

THE 170 NEWS

First Quarter 2024



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THE 170 NEWS

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First Quarter 2024 Vol. 55 No. 1

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On the Front:

170B 52
N8087A 20939
Kyle Takakjian #8021 MA

AirVenture 2023



Thank you to John Kinyon #6653 IL for the photos from AirVenture 2023 including the cover photo, photo on page 12, and the photo on the back page.

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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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Association News

From the Cockpit

Hello TIC170A Aviators and Members,
First, a couple of reminders.

Sun 'n Fun in Lakeland, Florida, is coming up soon - April 9-14. David L. Nelson would appreciate help with the Association's table. Contact him by email at c170tail-dragger@yahoo.com or call him at (850) 499-8511.

Please make your hotel reservations for our 2024 Annual Convention in Elizabethtown, Kentucky, September 11-17, 2024. The details are here: <https://cessna170.org/about/convention/>.

Also, your contributions are highly desired and urgently requested. Please help us keep quality content in TIC170A publications by contributing your articles and content. Keep reading...

I want to delve into something slightly different this month. As you read, I ask that you start compiling your own list because I want to hear back from you. The questions I'd like to ask and will answer from my standpoint are "Why do I own a Cessna 170 aircraft?" and the follow-on question, "Why do I continue to own a Cessna 170 aircraft?"

It was late 2006, and our 17-year-old son James decided he definitely wanted to learn to fly. Exploring the local flight schools left me cold due to both equipment and instructional techniques. I wanted to find a way to train our son, as I had been taught by my father, intuitively and not mechanically. I also had a strong desire to see him trained in a tailwheel aircraft because I believed it would force him to be a more proficient pilot. Coupled with that was the fact that I had not logged any significant tailwheel time and wanted to fill in that deficit in my own experience.

Perusing *Trade-a-Plane* quickly revealed that there were deals to be had on C170s, so we started focusing on finding one to purchase. Being initially trained in Cessnas myself (150s and 152s) gave me a level of comfort with the brand. A CFI neighbor, who also owned a Lycoming-powered C170A, gave me my first real taste of the C170 model and signed off my tailwheel endorsement, as well. By now, I was hooked.

Then, we found a slightly derelict 1954 170B in Philipsburg, Pennsylvania, with a TTAF of less than 1300

hours, so off I went to check it out, ultimately I flew it back to Texas on a ferry permit. To make a long story short, it took two months to clean up all the squawks and get 33 Charlie back to fighting form and ready for James' first lesson. He would go on to take his private and instrument check rides in this aircraft, ultimately accounting for an additional 1000+ hours on the tach before he moved on and away. Along the way, mods and upgrades have modernized our C170B to the point where it is a very nice cross-country airplane with some decent IFR capability while maintaining the vision of keeping it a quintessential basic training aircraft.

So, by now, 33 Charlie has become part of our family, and flying her remains intensely enjoyable and just plain fun. Of all the different model airplanes one could own, the C170 is economical to fly, regularly able to dip just below 7gph in cruise. Lacking such things as a constant speed prop, retractable gear, turbocharger, and the like, it is about as economical to maintain as you can get. Finally, after owning her now for over 17 years, we're at a point where we've spent so much time and done so much work to get to where we are; we just couldn't imagine saying goodbye or starting over on anything else.

So, there you have it - my reasons for C170 ownership. Please - let's hear your story. Don't worry about duplicating some of my reasons, or fret over writing style. Let's hear it like you would tell it to someone asking you if they should buy a C170. Feel free to brag a little on your favorite airplane.

Fly safe, have fun, and keep in touch,

Karl



Karl Towle, President

From the Executive Secretary

You probably noticed a change in the position and look of the cover on this issue. So many photos that have been shared do not fit the landscape format and full photo coverage historically used for the cover. There will be tweaks each issue based on the photos available.

I echo Karl's plea. We need your help to keep the publications helpful, informational, and enjoyable! Please consider how you can contribute. It does not have to be a lengthy article or with a lot of photos or illustrations. Even rehash of previous topics is fine, we constantly

have new members eager to hear from experienced 170 owners - even ask a question.

Information for publications can be emailed or mailed to the contact information on page 2. Photos should be high resolution and preferably .jpg or .tif formats.

Thank you!

Jan



Jan Billeb

Farewell to Dave Mason - A Great Supporter of Aviation and The International Cessna 170 Association

by Steve Grimsley #3204 Historian



David Mason

Hearing about friends' passing is never easy. It is a consequence of our aging and will be until our time is up. I have known Dave Mason for thirty-five years since I first flew into Dave's Reklaw, Texas, Fly-in back in 1989. Dave died at age 85 on January 26th of this year.

Dave Mason was a very early member of The International Cessna 170 Association. He joined as member number 331 in February 1971, missing charter membership by only seven months. From the very start of membership, Dave was a significant contributor to the Association, hosting his first convention, the Association's fourth convention at Fort Worth, Texas, in 1972. Dave went on and hosted, with his first wife Judy and, after her death, his second wife Marcia, two more conventions - Durango, Colorado, in 1999, and Dearborn, Michigan, in 2005.

Maria and I attended each of the Durango and Dearborn conventions and greatly appreciated the well-planned activities that Dave had scheduled for us. Enduring memories were the scenery from the San Juan Skyway, the Silverton train ride, and the ancient Native American cliff dwellings in Mesa Verde National Park from the week in Durango. At the banquet, Dave's lovely granddaughter Katie was the standout youth. In Dearborn, we were treated to historic Greenfield Village, the gigantic River Rouge Ford plant, and the boat trip on Lake Saint Clair. Maria and I were also presented the Mr. and Mrs. Award at the banquet. Conventions are a highlight of 170 Association members, with attendees visiting places and seeing things they were unlikely to have experienced otherwise. There is no higher service to our Association than planning and hosting an annual convention, and Dave, with Judy and Marcia, did three of them.

The Texas area has one of the most active local 170 Association groups anywhere. Dave was frequently in attendance at these area fly-ins. After retiring from a 38-year career at Delta Airlines, Dave continued to support general aviation. His most recognized achievement was the annual Reklaw fly-in at his Flying M Ranch. This fall fly-in grew to hundreds of airplanes and dozens of RVs participating. I flew in and camped for the weekend many times, visiting with a lot of 170 friends. The downside for me of the Reklaw fly-in was the fire ants, which I usually managed to accidentally disturb, resulting in vicious attacks.

Dave stayed closer to home as the years passed, restricting his travels to eastern Texas. One activity that Dave and Marcia never missed was the EAA Chapter Two Holiday party and gift exchange. Dave, Marcia, Maria, and I would sit together and have our own party within the larger party. Being with this wonderful company was a blast where humor and individual silliness were contagious. Every year, until we left Houston, Maria and I would look forward to the Chapter Two party, specifically for an evening with Dave and Marcia.

The most valuable treasure anyone can leave behind is the memories left with the people who knew you. Dave, I appreciated all of your fine company, your generosity in offering to house my airplane when I was between jobs and your contributions to our 170 Association.

