

# THE 170 NEWS

2nd Quarter 2012



*The Quarterly Publication of The International Cessna 170 Association, Inc.*



www.cessna170.org

# THE 170 NEWS CONTENTS

Second Quarter 2012 Vol. 42 No. 2

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### *On the Front Cover:*

1952 170B

N2475D 20627

Michael Roe #8055 VA



### *On the Back Cover:*

1954 170B

N1932C 26077

Kyle Wolfe #7498 MN



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The 170 News is published quarterly as a benefit of membership in The International Cessna 170 Association (TIC170A). The organization was formed in 1969 to *Preserve and Promote a Truly Classic Aircraft*. For membership or advertising information contact:

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## President's Musings



It's so great when things work out the way they are supposed to!! The good news is the Hangar Ads in the *FlyPaper*, *The 170 News*, and Forum Trademart are working. As a direct result of the Hangar Ads, Dorothy Eastabrooks (TX) sold N1928C, a '54 170B, and Frances Wheeler sold N3404D, a '55 170B. In the past month I have been

contacted by half dozen people asking about buying a Cessna 170. Using Hangar Ads, I have been steering non-members to members advertizing their planes. As my Dad used to say, "Keep your eyes and ears open" and you might be able to help a member or friend buy or sell a plane.

This month I also renewed my Third Class Medical Certificate. Somehow I missed the memo that the FAA now requires everyone (with a few exceptions) to complete the renewal application online. It's not a big deal for folks familiar with the internet, but it was a surprise when I showed up for my medical exam and the receptionist asked if I completed the online FAA application form. My surprised short answer was no. So after some discussion the office staff found an "old" paper form I filled out with the warning next time use the FAA internet form. The good news is I passed the medical exam with no problem. The Doctor (almost my age) and I

also had a good laugh about the newer, faster, more efficient paperless medical process.

Like many of you, I also enjoy surfing the web looking for that hard to find / must have item. I have been very pleased with my few purchases. But, sad to say, during the past year some members have been "stiffed" buying from private parties. For them it was a reminder it's a "buyer beware" world out there. My suggestion, when dealing with individuals, is to meet with the seller and examine the item you want to purchase. If the seller is too far to fly or drive to, contact a 170 member or friend who lives nearby to check out the item. In all cases, make certain the item is returnable and the money refunded if not as advertized.

Hope you've got your reservation in for the 2012 Convention July 9th through the 13th in Longmont, Colorado. Getting your reservations in early will greatly help our hosts in planning the transportation, events and group meals. Registration forms are available in the *FlyPaper*, *The 170 News*, and online at the [Cessna170.org](http://Cessna170.org) home page. As I mentioned last month, those of us flying to the convention from the East are talking about hooking up in western Kansas. Depending on winds and weather, the current thought is to depart from Goodland or Hays, Kansas on the morning of Sunday, July 8th. Watch for more information on the website. Lolly and I can't wait to participate in the events we have signed up for. It will be a great time to meet new members, visit with old friends and check out the 170's on the arrival ramp.

Fly Safe,  
Jim Wildharber

## From the Executive Secretary

Atlanta in February and the Mid-Year Board Meeting was very enjoyable and a great change from winter in Wyoming. It is so great seeing everyone and your board and officers do an excellent and efficient job of taking care of Association business. I have always also been impressed with the individual members who also take an interest and participate at the meetings.

Thanks for the well wishes about my sprained ankles. While I hobbled around to Atlanta with a walking stick, I'm doing very well now after starting physical therapy. But I probably won't be doing any mountain hiking in Colorado during the Convention! Have you sent your reservations in yet to Glenn and Edna Hetchler? They will appreciate people that do it early!

I know this sounds like a broken record - but we really do need your help in supplying cover photos and articles. Photos need to be at the highest resolution possible. A 300 dpi photo at 8-1/2 x 11 gives us the best reproduction quality for the cover. Many times just setting your camera at the highest resolution possible works best. Sometimes there is a problem with email programs that

automatically reduce the size of the photo which can be confusing. If you have any questions about photos, just give me a call at (307) 587-6397 or email me at [headquarters@cessna170.org](mailto:headquarters@cessna170.org)

Every time you start to work on your airplane think about whether or not what you're doing would be of interest to other members, document it and take some photos! You know what you enjoy seeing in *The 170 News* so think about sharing what you can.

A couple of weeks ago I went to visit my Mom in Minnesota. At Thanksgiving time my favorite aunt had passed away so I took time to visit my uncle, Dave Sampson, and cousins. Growing up I always knew my uncle flew small planes but we were never allowed in the hangars or near the airstrip on his property. At 85 years old, he's still out in the hangars every day actively finding parts to sell people. It was fun to see his list of aircraft and to notice six 170s on it! It was even more fun to see the sparkle in his eyes realizing I knew what a 170 is!

Jan Billeb

# The International Cessna 170 Association, Inc.

## Minutes of the Mid-Year Board of Directors Meeting

Saturday, February 18, 2012 ... 9:00 a.m. Hilton Garden Inn, Atlanta, GA

The Mid-Year Board Meeting of The International Cessna 170 Association, Inc. was called to order Saturday, February 18, 2012 by Association President Jim Wildharber, following a FAA Master Pilot Award to Association member Scott Barland by a representative from the Atlanta region FAA office. Other officers present: Vice President Bruce Fenstermacher, Secretary/Treasurer Scott Lynn and Historian Steve Grimsley. Directors present: Louise Bickford, Glenn Dee, Glenn Hetchler, John Hess, Jim McIntosh; Past President Paul Wood. Absent: Directors Pete Coffey, Bruce Rhymes. Others present: Executive Secretary Jan Billeb and other members. Minutes are provided on a topic basis, not chronological.

After roll call, President Jim Wildharber mentioned members who have passed away in the past six months including Michel Charette, Bjarne Levisen, Robert Rekedal, Bronko Gukanovich and Rudolph Pena.

President Jim Wildharber gave the invocation, remembering the families of deceased members.

Glenn Dee moved and Paul Wood seconded to approve the minutes of the July 11, 2011 meeting of the Board of Directors as published in the Qtr 3 2011 The 170 News. Motion approved unanimously.

### Treasurer's Report

Scott Lynn reviewed the Treasurer's Report as of December 31, 2011, noting that the Board had received the 2011 year-end report in January. Association assets as of December 31, 2011 were \$114,199.39, up \$6,851.45 from 2010.

Steve Grimsley moved to approve the Treasurer's Report, seconded by John Hess. Motion approved unanimously.

### Executive Secretary's Report

The membership report as of December 31, 2011 was emailed. Jan Billeb suggested that since the report is provided every six months, it might be useful in future reports to include the peak number as a reference point to give a better idea of the Association membership trend.

Jim Wildharber distributed historical convention attendance trade handouts for information only. Jan will continue to update this information yearly. Steve Grimsley noted that the number of airplanes attending was down more than the number of people.

Jan explained the current process of sending dues notices, noting that no one is cancelled until 60 days after they receive a written notice. She discussed the possibility of sending email renewal notices to all members with an email address on file, adding that the potential of it going in spam folders is high.

Paul Wood moved, Glenn Dee seconded, to approve the Executive Secretary's report. Motion carried unanimously.

### Convention Reports

2011 - San Diego, CA - July 10-15 - Jim Wildharber summarized the final accounting results of the San Diego con-

vention hosted by Duane Shockey. As a reminder, Jim mentioned that the focus of 170 conventions is to bring members together and share the joys of ownership of our classic airplane. Thus conventions are not a source of income for the Association but are planned to break even on costs vs. registration fees. Many times the conventions generate a small surplus (usually from auction results). Duane met these objectives and sent Jan a \$1256.00 check when the books were closed out. Thanks Duane for a fun and successful convention.

**2012 - Longmont, CO - July 8-13** - Glenn Hetchler reviewed the Longmont convention schedule, adding that most meals are group events unless people opt out and that every meal will have a vegetarian option. Public transportation from Denver International Airport is available to Broomfield where vans will be able to more conveniently and economically pick people up.

Glenn noted that he felt some of the challenges he has faced need to be documented for the benefit of future convention hosts. These included the problems in hotel contract negotiations, the need to have pre-approval on van drivers as well as finding out insurance requirements and alcohol regulations.

Jan Billeb suggested that Glenn help with a section for the Convention Planner's Handbook of potential problems to be aware of and to discuss these issues in future convention hosts meetings. It was also suggested that Glenn

include deadlines in requests for volunteers and that the judging requirements be well published because of the different timing for this year.

(Meeting adjourned 11:50 a.m. for lunch, reconvened 1:00 p.m.)

**2013 - Bardstown, KY - July 18-24** - Jim Wildharber presented a PowerPoint presentation at the request of Gerry and Gary Whitson. The preliminary schedule is: Friday - arrival and welcome party; Saturday - Fly-out breakfast, meetings, and dinner train; Sunday - airport day with cookout and evening auction; Monday - board and annual meetings, Steven Foster Story; Tuesday - tour of Louisville; Wednesday - fly-out to BWG Corvette plant, lunch fly-out and evening banquet.

**2014 - Creve Coeur, MO - July 19-25** - Ron Magos summarized that the convention planning he and Mary Lee are working on is focused around the airport and scheduled the week before Oshkosh. The airport has room to park 75-100 airplanes and camping by the airplane is allowed. There are no airport alcohol restrictions. Many of the activities will be scheduled in an air conditioned hangar. He is working with Harrah's as the possible host hotel and is very appreciative of help from a friend who is an event planner.

Ron explained that the proximity to St. Charles and St. Louis (arch, zoo, brewery) will allow several a la carte activities for attendees. The general schedule planned is:



Monday - meetings and aircraft judging; Tuesday - flying, evening auction; Wednesday - annual meeting, lunch and awards with a keynote speaker author Jeremy Cox; Thursday - maintenance forum, lunch and presentation by George Andre; Friday - airport day with self-guided flying trip to St. Louis.

