



# International Cessna 120/140 Association

P.O. Box 830092  
Richardson, TX 75083-0092

ISSUE 380

August - September 2012

## In This Issue:

The Adventure of a lifetime in a 1948 Cessna 140 by <i>Pete Aberg</i> .....	pg 1
Explore Maryland by Air by <i>Sue Lagno</i> .....	pg 7
Tech Talk by Victor Grahn, New Cessna SID Inspections.....	pg 8
Original Owner Reunited with his Airplane, by <i>Christian and Allen Vehrs</i> ..	pg 10
Bryan Cotton's Epic Restoration Part 4, by <i>Bryan Cotton</i> .....	pg 16



Pete Aberg an his new airplane!

# International Cessna 120/140 Association Officers & State Representatives "Quick List"

## 2010-2011 OFFICERS

Christian Vehrs- President  
770-460-6164  
Christian.S.Vehrs@delta.com  
Gene Adkins - Vice President  
641-522-9467  
geadkins@netins.net  
Dick & Nicki Acker  
Secretary Treasurer  
989-339-1009  
s-t@cessna120-140.org  
Ken & Lorraine Morris  
Past President  
815-547-3991  
Taildragger7W@aol.com

## BOARD MEMBERS

Lorraine Morris  
Newsletter Editor  
815-547-3991  
Taildragger140A@gmail.com  
Virgil Warren  
Merchandise Coordinator  
478-741-0101  
virgilplaw@aol.com  
State Representative  
Ed Grossheim  
803-420-8214  
Scott Ross  
Member at Large  
815-608-1371  
Cessna140Driver@gmail.com

## STATE REPRESENTATIVES

### ALABAMA

Blake Mathis  
blakemathis@yahoo.com  
Steven & Edna Earle Simmons  
sesimmons@alaweb.com

### ALASKA

Jason Mayrand-PANN  
alaska120@yahoo.com

### ARIZONA

Ronald Wiener-57AZ  
rkw55@msn.com

### ARKANSAS

Donis Hamilton-PGR  
Hamilton@grnco.net

### CALIFORNIA

John Hunt-04CL(pvt)  
Desertwings@hughes.net

### COLORADO

Jack Cronin-APA  
croninjaw@gmail.com

### DELAWARE

Hugh Horning-ILG  
yeeple121@aol.com

### FLORIDA

Terry Dawkins-54J  
dawkinsflyer140@aol.com  
Marc Fontaine  
marc@flyplatinum.com

### GEORGIA

Bob Parks-WDR  
captbp@gmail.com  
Charlie Wilson-1GA2  
cwilson193@aol.com

### IDAHO

David & Peggy Hoffman-ID40  
david@cockpitlights.com

### ILLINOIS

Don & Maureen Alesi-C77  
N2084V@comcast.net  
Jeff Kohlert-DPA  
cckohlert@comcast.net

### IOWA

Vince & Denise Jackovich-DVN  
vbjfly@aol.com

### KANSAS

Don Becker-31KS  
ds-becker@sbcglobal.net

### KENTUCKY

David & Gayle Lowe-80KY  
davidlowe.c140@gmail.com

### MARYLAND

Fred Lagno-ESN  
fredlagno@yahoo.com

### MICHIGAN

Danny Green  
flygreen@charter.net

### MINNESOTA

Tom & Jan Norton-SGS  
lthomasnorton@cs.com

### MISSISSIPPI

Rich Briner  
gobriner@cablenone.net

### MISSOURI

Frank Murray-1H0  
famurray@sbcglobal.net

### NEBRASKA

Mark Peterson  
mspete@dishmail.net

### NEW HAMPSHIRE

Glenn Mori-NH69(pvt)  
gmoriflys@aol.com

### NEW MEXICO

Ed Blevins-E06  
ed\_blevins@valornet.com

### NEW YORK

Eric Saliba-23N  
avia23n@yahoo.com

### NORTH CAROLINA

Mac & Donna Forbes  
wefly140@aol.com  
Chris Farrell  
chriswc99@earthlink.net

### NORTH DAKOTA

Dennis Swangler  
dswagler@  
climatecontrolinc.net

### OHIO

Terri Hull-PLD  
xjpilot@gmail.com

### OKLAHOMA

Marty Lochman-SNL  
black03mach1@gmail.com

### PENNSYLVANIA

Mark & Yvonne Macario-40N  
macario@prodigy.net

### RHODE ISLAND

Bob Berlyn  
bberlyn@cox.net

### SOUTH CAROLINA

Bo Mabry-3J1  
swiftbo@islc.net  
Ed Grossheim  
mdgtmstng@truvista.net

### SOUTH DAKOTA

Bruce Bowen  
bbowen999@aol.com

### TENNESSEE

### TEXAS

Ken Dwight-DWH  
kdwight@swbell.net  
Billy Shires-TDW  
jniernberger@sbcglobal.net  
John "Vic" White  
vwkestrel@gvtc.com

Orville Winover  
owinover@aol.com  
Leonard Richey  
margerichey@embarqmail.com

### VERMONT

Robert Desrochers-6B8  
robert@fairbanksmill.com

### WASHINGTON

David Sbur-VUO  
sbur@hei.net

### WEST VIRGINIA

Bill Motsinger-12V  
wmotsinger@suddenlink.net

### WISCONSIN

Matt & Carole Rybarczyk-57C  
crybarck@wi.net

### WYOMING

Frank Mommsen  
frank@wyocarb.com

### INTERNATIONAL

#### Australia

Mike Dalton  
dalts@bigpond.net.au

#### Quebec, CA

Martin Tanguay  
tanguaymartin@videotron.ca

#### England

Graham Robson  
graham-robson@btconnect.com

#### Germany

Wolfgang Schuele  
wedees@gmx.net

### Director of Maintenance

**David Lowe**

Phone: 270-736-9051

Email: davidlowe.c1410@gmail.com

### Technical Advisor - Victor Grahn

Phone: 616-846-9363

Email: vaagrahn@att.net

# The Adventure of a lifetime in a 1948 Cessna 140

by Pete Aberg

## Setting-up the Trip:

Once the decision to make the move to purchase and transport N2253V to Nashville, from Spearfish, SD, during winter time in January, lots of "what-ifs" ran through my mind. At the top of that list was the WEATHER. Was it really possible to safely transport the plane in cold weather, from Spearfish, SD, to Nashville, TN, in January? I truly had my doubts, having never done more than a couple one hour cross country flights, as I am still a student pilot, working towards my PPL. I had never flown at night before this trip, and I had never landed a tail dragger! Lots of FIRSTS for me, so I had plenty of apprehension.