Farewell, good friend.



Mr. and Mrs. Award 2005: Dave and Marcia Mason, Steve and Maria Grimsley

Hangar-Ads

Ads in the *Flypaper* are for members only and are free, except for items that are not 170-related there is a \$5 charge per ad per placement.

No business ads are accepted. Business ads may be placed in the quarterly publication *The 170 News*.

Ads will be run one time unless notified to place again by the next deadline. The 10th of each month is the deadline for all ads or materials for publication.

Hangar-Ads must include prices. Ads need to be submitted in writing. Ads will be edited as space is limited.

Email or mail ads to the Executive Secretary at headquarters@cessna170.org. Please put "Flypaper Ad" in the subject and include your member number.

Please note: Members may also post for sale or want ads in **The TradeMart** on the Association's Forum. You must be logged in and have member permissions to post in the area of the Forum reserved for members' only. This section is different from the Members Area of the website.

FOR SALE: 1949 Cessna 170A (N9709A) - I was born at the Cessna factory North of Wichita, Kansas in September 1949. But since then, I have become lovingly known as "Old zero 9 Alpha". My current caretaker is an old-Vietnam War forward air controller (FAC). He bought me from my previous caretaker, an old-World War II China-Burma-India hump flyer (CBI) in May of 1977. He's flown me all over this great country for the last 46+ years and we've had one hell of a time. In 2003 my old, Continental heart was wearing out so he did a transplant with an STC 180 horse Lycoming and Hartzell constant speed prop. That conversion put a whole new spring in my step. But now 20 years later my dear caretaker has told me he has lost a bit of spring in his step, and he needs to pass me on to a new younger caretaker to maintain, exercise and take me on new, exciting trips. You can apply for this new caretaker position by contacting Chuck Autrey at (520) 349-4652 or flyinwildcat@gmail.com.

Details:

I've been hangared in Arizona for 45 years, but I have a nice jacket that I wear when left overnight at a strange airport.

I've been around for over 640,000 hours but only flown about 3,200 of them.

My Lycoming heart has been flawlessly ticking for a little under 500 hours.

I've been trained and equipped for VFR flying. 1 com/nav, 1 com, a transponder and ADSB out. However,

(Continued on page 6)

Fly-Ins

May

TX May 4 Cypress (TS07)

The Wyborny's will be hosting another gumbo fly-in at their home on Dry Creek Airport, in Cypress, on Saturday, May 4. Try to arrive at eleven-ish.

If you're flying: TS07, TPA: 1152, Runway: 18/36, Left-hand pattern. Obstacle: 324' tower, one nm NW

If you're driving: 14308 Skinner Rd, Gray house with three dormers, west side of the runway, third house up from the South end.

Sheila: (713) 294-7734 or Wendell: (281) 213-3168

August

IA Aug 28 - Sept 2 Antique Airplane Association Annual Fly-in Blakesburg, IA

September

KY 55th Annual TIC170A Convention

Elizabethtown, Kentucky

Arrive on Sept 11 - Departure Day Sept 17

Most complete details available at www.cessna170.org

Share your love of aviation

Give to TIC170A Scholarship Fund

* Mail checks payable to TIC170A Scholarship Fund to: TIC170A, 22 Vista View Ln, Cody, WY 82414

* Contribute at www.cessna170.org in the store

* Use Paypal. Send to: payhq@cessna170.org

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



Auction Items Will be Needed

Keep in mind contributions for the annual auction at the convention will be needed. We'll update you with a shipping address later, if needed.

Membership Directory

You can access the online Membership Directory by being logged into your account at www.cessna170.org, selecting the Members Area tab, and then selecting the red box that says TIC170A Member Directory. You can sort by several options in the drop-down box.

A printed-out version of the Member Directory is available upon request from headquarters for the cost of \$9, including postage. You can select how you prefer to have the information sorted. It will be current as of the date printed and two-sided on 8-1/2 x 11 paper in black.

Convention Photo Albums

The photo albums from past conventions through 2019 are available on the Association's website for you to view or download (they are large PDFs).

Go the Members Area. Log in and select the TIC170A Convention red button.

The albums are listed in reverse chronological order. Enjoy seeing old friends younger, plus all the great places and adventures members have shared together.

www.cessna170.org/shop

TIC170A Items

Publications * STCs
Decals * Patches
Contribute to TIC170A

Cessna Parts Available

We are making available a list of Cessna parts that are for sale. You can access the list here - <https://drive.google.com/file/d/1c1wSM46OrNNQL2Iu2J-Oc8HKKLgw6SI7/view?usp=sharing>

You will need to contact the person selling them for additional details and prices at this email address: dragcummins@gmail.com

Hangar Ads (Continued)

(Continued from page 5)

my caretaker has a cool iPad mini with a lot of neat stuff that guides us to wherever we want to go.

I completed my annual physical the last week of February 2024. I just completed an hour and a half test flight with stalls and falls and a half dozen landings in all flap positions. I'm ready to go with my new caretaker on my next exciting adventure. I think I'm priceless, but my caretaker will let me go do my thing with you for \$135,000.

FOR SALE: 1953 170B 4090 TT 564 SMOH 0-300D. Annual inspection June 23. Dual nav-comms, ACF 50, interior wings, and fuselage. \$85,000. Photos will be on the Forum. Ron Massicot ron74887@aol.com or (337) 230-8270.

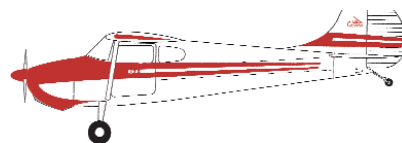
WANTED: Two doors in good condition for a 170A. Also, two front seats and a bench rear seat for a 170A, frames must be in good condition. Andrew Blatt Andrew.Blatt@murdochslaw.co.uk.

FOR SALE: At your request, I can make copies of the Cessna winterization plates. 170/170A/170B/172 Nose cowl vent assembly, similar to part 0552104 \$45 +SH. 170/170A/170B serial 25372 and prior grill cover assemblies similar to part 0552101, \$100 +SH. 170B 25373 and on/172 grill cover assemblies similar to part 0552106, \$130+SH. Email brucefenster@gmail.com for further details.

FOR SALE: At your request, I can make fresh "mouse-trap" springs, part #04115554, for your door latches. This is a copy of the original door catch spring. Fits all years and models of Cessna 170. Two springs for \$15+ mailing. Also, available door handle return springs found on serial 27373 and on, but retrofittable to all model door latches part #0511119. Two springs for \$25+ mailing. Email brucefenster@gmail.com.

FOR SALE: Two wings - Left wing appears to be originally from a C172, no newer than 1959; total time in service unknown. \$2500. The right wing appears to be from an L-19, with the flap tracks replaced to make it compatible with the C170B. This wing is internally primer-coated and has an undocumented rear spar repair. \$2100. The total time in service is also unknown.