Bruce Fenstermacher suggested Ron coordinate with the EAA for Young Eagle Rides. Scott Lynn suggested getting volunteers from the Civil Air Patrol to help.

Future site proposals - Jim Wildharber will continue to follow up with Diane Reim regarding a possible 2015 convention in Yakima, WA and also Jeff Baum who has indicated an interest in a Wyoming convention in either Cody or Sheridan.

**Historian's Report** - Steve Grimsley reported that the past six months has been quiet as far as requests for information. He is working on the San Diego album and has provided support articles for The 170 News.

Dorothy Benham has sent John D's convention albums including letters proposing the club and other materials. Steve plans to organize and remount the material to make it available for members to review.

**Technology Committee Report** - Bruce Fenstermacher reported for the Technology Committee (Bruce, George Horn and Dale Medendorp), noting that the forum started almost 12 years ago on Yahoo and was switched about 10 years ago using a free program PHPBB that would work on the Association's website. There are 74,604 posts on over 7,000 topics and over 3,000 people have registered over the years. Currently there are 860 registered forum users and about 50 do the majority of the postings.

Bruce announced that the Association's entire library of documents including copies of 337s and STCS is now available online as PDFs free to all members. Bruce was thanked for the tremendous amount of work he did scanning and getting this available.

Bruce also explained that he is working on organizing the judging packet, and categorizing other documents in the maintenance area of the website. He has scanned several of the past publications and expected about three-fourths of the publications will be available online for members soon.

After explaining that the forum software has some great advantages but some additional security measures are needed to make sure all potential holes are secure, Bruce Fenstermacher moved to authorize Dale Medendorp to make additional security changes to the website. Glenn Dee seconded the motion and it carried unanimously.

Discussion followed on contacting members by email and it was generally agreed that on an as-needed basis the board felt email should be used to make Association announcements and that all communication should be distributed as a blind carbon copy.

**Parts/ Maintenance Advisor's Report** - From George Horn

While I receive a few calls each month regarding recent articles in The 170 News by various authors, the majority

*(Continued on page 21)*

## The International Cessna 170 Association, Inc. as of December 31, 2011

### Balance Sheet

#### Assets

Checking .....	11,803.49
Money Market .....	87,495.57
Scholarship Fund .....	6,437.02
<b>Total Current Assets .....</b>	<b>105,736.08</b>

Inventory Asset .....	8,463.31
<b>Total Assets .....</b>	<b>114,199.39</b>

### Profit and Loss Statement

#### Income

Advertising Income .....	1,550.00
Contributions .....	5,383.00
Convention Income .....	9,320.22
Membership Dues .....	53,120.00
Sales - Inventoried Items .....	1,029.98
Sales - Non-Inventoried Items .....	551.26
STC - Originals .....	750.00
Total Income .....	71,704.46
Cost of Goods Sold .....	524.35
<b>Gross Profit .....</b>	<b>71,180.11</b>

#### Expense

Banking Fees / Charges .....	1,171.57
Donation Expense .....	110.79
Events .....	191.64
Internet Hosting/Maintenance .....	725.75
Legal / Licenses .....	130.00
Miscellaneous Expense .....	30.34
Office Supplies .....	678.74
Oshkosh Logowear Items .....	0.00
Postage & Delivery .....	8,132.04
Printing & Copying .....	14,557.35
Professional Fees .....	30,646.50
Scholarship .....	3,000.00
Telephone & Faxes .....	785.51
Travel .....	2,344.01
<b>Total Expense .....</b>	<b>62,504.24</b>

**Net Ordinary Income .....** **8,675.87**

#### Total Other Income

Interest .....	175.58
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#### Total Other Expense

Convention Advance .....	2,000.00
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**Net Income .....** **6,851.45**

# News & Info

## *Wright Brothers Charles Taylor Award given to Harley Pickett #3524 FL*

by Harley Pickett #3524 FL



During Sun'n Fun at Lakeland, Florida, the FAA made a special presentation at the FAA building. Mr. Ken Spivey Jr. Southern Region FAASTEAM Manager, and his team asked Barb #5846 and I to come forward to present me with the FAA's highest and prestigious recognition for mechanics, the Wright Brothers Charles Taylor Award. They presented Barb with a very nice pin for putting up with me all that time! The FAA said

that my record of more than 50 years of continuous active participation as a licensed mechanic, with a perfect safety record and at the highest professional standards as an aviator, all within General Aviation, qualified me for this special award, which is given to very few.

After serving 4 years in the USAF as an aircraft mechanic, I joined the Air Force Reserve, and worked 2 years for Mackey Airlines. Then I joined Federal Civil Service as an aircraft mechanic at Homestead AFB, Florida. After a RIFT I went into the Air Taxi and Flight

School business in El Dorado, Arizona. After two and a half years of that, I went back to the government, as a Quality Control Inspector in DECAS. (Retired from the AF Reserve with 34 years as a Chief Master Sgt.)

After a year in DECAS I got picked up by the FAA where I remained for 36 years as a FSDO Inspector. Life has been good since retiring to Cannon Creek Airpark in Lake City, FL, flying out quite often enough for that \$100 hamburger in my Cessna 170A.



## *Jacobson #3555, 170A and Spivey #4146, 170B Winners at Sun'n Fun*

by Harley Pickett #3524 FL



On March 31 at Sun'n Fun, Lakeland, Florida we had two of our own members win in the Antique Classic aircraft judging contest! Many of you remember Steve Jacobson #3555 of Texas won "Grand Champion" for his beautiful 1950 Cessna 170A! Steve stated he plans on flying to convention in Longmont, CO. Ken Spivey Jr, #4146 of Alabama won "Best Restored" for his 1952 Cessna 170B! This aircraft is the one I and a young aircraft mechanic Billy Stratton here in our airpark took over a year to do all new interior and paint. Ken also plans on flying it to our convention this year. So it looks like we are in for some real eye candy at Longmont!

# Where did they come from?

by Jim McIntosh #6207 BC

A few posts on the forums suggest that more than a few aircraft owners are worried about corrosion. Owners shouldn't worry unless they have delayed dealing with their known corrosion areas and even then corrosion is not difficult to rectify in most cases, just expensive. The most important aspect of corrosion is not, knowing that corrosion may exist, but knowing that all the corrosion has been found. It's the possibility of corrosion in areas that cannot be readily seen which should be of most concern to any aircraft operator.

Our light aircraft and, as Frank Stephenson calls them, the Kerosene Queens, share a common problem, the process of ageing. Aside from the size, our 170's and a B767 are very similar in construction and in materials, such that the principles utilized to maintain these aircraft are almost the same. All modern aircraft are built with a MSG-3 design philosophy where the components must be able to resist corrosion and fatigue for the manufacturer's stated life of the machine. Modern aircraft have an inspection and maintenance program (checks) detailing how an aircraft is to be maintained to achieve safe operation up to their design life. In the mid 1990's when relatively new aircraft passed their stated design life span the regulatory bodies changed the maintenance regulations to address aircraft ageing. Manufacturers were requested to produce a program and a supplemental structural inspection document (SSID), which details the methods and periodicity of additional inspections to ensure an ageing aircraft's continued airworthiness. Now it would seem that Cessna would like 170 owners to maintain their aircraft in a similar fashion with an announcement of their new supplemental inspection procedures for 100 series aircraft. Alas, we must have been living a carefree maintenance lifestyle up until Cessna's recent concern for their older products.

Corrosion is the environmental degradation of a metal by chemical or electrochemical action. This process cannot be stopped, only controlled to limit the process to an acceptable rate. There're many forms of corrosion and reasons why corrosion can accelerate but basically for aluminum to corrode there must exist in one form or another an anode, a cathode, a metallic connection between the two and lastly an electrolyte (water and ions). Thus if an electrolyte is allowed to be in contact with aluminum for a prolonged period of time corrosion will definitely occur. In any aircraft applying protective barriers and CPC (corrosion prevention compounds) coatings to prevent metal from oxidizing is likely the best basic method next to hav-

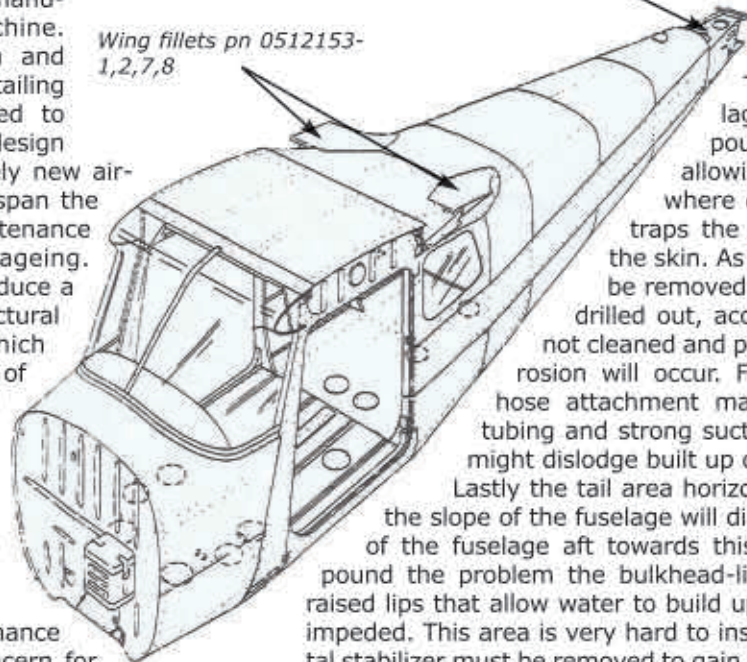
ing a controlled atmosphere such as a hangar to lower corrosion issues.