Fortunately, I had a very knowledgeable friend with me, Terry, to help with all the decisions. His vast experience as a military navigator, pilot, and trainer, with eight thousand plus hours of flying, in the military, and civilian life, I had confidence we were doing the right thing, once the decision was made to move forward. I knew that if he smiled, we were good!

After I discussed my concerns with him, about the trip/purchase, I was on-board with the plan to bring N2253V home. I just needed to do my best to control my emotions (excitement), learn everything I could about the plane, planning, flying, etc., from Terry, and enjoy the trip. It was truly a "hang-on" type of an affair for me, as there was a lot going on in planning, and trying to minimize risks.

We watched the weather for a couple weeks, to watch for patterns and trends. The internet has a tremendous amount of weather data available to check and cross check, from winds aloft, Temps, Metars, TAFs, prognostic charts, etc. We looked at them all on a daily basis, and holding our breath, that the stars, earth, and moon would align, to allow a safe transport, on January 7<sup>th</sup>. We were just fortunate to choose a period of time that worked PERFECT, with High and Low pressure systems moving about, to clear the skies and allow us a very nice tail wind, all the way home!

On Thursday, January 5<sup>th</sup>, I purchased two one-way tickets to fly commercially from Nashville, Tennessee, to Rapid City, South Dakota. At that moment, I knew I was committed. If the weather held-up, like

what we had planned, I knew we would be on our way home, on Saturday. There was always that possibility that the weather would change, that we would be forced to abort the trip, so I was a bit apprehensive about how the weather Gods were going to react to my planned adventure.

Terry and I flew out of Nashville early Friday Morning, with my wife dropping us off at BNA. Arriving in Rapid City, Craig was gracious enough to pick-us up at the airport, and take us to KSPF in the Black Hills. We were on our way to see N2253V in person instead of photographs. Quite an exciting time.

The weather was cold and windy as we set foot in Rapid City. After an hour drive to KSPF, we saw the plane tied down on the ramp. As we walked-up to take our first look at her, I was quite impressed. The photographs that I had been viewing of her for the past few weeks, did not do her justice! The plane was actually in better shape than I had imagined! What a relief!

Craig's friend Ted, gave Terry a quick check ride towards the evening, after the winds settled down to about 8 kts. We fueled her up and Terry took me for a quick ride around the patch before night time settled-in. Of course, with all the excitement of the purchase of a plane, and the long trip to pick her up, I didn't get a real grasp of what I just purchased, during my quick plane ride. We still had a lot of discussions and planning ahead of us, as we neared our planned departure time of 5:00 AM, the following morning.

The prior week, we had planned the flight, establishing anticipated air speeds, flight times, stops, etc. So we just needed to finalize our plans, one last time, with all the current weather.

After a nice steak dinner in Wyoming (which was just about 15 minutes away) with Craig and his better half, Sharron, Craig dropped us off at the Hotel, where we finalized our flight plan. Unfortunately, I didn't receive my UPDATED sectional charts till Thursday afternoon (the day before we left for Rapid City), so we still needed to draw the course lines on the four sectionals, review the

weather, establish NEW air speeds, etc. Basically, a full confirming flight plan before our 5:00 AM anticipated departure. We did all this planning in one of the large conference rooms at the hotel, since we needed large tables to spread-out the sectionals. To say the least, by the time we got back to our room to get some shut-eye, we were exhausted.

Craig picked us up on time, at 4:30 AM the next morning, and took us to KSPF. It was dark and cold (really cold), with enough humidity in the air to put a layer of frost on the wings. Craig came very prepared, with brushes, towels, ladders, and flash lights. We proceeded to clear the frost off the wings, trying to assure a clean departure from earth while in the black darkness of the early morning.

Half frozen from our work from clearing the frost, we hopped in, and started to taxi to the main runway. Craig new the ramp well and positioned himself with his flashlight, so we could get set-up properly to enter the taxi way, without a self inflicted taxi incursion.

Terry gave me the go-ahead to taxi, though I knew he would take-over for the launch down the runway, since I had never flown a tail dragger, and this would be a bit too much to handle for me, at this point of my

## Like a Fine Wine! Checking the fuel



# WANTED

Are you creative?  
Can you run a computer?  
Do you love your airplane?

The Newsletter Editor Position  
will be open at the end of this  
year, and YOU may be the one  
we need.

Please consider getting involved  
in your Association. We are an  
all volunteer group, and we need  
your participation.

## LOVE VINTAGE AIRCRAFT?



Join fellow vintage airplane enthusiasts! Become a member of the Vintage Aircraft Association and receive 12 colorful and informative issues of *Vintage Airplane* and our e-Newsletter *Vintage Aircraft Online*, plus gain access to the most successful insurance program for vintage airplanes anywhere.

Dues are only \$36 per year if you are already an EAA Member, or as low as \$46 to join both EAA and VAA.



800-564-6322 | WWW.VINTAGEAIRCRAFT.ORG

## Oshkosh Forum

2012 Oshkosh AirVenture Forum is  
on Thursday, July 26, 2012, 0830 to  
0945, Forum Pavilion 01 Pacific  
Coast Avionics K09,  
"Cessna 140 – Learn It All

Thanks to Jack Cronin for coordinating this!

training.

About a quarter to 6:00AM, in pitch black stillness, Terry wound her up, and down the runway we roared. Yes, we roared down the runway, with full tanks, cold air, and a C-90 engine to propel us. I looked to my left as we were passing the ramp, and I could see Craig watching as we passed him. Of course it was very dark, so he couldn't see me waving, and my heart feeling for him, for his release of a dear 11.5 year friend.

