



WEST COAST

CESSNA 120/140 CLUB

Number: 200

September-October 2009

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Santa Ynez 2009

Good weather and good company was the atmosphere at Santa Ynez this year. Since the switch back to Fall, weather hasn't been an issue. Except for a little morning fog/drizzle, the skies were warm and beautiful all weekend.

Saturday started off with great plans to go to Oceano for brunch, but like most coastal A.M.s the fog had other ideas. So switch to plan B, and to Santa Maria we went.



Like always the weekends starts with a casual bar-b-que at the Westra's, where whistles were wet, and stories were told to all who would listen. The only noticeable difference was the absence of our renowned chef Travis Foss. In his place Lloyd Sorenson took over the chores, and did a fine job I must say.

Bellies full, and coffee to get rid of, it was a impromptu race back to Santa Ynez. It was severe clear, and the fire damage around the area was very apparent. If it had been much worse, the fly-in may have had to be held somewhere else. It looked like most hills were burnt in all directions. The fire bombers must have had a busy summer.

Back at the airport it was time to relax and sign up for the games. So while some were signing up, others were filling flour bomb bags to be dropped, and marking off



spot landing distances, and getting helium balloons ready. (Now's a good time to say thank you.)

A short briefing for the new participants, and the games began. I don't have the official results, but competition was fierce, but friendly.



Bombs Away!



Spot On! (Almost)

With games concluded, it was time for the other traditions that make Santa Ynez so much fun. Like the champagne cork off, the raffle, and the Tri-Tip/



Chicken Dinner. All as good as ever, and with a little help from the locals, well attended. Sunday morning arrived with a damp fog, or thick drizzle, depends how you look at things.



As tents dried, and planes were packed, the inevitable good-byes started. One by one, planes departed north and south, maybe even one or two to the east. Before long only the locals were left. Until next year at this time, when the Cessna 120/140 birds return, perhaps in bigger numbers than ever.



From Your President: Randy Thompsom
AUTUMN LEAVES

And winter comes. It was 111 degrees at the Redding Airshow this year and that was just a few days ago. Today it was a comfortable 75 degrees. Now that's change. I hear rains a comin soon!

Santa Ynez was great again this year. Pat and Diane Cashman made it there and that was great. We had a fly out to Santa Maria for Brunch and that was great. The games were great and the dinner was too. What more can you ask for. Good friends, good times and the gift of flight.

On the same weekend there was a fly in at Hood River, Oregon. I heard there were fourteen 120's and 140's at that one. All from the Pacific Northwest. From what I hear the museum that we went to a few years ago has greatly expanded. A visit to Hood River again, might just be in the clubs future.

Speaking of the Clubs future. The next planned fly-in is at Harris Ranch in March 2010. If someone plans on going or knows of a good destination please let us in on the plan. Don Simmons is poised and ready to send out an email to all members and announce the time, date and location. I think this is the perfect set up for a "happening". And the perfect airplane to do it in is the Cessna 120 or 140.

To All Members: From The Club Historian

Cal Westra and I combined our archives of club newsletters. We have a lot but not all of the issues. Please publish an article in the club newsletter asking if anyone can fill in the gaps. If anyone still has these back issues, they probably want to keep them, so Xerox copies are fine. Let's see if we can compile a 100% newsletter history. Here is a list of the missing issues. I'm guessing at the issue dates but they should be close

Issue- Approx date

31- 1980 or 1981

32- 1981

35- 1981

36- 1981

37- 1982

61- 1986

62- 1986

63- 1986 or 1987

64- 1987

67- 1987

68- 1987

69- 1987

74- 1988

76- 1988

77- 1989

78- 1989

79- 1989

80- 1989

81- 1989

82- 1989 or 1990

93- 1991

99- 1992

105- 1993

128- 1997

I had saved a bunch of these at one time. Some how they disappeared in a move. Oh well.

Hope to see you at Santa Ynez

Bob Hunsberger

I forgot one important thing in my previous message. Newsletter copies may be sent to me at.

R.E. Hunsberger

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flyingforme@cox.net

Thanks

Bob Hunsberger

MATCH THE PLANE TO PILOT

ANSWERS AT BOTTOM OF PAGE



A



B



C



D



E



F



G



H



I



1



2



3



4



5



6



7



8



9

ANSWERS: A-4,B-1,C-7,D-6,E-9,F-8,G-2,H-5,I-



Letters To And From YOUR EDITOR'S Desk

Fly-in Season 2009

Well, the fly-in season for 2009 came to an unofficial end at Santa Ynez. Was it a success or failure? Like most things in life, it was a little of both.