Contaminate build ups may exist in areas that are hard to access and clean thus we must be concerned with any area that either traps water or be aware of the horizontal surfaces where water can rest. Fortunately there're drain holes inside the fuselage to allow water to drain aft through bulkheads and out at the tail. Owners should ensure that dirt and debris does not hinder that process through out the aircraft's structure. The carry through spars, channels, which traverse the fuselage cabin, are susceptible to internal corrosion as water may leak into the channels and not drain. An application of CPC might be the best method to abate that assault. Two areas highlighted in the graphic should also receive some attention. The wing tailing edge

fillet fairings are open in the front allowing debris to become trapped inside and against the skin. The slope of the fuselage when at rest compounds the problem by allowing water to flow aft where dirt inside the fairing traps the fluid in contact with the skin. As these fairings cannot be removed unless the rivets are drilled out, access is difficult and if not cleaned and protected by CPC, corrosion will occur. Fashioning a vacuum hose attachment made from soft Tygon tubing and strong suction from a Shop Vac might dislodge built up debris from this area. Lastly the tail area horizontal bulkhead, again the slope of the fuselage will direct water on the top of the fuselage aft towards this structure. To compound the problem the bulkhead-lightening holes have raised lips that allow water to build up should drainage be impeded. This area is very hard to inspect, as the horizontal stabilizer must be removed to gain access. To limit water and dirt debris build up ensure fairings, vertical stabilizer and fuselage (below HS) aerodynamic seals are in good condition. Spray area with CPC and if it's been a long time since the area has been looked at, consider having a look with a boroscope or by disassembly.

I've only been around these airplanes for 20 years and thus I don't take offense if others in our club consider me at the "just getting familiar" stage. I'll try to highlight other areas of concern in coming issues of the 170 News and should your 170 aircraft have an issue, please either let our online forum know or send me an email with some details so that the information can be shared.

I'm almost always glad to learn from other owners so that I may check my plane for similar problems.



# Flying in the DC Special Flight

by David Ross #8890 MD

"The DC SFRA? I don't go near it. You have to be a lawyer to understand all the rules about that place. You make one mistake over there and you'll be grounded for 90 days. I've heard they've confiscated aircraft and locked pilots just for starting their airplane without permission. I read that on the internet!"

If I had a dollar for every time I've heard of people being afraid to fly in the SFRA, I'd consider avgas to be cheap.

There are endless horror stories about people hearing about people who violated something that resulted in either a suspension, fine, black helicopter or all the above. As a pilot that not only flies in the Washington DC Special Flight Rules Area (SFRA), but also soloed and got his pilots license in the DC SFRA, I'm here to tell you that almost all of those horror stories are false.

Yes, there are some rules to fly inside the DC SFRA, yes there is an online course you have to take before flying in the SFRA and yes you can get in trouble if you break some of those rules, BUT those rules are quite simple and easy to follow. In fact, flying in the DC SFRA is no more difficult than asking for flight following or filing a VFR flight plan. It's not restrictive at all. They just want to be able to see you before you enter, know who you are based on a transponder code and have an idea of where you're going. Yes, it's that simple.

Before we go any further, there is a required course and quiz you need to take. Check out [www.faa.gov/gslac/alc/course\\_content.aspx?cid=55](http://www.faa.gov/gslac/alc/course_content.aspx?cid=55) for the course and be sure to print out the card and keep it in your wallet when you're done. The whole thing will take 15 or 20 minutes.

What does it take to fly into the SFRA? You need to file a flight plan. That's it. No special handshake or secret password. Just a basic flight plan of where, from and where to you are going inside the SFRA. This might confuse people because, unless both airports are inside the SFRA, the flight plan looks slightly different than the way one expects a flight plan to look. The thing to remember is: the SFRA Flight Plan only involves the portion of your flight that will be INSIDE the SFRA.

For example: I'm going to fly from Ocean City Municipal Airport in Maryland (OXB), to Freeway airport (W00) in Bowie, Maryland; which is inside the DC SFRA. I'm going to take off at noon. It will take me about an hour to get to Freeway. Before I get to Freeway, I have to enter the DC SFRA. From the edge of the SFRA to Freeway is about 15 minutes worth of flying. The only part that the Feds care about is that last 15 minutes inside the SFRA. Your SFRA Flight Plan will be from the Gate you are entering from to the airport you plan to land at.

Don't get too wrapped up and worried about the time inside the SFRA. They won't get bent out of shape if it takes you 15 or 50 minutes to go from the gate to the airport. They just need a number to put into the computer. Of course, if your airplane is RED, you may want to put a

smaller time if only to keep up appearances.

What is a gate? The perimeter of the SFRA is divided into eight named segments so ATC knows where to look for you. The gates are HUGE so, don't worry too much about them. (FYI: The gates are named based on near by inter-sections on the Victor airways.) If you plan to enter from the Eastern Shore, you'd use the PALEO gate. From the North West you'd probably come thru WOLLY. If you show up at the wrong gate or call on the wrong frequency, Approach will simply tell you to contact them on some other frequency (and they are nice enough to give you the frequency without having to ask).

When filing the flight plan, we need the same information you'd expect for any other flight plan. You can file by calling on the phone, using the Internet, your cell phone...again, it's just a flight plan. When you file from the outside, your start time is when you plan to be at the gate,

not when you plan to take off from your home airport. Your arrival time is 30 minutes before and two hours after the time you put in your flight plan. (I wish Moms were so forgiving). So, if you file for a 3 pm arrival, you have from 2:30 to 5 pm to actually show up!

What do you do when you show up? Give Approach a call, of course. The big thing to remember is: DO NOT cross the

SFRA line without hearing Approach say "Transponder Observed." This CAN get you in trouble. I usually give them a call on the radio 5 or 10 miles away so they have time to find me.

So, the call up goes something like this:

**You:** "Potomac Approach, Cessna 1234A"

**Approach:** "Cessna 1234A Approach"

**You:** "1234A is 5 miles East of Bay Bridge, requesting squawk code VFR to Freeway"

(Or something to that effect. Who you are, where you are, what you want.)

**Approach:** "Cessna 1234A -squawk 4567 and remain outside the SFRA"

**You:** "Squawking 4567, 1234A"

This is the place that you can get in trouble. DO NOT fly into the SFRA until Approach tells you they SEE you. Sometimes, you have to wait a minute or two for them to get back to you. If more than a few minutes go by, I might call them back and say I'm still outside the SFRA waiting. You must hear them say "TRANSPONDER OBSERVED."

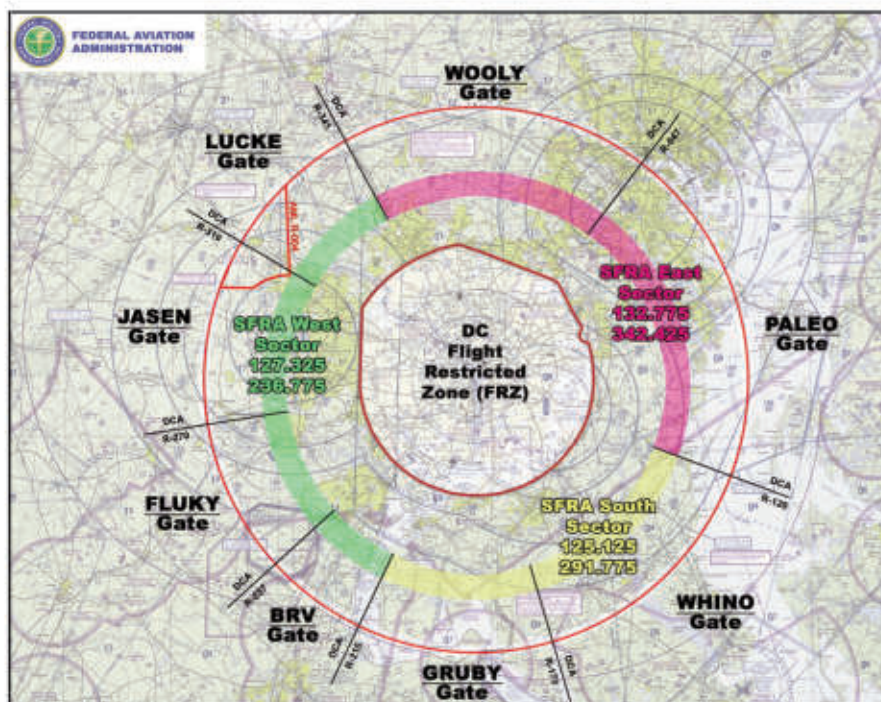
**Approach:** "Cessna 1234A, Transponder is observed, remain outside of Bravo airspace, Baltimore altimeter is 29.95"

**You:** "Outside Bravo, 29.95, 1234A"

And you're done, start heading to your airport and stay out of Bravo. Remember that being observed for the SFRA is NOT a Bravo clearance. You still must respect all airspace rules. If you need a Bravo clearance, you need to take care of that separately.

(Continued on page 9)

# Rules Area



As long as your general heading is making progress to somewhere near the vicinity of the airport you put on your flight plan, ATC shouldn't bother you; except for the occasional traffic advisory. Honestly, they don't care where you are going or even how long it will take you to get there. They just want to know who you are (flight plan) and see you (transponder). Past that, you can wander to your heart's content.

Now, what if you want to fly to another airport or go check out the beautiful coastline around Annapolis before you get to Freeway? You're not required to keep a direct course or even hold a particular altitude. Just let Approach know if you plan to divert as a courtesy. If not, they will probably ask you if you're lost or need directions.

When you're finished wandering around or sight seeing, just let Approach know that you're heading for your airport. They will more than likely ask you to report when you have the airport in sight. Once you see the airport, let Approach know.

**You:** "Approach, 1234A has Freeway in sight."

**Approach:** "1234A, Approach, keep the code until you land, change to advisory frequency approved."

**You:** "Keeping the code, 1234A good-day".

**DON'T TOUCH THE TRANSPONDER.** Just change your radio to the airport's frequency and proceed as if it's any other airport. Even once you're on the ground **DONT TOUCH THE TRANSPONDER.** Just turn it off. **NEVER squawk 1200 inside the SFRA.**

When it's time to go home or depart the DC SFRA, it's pretty much the same thing you did to get in. Your flight plan will be from the airport you are at to the DC SFRA Gate you will be leaving through. One difference is: you

need to get your transponder code **BEFORE** you take off. Remember, in order to fly in the DC SFRA, you need a transponder code and to be observed by ATC. A quick phone call to TRACON will get you your transponder code and the frequency to talk to ATC on once you're in the air. Set the transponder code before you take off. Once you take off leave the pattern, switch to the frequency TRACON gave you and let ATC know you're in the air. I usually tell them where I took off from and where I am going, just to be nice.