Off the ground we roared, into the blackness of the night. This was my first night time plane flight, so it was all so eerie. Terry was schooled by Craig earlier, on the proper course direction leaving KSPF, in order to assure that we clear obstacles as we worked towards are cruising altitude of 7,500 feet MSL.

With our two GPS units working, we were both able to navigate quite well in the darkness. Once Terry gained some altitude and a course head-

ing, he turned the plane over to me. He told me to level off at 7,500, and follow a 120 heading. This was my first chance of controlling her in the air, and of course, it took some time to get comfortable with her. The controls were something I was not accustomed to using (a yoke instead of a stick), but pretty comfortable, nonetheless.

Slowly, the sun started appearing, and we could check the OAT, which was an astonishing -20... and we were cold, though our gloves and hoods kept us from freezing solid. Coming out of the darkness was a beautiful site, and welcomed one, as we felt we were no longer traveling into the abyss. We could now see the hills, and the rugged landscape that we were traveling over.

Most of the talk during this trip, was related to navigation, planning, and concentration to make darned sure, we were on track. Of course, all of this trip was a cross country training flight for me, learning the nuances of dead reckoning naviga-



STC'd for C-120/140s

**Hooker  
custom  
Harness  
INC.**

**JACK HOOKER**  
Phone: 815-233-5478  
Fax: 815-233-5479  
Email: info@hookerharness.com  
www.hookerharness.com

324 E. Stephenson St. - Freeport, IL 61032

[www.cessna120-140.org](http://www.cessna120-140.org)

Is THE *official website* of the International Cessna 120/140 Association. [www.cessna120-140.org](http://www.cessna120-140.org) offers club information, Officer and State Rep contacts, membership information, a guestbook, merchandise and club calendar. The discussion Form is a favorite place to communicate with members. The photo album is available to show off your "baby". You can update your contact and aircraft information in the Members Only section as well as join or renew your membership and purchase club merchandise from our online store. There are links to member sites, printable membership applications and merchandise order forms and much more. Stop by and sign in!

# AIRCRAFT SPRUCE

*Everything for your Cessna!*

 <b>TIRES</b> Goodyear Specialty Tire Aero Classic Michelin	 <b>BATTERIES</b> Gill Concorde
--	---

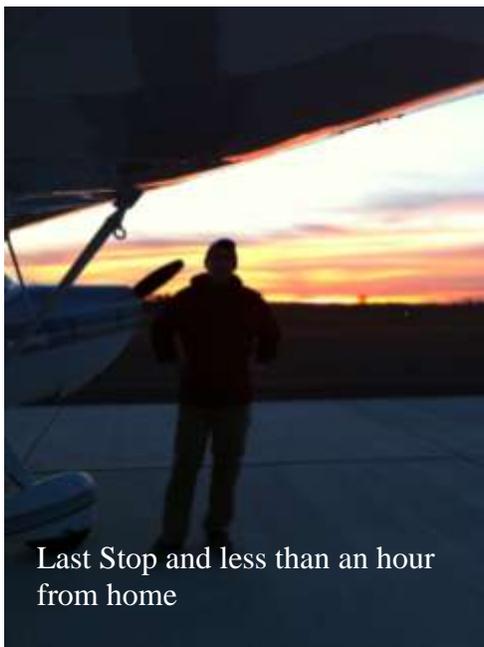
• Best Prices • Free Shipping • Biggest Selection •

- Windshields
- Tailwheels
- Polishes / Cleaners
- Starters / Alternators
- Strobes
- Avionics

 **FREE** 2011-2012 800+ page Parts Catalog, also on CD!

Call Toll Free  
**1-877-4-SPRUCE**  
7 7 7 8 2 3  
[www.aircraftspruce.com](http://www.aircraftspruce.com)

tion, chart reading, timing, GPS, etc., to make a safe pilot out of me (another words, trying not to get lost or run out of gas).



Last Stop and less than an hour from home

During our planing, we anticipated tail winds, and tail winds are what we got. It was pretty common to see our ground speed at 110 kts most

of the way. Our first stopping point was going to be Oneil, KONL, but we were making good speed, so we decided to push it to Norfolk. So, this was going to be my first tail wheel landing. We discussed entry into the airport and such, and Terry talked me down for the landing. Of course, I hadn't learned how to use rudders, yet, since I trained on a Diamond DA20 with tricycle gear, so Terry jumped in to give me a hand, once I got her on the ground. That first landing certainly got my attention, though! Whew!

We fueled-up, and got on our way, once again. We actually stopped two more times for fuel at Monroe, MO, K52, and Harrisburg, IL, KHSB, but we probably could have made it to our home airport, Smyrna, KMQY, without the last stop. With the weather in Nashville not doing well, we didn't want to push our luck. Up until Nashville, we had beautiful clear blue skies, with some high cirrus clouds mixed in on occasion. It was a beautiful trip.

We left our last fuel stop at about 4:30PM. As we headed towards Nashville, the sun light was diminishing quickly. Terry informed me that I was going to need to land it in the dark, at our home airport (Smryna, KMQY), because the Grimes light was located on the pilot side of the plane, as his side was completely dark... Okay, this will be interesting, I thought to myself, but was ready for

the challenge.

Getting closer to Nashville, the city lights were just magnificent. I had never really seen this type of view from a small airplane before. Though we were both exhausted, we were joyous to start penetrating the city lights, knowing our adventure was almost over. As we approached the city, we could tell we were nearing clouds. ATIS told us the ceiling was 3,000 feet, so we dropped from 7,500 to 3,500 and then to below 3,000 as we made our way to the airport. I contacted the tower and got clearance for runway 19. Terry and I talked through it, since I had never seen the airport lit-up at night. I can remember him asking me, do you see the runway, and the blue lights, and the threshold? All this was new to me, in the night time, with all the magnificent lights. Once I got that all cleared, in we went. Terry was expressing his confidence in my moves towards the runway, as we lined-up on final. I wasn't all that nervous, since I was confident with our position to the runway. We were a little low, but that worked itself out. We crossed the threshold, transitioning to set up for the flair, with great positioning. We slid right on in, put her down, and I didn't need any assistance on the pedals!.... That part got my attention, and I was thankful for the extra wide runway Smyrna airport (KMQY) gave me. The tower exited us to the taxiway and over to the FBO, which I was able to secure a hanger to park my new bird.

