



International Cessna 120/140 Association

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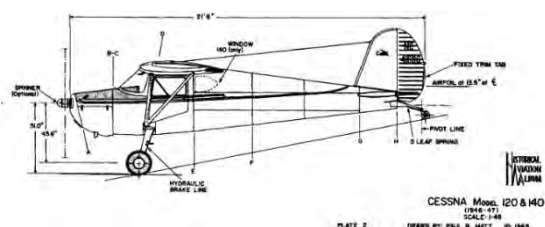
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David Lowe david@cessna120140.com
(270) 929-3776

Technical Advisor

Victor Grahm victor@cessna120140.com
(231) 740-5576

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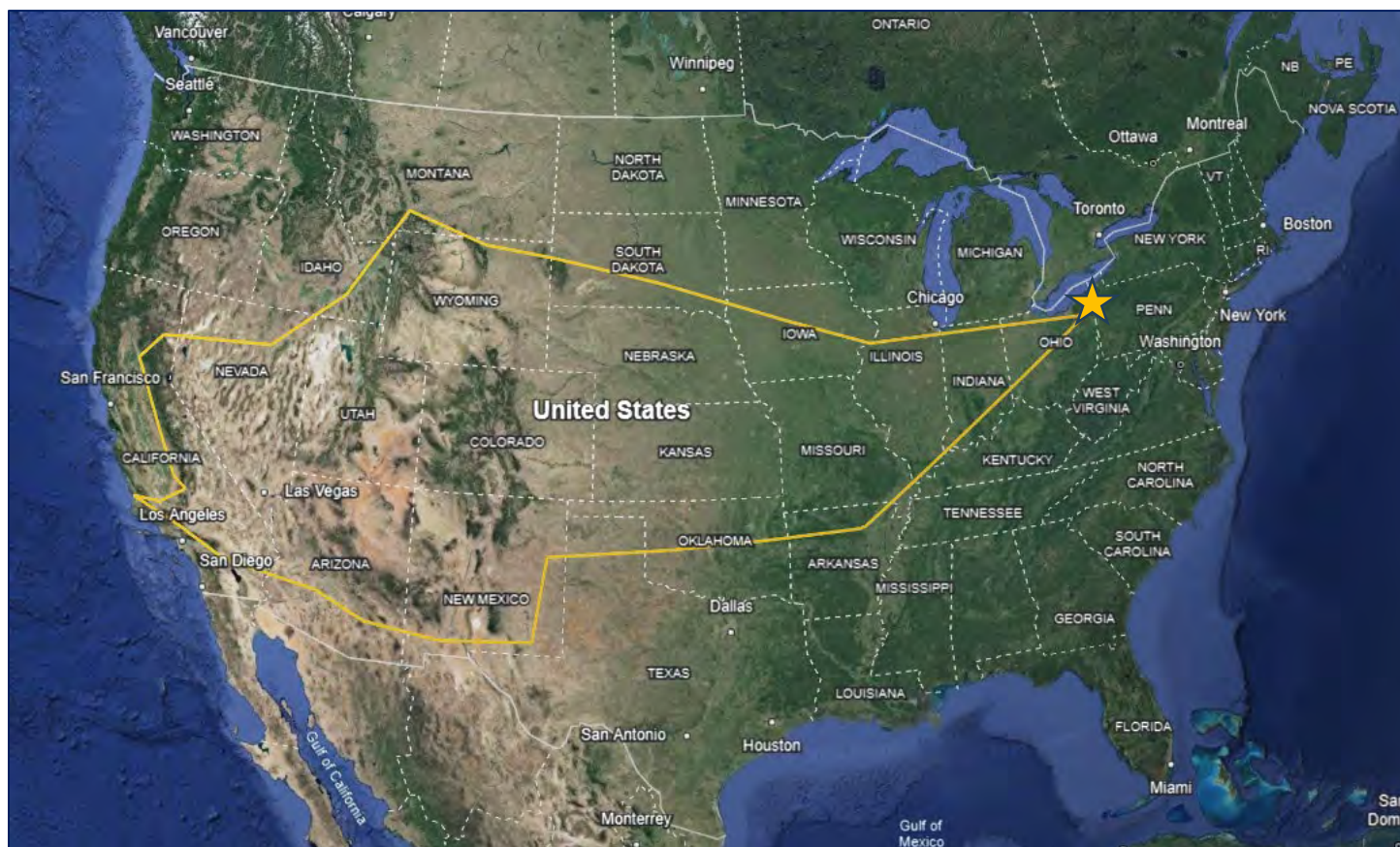
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Epic Cross Country

...Dave Isler Braceville, Ohio



This story began some 35 years ago. I did not own an airplane at that time and had been flying club airplanes and some rentals, everything from Arrows, Warriors, Archers, 172s, 152s and even a Grumman AA1B

Then it happened. I fell into a deal whereby if I would rehab and make airworthy a derelict Cessna 140, I would be free to fly it to my heart's content. Too good to pass up! This airplane lived on a farm airstrip where it had sat idle for many years. After some time and a good deal of effort it was ready to fly once more.

I can honestly say that I had more fun and learned more about stick and rudder flying in that airplane than anything I had previously flown. It was then that I began to fantasize about flying this airplane west for a hobo cross country. Only an idea at that time but it was not to be in that 140.

In 1990 I met the girl I am still married to today. Getting married, settling down, buying property and building a house meant flying would be shelved. It was ok. I was happy. But of course, the fever never goes away, and the hobo cross country idea lingered in the back of my mind.

Fast forward to 2015. I found N2674N. A 1948 Cessna 140, rough but the price was right. The worn out C85 was replaced with a fresh Lycoming O-235. A complete interior restoration was done along with too many details to list. I got myself legal again and 74N and I were ready for some serious flying.

In 2022 I decided to fly out to Sturgis South Dakota for the 120 / 140 convention. Had a great time and met some great like-minded people. It was a good test for my long cross-country endurance.