Both wings were installed on a C170B in May 1959 and were removed in May 2015. Between those dates, the C170 accumulated 2570 hours. Both are complete with tanks, tips, ailerons, and flaps. Flap cables and a few other miscellaneous parts may be missing. Both tank covers were removed, and new stainless screws were used for reinstallation. These wings have some skin patches along with other minor dents/defects but were deemed airworthy for 55 years. They do not have the same twist and were removed due to a heavy left wing condition that could not be rigged out. Please email requests for pictures. These wings will not be crated or shipped. They are currently in a north Texas hangar, approximately 6 miles west of Sanger. Contact Karl Towle at karljiml@gmail.com.



News & Info

Are You Taking Full Advantage of Your Membership?

The Association's Forum is a treasure trove of information and experts to help with all things 170. If you are not registered to use it yet, you can do it here.

Please use the same username and password to set up your forum account as you used to set up your membership account. Doing so will avoid confusion and, hopefully, help us connect the two systems someday.

All TIC170A Pilots

Are you an EAA Young Eagles Pilot? If you are, and your certification for EAA's Youth Protection Policy and Program does not expire before Airport Day, September 14, 2024, at our upcoming Convention in Elizabethtown, Kentucky, and you plan to attend, we need you!

If you are a Young Eagles Pilot, and your certification has expired or is due to expire before Airport Day, then get it renewed. It is a simple process, taking only a few days for the background check and certification. You must renew not earlier than three months prior to your renewal due date. We will expect to see your certification document at our rally. For questions or to volunteer as a Young Eagles Pilot, go to eaa.org, then to "Pilots," then to "Volunteer Young Eagle Pilots," then to "Volunteer Pilot Resources," then finally select "Become a Volunteer Pilot."

We will host a Young Eagles Rally at our convention in the morning on Airport Day. My job is to put together our team of Young Eagles Pilots. If you are interested in participating in this fun event and helping bring aviation to youths, 8 through 17 years old, and doing it in your airplane at Airport Day, September 14, 2024, I need to hear from you. Please call, text, email, or snail mail me ASAP!

Dave Stokes, 905 Acorn Dr, Sleepy Hollow, IL 60118
Cell (224) 567-2135 or Email davidjanet@comcast.net

Sympathies

We received news that past member #7614, Gary Wiley, of Suffolk, Virginia, passed away due to illness on February 23, 2024. Gary was owner of N1909C and a member from 2003 to 2020.

Aviation Scholarships

It's time to let aviation students know to apply for the Association's \$1500 scholarship! The committee hopes to grant three scholarships this year. The application deadline is April 30th. A poster to share about the scholarship, the application, and all the information that an applicant needs is available at <https://cessna170.org/about/scholarships/>.

Help Needed

Articles are needed for *The 170 News* for the year. Please consider contributing a technical or travel article to share with members. Email your contribution to headquarters@cessna170.org. Photos should be sent as attachments; content can be in a Word document or other word processing format or typed into the email.

2024 Convention

Hotel reservations can now be made for the September 11 (arrival day) - September 17 (departure day) convention in Elizabethtown, Kentucky. The Hilton Garden Inn, 203 Commerce Dr., Elizabethtown, KY 42701, will be our host hotel. It has a marketplace, restaurant, bar, fitness center, swimming pool, free parking, and free WiFi. The room rate is \$159/night + taxes.

You can call (270) 900-4899 to reserve your room and ask for group code 170. Go to hgielizabethtown.hgi.com to reserve online, and in the Special Rates tab, use the Group Code 170 to access your discounted rate.

As additional information is available, it will be added to the website page cessna170.org/about/convention/. A tentative schedule is posted.

Financial Report

You'll find the Association's 2023 year end financial report on page 9. The format is different from previous years. An upgrade in the software used was an opportunity to make changes consistent with the latest reporting format for the annual tax return. Making these changes will hopefully save the accountant time in preparing the taxes.

If you have any questions, please reach out to the Treasurer/Secretary Terry Daily or Executive Secretary Jan Billeb.

**Check out the Members Area of the website
for a wealth of documents available**

www.cessna170.org

Publications - Past *Flypapers*, *The 170 News*, *The 170 Book* (out of print)

Technical Documents - Owners' Manuals, Parts Catalogs, Electrical System Manual, Flight Manuals, STCs, 337s

Conventions - Documents and Photo Albums



The International Cessna 170 Association, Inc.

Draft Minutes of the Midyear Board Meeting

The Board Meeting of The International Cessna 170 Association, Inc. was called to order on Saturday, March 2, 2024, at 12:04 pm Eastern by Association President Karl Towle. Officers present: Vice President Mark Wicks, Treasurer Terry Daily, Historian Steve Grimsley, and past President Ron Magos.

Directors present: David J. Nelson, David L. Nelson, David Stokes, Howard Bohl, George Horn, Matt Roberts, Ryan Smith, and Joe Smothers.

Others present included Executive Secretary Jan Billeb, John Hess, Gene and Lori Moreman, Bruce Fenstermacher, John Swanson, and Nancy Towle (for the Scholarship Committee report).

A quorum was present.

Karl Towle read the list of members deceased during 2023, followed by Mark Wicks giving the invocation.

Terry Daily moved to approve the minutes of the Board Meeting on June 17, 2023, and the email votes regarding area representatives for NC, MA, CT, CO, and KY. Ryan Smith seconded the motion, which was adopted.

Treasurer's Report

The treasurer's report ending December 31, 2023, was presented by email on February 23, 2024. After Terry Daily asked for any questions, Dave Stokes moved that the December 31, 2023, Treasurer's Report be accepted. Seconded by Terry Daily. The motion was adopted.

Terry Daily explained that the accountant previously used had retired, and his firm no longer does nonprofit tax returns. Due to the cost of a national accounting firm, Jan Billeb found an area firm in Cody, Wyoming, to do the 990 return on an hourly basis. They anticipate completing it without needing to file an extension.

Executive Secretary's Report

Jan Billeb reported that there was nothing new to add to the Membership Report emailed on January 21, 2024, and asked if there were any questions.

She reviewed the information emailed on January 8, 2024, about a zippered bag imprinted with the Association's logo. Karl Towle moved to authorize Jan Billeb to order 100 bags, increasing the order to 200 if there would be at least 10% savings for a volume discount. Ryan Smith seconded. The motion was approved. It was agreed that the selling price would be \$25, and Jan will check if some can be drop-shipped for the convention and to Joe Smothers for Oshkosh.

Convention Reports

2024 Convention - Elizabethtown, KY - John Swanson reported that 75 rooms were on hold for the September convention, but only six have been reserved. He received a \$3,000 advance, of which approximately \$1800 has been paid in deposits, including a bus to the Ark Encounter and four 12-passenger vans.

John sent out 99 letters asking for auction items, and he is happy with the results so far. He has confirmed there will be no tie-down fees during the convention and is negotiating a price break for fuel at the airport. John is

also working on tent camping at the airport.

After reviewing the day-by-day schedule, the board requested John Swanson change the annual meeting to Sunday, the same day as the other meetings and the auction, with the fly away on a different day.

