is privately owned. We are NOT under the O'Hare Class B, and a transponder is not required. The owners are committed to helping us make this a great convention. We have a 4000' long hard surface runway and two grass runways (2700' and 2500').

There is 100LL available on the field, and there is camping space available on the field, with access to a restroom.

### **Wednesday:**

- Early arrivals and registration
- No scheduled events
- Hospitality Room open
- In registration pack list of things to do for early arrivals, restaurants

### **Thursday:**

- Arrivals and registration
- Fly out / drive out (TBD)
- Poker run – available on Thursday/Friday/Saturday. Envelope opening and winner announced Friday evening at business meeting.
- Lunch: Food Truck
- Poplar Grove Engine Overhaul Tour
- Thursday Dinner: on our own
- Hospitality Room after dinner

### **Friday:**

- 7am- First Timers Breakfast at Hotel, in Scoreboard Grill
- Fly out to Burlington, WI, American Champion Factory. Maybe lunch at Janesville on the way home?
- Day trip for those not on fly out
- Lunch for those at airport: on our own
- Pinot and Paint with Gayle Lowe
- 5pm Business Meeting
- 6pm Friday Dinner: Dinner at airport – Brett Swartzendrubber cooking on his Hooray Grills
- Hospitality Room open

### **Saturday:**

- Pancake breakfast at C77 is at the EAA building.
- Maintenance Forums at 10:00 AM / Non-Flyer Event
- Lunch: Food Trucks
- 1pm Flying Events after lunch (Ground events in case of rain)
- Hospitality Room open before and after Banquet.
- Banquet at 5:30pm in host hotel

### **Sunday:**

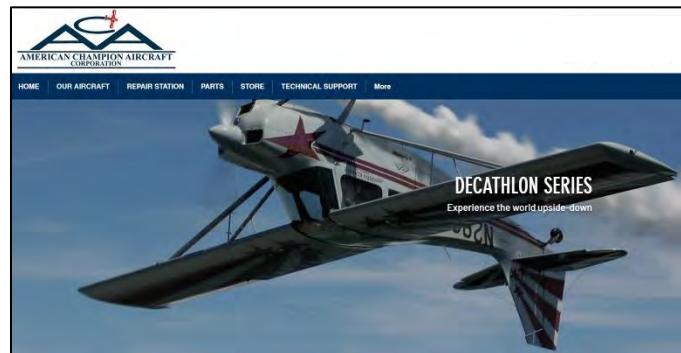
- Departures, coffee / doughnuts at airport

### **Other hotels close to the Holiday Inn:**

- Courtyard by Marriott (815) 397-6227
- Residence Inn by Marriott (815) 227-0013
- Super 8 by Wyndham (815) 229-5522
- Hampton by Hilton (815) 229-0404
- Courtyard by Marriott (815) 397-6222
- Econolodge (815) 397-8000
- Surestay Hotel (815) 397-8000