Now the die was cast. I began a year of planning and would fly this airplane from N.E. Ohio to the west coast and back. I should mention that I had previously flown it to the coast of Maine on a two-day trip. I added to my goal that 74N would see both the Atlantic and Pacific coasts.

I departed on August 23, 2023. The first leg took me to Arkansas where I camped on a private airstrip (28AR). Wonderful folks there.

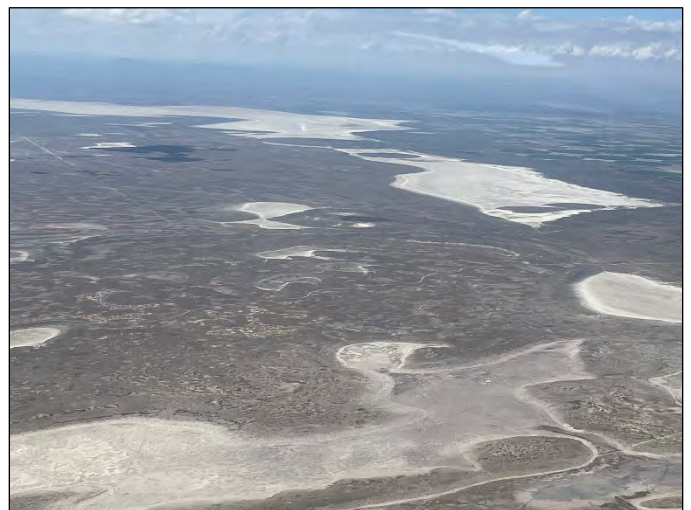


First night - camping on a private strip in Arkansas

The next stop was Tucumcari, New Mexico then El Paso, Tucson, and Phoenix. Across the Mojave Desert and down into the L.A. basin via the Banning pass then over to the coast.



New Mexico desert



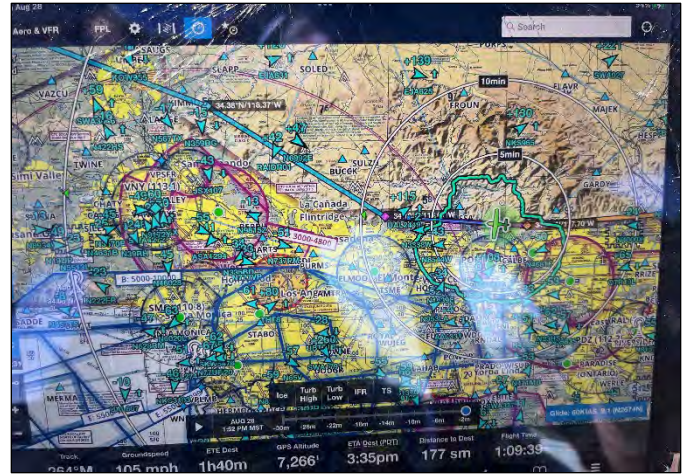
First dry lakebed of this trip – New Mexico



Deming, New Mexico – overnight waiting for weather



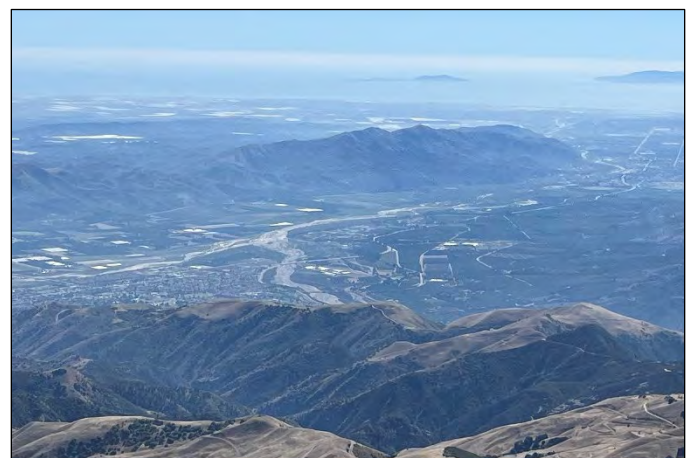
Leaving New Mexico heading towards Tucson, Az



Staying north of L.A. by the Mojave Desert working my way west



Crossing the Colorado River from Arizona into the fields of Southern California

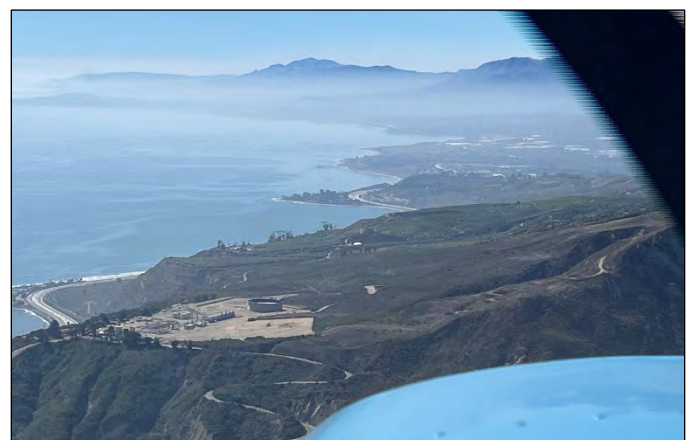


Coming down the L.A. basin on the way to the coast



Passing by the Salton Sea just south of Joshua Tree National Park on the way to L.A.

Up the coast from Ventura to Oceano County Airport (L52) where I took an airport courtesy bike less than a mile to the water. Success! But wait I still have to get home. Ok, put the anxiety aside and press on.



Pacific coast north of Ventura

Next, inland and into the mountains to Kern Valley Airport (L05) a popular airplane camping destination. Camped that night at Kern valley.