John thanked Dave Stokes for his help in planning Young Eagle flights, and Dave noted that more pilots are needed.

Future Conventions

2025 Proposal - Gene and Lori Moreman proposed hosting the 2025 convention in Willcox, Arizona. The September date is to be determined. The airport, P33, is at elevation 4,186 with a 6,000-foot runway. There are no tie-down fees. Tucson, 80 miles west, would be the commercial access. Possible attractions include Tombstone, Pima Air & Space Museum, Colossal Cave, Arizona Sonora Desert Museum, and Titan Missile Museum.

Dave Stokes moved to accept the 2025 Convention proposal, Karl Towle seconded, and the motion was adopted.

2026 and Beyond - Karl Towle encouraged board members to ask others to consider a convention or hosting one themselves. Ryan Smith will contact a member about having a convention in 2026.

Historian's Report

Steve Grimsley reviewed the following report provided by email on March 1, 2024:

2024 March Mid-Year Historian Report

1. Photos from Sault Ste. Marie were organized, edited, and selected for the Convention issue of the 170 News.
2. Sault Ste Marie 2023 Convention photo album is started. No other photos from attending members have been offered.
3. Convention Albums 2021 Penn Yan and 2022 Burlington are completed merged pdf files (thank you President Karl). These are now downloadable files on the 170 website.
4. Scanned Cessna parts manuals for the 170, the 170A, and the 170B are on the website as downloadable documents. Assistance from Karl and Bruce.
5. Reviewing old deteriorating material in the archive. Some should be discarded. Includes material donated by families of deceased members.
6. Support of the 170 News with articles and memorial remembrances.

Respectfully submitted, Steve Grimsley
Ryan Smith volunteered to help Steve scan and sort photos and materials from the deteriorating archive.

Internet Technology Committee

Bruce Fenstermacher reported for the Internet Technology Committee of him, Karl Towle, and George Horn. He reviewed the history of how the forum started and provided the following information:

The current forum statistics

1. Started April 11, 2002, 7996 days ago.
2. 128800 posts, averaging 16.1 posts a day since April of 2002.
3. 5874 users/ accounts or .7 avg. new accounts a day since April of 2002. No account has ever been deleted, other than for cause.
4. 250 Individuals logged in at least once in Feb 2024. Does not count people viewing without logging in. Of those 250, 11 have been active on the forum since April or May of 2002.
5. The data used by phpBB to operate our forum, every word, image or file takes less than 1.2 gigabytes of storage best I can tell from current forum software statistics.

What do the above statistics mean? There is rarely a day that goes by that I don't conduct some form of business associated with the operation of the forum. Mostly the work involves approving each and every new account and upgrading those accounts privileges whose owners are also TIC170A members.

In October of last year Ryan Gardner of Visual People successfully upgraded our forum software to the current phpBB version. Took a bit longer to do than we had hoped but the fact he got it done at all was very good news. We are currently one minor maintenance release behind which actually happened the day after we went back online. The conversion was not perfect however. In the process we lost the ability to create custom fields and access to the data they contained. These fields had been established to help administrators identify legitimate users from spammers and to identify the owner of the account and cross reference them with TIC170A members. To this date we still do not have the custom field functionality working.

The lack of custom fields significantly hinders administrators' ability to determine honest forum user applications from spammers and it makes it nearly impossible to cross reference forum accounts with TIC170A members' accounts. I highly suggest we invest in the time and money to get this feature working which would require a phpBB consultant.

Respectfully submitted, Bruce Fenstermacher
Bruce explained that he, George, Jan, and Karl all have administrative privileges. Bruce authorizes most accounts and confirms that they are not spammers.

George Horn moved to authorize up to \$1500 to resolve the forum issue. Ryan Smith seconded. The motion was adopted.

Parts/Maintenance Advisor's Report

George Horn apologized that he has not yet made it to

(Continued on page 18)

**The International Cessna 170 Association, Inc.
as of December 31, 2023**

Balance Sheet

Current Assets	
Checking	10,870.15
Money Market	76,301.37
Scholarship Fund	9,179.32
Convention Checking	<u>3,000.00</u>
Total Checking/Savings	99,350.84
Total Assets	<u>99,350.84</u>

Profit and Loss Statement

Income	
Direct Public Support:	
Parts Contributions	100.00
Memorial Contributions	1,195.00
Scholarship Contributions	5,098.00
Other Contributions	<u>189.00</u>
Total Direct Public Support	6,582.00
Interest: Bank Accounts	878.98
Program Income:	
Ads-Publications	635.00
AirVenture Event	8,995.50
Convention Income	2,402.76
Membership Dues	42,450.00
STC - Original	2,240.00
Misc., Publications	<u>139.31</u>
Total Program Income	56,862.57
Total Income	64,323.55
Expenses	
Bank/Card/PayPal Fees	2,183.96
Contract Services	33,600.00
Events	8,092.65
Licenses, Fees	174.00
Memorials Pd From Contributions	941.36
Postage, Mailing Service	2,853.22
Printing & Copying	4,273.92
Scholarships & Expenses	4,571.25
Supplies	89.90
Telephone, Zoom	373.65
Travel	2,763.41
Website & Emailing Services	1,300.00
Damaged Goods/Giveaways	<u>811.53</u>
Total Expenses	62,028.75
Net Income	<u>2,294.80</u>

Proposed TIC170A Bylaw Amendments

These amendments have been reviewed by and are recommended by the Board of Directors and Officers.

Below are the sections of our Bylaws with the proposed changes in red, removed language shown in strike-through. Comments below each change contain the rationale or basis for the proposed changes.

ARTICLE II - ELECTIONS

A. Elective officers will be elected by the members present at the regular annual meeting by simple majority of those present and hold office until their successors are elected and qualified.

~~B. Term of office shall be for one year except for the eight directors who shall serve for two years and elected on alternate years. B. Term of office shall be for one year, except for directors, who shall serve for two years, with half being elected on alternate years.~~

B. Term of office shall be for one year, except for directors, who shall serve for two years, with half being elected on alternate years.

Comment [O1]: Since the number of directors is specified in the Constitution, definition here is redundant, and makes changing it needlessly complicated. Clarified half of directors elected on alternate years.

C. Nominating Committee
No Changes

ARTICLE III - DUTIES OF OFFICERS

Section 1: President:

No Changes

Section 2: Vice-President:

No changes

Section 3: Secretary-Treasurer

A. The Secretary-Treasurer shall keep the minutes of all proceedings of the members and the Board of Directors in books provided for that purpose. He shall attend to giving and serving of notices of all meetings of the members and of the Board of Directors and otherwise. He shall keep a proper membership book showing the name of each member of the Association and book of By-Laws and such other books and papers as the Board of Directors may direct. He shall execute, in the name of the Association, all contracts, instruments, and ~~checks~~ **payments** for expenditures authorized by the Board of Directors. He shall receive and deposit all funds of the Association in the bank(s) selected by the Board of Directors ~~which funds shall be paid out only by check as hereinbefore provided. He shall also account for all receipts, disbursements and balance on hand.~~

Comment [O2]: Revised to allow payments by other forms instead of just "checks."