First, and foremost it was another safe one. We were lucky over the past year not to have any accidents involving club members or activities. Luck is just one part, good piloting and judgement is the other. I like to think our members learn from each others experiences, and since experience comes from bad judgement, we have lots to share.

It also comes from good maintenance. This is another area where the club comes in handy with advice from club members on possible problem areas, and columns in the newsletter with maintenance tips.

Turn out at most events was acceptable. Just enough members to have a great time, but always wanting to share the good times with a few more.

Now for what I see as our biggest failure . We continue to lose old members at a greater rate than we are attracting new ones.

We all have ideas on why this is. My challenge to you, is to come up with ideas on how to change it.

Never issue a challenge unless your willing to stand-up yourself, so here's MY idea.

Next years fly-in schedule should be scheduled around existing fly-ins. The club having their own getaways are fun, but we're not exposing ourselves to the other Cessna 120/140's out there. We're not that large group of planes that used to attract alot of attention when we arrived at an airport.

We know many members have sold their planes over the last few years, and those planes belong to new pilots now. What is the first thing you started to do when you owned your own airplane? I think most of us went to places like Merced, Watsonville, and Porterville. I think that's where some of the Cessna's are now. There were 14 Cessna 120/140's at the Hood River Oregon fly-in. If that's typical at established fly-ins, and we were there to meet and greet them, perhaps one or two would have become members. So maybe a Camerillo, or McMinnville group fly-in next year?

Well that's my idea, now write me with yours. We all want the same thing, to share the joy that friends and flying can bring.

Fly Safe: Your Editor



Now this is what we want to see!

The Calendar:

Cottonwood Airport P52

Appreciation Day

October 17, 2009

Cottonwood, AZ

Copperstate Fly-in

October 22, 2009

Casa Grande Regional CGZ

Casa Grande, AZ

Halloween Fly-in

Laughlin-Bullhead Airport KIFP

October 31, 2009

Bullhead City, AZ

→

→ *Denotes Club Sponsored
Event*

Or check out the calendar on the web at [http://
www.freewebs.com/cessna120/
caccessna120140.htm](http://www.freewebs.com/cessna120/caccessna120140.htm)



***TWO HANGARS FOR RENT:**

In the heart of the Bay Area.

Under the TCA

Oakland International

Call Marsha or Larry

408-842-4959

***FREE GUST LOCK:**

Gust lock for 120/140. Fits over rudderpedals and yoke. Must own a 120/140, and be picked up at Watts-Woodland Airport.

Call Godfrey Amacher: 530-662-4932

***FOR SALE:** Overhauled Engines. I have C-85's and O-200's and the STC to install the O-200 in Cessna 120's, 140's and 140A's. Also Tiedown Rings, Strut Cuff Kits and Jack Pads. RANDY THOMPSON (530) 357-5440 or thompsonsair@tds.net

All Classified adds Expire next month. If you would like to continue running them, Please Contact the Newsletter Editor.

Advertisements are printed free of charge to any member. Each ad will be placed in three issues upon receiving information. If your ad is preceded with an * this is the final printing and can be renewed upon request.

All ads must have something to do with parts or supplies of Cessna 120/140's.

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 manufactures's recommendations and all applicable FAA regulations.

West Coast Cessna 120/140 Club
11414 Arroyo Beach Place SW
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First

Class

Mail



West Coast Cessna 120/140 Club Membership Application

Name: _____

Address: _____

City, State, & ZIP _____

Email Address: _____

N# _____ Home Base _____

Phone () _____ Fax () _____

Person Information (Airplane, Spouse, Kids, etc.) _____

Interesting Flight or info on your bird you want to share with others. _____

If you still have more to say, why not make it into an article and submit it to the Editor for publication. You can send it by mail. Better yet e-mail it to our address, C120140@msn.com .

*If God Didn't Want
Man/Woman to Fly, He
Wouldn't Have Given us
CESSNA 120/140's*

The West Coast Cessna 120/140 Newsletter is published six times per year, by the West Coast Cessna 120/140 Club and distributed to its members. Annual dues are \$20.00 and include a subscription to the newsletter. Members may advertise aircraft items for sale at no charge. Send material to the Editor (address on the front page). Dues are due and payable January 1st each year and are prorated for new members joining any other time.