**You:** "Potomac: 1234A is off Freeway enroute PALEO".

Again, be sure you hear them say *Transponder Observed*. If you can't get in touch with them within a few miles, it's a good idea to turn around and land. Normally, everything goes fine. They see you and you go about your merry way.

ATC will let you know when you are outside the SFRA. Sometimes, they get busy with other airplanes and forget about you. If they don't notice, give them a call and state that you are outside the SFRA. Either way, **DO NOT squawk 1200 until they tell you to.**

The inner ring of the DC SFRA is the Flight Restricted Zone (FRZ) or what people refer to as 'The Freeze.' Inside the FRZ, things are a little less forgiving, but no more difficult. First, you need to complete a background investigation and be issued a Personal Identification Number (PIN) that will be used when you file the flight plan. Secondly, you can only fly to or from one of the three allowed airports inside the FRZ. These airports are collectively known as the "Maryland Three" and include: College Park Airport (CGS), Potomac Airfield (VKX) and Hyde Executive Field (W32).

You cannot wander around inside the FRZ like in the SFRA. You cannot transit the FRZ like you can in the SFRA. You can only fly directly to or directly from one of the Maryland Three and your route of flight must be the shortest direct route (within reason of course). Why bother? For one, College Park Airport is the oldest continuously operated airport in the world and has a great aviation history museum! Not to mention how much you will impress your friends when you tell them you flew in the FRZ.

That's about all there is to it. Sorry to disappoint everyone but, flying in the DC SFRA is less stressful than flying to a towered airport. If you've ever flown to a towered airport, have ever filed a VFR flight plan or have ever asked for flight following, you've already performed most of the steps required to fly in the DC SFRA. Don't forget the online course and print out the completion card. The Airport Café at Gaithersburg airport (GAI) makes a great cheeseburger, Freeway Airport (W00) always has a GREAT crosswind to practice your landings and the Chesapeake Bay looks incredible any time of year. Don't let scary stories from other pilots keep you away!

# 170 Technical

## Update

### Fuel Gauge Cork Float Replacement

by Steve Grimsley #3204 TX

Back in 1997, I wrote a 170 News technical article about making your own replacement cork floats for the original Scott mechanical fuel gauges. Cleo Bickford, when he was gathering material for the fourth edition of the Cessna 170 Book, had this article included in the technical section. Longtime member John Gileno, #1776 Connecticut, sent me a note telling me of his method of rounding out the brass lever rod crimped end behind the cork freeing the old float. Without the need to do this job again, until now, I didn't have a chance to try this out. I noted in the Cessna 170 Book publication the advantage of this method of removing the old float. This procedure is a much easier way to replace floats that sink because of fuel saturation.

Recently, my other fuel gauge failed because of a sunken cork float. George Horn, our parts and maintenance coordinator, mentioned that Aircraft Spruce carried replacement gauges, mounting gaskets, and floats. I was thinking of only buying the mounting gasket and again making my own float. I was surprised to see the replacement float, 05-03395, priced at only \$2.55. This is less than the \$3.25 for the seating gasket. Remembering how time consuming and tedious it was sanding, drilling, and varnishing a home-made cork I purchased a float and a gasket. The float from Spruce is a black composite material slightly shorter in length and larger in diameter than the original cork float. With these in hand I proceeded to drain the fuel from the tank by removing the quick drain.

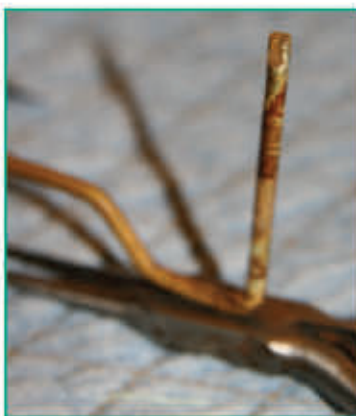
To remove the gauge from the empty tank it is best to untie the headliner from the gauge and flip the headliner sleeve inside out into the cabin. Remove the four mounting screws and pull the gauge turning it aft behind the headliner until it is completely free of the tank. After the gauge is clear of the tank you can maneuver it through the sleeve in the headliner. You can't get the cork through the hole in the tank pulling the gauge straight out.

The lever rod for the float is soft flexible copper or brass and it is not difficult to flatten the crimped end of the rod behind the washer and cork to remove the float. I carefully

pressed the wide end of the lever rod in a vise to roughly a square shape from the rectangular shaped crimp. It helps to have a set of very small fine files to round out the bumps in the metal allowing the round washer to come off. Try to remove as little material as possible. The first photo shows the old cork with the lever rod rounded out enough to remove the brass round washer, setting off to the side. Once this is done the old float slips right off. The rounded out rod can be more easily seen with the float removed, the second photo. The replacement float slips right into position and is ready to be secured. There are two choices in securing the new float: You can re-crimp the end of the rod in a vise or you can drill a very small hole and use safety wire or a split pin. I already had a very small 1/32 bit so I carefully drilled the end of the rod and looped some .032 stainless safety wire behind the washer. The final photo shows the new float, the washer, and the drilled end with the safety wire. The float is fully secure with the added advantage of an even easier float replacement to the gauge if it is ever needed again.

After reinstalling the gauge back in the tank with the new gasket it was ready for testing. This is a good time to replace the two O-rings on the quick drain. The sizes are 1/8 ID x 1/4 OD and 3/8 ID x 1/2 OD BUNA-N fuel resistant and are available at most auto parts stores. I also put a little fuel lube on the quick drain threads before screwing it back into the tank and safety wired. The threads on the fuel tank are aluminum so don't over tighten. The gauge with the new float worked perfectly when the tank was refilled.

One additional note, some years ago I had my first repaired fuel gauge from the 1997 article fail because the magnet lost too much of its magnetic strength. It could no longer move the gauge needle. I had a functioning salvage replacement acquired from the 2001 Las Vegas Convention auction and installed this as a complete unit. Unless there is a way to re-magnetize the magnet while on the gauge it is un-repairable scrap. I tried to re-magnetize the magnet but couldn't make it work again.



May 2012

## Fly-Ins

### May

#### May 19 TX Clark Field (KSEP) Stephenville

Meet at Clark Field N 32-12-92, W 098-10-66 at 11:00 a.m. We will eat lunch at Hard Eight BBQ near the airport. For those driving, take loop/hwy 377 into Stephenville and turn south on the first street west of the airport. Hard 8 is on the right. Contact Frank Stephenson if you have questions. (817) 475-6096 or planepilot44@gmail.com.

#### May 25-26 TX Ranger Fly-in & Airshow

After four successful events, it's back! Fly-In & Airshow at one of Texas' oldest airfields. Showers available for campers. Hamburgers and Airshow Friday evening (Field closed Fri. 7:00-7:30 p.m.) Breakfast Saturday morning. BBQ lunch served to pilots and passengers only Sat. 11:30. (Field closed Sat. 1:00-2:00 p.m. for airshow) Great 3415 ft. grass runway. Show your support of the volunteer-supported field by bringing your aircraft and spreading the word. [www.rangerairfield.com](http://www.rangerairfield.com)

### June

#### June 16 AK 6th Annual Summer Solstice Fly-In at 8-mile Strip, Alaska

Lat. 61 degrees 51.1 minutes and long. 151 degrees 06.1 minutes. Low pass inspection of gravel runway recommended prior to Indg. CTAF 122.9. Orange cones will mark landing area. Meat & drinks provided. Please bring a side dish or dessert and FOLDING CHAIRS. Will eat at 1:00 p.m. For more info contact: Russell Smoot (907) 632-8477 or Wally Parks (907) 688-0137 [sawa@mtaonline.net](mailto:sawa@mtaonline.net).

#### June 16-17 ID Garden Valley Fly-in

U88 CTAF 122.9, camp out Sat. night. Join the Idaho Aviation Association for a real back country breakfast Sun. morning 7-10. Hot showers at camp ground, Great Fun, don't miss it! Ken Morrow (207) 466-1793, [morrowkl@msn.com](mailto:morrowkl@msn.com).

### July

#### July 9-13 CO TIC170A Longmont Convention

<http://tinyurl.com/c170convention>  
for latest details

See information and forms in this issue.

### August

#### August 17-18 ID Cavanaugh Bay Fly-in

66S CTAF 122.9. camp out, cook out or eat lunch and dinner at the Marina. Enjoy the beauty of Priest Lake and relax. Coffee at 5 a.m. Hot showers at camp ground. Ken Morrow, 208-466-1793. [morrowkl@msn.com](mailto:morrowkl@msn.com) or Russ Vawter 775-848-5243.

### 2012 Cessna 170 Calendars For Sale

This is a personal project of Doug Mowry; however, he donates ALL profits over and above his costs for printing/shipping to TIC170A.

#### U.S. and Canada

\$13 (USD) per calendar

#### Outside the U.S. and Canada

\$16 (USD) per calendar

#### Order/contact info:

Email: [mowryd@hotmail.com](mailto:mowryd@hotmail.com)

Call: Doug (508) 476-4058.

#### To pay by check:

Make check out to "Douglas Mowry" and send to: Douglas Mowry, PO Box 791, Douglas, MA 01516

#### To pay with Paypal:

Pay to paypal @ "[mowryd@hotmail.com](mailto:mowryd@hotmail.com)"

#### When ordering please include the following:

Name, Shipping address, Quantity requested and a Method of Contact (email, phone, etc.) in case there are any hangups.



# Hangar-Ads

Ads are for members only and are free (except for items that are not 170-related there's a \$5 charge per ad). No business ads are accepted. **Ads will be run one time unless notified to place again by the next deadline.**

**Prices must be included in ads and ads must be in writing. Ads will be edited as space is limited.** Mail, fax or email ads to the Executive Secretary. Please put "Flypaper Ad" in the subject and list your member number.