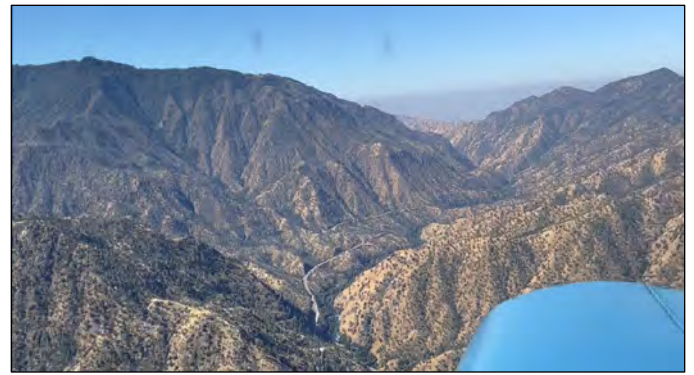
Kern Valley airport camping



In the morning it was back down into the central valley and north to Oroville then east across the Sierra Nevada Mountains at 10,000 feet, overnight at Susanville CA.



Leaving Kern Valley



Heading up Central Valley



Crossing into Northern Nevada

My route through northern Nevada would take me across the Black Rock desert.



Black Rock Desert

I really wanted to land on the dry lakebed and camp, but it so happened that the Burning Man event was just beginning at that time, so I just flew on past. I had been trying to stay ahead of a nasty weather system anyway that was approaching from the west. And you guessed it, that's the system that destroyed Burning Man 2023 by turning the lakebed into a not-so-dry mess.



Editor's note: the Burning Man event is hard to describe in a sentence or two.

Do your own research on this, but it looks like a great place to land if you are in the area.

On to Elko Nevada then turn north into Idaho. Overnight at American Falls (U01) where I did a much-deserved oil change and general condition inspection. Then north through the valleys bordered by high peaks to Bozeman Montana. Stunning scenery! Through the Bozeman pass to Mission Field (LVM) Montana.



Passing through the valleys on my way to Bozeman, Montana. This obscured peak is over 10,000 ft

It was during the approach into Mission Field, Montana that the anxiety really began to build. Having tuned into the ASOS I knew I was facing winds of 22 gusting to 45 mph; best runway would still give me a 30-degree factor.

Turning back to Bozeman was not an option as the winds were no better. I had to get fuel and there was nowhere else to go... I have to do this. I opted for the grass parallel to the runway, much more forgiving. Managed to get on the ground (a couple of times actually) without bending anything, but it wasn't pretty.



Mission Field Montana

After fueling, I was faced with the same challenging wind conditions. Taxiing perpendicular to the wind was interesting as the airplane kept weather-vanning, but eventually I made it to the runway and got the heck out of there.



Yellowstone River south of Billings, Montana

On to Sheridan Wyoming, then Spearfish South Dakota. From there on it was familiar territory as I had flown that route one year earlier.



Bighorn Mountains, Wyoming



Bighorn Mountains, Wyoming



Devil's Tower, Wyoming



Spearfish, South Dakota

When I look at this trip on paper it looks fairly simple. But in reality, each leg with fuel stops and alternates was carefully planned. Weather was scrutinized for each day's route. As any seasoned aviator knows C.A.V.U. at departure is unlikely to be the case at the destination, particularly true in the mountains. Typically, I flew 2 ½ to 3 hours between fuel stops and averaged 489 miles per day. Fatigue tended to make the endurance rules. Can't say enough for ADS-B in and out, traffic info around Los Angeles was invaluable. I found FIS-B onboard weather radar, even with the slight time delay, very useful for the look-ahead value.

Soon I was home after thirteen days, exhausted and a few pounds lighter. Eleven days of flying with two no fly days. 5,389 miles, 61 hours logged and landed at 29 airports. Mountains, deserts, oceans and prairies, and I got to see it all from the best seat in the house. I'm very proud of the little Cessna as it never let me down, and through that airplane I was able to realize a personal goal.



Dave and Jeanne Isler



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Now members have the capability to order from a wide range of apparel and select their favorite style. Each item can be personalized to add your tail number, or even you and your Co-Pilot's name!

Check out the store using this link:

The International Cessna 120/140 Association Apparel Store | Rockford Illinois - Rokkitwear

The screenshot shows the website for 'THE INTERNATIONAL CESSNA 120/140 ASSOCIATION Apparel Store'. The header includes a search bar and a 'GET DISCOUNTS' section with an email sign-up form. The main navigation bar lists categories: Men's, Women's, Headwear, Performance, Youth, Accessories, Outerwear, Bottoms, and Team Uniforms. The central banner features the text 'THE INTERNATIONAL CESSNA 120-140 ASSOCIATION' and 'Support your team and get your The International Cessna 120/140 Association, Inc gear here!' with a 'Shop Now' button. To the right, there's a display of apparel (a blue t-shirt, a white long-sleeve shirt, and a black jacket) and a '\$100 GIFT CARDS AVAILABLE' promotion. Below the banner, there are four buttons: 'T-SHIRTS Shop T-Shirts »', 'WARMUPS Shop Warmups »', 'POLO Shop Polo »', and 'TEAM UNIFORMS Design Now »'.

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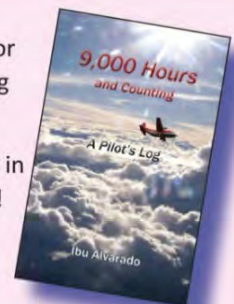
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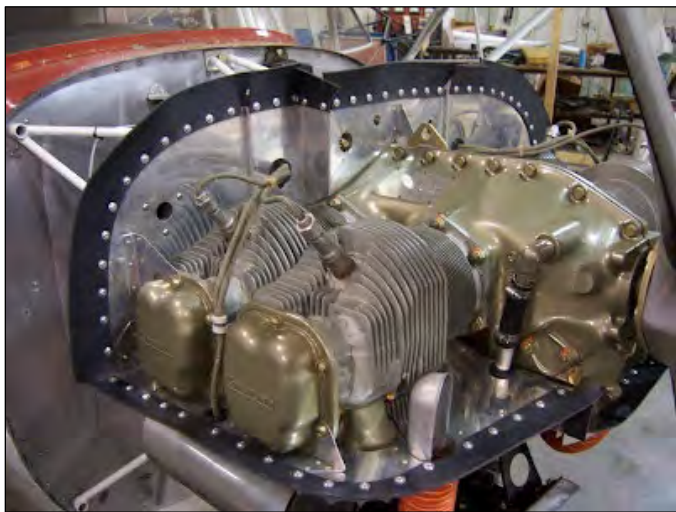


The image shows the logo for the Vintage Aircraft Association, which features a stylized biplane. To the right of the logo, the text reads: 'Vintage Aircraft Association', 'http://eaavintage.org/members/join today/', 'the world's premier organization created to preserve and protect all aspects of vintage aviation.', and 'Join VAA Today!'.