Comment [O3]: Allow the option of using multiple banks if appropriate.

Association expenses will be paid for out of the appropriate account(s), by check, on-line electronic transfer, or by other means, excluding cash. Records of all deposits and expenditures will be kept in the form of bank statements (written or scanned) and/or spreadsheet or journal, such that there is a single document available that can be used to audit all such deposits and

expenditures.

Comment [O4]: This change is to reflect the availability of several alternative methods of payment beyond just checks. Allows multiple accounts since our association currently maintains three different accounts. It goes on to clarify the record keeping requirements that make audits possible and expedient.

B. The Secretary-Treasurer may be bonded at the discretion of the Board of Directors.

C. The Secretary duties of the Secretary Treasurer as described herein, may be delegated to the Association Executive Secretary, when such position is staffed and funded by the association.

Comment [O5]: We have been operating for many years with secretary functions being accomplished by our Association's Executive Secretary. This ratifies such a change.

Section 4: Historian:

No changes

Section 5: Board of Directors:

No changes

ARTICLE IV – VACANCY

A vacancy on the Board of Directors may be filled by appointment by the remaining members of the Board by a simple majority of those remaining.

ARTICLE V - MEETINGS

A. All meetings are to be run by Robert's Rules of Order Newly Revised (RONR).

B. Annual Membership Meeting

1. A notice of annual meeting shall be in writing to all members ninety (90) days before the meeting.

2. A quorum shall consist of ten (10) voting members.

3. Order of business shall be as follows:

a. Remembrance of Deceased Members

b. Invocation

c. Introduction of Guests

d. Reading of minutes of last meeting

e. Treasurer's Report

f. Committee Reports

g. President's Report

h. Old Business

i. New Business

j. Report of Nominating Committee

k. Appointment of Teller

l. Remarks for the Good of the Association

m. Benediction

Comment [O6]: Re-sequenced these two items to allow invocation to include prayer for the deceased members and their families.

~~C. Meetings of the Board of Directors and Committees, Standing or otherwise.~~

~~1. Board of Directors is authorized to meet and conduct business in person and/or via electronic means using the following parameters: a. A base meeting location for each meeting shall be established by the chair of the respective body. All satellite meeting loca-~~

tions will be at the mutual agreement of those intending to meet there. A satellite meeting can consist of one or more individuals.

b. Communications between the base meeting location and satellite locations will be by audio, video or electronic text capabilities agreed upon prior to the meeting by the majority of the respective body members. Such agreements can be established by a simple poll via voice or electronic text communication. Once a meeting is called to order the minimum communication standard can be modified by a majority of meeting participants.

c. Establishing and maintaining communication to the agreed upon minimum standard is the responsibility of the member participating at the satellite location. Should communication be comprised it will be treated as if the member left the meeting room, however a recess should be considered by the assembly in order to troubleshoot and reestablish communication to the minimum standard. Should business continue without the member the Chair may will insure a quorum still exists.

1. The BOD is authorized to conduct business in person, and/or via electronic means, such as Zoom, Skype or other real-time two way functional equivalent(s).

Comment [O7]: Technology has advanced to the point that online meetings are common place, and software is reliable and convenient. This section has been revised to reflect these advances in online meetings. The intent is that meetings will take place in a real-time environment, and not via email.

a. The President, or committee chair will announce the date and time of the meeting through the Association Secretary, who will also schedule and disseminate any required log-in information and/or pass code(s).

b. Multiple members may, at their option, share locations, and meeting equipment.

c. If an officer or committee member experiences a communications failure, a recess should be considered to allow time to solve the problem and re-connect with the member(s). If unable to reestablish communication at an acceptable level, and if a quorum still exists, the meeting may resume without the disconnected member(s), with the time they left the meeting noted in the minutes. If any officer or member objects, the meeting will be considered in recess, pending rescheduled resumption at a later date/time.

Comment [O8]: For instance, if only real-time audio is able to be reestablished, that could be an acceptable level to enable the member's full participation.

d. Voting can be accomplished via voice or ~~text ballot~~ software feature, at the discretion of the Chair. For clarity in a voice vote the Chair may call for a vote by roll call.

Comment [O9]: Updated to allow for the text comment feature of most meeting software to be utilized.

e. Special meetings of the Board of Directors can be conducted by email when the business to be addressed does not require substantial discussion. Such meetings require a clear and concise statement of purpose, the proposal to vote on, the date by which response is

required and the vote will be directed to the executive secretary. If one Board member objects to the topic not receiving simultaneous aural communication, the President may either call an audio conference call meeting a meeting per Article V.C.1. above, or defer the topic until the next regularly scheduled meeting. Not responding to an email vote either yea or nay will count as a vote. Minutes of the meeting will be kept, reviewed and adopted by the Board at the next regularly scheduled Board meeting.

Comment [O10]: Brings special meeting parameters into harmony with those specified for other board business meetings.

2. Committees, standing or otherwise, are authorized to use any electronic means to conduct business the Chair finds acceptable.

ARTICLE VI - DUES

A. The annual dues shall be ~~thirtyfive (\$45.00)~~ \$45.00 for voting membership; none (~~\$0~~) for an associate membership.

Comment [O11]: Simple edit to correct a previous typo.

For technical information, maintenance or parts questions contact:

George Horn, Parts/Maintenance Advisor
gahorn@cessna170.org
or (512) 924-2462

Or visit our forum at:
www.cessna170.org

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extended could be
hazardous*

Cessna recommends against it
and TIC170A thinks everyone should
follow that recommendation.

Proposed TIC170A Constitution Amendments

by Karl Towle, President

As everyone knows, we have for some time had a board of directors (BOD) consisting of five officers and eight directors. In recent times, finding members to fill the eight director positions has become difficult, often frustrating the efforts of our nominating committee.

A review of the minutes from the early board meetings of our Association reveals that the original suggested number of directors was four, and they settled for five, operating with that number for many years. Thus, the current BOD believes it prudent to decrease the number of directors back down to six (6).

Since the number of directors (currently eight) is spelled out in our Constitution, making such a change triggered a close examination of the language pertaining to amending that document. What became apparent was that the amending language, as currently written, leaves a couple of important questions unanswered: 1) when should an amendment be considered "submitted," and 2) what is a reasonable minimum amount of time between submission and taking a vote on such an amendment? Let's address these amendments in REVERSE order.

Regarding the amendment process, currently, Article VII of our Constitution reads as follows:

The Constitution may be repealed, amended, or new articles adopted only at an annual meeting, one year after being submitted, and requires a two-thirds vote of the membership present.