**WANTED:** Wing parts for 170 '48 ragwing. Greg (406) 662-5137 gregs@montana.net

# News & Info

## Sympathies Extended

Association sympathies are extended to members Karen Bowen #7762 CA and Miles #2604 on the recent death of Karen's brother Keith.

We received word from the family of former member Leo E. Dailey #2893 of Ohio that he passed away on April 6, 2012. They want to be sure his friends in the Association knew.



C-GGZT  
(originally N2828C)

1954 170B  
Paul Harrington #6849  
Ontario

Give to  
TIC170A Scholarship Fund



Share your love  
of aviation

Send all donations to  
Association headquarters:

22 Vista View Ln  
Cody, WY 82414

Thank you.

The International Cessna 170 Association is a non-profit 501(c)7 organization. Donations are not deductible as charitable contributions. Check with your tax advisor if you have any questions.

## How's Your C170 Library?

Order online

[www.cessna170.org](http://www.cessna170.org) or call  
(307) 587-6397

**The 170 Book (4th Edition) \$20.00 plus shipping**

Timeless Classic. 162 pages of history, operations and maintenance information on the Cessna 170 series airplane. Excellent reference based on manufacturer's publications. Subjective flight reports, operational information, and modifications described by members. Includes a history of The International Cessna 170 Association, Inc.

**Service Operation Time Schedule for 140-140A-170-170A (SOTS) \$15.00 plus shipping**

Includes brief descriptions of work and time involved on various service operations. Service Information Summary issued 1948-1950; Service News Letters Summary issued 4/22/54 to 9/12/62. Good reference. It is 3-hole drilled, ready to insert in a notebook. *Please note: This is a reprint of an old book. Print quality is not the best on some pages.*

**Service Manual - Electrical System Section \$20.00 plus shipping Print or CD**

The Electrical System Section provides the owner/service technician with a comprehensive resource for troubleshooting and repairing the Cessna 170 electrical system. Contains detailed wiring schematics, original wiring sizes, lengths, and routing, as well as the theory and function of the basic systems, including detailed yet simple troubleshooting methods of the generator charging system. Must-have for the do-it-yourselfer or the experienced repairman.

# Longmont Convention News

If you've been keeping up to date on our Convention News on the website, some of this will be old news to you. If you have not been checking the website, you should be! By the time you read information in the printed publication, it can be over a month old. On the front page of <http://cessna170.org/>, at the end of the "2012 TIC170A CONVENTION" paragraph, is the link "Click here to follow the discussions in the Forums." This is the area of the website that works for us to post content, so yes, you DO need to go to the forum to view the convention updates, but you

## Getting to Longmont

**If you are flying your 170 or GA aircraft** please consider:

1. Purchase a Denver Terminal Area Chart now, as it will be good through the convention. On the back they show VFR flight paths to deal with transitioning the Denver Class B airspace.

2. Take advantage of Colorado Division of Aeronautics excellent Aeronautical Chart and Airport Directory. They will send them to you for the cost of shipping; just \$5. Don't miss these, as they include recommended routes, mountain weather stations, and a wealth of other great information. See ordering info at [www.coloradodot.info/programs/aeronautics/RequestForm](http://www.coloradodot.info/programs/aeronautics/RequestForm)

3. Plan to arrive either before noon or in the early evening. In the summer, the weather here can be very rough in the afternoon (thunderstorms, wind, turbulence, etc), so the rule of thumb is to be tied down by noon.

4. Do not even consider a mid-field overhead approach at LMO. There is very heavy skydiving activity throughout the day and into the evening, and the skydivers land on the airport. Airport operations continue during jump activities by using a conventional pattern, but PLEASE NO MIDFIELD CROSSWIND LEGS. The risk is too high in case you miss the announcement that jumpers are in the air.

5. Please review and abide by the Voluntary Noise Abatement Procedures: [www.ci.longmont.co.us/airport/pilot\\_info/gen\\_aviation\\_vnap.htm](http://www.ci.longmont.co.us/airport/pilot_info/gen_aviation_vnap.htm)

6. Print out and follow the recommended pattern: [www.ci.longmont.co.us/airport/pilot\\_info/documents/web\\_061911lmo\\_nbp\\_trafficpattern2\\_airplane.pdf](http://www.ci.longmont.co.us/airport/pilot_info/documents/web_061911lmo_nbp_trafficpattern2_airplane.pdf)

7. Minimize the impact on populated areas as shown: [www.ci.longmont.co.us/airport/pilot\\_info/documents/web\\_061911populated\\_areas\\_layout1.pdf](http://www.ci.longmont.co.us/airport/pilot_info/documents/web_061911populated_areas_layout1.pdf)

**If you are flying in commercial to DIA**, there is excellent scheduled bus service (motor coach type with storage for your luggage) to take you to the Boulder Transit Center. We hope to offer pick-up from Boulder to the hotel (if we have volunteer drivers available). Read about this excellent service at [www.rtd-denver.com/skyRide\\_SubHome.shtml](http://www.rtd-denver.com/skyRide_SubHome.shtml) Note that you must pay exact change in cash, or pre-purchase tickets (there is a sales counter inside DIA). Be sure to check on the discounts offered to seniors, youth, round trip tickets, and free service for active duty military.

**If you will be coming in an RV**: RV Parking: Boulder County Fairground (under 1.5 miles from convention hotel) Reservations: 303.678.1525 [www.bouldercounty.org/os/events/pages/camping.aspx](http://www.bouldercounty.org/os/events/pages/camping.aspx)

Space is limited, reserve a spot early

DO NOT need to log in, and you do not need to participate in the forum; the information is publicly viewable. Consider it just another web page!

If you do have a question or concern, do not respond in the forum; contact us directly at 303.828.5424. Our email is [ghetchler@cessna170.org](mailto:ghetchler@cessna170.org), but realize that email is highly unreliable due to the need for aggressive spam filtering these days; if you do not get a prompt reply, do not think we are ignoring you, call us. If a question applies to many people, we will post it and the answer in the forum. If you do choose to log in to the forum, you can subscribe to automatic notification, which notifies you via email when there is a new posting to the forum thread. This saves you from having to check the forum regularly.

We have already had several writeups about the convention, and in general we will not repeat them here. For your convenience the attendee information and event registration has been reprinted in this section. The tentative schedule that was printed in the April Flypaper was based on the wrong time zone, and is reprinted here correctly. This correction was available immediately in the webpage forum.

One area of the registration process that has caused some confusion are the columns for Adult 1, Adult 2, Youth 1, Youth 2. Those columns correspond to the positions of the same name on the Attendee registration (the person listed as Adult 1 on the registration sheet is the person referred to in the Adult 1 column). This ensures that we know who wishes to attend each function, and who wishes which type of meal. These are check boxes; do not put a quantity (greater than 1) here, but do total the quantity at the right. Do not list all activity purchases in the Adult 1 column, otherwise Adult 1 may end up on multiple outing lists, and Adult 2 will have nothing to do or eat! At check in, each member of your group will receive their personal itinerary. This is necessary for transportation, ordering food, and for government facilities' security. Each bus will have a bus captain who will be doing roll call, not just making a head count. If you choose to arrange your own transportation for an organized trip, you MUST let your bus captain know before the bus departs that you will not be riding on that bus. Before boarding for activities that have special requirements (e.g. the Boulder Labs tours) bus captains will be checking for required documents (a current photo ID) and clothing (closed toed shoes) - review the registration instructions. We do not want to get to the security checkpoints at our destination and have people turned away because their drivers license is out of date (we have witnessed this).

I have written details about "Getting to Longmont" separately. In it I encouraged preflight planning to start now, by getting maps, airport books, etc. I am sure many of you have heard of the tragic midair that happened over Longmont a few weeks ago. Note that there was another tragic midair over Boulder almost exactly two years earlier. There have been many pilot safety meetings since the most recent crash, including a discussion by the survivor of the event (she is a very experienced pilot, and the pilot examiner for one of the local airports) with the pilot community. She nursed her stricken plane to within yards of LMO after believing that she had suffered an in-flight mechanical failure of her elevator (she never saw the other plane). The reason I am reiterating this to our group is to stress the

(Continued on page C3)

# International Cessna 170 Association Attendee and Event Registration

## GENERAL

Please note that space is limited on several of the tours. We will fill them on a first come, first served basis, so please send in your reservations promptly. Not to worry, though, because we will list points of interest in the area both on the web and in a handout in your registration packet, so should you not participate in an organized tour, you will have the information you need to see the sights that are open to the public on your own.

Fill out the attendee information for everyone in your party.

If you will be current in your certification for First Aid and/or CPR, and are willing to help members of our group, we would like to indicate such on your name tag. Each van and the registration room will have basic first aid kits available. If you are trained and willing, thank you!!! If you have been meaning to get trained, before the convention is a GREAT time to do so. AFTER you have done so, we will be pleased to add this designation to your name tag. If you have a teen youth who has this training and willingness (perhaps they are a lifeguard, etc), let us know so we can afford them the same respect and appreciation. Note: If you have training and are willing, but your certification is not current, please still offer to help our members!

If you will be bringing anyone with special needs, you are responsible for attending to their needs throughout the convention.

Let us know and we will see how we can help with logistics (such as helping you rent a van with a wheelchair lift, etc), but please be with them on all activities, or ensure that another designated person has accepted that responsibility. You must assure that someone is responsible for attending to that person's needs at all times throughout the convention.

At this point we do not know whether organized youth activities will be available. Remember that youth less than 8 years old must be accompanied by a parent on all activities (they may not go alone). If we are able to offer youth alternatives, that information will be available at registration.

If you are bringing more than two youth, duplicate the forms and extend them accordingly.