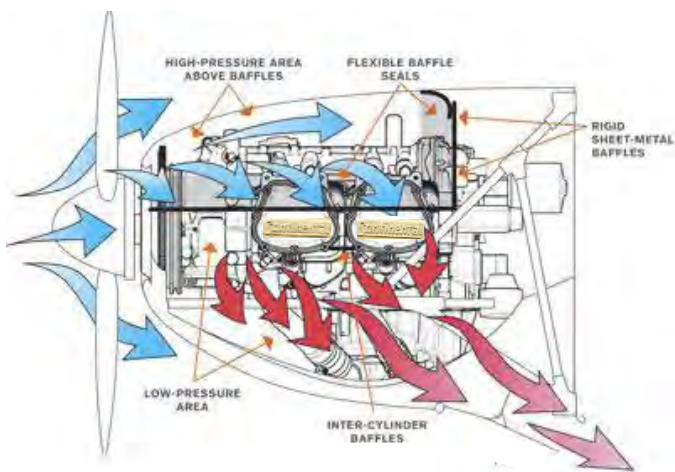
Tech Talk ...by Ken Morris

Baffled!

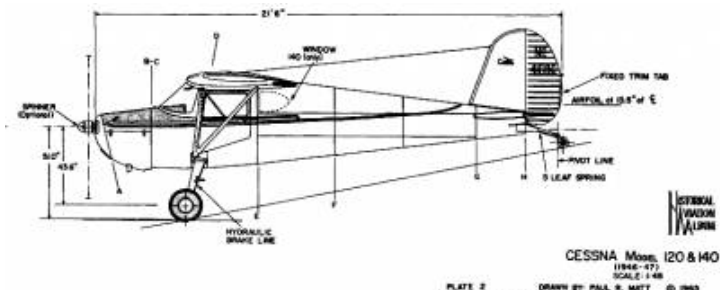
When you pull the cowling off your 120/140, what do you notice?



Aside from noticing how flimsy that engine mount looks in the naked light of day, you probably notice the engine baffling. This is important. It has a specific job to collect and guide airflow in an optimal way to cool our air-cooled engines.



These baffles can and do take a beating. Cracks, broken springs, missing parts and extra holes. We can break the continental engine baffle into 2 sections. The top section and the lower section.



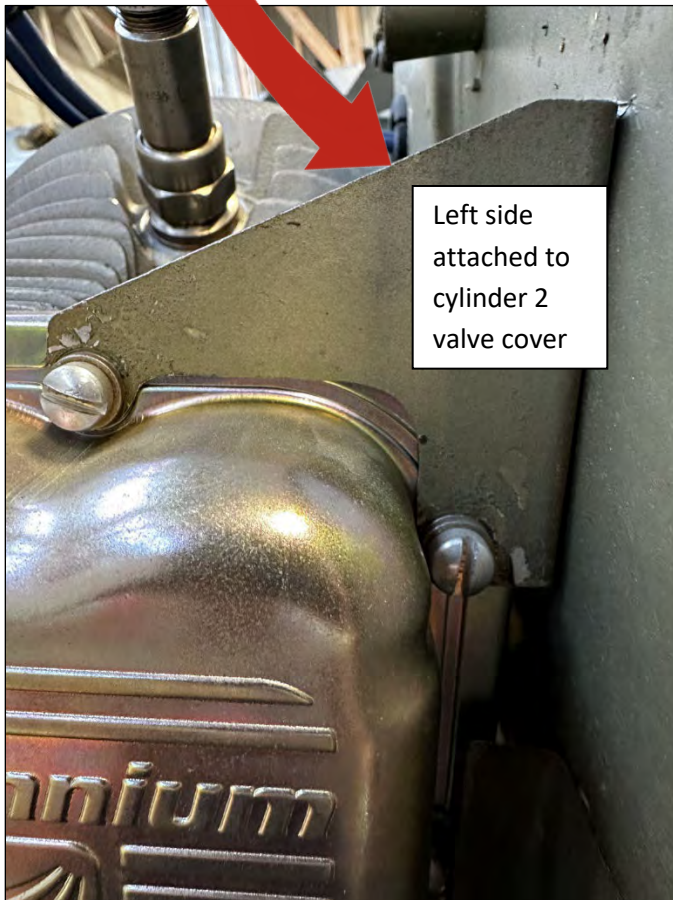
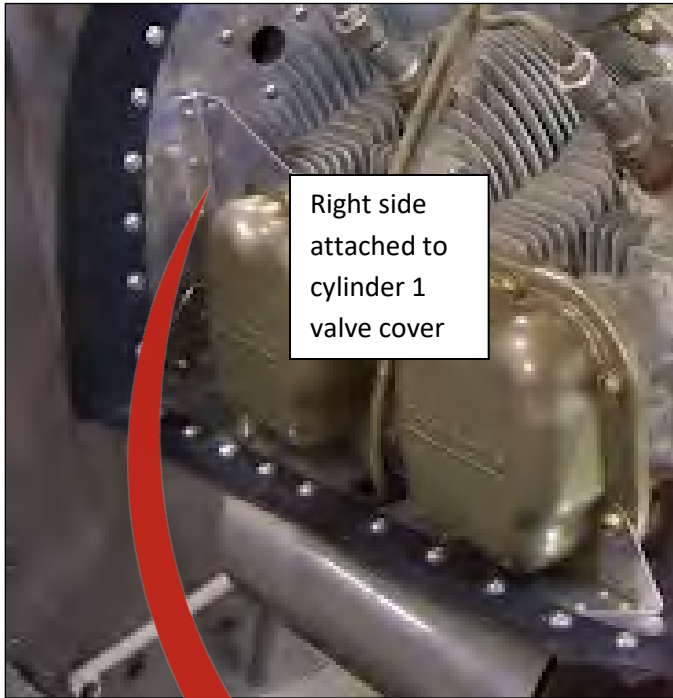
The top section consists of the rear baffle (vertical), the 2 side baffles (horizontal) and the 4 'V' shaped pieces between cylinders 1-3 and between 2-4. The bottom section is four pieces that sit underneath the main engine case.