The above language does not specify that an amendment to our Constitution will be submitted at an annual meeting. It also specifies one (1) year between submission and the vote to adopt. Since our annual meetings are not necessarily a full 365 days apart (i.e., 2021 to 2022), it's easy to envision a situation where an amendment submitted at an annual meeting would not be eligible for a vote at the next meeting. To clarify intent and eliminate this awkward situation, the following change to Article VII is proposed (changes in bold):

The Constitution may be repealed, amended, or new articles adopted **by submitting a motion at**

an Annual Meeting. If seconded and after discussion, the motion would be tabled until the next annual meeting, held a minimum of 180 days later. A two-thirds (2/3) majority vote of the members present is required for adoption.

Moving on, currently, Article V of our Constitution reads as follows:

A. The elective officers of the organization shall be a President, Vice-President, Secretary-Treasurer, Historian, and eight Directors.

B. The Board of Directors shall consist of the elective officers plus the immediate past president.

To adjust the number of directors and clarify the immediate past president will vote, we propose the language be amended to read (changes in bold):

A. The elective officers of the organization shall be a President, Vice-President, Secretary-Treasurer, Historian, and **six (6)** Directors.

B. The Board of Directors shall consist of the elective officers plus the immediate past president, **all voting.**

Implementation:

The above two amendments were submitted at our 2023 Membership Meeting at our Convention in July. The motion to vote on these amendments was tabled to be taken up at our 2024 Membership Meeting. These amendments, if passed, will trigger some needed changes to our Bylaws, which require a 90-day lead time between submission and vote. For expediency, anticipate some minor bylaw changes shortly after our mid-year BOD meeting in early 2024.

Since our BOD members are elected for two (2) year terms, half at alternating year's Annual Meetings, if these amendments are adopted, three (3) BOD members will be elected or re-elected at our 2024 Annual Meeting, and the remaining three (3) at our 2025 Annual Meeting.

Your understanding of, and participation in the business of our Association is encouraged and appreciated.



N8087A 1949 170A
John Kinyon #6653 IL

Wanna Fly Idaho?

by Duane Shockey #2092 CA

Pauline and I have made numerous trips to backcountry Idaho to experience the beautiful places away from city life. We met in April 2017 and went on our first trip together, camping under the wing in Idaho in June. Then we did that in some of the summers afterward. We were fortunate to have Jerry Terlisner as our advisor on places to go and stay safe.

In October or November of 2022, the Idaho Pilots Association website announced the opportunity to apply for caretakers/managers at three backcountry airports in Idaho. One required two people, preferably a couple, at the Johnson Creek Airport (3U2). We applied and were chosen.

At 79 years old each, we were surprised that we were chosen. We signed in at the Idaho Aeronautics Division office on Pauline's 80th May birthday in Boise, 2023. From there, they sent us with a pound of keys to go 110 miles north to open the airport that had been closed since September 2022.

Upon arriving in Cascade, we expected 2 ½ hours of driving time to the airport. So, we visited the grocery store, filled up with gas, and started out. It was one of the most beautiful driving trips one could ask for. Most of it was roads that followed the rivers. The last 22 miles were the most rugged dirt roads we had ever been on. At 20 miles per hour, it was sometimes too fast.

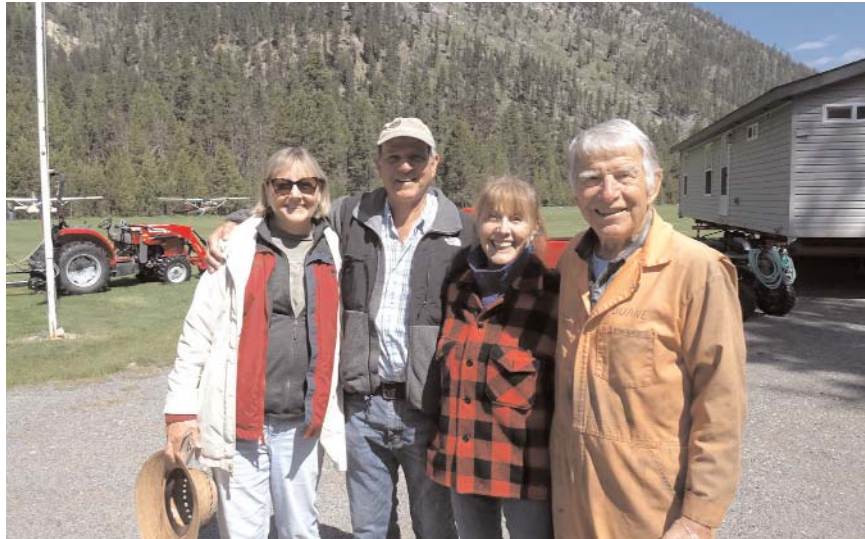
This would not be a 12-day camping stint like we did years ago. We would be there for four months! At least we would be living at the end of the tractor barn, a very nice 1959 apartment. It was compact. I could lie in bed and touch the hot water heater.

During our time there, four of our Cessna 170 Association planes came in, and the members in them were surprised to see us there as greeters. They were Eric Henderson and sons, Bill and Elaine Boggess, Howard and Gail Bohl, and Craig Ryan, all from California. I'm sure all of these members had more flying time in the backcountry than myself.

On the day Howard Bohl was ready to depart, he said, "Why hasn't the 170 Association done more promoting of Idaho backcountry flying?" My answer to him "Howard, if it is going to get done, I guess it's up to you and me to do it." So, for starters, I recommend getting on YouTube and bringing up a 27-minute film by Rick Hiebert, "2022 Idaho Backcountry Flying". It demonstrates him flying into many locations while narrating superbly about the locations and how to arrive safely. The scenery shown is so well photographed by his GoPro cameras. Eric, Howard, Bill, and Craig all have more than the basic 145 hp in their planes, which is a real plus in backcountry flying.

I had to be very particular about which airports I went to with my 145 hp. There are so many places we could go up there with two of us and baggage without need of the higher horsepower.

Now you know who to contact in our organization if you want to talk about high/backcountry flying. Remember, those four fellows I mentioned would be the best source of information due to their many years of flying in Idaho. I would be glad to extend my knowledge to you the best I can.



Gail Bowen, Howard Bohl, Pauline Hays. Duane Shockey



Duane Shockey, Pauline Hays. Elaine Boggess, Bill Boggess

170 Technical

Oil Seals for the Delco-Remy Starter

by Steve Grimsley #3204 Historian



Photo 1 - Fresno Delco Remy starter overhaul kit

The original Delco-Remy starter for the Continental C-145 engine has a pinion gear that extends to engage the crankshaft gear. Since the starter pinion operates across the accessory case cover, the correct oil seals are required to prevent leaks that will cover the backside of the engine and the firewall. The starter motor shaft and gear is also inside the accessory case and a seal is needed there to keep oil out of the starter motor. Oil leaks were not a problem with my starter after I first overhauled it, 25 years ago, using a kit I purchased from Fresno Airparts. This kit included two oil seals, three brass Clevite bushings, and four graphite brushes. Fresno doesn't list a starter overhaul kit in their Trade-A-Plane ad anymore. Believing the overhaul kits were not available, and being occupied with another major overhaul, I took the starter to an auto accessory rebuild shop. The shop needed extra time to do the work because they had trouble finding an oil seal for the pinion that would fit. When I got it back I attached the rebuilt starter on the new engine and started flying.