Shirts are being designed, and you will be able to order them directly from an on-line supplier. This will give you more choices for the types of shirt, allow you to work directly with the vendor to make sure you get exactly the size you need, and allow you to launder the shirt before bringing it to the convention. We will announce the details when the supplier is ready to accept orders. Additionally, the shirts will be available after the convention.

Auction Items: Please ship these to Glenn & Edna Hetchler, 4731 Cathy Lane, Erie, CO 80516. Thank you for your contributions!

## Convention Registration Instructions

### SIGNING UP FOR SPECIFIC ACTIVITIES

#### SUNDAY, 7/8/2012, not shown on registration sheet

At registration we will have many suggestions for local activities to do on your own or in small groups (such as the popular Celestial Seasonings Tea Factory tour).

On a space available basis we will take a school bus load Sunday evening to Berthoud's Little Thompson Observatory (LTO) to see more of Steve Grimsley's beautiful astrophotography, and to look through the LTO's telescopes. We will stop for folks to grab their dinner at Berthoud's original A&W. At time of check-in, you will be able to buy tickets to cover the bus transportation, so that those folks who have arrived in time and wish to go on this bonus activity can be included.

(Select option a, b, or c that fits your family.)

#### MONDAY, 7/9/2012

Select the Card Making Workshop to attend a drop-in friendly affair that you can attend as is convenient for your morning schedule. Anyone under 8 years of age must be accompanied by a responsible individual.

Select the catered BBQ at the auction for those who will be attending; there will be a vegetarian offering as a part of the BBQ.

#### TUESDAY, 7/10/2012

To go on a bus tour of the Boulder Labs (NOAA & NCAR) select either option a or b for your lunch. Adults (18 and over) must have a government issued photo ID (drivers license, passport, etc; check the expiration date, the guards do) and everyone must wear closed toed shoes to participate in these tours (as we hope to tour the NCAR hangar). You must provide us your country of citizenship on the registration form for us to submit ahead of time. You can see <http://www.esrl.noaa.gov/outreach/tours.html> for additional details.

As an alternative, to go with the group to Golden to tour the Quilt Museum, and enjoy many other interesting things that Golden has to offer, select option c. Lunch is on your own. If you are will-

ing to drive a 12 passenger van on this trip, please let us know and we may be able to reduce the cost of this trip by not using a school bus, in which case we will issue refunds for the difference.

Another bonus activity is planned for Tuesday eve. We plan to offer a friendly hike in a local park, while catching dinner out as a group. For planning purposes, please use the registration form to show your interest. If you're not feeling up to it at the time, a full refund (\$0.00) will be offered :-). We will take vans on a space available basis, and confirmation will be on a first come, first served basis on Tuesday. Hope you can join this fun event!

#### WEDNESDAY, 7/11/2012

For lunch at the airport before the seminars, select either option a or b.

As an alternative, to go with the group for lunch to the Tea House, followed by a tour of the historic Hoverhome, select option c. Again, if you are willing to drive a 12 passenger van on this trip, please let us know, we may be able to reduce the cost of this trip.

Note: the maximum number for this outing is 25

For dinner, will be taking buses to the Vintage Aero Flying Museum at the Platte Valley Airport. Select the dinner for those who will be attending.

#### THURSDAY, 7/12/2012

To take the Cog Railway to the top of Pikes Peak, select either option a or b for your lunch & dinner.

If you want to (or think it would be wise to) skip the trip to 14,115 ft, you can enjoy lunch in Manitou Springs on your own and still participate in the tour of the US Air Force Academy. Select option c or d for your dinner.

#### FRIDAY, 7/13/2012

We will be taking buses to Loveland's sculpture garden park. Select either option a or b for your box lunch.

In the evening, we will have our awards banquet at Longmont's historic Dickens Opera House. Select the banquet for those who will be attending.

Intl Cessna 170 Assn 2012 Convention, Longmont, CO, Family Contact Info		
Street Address		
City	State	Zip Code
Home Phone	email	
where staying:	how arriving:	
<input type="checkbox"/> Marriott <input type="checkbox"/> RV camping <input type="checkbox"/> Airplane camping <input type="checkbox"/> other	<input type="checkbox"/> 170 or some inferior substitute :-) <input type="checkbox"/> Airline <input type="checkbox"/> Auto/RV <input type="checkbox"/> other	

Adult 1	
Last Name	First Name
cell phone	Country of Citizenship
check all that apply <input type="checkbox"/> current first aid <input type="checkbox"/> current CPR <input type="checkbox"/> willing to help w/youth activities see instructions	First timer?

Adult 2	
Last Name	First Name
cell phone	Country of Citizenship
check all that apply <input type="checkbox"/> current first aid <input type="checkbox"/> current CPR <input type="checkbox"/> willing to help w/youth activities see instructions	First timer?

Youth 1	
Last Name	First Name
cell phone	Country of Citizenship
age	First timer?

Youth 2	
Last Name	First Name
cell phone	Country of Citizenship
age	First timer?

**Make checks out** Glenn & Edna Hetchler  
**to Intl Cessna 170** 4731 Cathy Ln  
**Assn and mail to:** Erie, CO 80516

Rev 26 Feb, 2012

## Longmont Convention News

(Continued from page C1)

density of operations (including extensive training and sky-diving) that occur in this area. The local area that was analyzed (BJC, LMO, EIK, BDU) averages 1000 operations each day (and only BJC has a tower). That analysis did not include 7CO0 (the private airport where we live), or FNL (a busy uncontrolled field, with scheduled airline service), all of which are between I-25 and the foothills, NW of Denver. Please plan well, and keep your eyes open as if your life depends on it (and enlist the help of your passengers)! I hope to post a graphic on the forum that shows training areas and instrument approaches. If you are flying an aircraft here, please consider keeping up on the forum posts a required part of your preflight briefing; please, do not wait until you are in the area to figure out what your plan is. If you or the weather don't feel right to finish the last leg of the flight right then, please land at one of the several medium sized local airports that have multiple runways (BJC, GXY, FNL) and finish your flight when everything does

feel right (If you think that I'm trying to encourage to not try and arrive in the afternoon, you're right!).

Many of the outings have a maximum number of attendees, and we are filling the spots on a first come, first served basis. On June 1st, we will adjust our transportation/catering reservations to the number of registrations we have at that time. After that date, it will be much more difficult to accommodate late registrations. Please get those registrations in promptly so we can do our best to include everyone who wants to participate in convention activities.

If you bring items for the auction, please turn them in on Sunday. If you can mail them ahead of time, that would be great! Our address is on the registration form.

We will be posting more updates in the forum (e.g. shirt ordering instructions) as they become available, and if the publication schedule allows, in the Flypaper. We are really looking forward to hosting everyone, and hope you will enjoy your time here in Colorful Colorado. Be safe!

-Glenn & Edna

Intl Cessna 170 Assn 2012 Convention, Longmont, CO, Registration Purchases									
	Day	Activity	Cost	Adult 1	Adult 2	Youth 1	Youth 2	Total Number	Total Cost
Must pick one	<b>Conv (a)</b>	Registration 1 adult	\$99						
	<b>Conv (b)</b>	Registration 1 adult, 1 youth	\$149						
	<b>Conv (c)</b>	Registration family	\$198						
7/9/2012	<b>Mon</b>	Card making workshop	\$5						
	<b>Mon eve</b>	Auction catered BBQ (inc veg)	\$16						
7/10/2012	<b>Tues (a)</b>	Boulder Labs & (meat) lunch	\$25						
	<b>Tues (b)</b>	Boulder Labs & (veg) lunch	\$25						
	<b>Tues (c)</b>	Golden Bus, Quilt Museum	\$28						
	<b>Tues eve</b>	Hike in local park	\$0						
7/11/2012	<b>Wed (a)</b>	Lunch (meat) @ Airport	\$13						
	<b>Wed (b)</b>	Lunch (veg) @ Airport	\$13						
	<b>Wed (c)</b>	Tea house & Hoverhome	\$40						
	<b>Wed eve</b>	dinner @ VAFM (inc veg)	\$29						
7/12/2012	<b>Thurs (a)</b>	PP, USAFA, (meat) lunch, din	\$82						
	<b>Thurs (b)</b>	PP, USAFA, (veg) lunch, din	\$76						
	<b>Thurs (c)</b>	Manitou Springs, USAFA, (meat) din	\$37						
	<b>Thurs (d)</b>	Manitou Springs, USAFA, (veg) din	\$37						
7/13/2012	<b>Fri mom (a)</b>	Loveland sculpture grdn, (meat) lunch	\$25						
	<b>Fri mom (b)</b>	Loveland sculpture grdn, (veg) lunch	\$25						
	<b>Fri eve</b>	Banquet (inc veg)	\$49						
Grand Total									

Rev 26 Feb, 2012

## Meetings and Events Schedule -Corrected

GMT-07	Sun 7/8	Mon 7/9	Tue 7/10	Wed 7/11	Thu 7/12	Fri 7/13
7am						
8am		8 - 9 Welcome Breakfast		7:30 - 11:30 Poker Run		
9am		9:15 - 10:15 Convention Hosts Mtg	8:30 - 6p Boulder Labs (NCAR, NOAA) w/Lunch		7:30 - 7:45p Busses to Manitou Spr (lunch on your own). Optional PP Cog RR (box lunch); USAFA (box din on way home)	
10am		10:15 - 11:15 St Rep Mtg		9 - 4:30p Trip to Golden (Quilt Museum)		9:30 - 1:30p Benson sculpture park (w/box lunch)
11am		11 - 2p Board of Directors Mtg			10:30 - 3p Ladies Tea, and Hoverhome Tour	
12pm				11:30 - 12:30p Lunch @ LMO		
1pm				12:30p - 2p Safety Seminar		
2pm		2:30p - 4:30p General Membership Mtg		2p - 3:30p Maintenance Seminar		
3pm				3:30p - 8:30p Vintage Aero Flying Museum w/Dinner		
4pm						4p - 9p Banquet (Dickens Opera House)
5pm						
6pm	5:30p - 10p A&W & Observatory (sign up in registration room)	6p - 9:30p Auction & Catered Dinner	6p - 8:30p Group Grabs Quick Dinner & Hike in Park			
7pm						
8pm						
9pm						
10pm						

## A Discussion of Quantum Physics (and other light reading)

There are times when I am absolutely hopeless. I mean, besides being the least handy husband in the air park, I am totally lost in the world of high tech electronics. I have become an object of some derision among my children; their children actually do not believe that a grown-up can be as inept as I am. It is sort of like Ozzie coming home to Harriet and the kids; they snicker behind their hands. On average, I manage to deal with the world around me without too much difficulty, but there are times when I just hit the wall. Sometimes I wonder if my dyslexia stems from a misunderstanding over higher math way back in the second grade involving Sister Vanilla, a wooden ruler, and my raw knuckles.