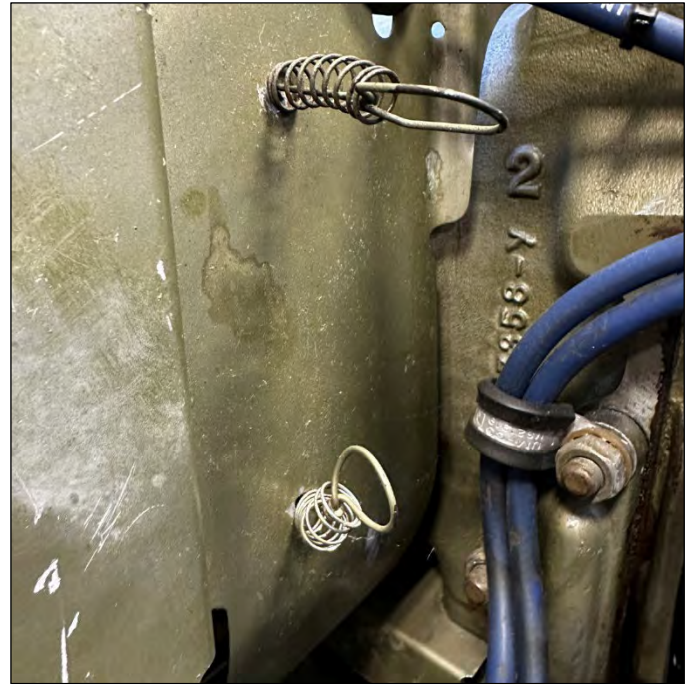
Starting at the rear baffle, it is attached to the engine in the center by one of the case through-bolts.



The sides are attached at the valve covers on cylinders 1 and 2.

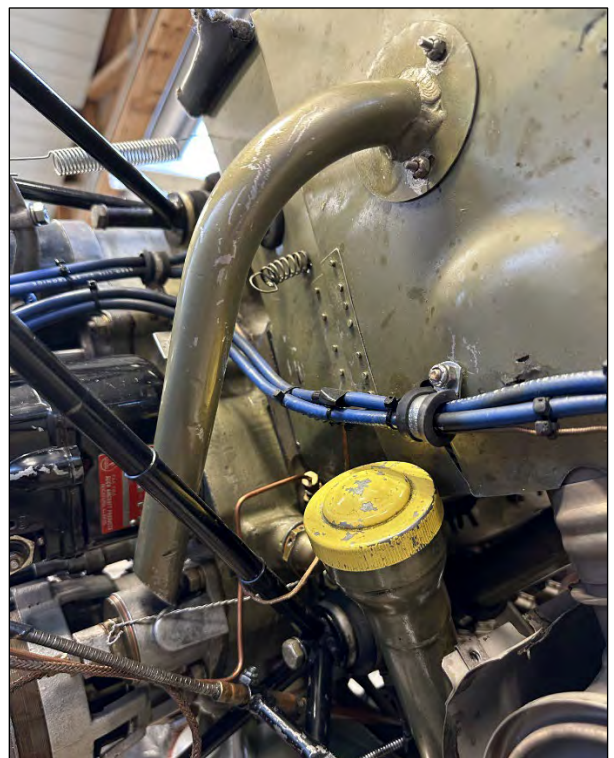


In addition there are wires and springs that hold the lower baffle up against cylinders 1 and 2. These are important and are often missing or broken. They keep the baffle tight.

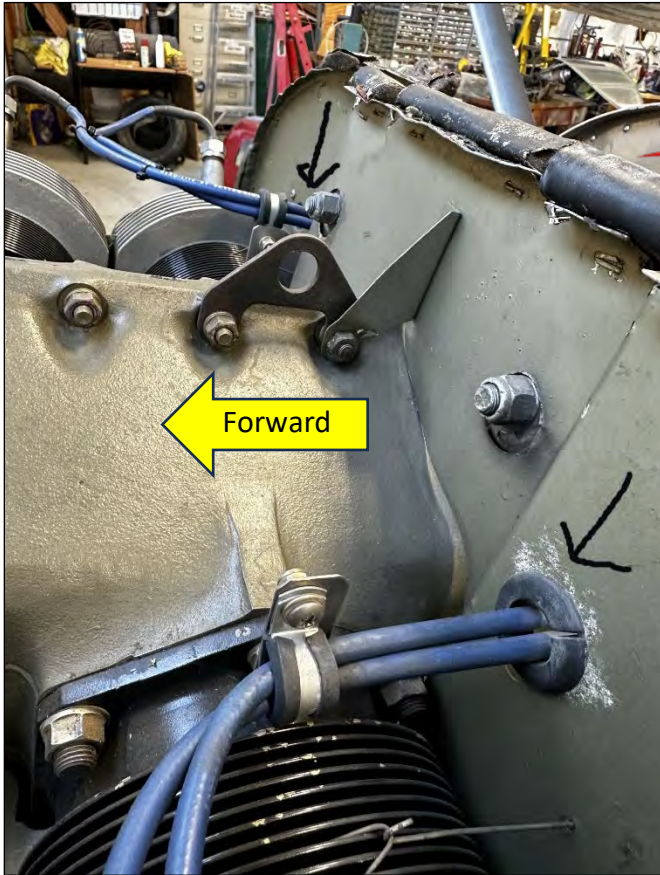


Wires and springs on the aft side, securing the baffle on cylinders 1 and 2

There is a hole on the right side of the rear baffle for the oil screen blast tube.