Unfortunately, from the first flight, oil consistently leaked from the accessory case to the firewall and down to the belly of the airplane. The total oil loss was significant, about a quart every four hours, but not enough to ground the airplane. Tracking oil leaks back to the source can be a tedious exercise because everything gets wet with all of the air flowing through the cowling. I ended up redoing the seals and gaskets on the right mag, the tack drive housing, and the alternator. The alternator work improved the situation but it wasn't a complete correction. The starter, and particularly the area around the pinion, was by elimination, the last remaining source for the oil. It was always dripping wet after flight and was the source of the oil splashing on the magnetos. I tried to find the correct seals but without parts numbers or dimensions I wasn't successful. I phoned Fresno Airparts to see if they

had any useful information and was surprised to find out they still had the Delco-Remy starter overhaul kit in stock. For \$38.50 plus a few dollars freight I received the same old kit as before. This included (first photo upper left going clockwise) three brass bushings, a motor shaft seal, pinion gear seal, and the four graphite brushes. Best of all I had parts and parts numbers to match for finding the seals for individual purchase.

The most important seal is the National 6324S that presses easily into the starter housing using a 1 1/8 inch socket as a drift. This seal goes around the pinion shaft where it slides forward to engage the starter clutch and gear with the crankshaft gear. I was able to special order these through Auto Zone auto parts company. The starter motor shaft seal is stamped with NS470027. I wasn't able to find this exact seal but NAPA measured it and came up with one that has the same critical dimensions. The number is 7513 with the same outside and inside diameters. This seal is thinner than the NS470027 but it should work. This seal can be tapped into position using a 1 inch socket. The second photo shows these seals with their parts box and numbers.

Installation of the lower pinion seal is very easy, and directly accessible, with the starter off of the engine. Just punch out the old seal and drift in the new one. The third photo shows the landing area in the case for the lower seal with the new seal below. The brass bushing that is pressed into the case behind the oil seal can also be seen. On photo four the new lower seal is in place. The upper seal that seats behind the starter motor gear is visible on this photo as well. To gain access to this area, for replace-



Photo 2 - Seals found through various auto parts houses

My First Thirteen Hours in N2518D

This article is a reprint from First Quarter 2013 *The 170 News*.

by Art Kimball #3308 CA



Photo 3 -The landing area in the case and new seal

ment of the upper seal, will require pulling the starter motor off of the starter mount casting. This upper seal isn't exposed to the oil splashing around the inside of the accessory case as much as the lower seal. Also, being higher on the engine, leaks from a worn out seal here usually are not as bad in terms of volume. However, leaks around the upper seal will put crankcase oil inside the starter motor which could cause poor electrical contact.

The new seals on my starter haven't completely eliminated oil getting on my accessories but it has reduced the problem to just minor oil wetting of the surfaces. For an old C-145 engine this is about as good as you can make it. If you just need the seals without the full starter overhaul kit this job will cost less than 15 dollars.



Photo 4 -New lower seal is in place

At the 13th hour in N2518D, I had a total of 684.6 hrs, including 118.5 tailwheel about 95 in Champs, 8 in J3 Cub 2.4 in a C170A three years earlier and 13.0 in 18D. I was on my way to a fishing trip at Temple Bar on Lake Mead to meet Greg Weiss, Bob Lyman, Chuck Metz, other CAP members, and the Long Beach Sportsman club.

The old Boulder City airport was where I was landing for fuel, as there was no fuel at the Temple Bar landing strip.

On final, everything looked ok, but as I touched down, the plane turned 90 degrees to the right and right through the left wing of a parked glider and into a ditch.

I got out, started throwing things onto the ground outside the ditch, and realized nothing was burning. The glider and braking had slowed me enough that my arm kept my head from hitting the panel. I did not have a shoulder harness at the time.

As I was checking and turning off the ELT, a guy put his head next to mine with a mike in his hand and asked what happened. At that time, a fire truck showed up, and I told him I was just shutting the ELT off and he should talk to the fire fighters in the truck.

One of the locals said I landed into a clear dust devil. This was before cellphones, so I had to call Bobbie and tell her I was ok. Then called Chuck Green at the Temple Bar cabin. I got a motel for the night, and in the morning, John Marushak picked me up and took me to Temple Bar for the fishing trip. Three days later, John flew me back to Long Beach.

Two weeks later, at 6 am, Greg Weiss, Bob Lyman, Chuck Metz, and other CAP guys took two airplanes back to Boulder City Airport. A neighbor of mine and his wife towed a trailer with a borrowed O300 and prop to Boulder City.

We had the engine mounted by 10 am, but the prop did not track well. We called Jim Herron, and one of his friends was going on a local flight. Jim asked him to fly another loaner prop out to Boulder and that I would pay for the fuel. The prop was there around lunch.

I went in to pay the tie-down at the FBO, and the guy said I did not have to pay until I was leaving. I was leaving then, paid, and followed Greg back to Long Beach using a handheld. I landed behind Greg to go to Jim's hangar.

By the end of August 18D was flying again. I flew 18D to Kingston Ulster Airport, Kingston, New York, to visit my brother and his two kids. It was another 500 hours before I had another problem.

170s in the Air

Lockhart, Texas, Fly-in

Ken Peck #3333 Texas Area Rep



Lockhart, Texas, 50R, is the BBQ Capital of Texas, so what better way to start the New Year than to fly there and fill our bellies? It was also a pretty good place to fill up with avgas. \$5.00 bucks a gal. is too high, but it is cheaper than most places currently. Texas members of TIC170A and guests were blessed with a CAVU day on January 6. We met at the Lockhart Airport and ate at Kreuz BBQ, a good choice of several BBQ establishments. They serve a good variety of meats on locker paper and offer a large variety of sides to go with them. Everyone

would like to thank members Jamie and Pat Crandall for arranging and providing ground transportation for the group. The group included six Cessna 170s and seventeen people. Those who enjoyed the nice weather and visitation with each other were Wendell and Sheila Wyborny, Pete Coffey, Bo Jensen, Karl Towle, Pat and Jamie Crandall, Brent and Amber Seiler, Darryl Schiller, Paul Milton, Eric Bentley, John and Myra Klaemer, Chuck and Anna Miller, and Ken Peck.

Oklahoma-Texas, Fly-in

Ken Peck #3333 Texas Area Rep



The joint Texas and Oklahoma fly-in was held on February 10th at Smokin Joe's Rib Ranch, just south of Davis, Oklahoma. The weather in the vicinity of Smokin Joe's was VFR; however, due to widespread MVFR or IFR, many members could not fly there. We had one member fly in and six who drove.

Everyone enjoyed a great visit, and all agreed the food was superb. We highly recommend the establishment, whether you are flying or driving through near the area. It is an interesting setup with the restaurant, a gift shop, an RV park and airstrip.

Everyone thanks Jim Yates and Karl Towle for organizing the fly-in.