The rest is history..... and I did it! I safely and successfully completed a 940NM adventure, in the month of January, from Spearfish, South Dakota to Smyrna, Tennessee!

And a big thanks goes to my good friend, Terry, for helping me complete it. And Terry continues to help me work towards completing my PPL.

What a glorious adventure!

## HOME AT LAST



## Explore Maryland by Air

by Sue Lagno

E-mail: [fredlagno@yahoo.com](mailto:fredlagno@yahoo.com)

The Maryland Airport Managers Association and the Maryland Aviation Administration proposed an "Explore Maryland by Air" campaign to its registered pilots. We were given a packet of materials which contained a passport (to be stamped at each location), instructions, pamphlets and maps. The amount of participation determined the prizes awarded when the passport was returned to the Maryland Aviation Administration.

The "Ace" level, which boasts completing all of the requirements, awards a baseball cap, a set of engraved glassware, and a leather flight jacket. Requirements included visiting the 36 public use airports, 4 aviation museums, and completion of 4 FFAST safety seminars, and the Maryland Regional Aviation Conference. One of

Fred's flight students designed the passport and gifted him passport number 0001. That gave us an incentive to complete the "mission", and we began our journey in August 2011.

For a small state Maryland is rich in aviation history. College Park Airport is the world's oldest continuously operating airport. Wilbur Wright came to the airfield in 1909 to teach the first military aviators to fly. Mexico Farms, located in the mountains of western Maryland was established in 1923. Charles Lindbergh, Jimmy Doolittle, Wiley Post and Howard Hughes were just a few of the famous flyers to visit the airfield. Some of the airports were home to such companies as Kreider, Fairchild, Martin and Erco (Ercoupe). My grandfather purchased the last Kreider Challenger that rolled off the assembly line in Hagerstown. It was one of 17 aircraft he owned before becoming a Piper dealer.

Fred, Floyd (4086N) and I completed

the journey in March along with 24 other "Ace Level" aviators. From the Atlantic Ocean to the Allegheny Mountains, the marshes of the eastern shore to the sky-scrapers of Baltimore, our state has much to offer both visually and in aviation history.

Soft Landings  
Sue and Fred  
Lagno



## Tech Talk by Victor Grahn

### New Cessna SID inspections

Approximately 7 months ago word started getting around the small airplane community about a "new inspection" that Cessna was coming out with that applied to small single engine Cessna's.

Some of the concerns being; how much is this going to cost, what is involved and am I going to be grounded until I get it done on my aircraft.

Since that time I've done some re-search and also written a preliminary article in the Newsletter the first of this year, 2012.

Recently the SID (Supplemental Inspection Document) was made available to all of us that have current maintenance manual subscriptions for Cessna aircraft. Thus I have been able to look over the document and advise as to its content and give some guidance regarding where owners need to look for answers.

While I realize that this is redundant, both regarding my earlier article and also what has been written on our website, I feel a little quick background refresher is in order. SID inspections have been around for at least about 10 years. They were first put into place in the Cessna Twin engine piston aircraft.

A SID inspection is a comprehensive NDT (non destructive testing) program for inspecting various areas of aircraft prone to either fatigue cracking or corrosion on high time or older aircraft. The reason for these additional inspections are valid. Many aircraft built in the 80's and older are or have flown many thousands of hours and also are 30+ years old. Originally I don't know as the designers anticipated these aircraft would still be around flying at this late date and still continuing to add hours. (anyone sat in awe at Reno and wondered if a North American Engineer ever thought in his wildest imagination that his P-51 product would be zooming at 480 miles an hour 50 feet above the

ground for general amusement 60 years after WWII???)

We find ourselves in a somewhat similar circumstance with the aircraft we fly, especially the utility and charter aircraft being flown regularly though all sorts of weather, turbulence, in-experienced pilots, sitting outside in the rain and weather now accumulating many flight hours and getting "older in the tooth" so to speak.

To deal with the wear and tear situations the aircraft are experiencing, Cessna put together a comprehensive document from all the data they have accumulated over the years on areas of their aircraft that are either prone to failure under the above mentioned flight conditions, areas that are hard to inspect without various advanced equipment not available to the average technician, or areas that can and have corroded over time.

As mentioned above I've read over the document and find it is very thorough, and pretty comprehensive.

It comes as basically two parts:

A SID inspection that has many sub-parts, such as areas of the aircraft that need to be inspected at various intervals defined as , 1000 hours or 3 years, 3000 hours or 3 years, 10,000 hours or 5 years, 12,000 hours or 20 years (which ever comes first in all instances). There are also 3 year inspections with repetitive inspections each 3 year period, or 5 year period. Essentially every one of our aircraft would probably need each of the inspections done, since we are over every yearly limit I saw or read, and quite possibly over many of the hourly limits as well. Some areas that may or have shown to have failed more often or sooner got the shorter time frames. Others have the longer time frame schedules.

A corrosion program, identified as CPCP, or Corrosion Prevention and Control Program. This identifies areas of the

aircraft prone to corrosion that are in critical or structural areas.

Once you take the time to look over this SID document you can see how comprehensive it is and how much time Cessna must have taken to assemble it and come up with inspections, limits etc.

This is a very valuable tool for helping to keep our aircraft airworthy over the years to come.

To further help an airplane owner, or an A&P Technician, there are "You Tube" videos put out by Cessna, as well as power point presentations and the whole inspection document available in PDF file format on the internet. I highly suggest you check these resources.