I can use a cell phone as long as it only involves punching in numbers, and Mary shows me how to turn it on. (It turns itself off, I have found, when the battery gets low enough.) Take pictures with a phone? C'mon, the next thing you will be telling me is that I can watch a ballgame on it. It is true that I do use a computer, although it would more correct to say that I use a *key-board* that happens to be attached to a computer. Stuff happens on a computer that I have absolutely no control over. Facebook? Gimme a break! In a weak moment I signed up on Facebook a year or two ago but I have no remote idea how to use "social networking" let alone do stuff like "tweet." Write on a wall? What the hell is *that*, anyhow?

## How do it know?

Electronic stuff can sense when an idiot is trying to use them, almost like dogs sense fear. At least they do when I am trying in earnest to pretend that my GPS actually speaks the truth to me. The one in my pickup has taken me to some of the most interesting destinations, some that I never would have found on my own - although most are those I'd never go back to. I wandered around in the desert the other day for almost two hours looking for an address that the trusty Garmin said - emphatically - was right THERE. It wasn't, of course. We have taken to calling the voice on the GPS "Mother." Trying to find a Walmart in Liberal, Kansas, Mother has carefully guided me (towing our 5th wheel) into one of the tightest cul-de-sacs I've ever seen. Actually, almost seen, since it was dark at the time. Two mailboxes and a tree lawn later, we found Wally World with the help of a neighbor who was certainly happy to see us go. I have spent hours looking for non-existent motels, restaurants and public places. Mother has guided me through mazes of back roads and alleys, announced our arrival, then commanded a U-turn into nothingness. Is there really a parallel universe?

The GPS on the panel of the Bad Czech is impossible to use even if I could understand it. There is a docking device, of course, but the pigtail is so short that once

un-docked the GPS is almost impossible to plug back in. Were is not for the contact lenses that I've worn for years I can't see the big E on the chart, so I'm dealing with a pretty good vision correction. The geniuses who installed the GPS managed to put it that exact place where my close vision stops and an inch before my distant vision starts and at an interesting angle which compounds the situation in direct sunlight. Sister Vanilla, where are you when I need you?

As I creep ungracefully into old age, I wonder where I went wrong. The military spent large sums over a span of several years trying to teach me about such things as RADAR and fire control systems (I shot at those funny things called airplanes). My kids are whizzes on things that bounce electrons. My son (get this) has an engineering degree in computer architecture. Where did I slip off the golden path?

Over the years I have been in and out of aviation, I've gone from coffee grinder and ADF through VOR and LORAN. They all worked pretty well; I am not convinced that the so-called upgrades to glass have done any more than just raise the cost of flying still higher and create more jobs in the FAA. OK, I'll admit that it is harder to fly a ADF approach than a GPS, and if I had 320 souls aboard I'd probably welcome a 3-D display, but for the average VFR type...

## Life in the Desert

A short time back, Jay (1071) and Donna Pratt dropped by from their Sedona, AZ home in the company of Paula and Vic Booth of Marathon, NY. Vic and Paula are into Jeeping big time now, and were camping about 50 miles north of us near Cookes Peak. We stuffed ourselves with Mexican food and did the Big Historical Tour including the wonders at City of the Sun and the Temple of the Perfect Man. Unfortunately, we didn't have time to do the Dump Road. Two weeks ago the golden Mexican poppies came out to carpet the flanks of the Floridas just north of us, the ocotillo are about to bloom, and in the next week or so the desert will be alive again with flowers on the prickly pear and cholla, to be followed by the huge creamy plumes on our yuccas. If you are in the neighborhood, drop by. But if your GPS is like mine, better give me a call from 50 miles out.

30

*Bill Wehner lives and flies and writes from a tin hangar six miles north of the Mexican border. He needs to sell another case of his novel, Tracking Julie Stensvahl, so if you are looking for Christmas gift suggestions you might go to [www.westwindfiction.com](http://www.westwindfiction.com)*

# Fixing a Bad Day

by Rick Galpin #8946 Alberta

My father moved into the interior of British Columbia after World War II from Vancouver. The roads through Frazer Canyon were not very good, so getting back to Vancouver was a long slow drive. In the early 1950's Dad decided the best way was to fly, so he took two weeks off and got his pilot's licence and bought his first airplane - an Aronca Chief. After I was born, the Chief became too small, so in the summer of 1956 Dad bought CF-GIF Sn. 18116. He used the airplane for both business and pleasure for more than 35 years.

I am an Aircraft Maintenance Engineer and I was going to combine a visit with my parents and do the annual on the 170. The airplane was at the airport in 100 Mile House and Dad was going to bring it to our home airport where we could do the annual. When he arrived at home he did a check of the strip and looked for anything or anyone on it and all was clear. He then made his circuit and final approach. Just as he touched down the neighbor's horse

walked out of the trees and in front of him. Dad pushed in the throttle to go around and the horse started to run.

The propeller struck the horse and decapitated it and the airplane quit flying. When the airplane touched down the right axle broke and the gear leg got torn out of the airframe. When the dust settled both the horse and the airplane were finished. Dad went to the neighbor to inform him of what had happened, and that he no longer had a horse. The neighbor asked Dad if he was going to sue him for his horse being out. Dad said, "No,"

and then asked if the neighbor was going to sue him for killing his horse. The neighbor said no he wasn't going to sue. They shook hands and agreed they both just had a bad day.

My brother Rod worked for Canadian Airlines in Vancouver and found a sheet metal mechanic who had done many small aircraft rebuilds. The 170 was then

*(Continued on page 16)*



This is the airplane before the accident.



The damage after the collision with the horse.



## GF-GIF Rebuild

New landing gear box installation and fuselage



I now had a fully repaired fuselage with all the proper paper work to make it legal and airworthy.



(Continued from page 14)

taken to Rod's shop in Vancouver. A 170A, Sn. 19036, had been crushed when the roof of the hangar it was in collapsed because of too much wet snow on it. That airplane became our parts airplane and the gear box was removed from it and installed into our 170.

After all the structural work was completed and I had a legal airframe, the airplane was put on a trailer and brought over to Calgary, where I have been doing the rest of the repairs and rebuild. I have a hangar, but it is unheated so the fabric work could only be done when Mother Nature would get the temperature and humidity right.

I am now 98% completed, and the last 2% seems to be the hardest. I still have to put in some insulation, and find some type of radios. (The radios I have still have tubes and crystals in them) I would like to fly it this year, even if the paint doesn't get done.



Damaged ribs. These ribs were not damaged in the collision with the horse. This damage came from somebody thinking they could walk on the wing.



The right wing tip that got damaged when the gear leg came out. I straightened it by making very small screw jacks and putting them inside the wing tip and expanding them.

Next Step: Putting New Fabric on Wings



## GF-GIF Rebuild

### Putting the New Fabric on the Wings.

I used the Poly Fiber system. The picture to the right shows the portable garage I used to make a paint booth. I could only get one wing in at a time so each coat had to dry before I could do the same to the other wing. I don't have a heated hangar so I had to watch my temperature and humidity and be ready when the weather was right. After the brushed on coats of Poly Brush there are two coats of Poly Brush that are sprayed on then three cross coats of Poly Spray. I did each cross coat separately making it six coats in total. Next is the Poly Tone and it gets two coats. Then the registration was applied, I put on three coats of green for that. In total I was in the paint booth forty three times that summer.





Wings reinstalled.  
All the wing and strut attach hardware has been replaced with new.



The protective covering that is put on to protect the windshield when it is being shipped from the manufacturer.

We thought it would be wise not to take it off until the airplane was ready to taxi and fly. WRONG  
The coating dried over the years and could only be peeled in very small and short increments at a time or it would rip. It took me 12 hours to get the outside coating off. The inside cover had not been exposed to the sun and wind. SO it only took about 5 minutes. My recommendation to anyone changing a windshield is to take off the protective coating as soon as possible.



This is the proper Cowling for the 48 rag wing, it has the small inlet and the large lip. This cowl was included with the purchase of the new engine. It had to be paint striped, because the red paint would slow me down. I am in the process of redoing the patches. I am turning them into flush patches from the external ones that were on it.



## GF-GIF Rebuild



I put fuel in for the first time. Everything had dried over time. There were a lot of fuel leaks to start with. I had to change a lot of O rings, and tighten the primer lines. The fuel selector quit leaking after the seals had been exposed to fuel. It was so much fun to pour gas on the ground that costs \$1.61 per liter.

Right: Starting the engine for the first time. It was the first time in about 15 years the airplane had moved under its own power. The grin on my face was from ear to ear.

Below: I am now at 98.5% complete, it seems the last 2% to take the longest. I hope it will be finished this summer, but I said that last summer also.





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## An aviation success story Historic Aerodrome Restored

If you stand quietly about dusk in what is now desert waste, sometimes you can hear those old OX-5 engines running up. They are the ghosts of the First Aero Squadron, sent here in 1916 by Black Jack Pershing to aid in the hunt for Pancho Villa who had raided the Village of Columbus a few days earlier. Flying their Curtiss JN-3s the pilots of the First Aero took part in the first aerial unit action over foreign soil by the US Military. In the late twenties, the southern portion of this field was improved enough to become the Columbus Auxiliary Field of the old CAA with the longest of its two runways 4200 feet. Eventually the site became the Columbus Airport, also known as ColAir.