On the front side, there are holes on both left and right sides for the spark plug wires to come forward from the magnetos.



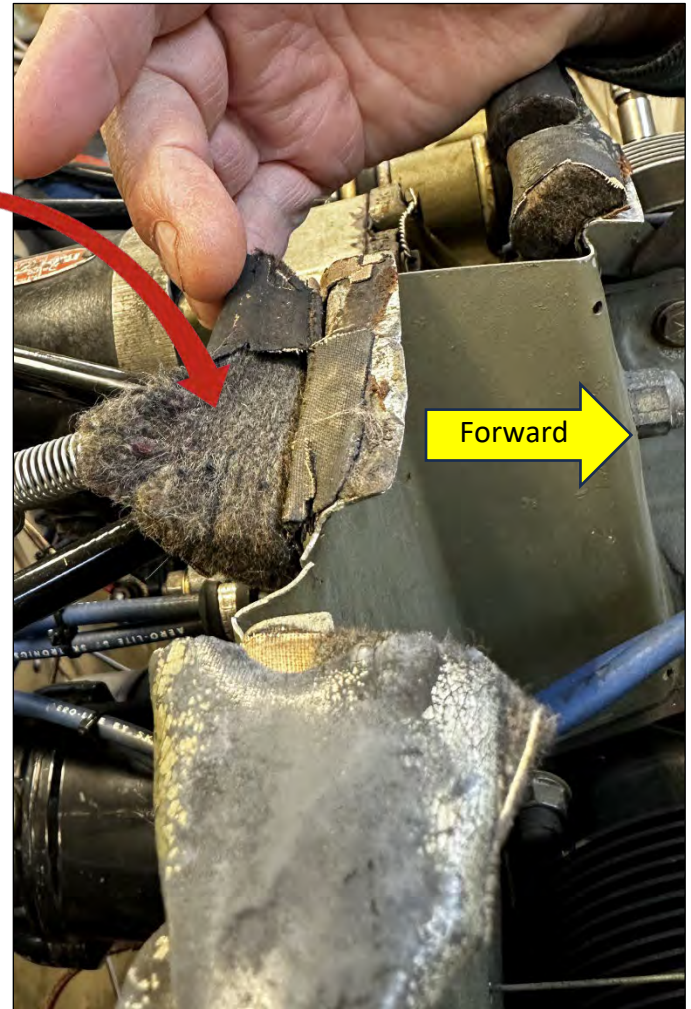
The C85 and C90 have staggered timing, so there should be 4 wires through the grommets in the rear bulkhead, and holes between the cylinders for two of the wires to get to the bottom plugs.

The O-200 has single timing, so all the wires will not need to necessarily go through the rear baffle. Some may be routed directly to the bottom plugs. Make sure there is a grommet in those holes to reduce leakage and prevent chafing.

Verify the baffle seal around the perimeter of the baffle is in contact with the top cowl facing forward so the pressured air can't get past.

I was flying with a pilot from the west coast that was a member of club that had a C140. They all complained that it was slow (90) and the oil temp was always high. One day someone noticed about an inch gap at the top of the rear baffle.

Once they fixed the gap, the speed went to normal and temp went to normal.



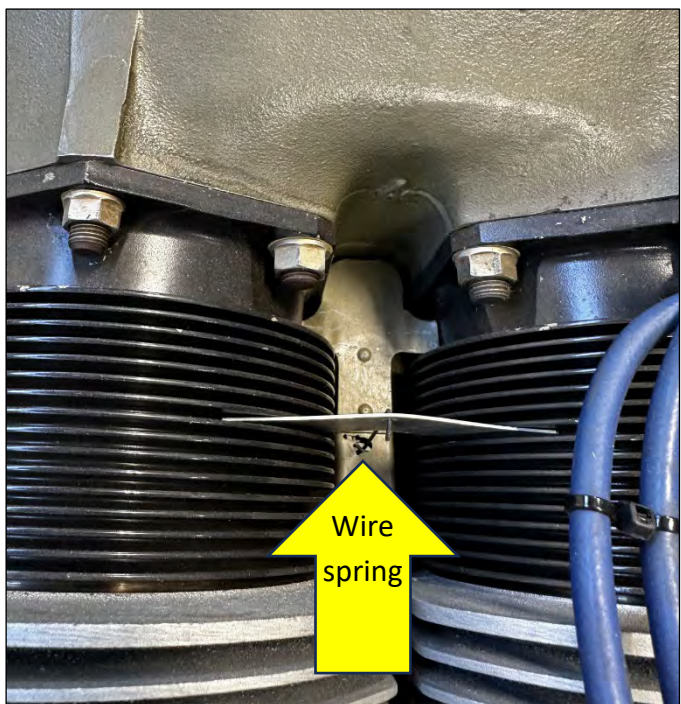
If the baffle is working correctly, the air that comes in the main cowling holes with the grills and around the prop hub, gets pressurized and forced downward between the cylinders and out the lower cowl. There is actually an STC to install moveable cowl flaps, although I have never seen one installed.

The fixed cowl flap on the lower lip of the 1947 and later cowlings creates a low-pressure area. The 1946 lower cowl has a deeper bottom that the straight exhaust comes through. This creates the same low pressure to exhaust the cowl air and help pull the air from around the cylinders. The side baffles are attached to the rear baffle and several valve cover screws. They need to be sealed tight to the lower cowl, and the plug wire holes need a good grommet that prevents leaking.