Some of the tooling required, eddy current, X-ray, borescope will not be available to many small shops. The shops that do have the tooling will most likely charge a normal shop rate to inspect these areas on your aircraft. Some disassembly is required for numerous inspections. I can't give you an hour limit if you were to do all the inspections that are listed, but I can tell you it could possibly double the normal flat rate for an annual.

How much is it going to cost. I do not know in your area. We have an NDT shop that we use that travels to your (our) location. Typically they charge \$1000.00 for some of the regular inspections we have done on turbine aircraft. I'm guessing to do all these inspections on our aircraft might easily run you most or all of that.

Many of the inspections are visual in nature and can be done with a \$200 to \$400.00 borescope that can be purchased from ATS (Aircraft tool service) or Snap On Tools and other various companies. You should have your A&P review the SID information first.

Do I, the airplane owner have to do this inspection? This is a "hot" question and one I can't completely answer, as to some degree it depends on your local A&P and/or IA AND your particular aircraft and the flying life it's had. Let me say this. Aircraft are maintained to a minimum standard. You cannot do less than the minimum and still be legal and airworthy. For our aircraft that means doing an annual by the list contained in FAR 43 appendix D. In all

honesty even the simplest of aircraft should probably have more than what is contained in this list. In addition to that, your transponder needs to be checked every 24 months and your ELT checked yearly. This is the bare minimum you can do and be legally airworthy.

To be on the safe, and reasonable side you should consider doing more than the minimum especially on an older aircraft.

Our association has gone to some lengths to provide a specific 120/140 checklist available on the website. This checklist is specific to our aircraft and contains some of the special inspections or at least points out some of the problematic areas. Such as: Front and rear carry through spar inside the fuselage cabin. Special attention to be paid to the riveted and bolted areas where the door posts attach.

Door post area where the wing strut attaches.

Wing main spar where the wing strut attach fork is attached.

Gear boxes.

Tail area where the tail wheel bracket attaches

Tail area where the horizontal and vertical spar attach points are

Under the battery box

Engine mount.

Engine mount attach points at the fire wall, inside the cabin.

Rudder bars and bearing blocks.

Rudder bars where the rudder cable horn is welded on. Etc.

This is a primer for what the SID inspection is and what it covers. Some computer research by either you the owner or your technician and pin down particulars for your aircraft. At this point in time the "100 series" are all lumped together, although you can ( and perhaps should) take a little time and view a SID document inspection for a specific airplane such as a C-172 (1969 -1976 year range) to appreciate how detailed and in depth these inspections can be.

## Original Owner Reunited With His Airplane

1947 Cessna 120 2032V

Allen and Christian Vehrs

Many times I have looked through our log-books and wondered about the previous owners. Who were they? How did they take care of our airplane before we got it? And just how did that repair behind the left gear leg get there? Since 32V is 65 years old this summer, most of these questions will never be answered.



So imagine our surprise when Dad received a phone call from someone who identified himself as Dennis Reif, the grandson of one of the original owners. He informed us that his grandpa, Lesley had a partner for the purchase of 32V back in 1947. Though his grandpa has passed away several years prior, the partner, Duhhain Waeker is still alive and living close to Wichita. The first question he asked - **"is she still flying?"**

We were pleased to inform Dennis that not only is she still flying, but in recent years we have taken her to Michigan, Ohio, Missouri, Minnesota, Florida, South Dakota and Texas, and we have plans to go to Arizona this October.

Within a day, we received a phone call from

Duhhain Waeker, the sole surviving original owner of our 1947 Cessna 120.

Duhhain informed us that he was 17 years old when he partnered with Lesley to purchase the airplane. Lesley was in his mid **30's at the time and died in 1996.** Duhhain began sending photos of the airplane that were taken in the first year of ownership. In the following weeks, both Dennis and Duhhain asked us to stop by Wichita on our way out to Tucson in October.

The more Dad and I talked about it, the more we realized that this warranted a special trip, and asked Dennis to choose a date this summer. He chose July 7<sup>th</sup> since it was the date of the upcoming local EAA chapter fly-in.

Duhhain was very excited to hear that his old airplane was coming home. In the days leading up to our trip, he told us story after story about his experiences flying 32V and even shed light on that repair behind the gear leg. Apparently, Lesley had dismissed the advice of the other pilots one day after a severe downpour which left all of the airplanes up to their axels in mud. Lesley was convinced he could make it in the air and over the trees at the end of the runway.

**When it became obvious that he couldn't,** he aborted the takeoff and had to induce a ground loop to avoid the trees. The story goes on to describe how the gear leg was pulled completely under the belly of the airplane. As they raised the wing, the gear leg sprung out and launched a huge

mound of mud into the air with a loud prang.

Duhhain is laughing as he tells the story. **But I am thinking, "now wait a minute. Is that the same gear leg that I have been flying my wife and children around with for the last 16 years?" Yep.**



## **Allen Vehrs and Sharon Brown**

The week prior to July 7<sup>th</sup> promised thunderstorms in the Atlanta area, so I made the decision to fly out early in the week. I figured I could get out there Tuesday and take a Delta flight back Wednesday morning to be home for the 4<sup>th</sup>. It all worked perfectly and I got home in time to see the Cubs beat the Braves and see the fireworks show with my family after the game. Many thanks to John Kliever who saw our airplane sitting on the ramp in Newton and had it moved into a hangar at his expense.

Friday the 6<sup>th</sup>, Dad and I hopped another Delta flight to Wichita where Sharon Brown picked us up and took us out to lunch. She also took us out to the old **Cessna factory buildings where the 140's** were built. She showed us where her Hus-

**band Mort's office was while he was the** test pilot for Cessna. Then she drove us up to Newton and dropped us off to begin our historic weekend.

Our plan was to get the airplane out of the hangar and over the wash rack to clean off 800 miles of bugs and dirt before the picture-taking started. Too late - Duhhain heard of our arrival and met us at the airport with a reporter from the local newspaper, the Kansan.