*Poker Run stop, gathering the winning hand*



*American Champion Aircraft Facility Tour*



*Flying Events – short take-off, ball drop, spot landing*

# International Cessna 120 / 140 Association

## State Representatives

<b>Alaska</b> Jason Mayrand <a href="mailto:Alaska120@gmail.com">Alaska120@gmail.com</a>	<b>Iowa</b> Vince & Denise Jackovich <a href="mailto:vbjfly@aol.com">vbjfly@aol.com</a>	<b>New Jersey</b> Debbie Schrek <a href="mailto:Debs28@verizon.net">Debs28@verizon.net</a>	Orville Winover <a href="mailto:owinover@aol.com">owinover@aol.com</a>
<b>Alabama</b> Blake Mathis <a href="mailto:blakemathis@yahoo.com">blakemathis@yahoo.com</a>	<b>Kansas</b> Brett Swartzendruber <a href="mailto:brett@hesstonmachine.com">brett@hesstonmachine.com</a>	<b>New Mexico</b>	Vic White <a href="mailto:vwkestrel@gvtc.com">vwkestrel@gvtc.com</a>
<b>Arizona</b> Ron Wiener <a href="mailto:rkw55@msn.com">rkw55@msn.com</a>	<b>Kentucky</b> David Lowe <a href="mailto:davidlowe.c140@gmail.com">davidlowe.c140@gmail.com</a>	<b>New York</b>	<b>Utah</b>
<b>Arkansas</b> Donis Hamilton <a href="mailto:hamilton@grnco.net">hamilton@grnco.net</a>	<b>Louisiana</b>	<b>North Carolina</b> Mac Forbes <a href="mailto:wefly140@aol.com">wefly140@aol.com</a>	<b>Vermont</b> Robert Desrochers <a href="mailto:Robert@fairbanksmill.com">Robert@fairbanksmill.com</a>
<b>California</b> Randy Thompson <a href="mailto:thompsonsairstds.net">thompsonsairstds.net</a>	<b>Maryland</b> Fred Lagno <a href="mailto:fredlagno@yahoo.com">fredlagno@yahoo.com</a>	<b>North Dakota</b> Mike Paulson <a href="mailto:mpaulson@fargojet.com">mpaulson@fargojet.com</a>	<b>Virginia</b> Jamie Barnhardt <a href="mailto:Innovative65@gmail.com">Innovative65@gmail.com</a>
<b>Colorado</b> Jack Cronin <a href="mailto:croninjw@gmail.com">croninjw@gmail.com</a>	<b>Massachusetts</b> Steve Johnson <a href="mailto:Stevejohnson02780@gmail.com">Stevejohnson02780@gmail.com</a>	<b>Ohio</b> Ben Riggs <a href="mailto:ben@benriggsfamily.com">ben@benriggsfamily.com</a>	<b>Washington</b> David & Cathy Sbur <a href="mailto:dsbur@centurylink.net">dsbur@centurylink.net</a>
<b>Connecticut</b> Doug Halley <a href="mailto:dhhlmh@sbcglobal.net">dhhlmh@sbcglobal.net</a>	<b>Michigan</b> Dick & Nicki Acker <a href="mailto:richack21@gmail.com">richack21@gmail.com</a>	<b>Oklahoma</b> Brad Depee <a href="mailto:braddepee@yahoo.com">braddepee@yahoo.com</a>	Max Platts <a href="mailto:mtplatts@gmail.com">mtplatts@gmail.com</a> <a href="mailto:txplatts@lcmail.lcsc.edu">txplatts@lcmail.lcsc.edu</a>
<b>Delaware</b>	<b>Minnesota</b> Tom & Jan Norton <a href="mailto:jannorton1423@gmail.com">jannorton1423@gmail.com</a>	<b>Oregon</b> Timothy Mix <a href="mailto:cessnafixer@yahoo.com">cessnafixer@yahoo.com</a>	<b>West Virginia</b> Bill Motsinger <a href="mailto:wmotsinger@suddenlink.net">wmotsinger@suddenlink.net</a>
<b>Florida</b> Mike Smith <a href="mailto:mspcfl@comcast.net">mspcfl@comcast.net</a>	<b>Mississippi</b> Tim Gilbert <a href="mailto:wildbunch4@frontiernet.net">wildbunch4@frontiernet.net</a>	<b>Pennsylvania</b> Richard Duncan <a href="mailto:Wingthing1@aol.com">Wingthing1@aol.com</a>	<b>Wisconsin</b> Matt & Carole Rybarczyk <a href="mailto:mattryb@live.com">mattryb@live.com</a>
Wolfgang Schuele <a href="mailto:wedees@gmx.net">wedees@gmx.net</a>	Larry Levine <a href="mailto:propstriker@comcast.net">propstriker@comcast.net</a>	Michael Knefley <a href="mailto:topcubs@hughes.net">topcubs@hughes.net</a>	Eric Olson <a href="mailto:Eolson1755@gmail.com">Eolson1755@gmail.com</a>
<b>Georgia</b> Christian and Heidi Vehrs <a href="mailto:christian.s.vehrs@delta.com">christian.s.vehrs@delta.com</a>	<b>Missouri</b> John & Renee Groeneveld <a href="mailto:jgaero@att.net">jgaero@att.net</a>	<b>Rhode Island</b> Bob Berlyn <a href="mailto:bberlyn@cox.net">bberlyn@cox.net</a>	<b>Wyoming</b> Frank Mommsen <a href="mailto:frank@wyocarb.com">frank@wyocarb.com</a>
<b>Hawaii</b>	<b>Montana</b>	<b>South Carolina</b> Bo Mabry <a href="mailto:swiftbo79k@gmail.com">swiftbo79k@gmail.com</a>	<b>International Reps</b>
<b>Idaho</b> David Hoffman <a href="mailto:david@cockpitlights.com">david@cockpitlights.com</a>	<b>Nebraska</b> Mark Peterson <a href="mailto:flyfast140@gmail.com">flyfast140@gmail.com</a>	<b>South Dakota</b> Bruce & Christine Bowen <a href="mailto:bbowen999@aol.com">bbowen999@aol.com</a>	<b>Australia</b> Mike & Virginia Dalton <a href="mailto:dalts@bigpond.net.au">dalts@bigpond.net.au</a>
<b>Illinois</b> Michael Pastor <a href="mailto:mikepastore@outlook.com">mikepastore@outlook.com</a>	<b>Nevada</b> Geary Keilman <a href="mailto:N2422v@aol.com">N2422v@aol.com</a>	<b>Tennessee</b> Don and Maureen Alesi <a href="mailto:N2084V@comcast.net">N2084V@comcast.net</a>	<b>Canada</b>
<b>Indiana</b> Lawrence Benson <a href="mailto:Lebjier.1@hotmail.com">Lebjier.1@hotmail.com</a>	Josh McDonald <a href="mailto:joshcfi@gmail.com">joshcfi@gmail.com</a>	<b>Texas</b> Ken Dwight <a href="mailto:kdwight@swbell.net">kdwight@swbell.net</a>	<b>Germany</b> Wolfgang Schuele <a href="mailto:wedees@gmx.net">wedees@gmx.net</a>
Justin Pallas <a href="mailto:Cessna120@pallasdesignstudio.com">Cessna120@pallasdesignstudio.com</a>	<b>New Hampshire</b>		<b>United Kingdom</b> Iain & Sarah Macdonald <a href="mailto:morayflyinggroup@gmail.com">morayflyinggroup@gmail.com</a>
			Graham Robson <a href="mailto:graham-robson@btconnect.com">graham-robson@btconnect.com</a>