Those who could attend were Jim Yates, Paul and Debra Wood, Karl and Nancy Towle, Naomi Goodlet, and Ken Peck.

Brownwood, Texas, Fly-in

Ken Peck #3333 Texas Area Rep

Texas Cessna 170 Association members and guests met at Brownwood, Texas for a BBQ lunch and visiting on March 9, 2024.

Everyone would like to thank Bob and Patricia Jolley for making the arrangements for transportation and a fine place to eat. We all enjoyed an excellent meal for a very reasonable price.

It is always good to see great friends. Those that were able to attend at Brownwood were: (Listed front to back on the left side of the table) John Benham, Richard Pulley, Chuck Miller, and Bob and Pat Jolley. (Listed front to back on the right side of the table) Harald Shiebe, Ken Peck and Robert Jolley.

An aerial photograph showing a large body of water in the foreground, a long runway or taxiway in the middle ground, and a cluster of white buildings with blue roofs in the background. The scene is surrounded by green trees and fields.

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Draft Minutes of the Midyear Board Meeting Continued

(Continued from page 9)

Mena, Arkansas, to inventory the parts left there, but he plans to do so before the convention.

George received a box of parts from AOPA after he suggested they give the parts to type clubs from the planes they restore and raffle. He will have the parts available to buy during his eclipse fly-in in April and will have the rest inventoried and the list at the convention auction.

George noted that he gets six or more calls per month from non-members, whom he steers to the website to join.

Nominating Committee Report

The Nominating Committee consists of Jay Baeten, chair, Paul Wood, and Karen Griner (chair from last year who is looking for a replacement). Jay provided this report by email:

President: Karl Towle (TX) (in his 1st year of a 2 year term); note: he finished part of Ron Magos 2nd year term, when Ron's wife took ill. He has agreed to accept his 2nd year as President, if okayed by current VP Mark Wicks.

Vice President: Mark Wicks (PA) has agreed to a 3rd term as VP and is okay with Karl as President for a 2nd term.

Secretary/Treasurer: Terry Daily (TN) will accept nomination for another 1yr. term

Historian: Steve Grimsley (VT) will accept nomination for another 1yr. term

Directors: (Terms expired)

Howard Bohl (CA) has accepted nomination for another 2 yr. term

George Horn (TX) has accepted nomination for another 2 yr. term

Joe Smothers (IL) has accepted nomination for another 2 yr. term

Matt Roberts (FL) has accepted nomination for another 2 yr. term

(1 yr. left in their terms) David J. Nelson (AU), David L. Nelson (FL), Ryan Smith (NC),

Dave Stokes (IL)

Respectfully submitted, Jay Baeten

Scholarship Committee

Nancy Towle joined the meeting and provided the Scholarship Committee report as chair of the Committee, which includes her, Karen Bowen, and Sarah Parks. She reported that the current balance in the Scholarship Fund is \$9,229.32, which will allow the Committee to award three \$1500 scholarships this year. The deadline is April 30th each year. Nancy asked board members to encourage potential applicants to apply.

President's Report

Karl Towle thanked everyone for contributing to the organization in their unique ways. He noted that there were 25 new members, many attributable to the push done at Oshkosh. He explained that he and Mark Wicks discussed additional ways to reach non-member 170 owners, ideas to increase interactions with members, and a potential survey of members not renewing and why.

Karl has worked on the Constitution changes, new proposed Bylaw changes, and a member logo. He will also

update the instructions for the door hangar brochure, which is available on the website, adding an invitation for early 0-300-powered Cessna 172s to join the Association.

Joe Smothers moved to accept all of the reports presented. Second by Ryan Smith. The motion was adopted.

Vice President's Update

Mark Wicks updated that he plans to contact the new area representatives to ask them to introduce themselves to their area members and look for ways to increase social participation.

Old Business

Review proposed amendments to the TIC170A Constitution - Karl Towle reminded everyone that the proposed amendments, as published in The 170 News, would be on the agenda for the annual meeting. When questioned if the proposal to reduce the board number passed what the plan was to accomplish it, Karl explained that first those board members up for reelection would be asked if any would like to step down. If all want to be considered on the ballot, then a paper ballot will be conducted for the director election.

Proposed Bylaw Changes - Karl Towle explained that the emailed proposed bylaw changes were necessary triggered by the proposed change in number of directors contained in the Constitution amendment to be voted on during our 2024 convention. While we are amending the bylaws, a number of other desirable changes were identified and included. The resulting bylaw amendment stands alone and will be voted on independent of passage of the amendment to the Constitution. Anyone can propose bylaw changes 90 days prior to the meeting.

David Stokes moved that the proposed bylaws be forwarded to the members in The 170 News as recommended by the board. David J. Nelson seconded. The motion was adopted.

Board Policy Review - No revisions were presented to the Board Policy Manual.

Sun 'n Fun Table - David L. Nelson, chair, has been in contact with the new person in charge of the Sun 'n Fun type tent, who would like to put some airplanes around the new location of the tent this year.

Karl Towle moved to approve a \$200 donation to the EAA Vintage Association for the type tent table for 2024, and Terry Daily seconded. The motion was adopted.

Oshkosh 170 Type Club Table - Joe Smothers, chair, thanked everyone for their help last year on the 75th Anniversary of Cessna 170 at the tent and dinner. This year's event will be July 22-28, Monday through Friday. He will offer the new bags for sale.

Member Logo - Ryan Smith presented graphic options for a member logo.

Karl Towle moved to use the concept #7 version with revisions to the airplane and that members will be able to use the logo, once approved, with the caveat that the Association provides no endorsements and the use of the logo is to advance the Association. Second by George Horn. The motion was adopted.

New Business

Long Range Planning - Karl Towle reminded everyone that convention planning was crucial and that a venue was needed for 2026 soon.

Area Representative - Joe Smothers moved to approve T. Sawyer Fahy as the area representative for Maine. Matt Roberts seconded. The motion was adopted.

Recruiting New Members

George Horn agreed to chair a committee to pursue advertising options and costs.

David J. Nelson will contact 170 owners in Australia and New Zealand.

Ryan Smith offered to work on a database of current and past TIC170A members for comparison with non-member 170 owners.

Reimbursing Area Representatives for Expenses

Karl Towle moved that area representatives and others be reimbursed for mailing expenses up to a cap of \$150 spent for recruiting new members upon submission of a report and receipts. Ryan Smith seconded. The motion was adopted.

There being no further business, David L. Nelson moved to adjourn.

President Karl Towle declared the meeting adjourned at 3:56 pm Eastern.

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

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Left U0423112\$884.94
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Cowl Latches FAA-PMA

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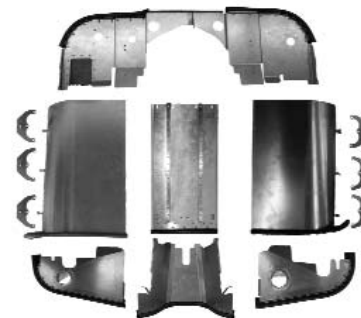


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