Over the years, I have seen WWI veterans sitting in the cockpits of a restored aircraft at Oshkosh and Sun-N-Fun. They usually sit in silence and scan the flight deck as tears begin to well up in their eyes. These are men of few words, but they always say the same thing - thank you.

**I didn't think a little Cessna 120 could** bring about the same reaction. Duhhain looked at the registration number on tail of the airplane and felt for the repair behind the left gear leg to confirm that this truly was 2032V. And then, full of tears, he said thank you.

He sat in the left seat and told us stories of how he used to visit the factory and watch as his airplane was being assembled. I took him for a ride that afternoon and let him take the controls. I asked him if she remembers him. He said that the real question is, does he remember her. He continued to climb and began a series of turns. It seemed to me that they were both doing just fine.



## Duhhain Waeker

The next day was Saturday - the EAA fly-in. Dennis Reif came out to meet us for the traditional pancake breakfast and brought his dad Dale and his son Nick. Dale is the son of Lesley and is currently 74. He remembers the airplane as a 9 year old boy.

Dale did an interview with the local television news channel after he felt for the repair behind the left gear leg. The big story was the homecoming of the airplane and the reuniting with one of the original owners, and the three generations of the Reif family who lived to see **Lesley's old airplane.**

After lunch, I took Dennis for a ride. After some circles around the airport and some time over Newton, Dennis asked me if I want to see an old farm house. I said

fine since I was here for their benefit. He directed me out of town to the north and began a series of stories about how his grandpa Lesley used to land the airplane in the farm fields next to the house.

As we approached the little farmhouse, I saw the wheat and corn fields laid out in all directions with gravel roads crossing the landscape. I imagined how our airplane used to land in those fields. We circled over the house to draw the attention of the current owner, a friend of the Reif family. As we circled, I saw my opportunity. I twisted the yoke, kicked right rudder and **told Dennis, "I can get in there."**



## Dale Reif

Airline pilots would have called it an unstable approach. I fought the winds burbling over the nearby tree line and corrected for the rise and fall of the terrain. What happened

next was almost magical. I believe 32V reached her legs out and landed herself on that Kansas wheat field that sunny afternoon. We taxied over to the farm house and Dennis just stood there, looking around at **his boyhood home and his grandpa's airplane.** It seemed like everything was right in the

world and our little airplane was truly home.

You know, I have often thought that one day I would replace the fuselage skin around the left gear leg to get rid of that **repair. But now I am thinking that maybe I'll** leave it there.



**Our Website**  
[www.cessna120-140.org](http://www.cessna120-140.org)

Our website is located at [www.cessna120-140.org](http://www.cessna120-140.org) Our website Committee is staffed by the following members:

<b>John von Lonsowe - "Chairman"</b>	810-797-5660	N2165V@aol.com
<b>Matt Lahti - Moderator</b>	248-762-1836	eight8november@yahoo.com
<b>Mike Smith - Moderator</b>	850-871-1082	mspcfi@juno.com
<b>Victor Grahn - Technical &amp; maintenance Advisor</b>	616-846-9363	zenyamaero@netzero.com

We invite everyone to explore the website as a wealth of information can be found at your fingertips

The information contained in this publication is provided solely for the benefit and enjoyment of members of the International Cessna 120/140 Association. Information in the articles contain the views, practices and opinions of the authors. Publication should not be construed as any endorsement or recommendation by the Association that the views, practices and opinions are applicable to any aircraft other than the particular aircraft described therein. Any repairs and/or modifications must be done in accordance with appropriate FAA guidelines, regulations and maintenance requirements under the supervision of a licensed aviation mechanic and inspector.



2012 CESSNA 120/140 CONVENTION SCHEDULE  
October 17th - 21st, 2012  
RYAN FIELD (KRYN)  
TUCSON, ARIZONA

1912 - Arizona Centennial - 2012

Wednesday October 17, 2012

Arrival & Registration – Ryan Field (KRYN)  
Tucson, AZ

Breakfast at Ryan Field  
Maintenance Forum & briefing of flying  
games

Flying Games

Thursday October 18, 2012

Poker Run  
Wings Seminar  
Dinner at Ryan Field

Fly In – La Cholla Airpark

Mariachi Lunch at La Cholla Airpark

Banquet at hotel

Award Prizes

Friday October 19, 2012

Pima Air & Space Museum  
Bus Tour Boneyard @ Davis Monthan Air  
Force Base  
Lunch at the museum  
Hotel Resort Activities / Happy Hour at the  
Pool

Sunday October 21, 2012

Coffee and Donuts at Ryan Field  
Farewell departure

Saturday October 20, 2012

## Volunteers Needed!

The following positions will be open and new blood is needed in the Cessna 120/140 Association:

Vice President  
Secretary/Treasurer  
Newsletter Editor

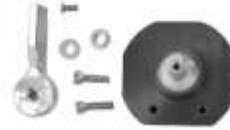
Please contact the current position holder to see if your skills fit this volunteer job.

We NEED you!

## Cessna 120/140 Owners... Univair Has the Parts and Supplies You Need!

Univair has supported classic aircraft with FAA/PMA approved and factory original parts and supplies for over 65 years. We also carry many distributor items. Univair's 2012 catalog is available for \$5, which will be credited with an order of \$50 or more.

### New FAA/PMA Fuel Valve Kit for Cessna 120/140



U0411716-500.....\$392.33  
This valve is for LEFT, RIGHT, or OFF applications, *not both*.