There are 4 'V' shaped baffles.



Two larger ones are on the lower steel portion of the cylinders. They close up tight with the cylinder base nuts and to the aluminum cylinder heads. They are underneath, held in with a wire spring and bracket on top.



Wire springs and brackets

Another V is set on the cylinder head in the same way. These guide the air between the cylinders for cooling. Without these, there is minimal pressure and cooling. I have seen several missing. If the air isn't working for you, it is working against you.



*Bottom oval cooling holes
Photo by Jack Fleetwood*

The bottom cooling is from the two small oval holes under the main cowl grills. This tunnel is attached to the push rod lifter housing with several added parts to tighten up the leaks. These are plates between the cylinders that lean up against the case.



Lower baffle assembly

This lower baffle cools the lower case where the camshaft and lifter bodies and scavenge oil lives. In the back, just in front of the oil tank, the air is dumped.

Originally there was another piece of baffle that attached to the lower baffle just in front of the oil tank. (Fig 12) It was shaped such that the air flowed over the front of the tank. I have seen exactly one of these installed. I don't think the benefit is worth the hassle. It is in the way during maintenance.



Oil tank cooling baffle (not common)

We have limited information about our engine's current health, except the oil temperature. A very wide rule of thumb is that oil temp should be "about" 100 degrees above the ambient temperature. So, if it is 70 degrees outside, oil temp should be about 170 degrees.

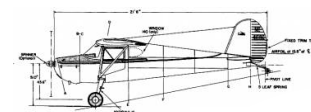
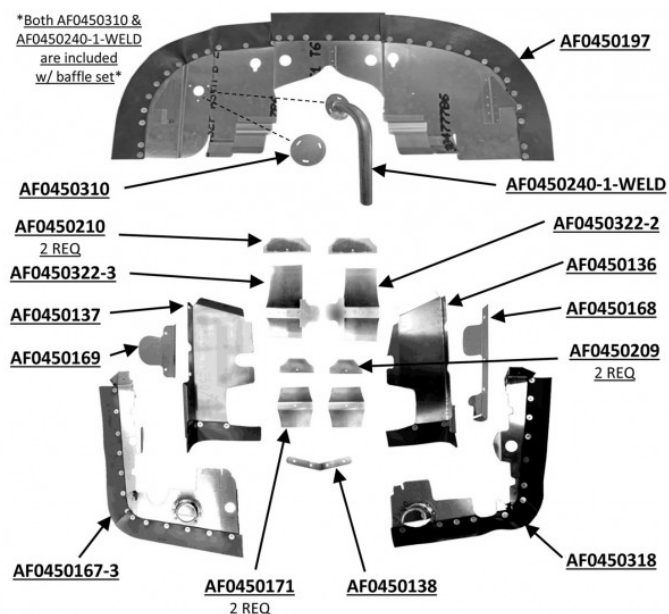
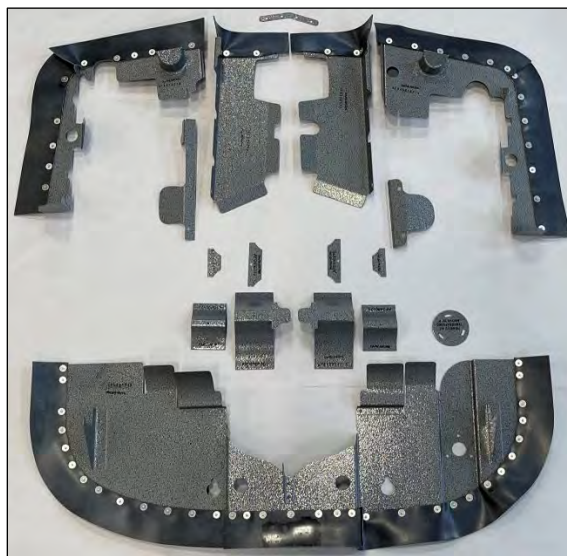
Our red line is 225 degrees, but I contend that our modern oil is superior to what was used in the past. That said, if oil pressure decreases as temp increases, you may have a problem.

Check the baffle. Any leaks will reduce its efficiency. Check the gauge. Make sure it indicates correctly. If your engine is high time, near a major overhaul, it may be telling you something.

When the engine is new, with tight clearances in the main and rod bearings, the heat is transferred from the crank shaft, through the rods, into the piston, and expelled through the cylinder fins. As the engine wears, the rod and main clearance increases. When this happens, heat transfer is reduced, but more importantly, the heat has nowhere to go but to be absorbed by... you guessed it... the OIL!

I know there are a lot of baffles out there that look like they've been hit by ground fire. Do yourself and your engine a favor. Make sure it's all there. Make sure it's all tight. Make sure there are no unnecessary holes in it.

If the ground fire finished off your baffle, there is a company, (Airforms in Alaska) that makes new baffles. The good news it they are wonderful quality, and you can buy only the pieces you need. The bad news is they want your kidney!



Remembering our friends and loved ones...

Vernon McLeod "Mac" Forbes, Jr Obituary

Vernon McLeod "Mac" Forbes, Jr., 79, of Gold Hill, passed away Monday, April 1, 2024.



Mac was born February 4, 1945, in Wilmington, to the late Vernon McLeod Forbes, Sr. and Hazel Edgerton Forbes. Mr. Forbes was a graduate of Williams High School in Burlington and then attended East Carolina University. He would then begin a 31-year career with Federated Mutual Insurance Company where he worked in sales and marketing. Mr. Forbes obtained his pilot's license in 1969 and would maintain his love for the skies until the end. He and his wife were active with the Experimental Aircraft Association and enjoyed their annual fly-in and camping trip to AirVenture in Oshkosh, Wisconsin and Sun 'n Fun in Lakeland, Florida. He also looked forward to the annual gathering for the South Carolina Breakfast Club that the EAA 1083 Chapter would host at Mid-Carolina Regional Airport. After moving to Gold Hill, he became an active member of Gold Hill Methodist Church.