*About dusk in what is now desert waste, sometimes you can hear those old OX-5 engines running up.*

Operations here ceased abruptly with the arrest of the notorious Columbus Air Force by the DEA in the late 70s.

Now, almost 100 years after its historic beginnings and some 35 years after it was closed, the First Aero Squadron Aerodrome and Columbus Airport are undergoing a rebirth. About 2600 feet of runway 10/26 is being reopened as an initial part of the First Aero Squadron Foundation's plans to create a memorial to those early Army airmen. Included will be an interactive museum and flight line reminiscent of the times, and a modern airport to serve General Aviation.

### 170 Club Support

At a time when more and more airports are closing, the reopening of Columbus Airport in the heart of this economically depressed area is a success story almost without precedent. Located in South Luna County, near the Bootheel of cash-strapped New Mexico, the process is being funded entirely by private donations. Among the most prominent of those donors are members of the International 170 Association who have taken this project to heart. 170 members Velvet Fackeldey and Lyn Benedict are on the FASF Advisory Board; and Bill Wehner, a founder and past president, is president of the First Aero group.

First Aero Squadron Foundation was able to secure 60 acres of the historic properties by borrowing the purchase price from members who originally paid \$20 each for membership. The Foundation has since acquired a small portion of additional property; erected informational signs in the village; had the site surveyed; and hired a contractor to remove brush and regrade the hard gravel runway. According to a spokesperson for the Foundation: "Without the generosity of the General Aviation Community nationwide, we couldn't have gotten this far. We still need several hundred thousand dollars to complete the dream; but we are taking it one step at a time. We are extremely grateful to those 170 Club members who have pitched in to make this project a success."

For more information go to the foundation's website: [www.firstaerosquadron.org](http://www.firstaerosquadron.org) or call Bill Wehner at (575) 531-7044.

## Minutes of the Mid-Year Board of Directors Meeting

(Continued from page 5)

of calls pertain to aging-aircraft issues and solicitations of difficult-to-find spare parts. In particular, upper door-hinges continue to be sought and I wish to urge all Members to treat their doors gently by BRIEFING PAX about not using doors to support weight while entering/disembarking the aircraft. Also be certain to CLOSE doors when aircraft are unattended on ramps, even for short periods. Prop-blasts, and wind can easily damage doors, hinges and latches, and the temptation to leave a door unattended can be great...but DON'T DO IT! (Recently published photos of Members airplanes have been observed with unattended, open doors. This is an invitation to expensive, hard-to-repair damage.)

Other calls have been for door-latch mechanism parts which are increasing difficult to support. Owner-produced parts, in accordance with FAR 21.303, or minor alterations by substitution of tension-springs as-published in The Forums, are in some cases the only solution.

An increasing prevalence of requests with regard to aft fuselage bulkheads (Station 205.812) and associated elevator bell crank brackets are being received. The predominant number of requests are from A-model and Straight-170s, and I suspect the reduced counter-balance of those models (and perhaps a more robust system of doublers utilized on the B-models) may be contributing factors to cracking of those parts, however B-models are also capable of being similarly-damaged. Owners should be cautioned to use flight-control locks when aircraft are parked outside, and also cautioned to avoid taxiing without holding elevators UP and off their lower-stops in order to avoid stressing elevator brackets and bulkheads.

I continue to receive calls from Forum participants who believe themselves to be TIC170A Members and who seek parts and advice. I continue the past policy of assisting these callers in every way possible with the exception of requiring full TIC170A membership before supplying any parts from TIC170A inventory. The majority of TIC170 parts have been exhausted with the exception of some minor door and fuel universal-shaft parts. One set of early gear legs are also available. I understand that George Mock has some TIC170A tail-feathers/stabilizer parts, but I do not have an inventory list of what he holds nor what TIC170A has invested in them, so cannot advise callers on those. I would like to have that information available.

I also wish to bring everyone's attention to a HUGE contribution by fellow Member and VP Bruce Fenstermacher in re-organizing and expanding the MX LIBRARY of The Forums to accommodate Member-access to TIC170A resource documents. Many of the documents in the archives are of minimal value and Bruce has taken much personal time to review and edit them with an eye toward preserving the most valuable of them. Many of the archival documents have been supplied in the past to Members who were charged fees for items of minimal value and Bruce's on-going efforts to provide ALL documents of worth for FREE DOWNLOAD by Members via the Forums is a considerable improvement of MEMBER SERVICES.

A HEARTY THANK YOU, BRUCE!

**Nominating Committee** - Jim Wildharber reported for the nominating committee that included help from John Hess, Paul Wood and Miles Bowen. Eight positions will be up for election at the annual membership meeting includ-

ing President, Vice President, Secretary/Treasurer, Historian and four director positions that expire: Pete Coffey, Glenn Dee, John Hess and Jim McIntosh.

Pete Coffey and Glenn Dee have declined to accept another nomination. Scott Sanders (MD) has agreed to accept nomination for Director. Nominees for Vice President and one more Director position are still being sought by the Committee.

Jim explained the Committee faced issues in that many potential candidates are finding it difficult to commit to Board positions due to cost and time required to attend both the Mid-Year meeting and the Annual Convention. Discussion followed on various teleconference and internet meeting options.

**President's Report** - Jim Wildharber reported he has received few calls since the convention meeting. The Brazilian member who obtained approval in Brazil for the 0-300D STC has his plane flying. Jim also thanked George Horn for his help with a person from Mexico with questions about noise decibel ratings at airports.

### Old Business

**Editorial Board Report** - Bruce Fenstermacher explained that he has experience as a printer and, after Jan Billeb puts the publication information into a layout program, he makes changes and finishes out the publication with articles if more is needed. Getting enough material to publish is an ongoing problem and more people are sharing information using the forum. However, taking content from the forum and putting it into a printable format is not an easy process. The forum can be a source for content but it is not the answer to enough material.

(Continued on page 22)

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# Minutes of the Mid-Year Board of Directors Meeting

(Continued from page 21)

**Area Representative Reports** - Bruce Fenstermacher stated there was nothing new to report on area representatives.

**Prize Promos Contract**- Jim Wildharber reviewed that the Association had hoped Jan Sundby would be a good source for convention merchandise but that has not worked out for San Diego or Longmont. Glenn Hetchler reported that the Longmont Convention shirts will be available through an online source and orders can be placed ahead of time to allow people to wash them and bring them to the convention. No shirts will be available at the convention. Jim Wildharber will follow up with Jan Sundby.

**STC Status Report** - Bruce Fenstermacher is working with the FAA regarding an amendment to the two STCs the Association owns for the 0-300 conversion.

**Sun 'n Fun, Air Venture and Reno Air Races** - Jim Wildharber thanked Bob Coats, Sharon Trembley, Jay Baeten and Bruce Rhymes for their help in promoting the association at various national events throughout the year.

## New Business 2012 Budget

Jim Wildharber moved to approve the 2012 budget, seconded by Steve Grimsley. Motion carried unanimously.

## Presidential Annual Expense Budget

Glenn Dee moved to approve that the president could incur up to \$500 annually in expenses for the Association without prior Board approval. Glenn Hetchler seconded. Motion carried unanimously.

## Nominations Committee Procedure

Bruce Fenstermacher moved that the board recommend to the membership the following Bylaw revision based on the membership decision at the 2011 annual meeting:

Remove Article II Elections, item C entirely and replace with the following.

### C. Nominating Committee

#### 1. Purpose:

- A standing committee that will ensure at least one candidate is available for nomination for each open position on the Association Board of Directors as needed.

#### 2. Committee Formation:

- The committee will be made up of three volunteers from the Association membership.
- One committee member will rotate off of the committee each year so that no one serves more than three consecutive years.
- The committee member who is serving his/her third year shall be appointed chairperson.
- New committee member volunteers will be sought by current committee members.

#### 3. Committee Responsibilities:

- Actively recruit qualified members who are willing to accept nomination for office throughout the year and, especially at convention, when face to face conversation between prospective nominees and

(Continued on page 23)



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# Minutes of the Mid-Year Board of Directors Meeting

(Continued from page 22)

- committee member(s) can take place.
- b. Maintain a list of those members who will accept nomination, as well as those asked but who have declined, so that committee members can be more efficient finding willing nominees.
- c. Nominate at least one member for each open board position and submit them in time to be included in the notice of the annual meeting.
- 4. Guidelines:
  - a. Current Board of Director members whose term is expiring but who are willing to accept nomination should be considered first.
  - b. The Vice President should be considered for progression to the office of the President.
  - c. Every effort should be made to nominate members for office to reflect the geographical and international makeup of the Association, but this should not be an overriding factor when considering asking a member to accept nomination.

Glenn Hetchler seconded the motion and it carried. It was noted that the Board Policy Manual will need to reflect this change if the Bylaw revision passes at the annual meeting.

## President's Visit to 120/140 Convention

Jim Wildharber reviewed his experiences at the 120/140 Convention and said that the organization would possibly invite local 170's to the Saturday airport day at their Tucson, Arizona 2012 convention October 17-21.

## Cross Culture Fly-In

Jim Wildharber reported that Sharon Brown has decided to not pursue a multiple club convention.

## Long Range Planning

Convention Planning - It was agreed as a guide for convention

hosts that non-members can attend as long as they pay the appropriate fees.

Difficulty in filling open Board positions - The cost of being a Board member was discussed. Glenn Hetchler agreed to work with Bruce Fenstermacher on the technicalities of doing a virtual mid-year meeting using an online conferencing service.

President Wildharber declared the meeting adjourned at 5:45 p.m. (Note: Winners of the drawing

for providing articles in 2011 are: third place George Horn (log book case); second place Bruce Rhymes #8426 CA (choice of belt buckle or business card holder) and first place Steve Grimsley #2442 TX (1 year membership and choice of belt buckle or business card holder).

Respectfully submitted,  
Jan Billeb  
Executive Secretary  
The International Cessna 170 Association, Inc.

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