**UNIVAIR®**

**Toll Free Sales: 1-888-433-5433**

2500 Himalaya Road • Aurora, Colorado • 80011-8156

Info Phone ..... 303-375-8882

Fax ..... 800-457-7811 or 303-375-8888

Email ..... info@univair.com

Website ..... www.univair.com

ALL MERCHANDISE IS SOLD F.O.B., AURORA, CO - PRICE AND AVAILABILITY SUBJECT TO CHANGE WITHOUT NOTICE - 6-27-12

## FAA/PMA APPROVED FUEL SELECTOR VALVE Cessna 120/140



- Get Rid of Leaky Valves
- No fuel smells in cabin
- Positive Stop Detents
- Improved Safety
- Easy to Read
- Greater Durability

SHA200F202-120 L/R/OFF \$418

SHA200F204-140 L/R/B/OFF \$442

Installations also available through

**Sierra Hotel Aero Inc.**

Member number 6584

651.306.1456

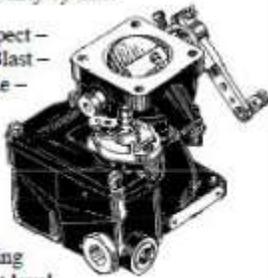
[sierrahotelaero.com](http://sierrahotelaero.com)

## THE "STROMBERG SPECIALIST" R.E. "Bob" Kachergus A&P/IA

Does your Stromberg NA-S3 carburetor  
Drip - Leak - Perform poorly ???

Have it Overhauled & Restored to "Grand Champion" standards and quality by us...

WE: Dismantle & Inspect -  
Clean & Glass Bead Blast -  
Aluma-Etch & Alodine -  
Custom Lap mating  
surfaces - Re-  
assemble using all  
new AN hardware,  
gaskets, Stainless  
steel or Delrin needle  
& seat - proper metering  
jets & venturis... Float level  
is set "wet" to 13/32" - Stromberg service letter  
procedure installed to raise float bowl vent position  
eliminating fuel drip - prepare a log book entry  
sheet...



All for \$850.00  
+ \$25.00 freight & handling

UNI-TECH AIR MANAGEMENT SYSTEMS, INC.

Call: 708-267-7111

Mail: 13221 WINDWARD TRAIL

ORLAND PARK, IL. 60462

E-Mail: [uni-tech@earthlink.net](mailto:uni-tech@earthlink.net)



## Carbon Fiber Wheel Pants and Mounting Plates

[www.lahtiaerospace.com](http://www.lahtiaerospace.com)



Lahti Aerospace, Inc.  
2971 Sleaford Dr.  
Waterford, MI 48329

Cell: 248-762-1836

Email: [Matt@lahtiaerospace.com](mailto:Matt@lahtiaerospace.com)



Weigh less than 2 lbs. Lighter and Sturdier than original metal wheel pants.

## Bryan Cotton's Epic Restoration

### Part 4

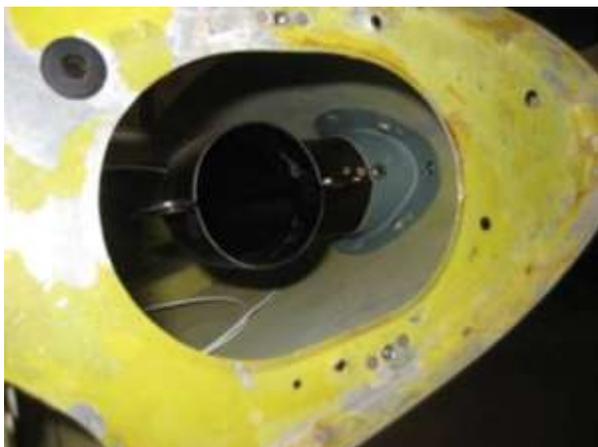
by Bryan Cotton

The right wing is just about done. Just have to trammel it up and tighten the drag/anti-drag wires, plus install the tank. Then I can cover it. I also moved the wing root vents to the stock Cessna location, so I could use the stock Cessna parts as they were intended. The right wing had a non-standard location and they used scat tubing to connect the parts.

This elbow was riveted together, so naturally I took it apart to clean and paint.



Here is the elbow and leading edge piece installed. These were from Costa's junkyard.



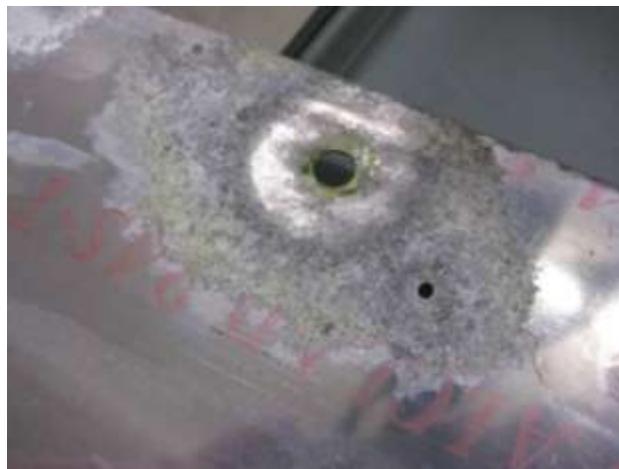
You can see I patched the non-standard hole and put one in the right location. I copied the hole shape off a C172 in the hangar.



For those who have been following the saga, you remember I had concerns about corrosion under the left wing main spar doublers. Those were the only spar doublers I have not had off to clean and prime. Unfortunately I had to take out the flying wires (which were done), the two main and nose ribs by the doublers (which were done) and then tear out the doublers themselves. I am glad I did.



Closeup of doubler



Closeup of spar



The two doublers. The aft side had more corrosion than the forward side.



I now have the doublers cleaned off, aluminized, and primed. I have to do the same on the spars. That will be a pain.

Here is a photo of our external and internal antenna doublers. Matt made them. Somebody (or several somebodies) had swiss cheesed up the roof, maybe by installing different antennas. The external doubler covers this swiss cheese. I alodined rather than primed so we would have a good ground plane for the antenna. The teardrop external doubler is now alodined. I almost forgot and painted it along with the spar doublers.



What is wrong with this picture?

These are both fuel lines.....

See page 18 for the answer

Application for Membership  
International Cessna 120/140 Association  
9015 E. Coleman Rd., Coleman, MI 48618

Your Name \_\_\_\_\_ Phone No. (\_\_\_\_) \_\_\_\_\_  
Street or Box No. \_\_\_\_\_ Email: \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
A/C Info: Model: \_\_\_\_\_ S/N \_\_\_\_\_ N \_\_\_\_\_ Year \_\_\_\_\_ Engine \_\_\_\_\_

Your Prime interests in joining: Maintenance  Engine Mods  Parts  Fly-Ins   
Other (please specify) \_\_\_\_\_

ANNUAL DUES - \$25.00\* (U.S. Currency) - Overseas Members add \$10 for postage (total \$35)

\*Family Membership add \$5.00

## License Plate of the Month

Nicki Acker sent in this Plate, it belongs to a friend of hers.