From our friend Victor Grahn...

Mac was the Association president from 2003 through 2005. Mac and Donna were also the Glen Usher award recipients in 2006. With a membership starting in the mid 1980s and running to the present time, few persons have been such long-term enthusiastic supporters of aviation in general and specifically the Cessna 120/140 series. "Mac n Donna" were a true team, something that only happens with a great partnership. I was privileged to know them as were many others in the Association.

Whether it was manning the Sun-n-Fun type tent table for many years or setting up Sun-n-Fun dinners and forums, Mac was the "go to" person that put everything together including helping multiple convention hosts. Always active on the website forum offering good common-sense knowledge, public and moral support, it is hard to think of a more active member than Mac Forbes.

For me personally Mac was the person that encouraged me to step up and become more involved in the Association.

Through Mac's guidance, I first took on the role of website forum moderator and then took over as the Association Tech Newsletter Writer and handled tech questions when Bill Rhoades retired.

*Prior to getting to know Mac, I had the typical "they" thought process, as in "why don't **they** (the Cessna Association) do this or that, why don't **they** have a convention closer to me, so I don't have to travel so far. Mac was the person to make me realize in a volunteer organization, "**they**" is "**me**" and in order for a volunteer organization to work, the "me's" need to get to work.*

I'll always fondly remember Mac's sage advice pertaining to many facets of life, not just volunteer organizations or the Cessna 120/140 Association. Mac had years worth of sage advice to dispense and those that knew him soaked up every word. Perhaps the best way I can summarize my thoughts and memories is to unequivocally state, the world is a better place and I'm a better person because of Mac Forbes.

State Rep News

Bruce Bowen

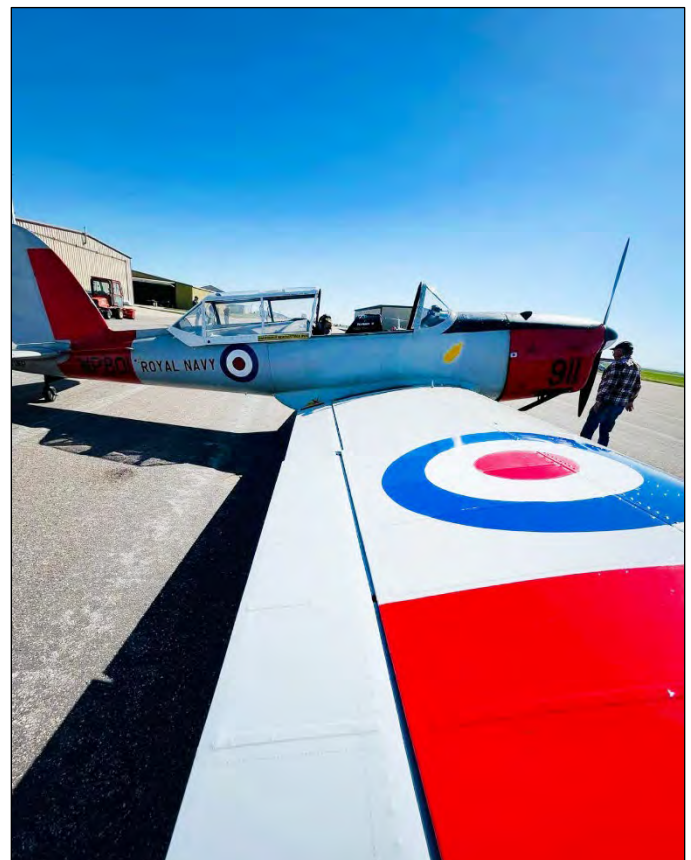
...Christian Vehrs



Bruce knows how to invite folks to his place – just roll back the hangar door and start cooking

We learned how gracious of a host Bruce is when we gathered in Sturgis for our 2022 annual convention. Spring is good flying in the local area so he hosted a couple of events so far this year; April 13th and May 11th.

Besides cooking and the usual duties of the day, Bruce kept busy providing rides to folks ranging from age 7 – 85, including a young man visiting from the UK and a French lady who currently lives nearby.



No better way to pass aviation on to the next generation than to keep them smiling...





Our crew of faithful souls holding down the fort in the type tent at the 50th annual Sun-N-Fun event
 Left to right, Bill Scott, Gary Willie, Steve Rose, David Lowe, Brett Willie and Mike Smith



*Hannes Thorarensen, Reykjavik, Iceland.
Hannes is in the final stages of a
complete restoration of his 1946 C140!*



*Hannes Thorarensen with his three sons, Johann, Gunnar and
Skim. Johann and Gunnar are 737 Captains with Icelandic Air,
and Skim is an Air Traffic Controller.*



*Mike Smith (left) and Graham Robson (facing forward).
Graham is United Kingdom (UK) representative for our
association.*



*Thursday saw some storms and high winds which took a
toll on one of the type club tents. Great job guys getting
all of our materials and banner back!*





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: Subway or Jimmy John's
- Poplar Grove Engine Overhaul Tour
- Thursday Dinner: on our own
- Hospitality Room after dinner

Friday:

- Fly/Drive out to Marengo, IL to see a B17 restoration in progress
- Day trip for those not on fly out
- Lunch for those at airport: on our own
- 5pm Business Meeting
- 6pm Friday Dinner: Dinner at airport – Brett Swartzendruber cooking on his Hooray Grills
- Hospitality Room open

Saturday:

- 7am- First Timers Breakfast in conjunction with Pancake Breakfast at C77 is at the EAA building.
- Maintenance Forums at 10:00 AM / Non-Flyer Event
- Lunch: Subway or Jimmy John's
- 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



*B17E "Desert Rat" restoration –
checkout their Facebook page*



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

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 Groeneveld
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