Do You have or know of a cute aviation related license plate?

Send it to me!

I am running out and need more!



What is wrong with this picture?

David Lowe sent in this picture of two fuel lines. The upper fuel line is from a Cessna 150 that had been sitting for a year or so with Auto Fuel in the lines. The bottom line is from an airplane that had been sitting with Av Gas in the line. David can't be positive that the swelling and constriction is because of Auto Fuel but suggests checking the fuel lines periodically, just in case!



## Scott Ross' Matching License Plates

### Want your yoke to look like NEW?

New production hub covers made from modern, injection molded, colored plastic. Also, center spoke trim replacement kits and complete yoke refurbishment service.

Skyport East  
234-525-1000  
www.skyportservices.net  
John@skyportservices.net



Also available: black or maroon, Taylorcraft and Ercoupe Logos.

### Disclaimer...

*This newsletter is for educational and informational purposes only. Readers are reminded that Federal Air Regulations Part 91 places primary responsibility for ensuring the airworthy condition of the aircraft on the owner or operator. Any person who maintains, modifies, or otherwise changes an aircraft must do so in accordance with manufacturer's recommendations and all applicable FAA regulations.*

### Active STC's

#### C-85 Carburetor STC

David Lowe - 270-736-9051

#### Continental O-200 120/140

Gary Rice

#### Continental O-200 120/140/140A

Randy Thompson - 530-357-5440

#### Alternator Installation

Fred Lagno - 410-827-7896

#### Cessna 150 exhaust

Ken & Lorraine Morris - 815-547-3991

#### Shoulder Harness Installation

Jack Hooker - 815-233-5478

#### Vortex Generators

Cub Crafters - 887-484-7865, Ext. 209

#### Cowl Fasteners

Ken & Lorraine Morris - 815-547-3991

#### Wing Fabric Attach Rivets

Ken & Lorraine Morris - 815-547-3991

#### Leading Edge Landing Light

John Nichols - 845-583-5830

### Taildragger Aviation

(815) 547-3991

Replace those expensive, worn Cessna cowl latches with our STC'd units. No butchery required. Return to stock any time you want your headache back. Complete shipset costs less than one factory latch. Available with Phillips, Slotted, or "wing" type camlocs.

[www.CowlLatchSTC.com](http://www.CowlLatchSTC.com)

Recovering your wing? If your Cessna wing clips are loose, you can replace them with Pop Rivets using the Pop Rivet STC!

[www.PopRivetSTC.com](http://www.PopRivetSTC.com)

Replace your straight stacks or pancake mufflers with Cessna 150 Mufflers using our STC!

[www.150MufflerSTC.com](http://www.150MufflerSTC.com)

International Cessna  
120/140 Association  
9015 E. Coleman, Coleman, MI 48618

PERIODICALS  
U.S. POSTAGE  
**PAID**  
MILFORD, MI  
48381

INTERNATIONAL CESSNA 120/140 ASSOCIATION U.S.P.S. 6602-70  
Published monthly by Joy Warren, 6151 Hickory Meadows Dr., White  
Lake, MI 48383. Subscription rates \$25 per year included in annual mem-  
bership dues. Periodicals postage paid at Milford, MI 48381 POSTMAS-  
TER: Send address changes to the INTERNATIONAL CESSNA 120/140  
ASSN, 9015 E. Coleman, Coleman, MI 48618



**DESSER**  
TIRE & RUBBER CO.

**AERO CLASSIC**  
Vintage Tires - New USA Production

Finish off your pride and joy with a fresh set of Vintage Rubber. These newly minted tires are FAA-TSO'd and rated to 120 MPH. Not only do these tires set your vintage plane apart from the rest, but their deep 8/32nds tread depth will give you good service life.

Desser is also a direct distributor for:



**GOODYEAR** **MICHELIN**  
**SPECIALTY TIRES** **Giti**  
OF AMERICA, INC.

**1-800 AIR-TIRE**  
**247-8473**

Desser Tire & Rubber Co.  
6900 Acco St. • Montebello, CA 90640  
3400 Chelsea Ave. • Memphis, TN 38108  
Toll Free: (800) 247-8473 Local: (323) 721-4900  
FAX: (323) 721-7888 Web: www.desser.com



*Cee Bailey's*  
aircraft plastics  
"When you want the very best"

**Windshields/Windows**

Our windshields and windows are manufactured under our proprietary FAA/PMA approved process. Any product purchased from us is unconditionally guaranteed to be unsurpassed in quality with special reference to material formulation, manufacturing technique, optical qualities, contour, shape, fit, and resistance to aging.



*Cee Shades*  
Aircraft Interior  
Sun Shields

Cee Bailey's manufactures aircraft quality sun shields that give your aircraft interior and avionics maximum protection against damaging ultra-violet sun rays and heat.

**1-800 788-0618**

Cee Bailey's Aircraft Plastics  
6900 Acco St. Montebello, CA 90640  
Tel. 800-788-0618 or 323-837-1497  
Fax: 323-721-7888 • Web: www.ceobaileys.com

# COMING EVENTS

**<<< ALWAYS BRING YOUR TIEDOWNS >>>**

37th Annual Convention—International Cessna 120/140 Association

Tuscon, Arizona—2011

Ryan Field, KRYN  
October 17 - October 21, 2012  
Details to come! - Plan Ahead!

**FOURTH SUNDAY OF EVERY MONTH**

Riverside Flabob "International" Airport (RIR)  
Breakfast at the Silver Wings Café.

**Come Join Us?**

If you're ever out on a Sunday morning, listen for our Breakfast Club on 122.75 at 8 am (Chicago Area). We go all over the place! See ya later. **Gary Latronica.**