

**Safety Briefing:** Bob Snook, our new safety officer, reminded all members to ground check their airplanes and be sure to turn off all airplanes and TX when done flying.

**Raffle Drawing:** Two \$25.00 gift certificates purchased from the Hobby Barn, 1 gallon of glow fuel.

**Special Item:** Paul Kaylor gave a class on "How to assemble a working First Aid Kit".

**Adjournment:** Meeting adjourned about 8:30 PM. Minutes submitted by Mike McCann.

**I've reached the age where the happy hour is a nap.**

**Seat belts are not as confining as wheelchairs.**

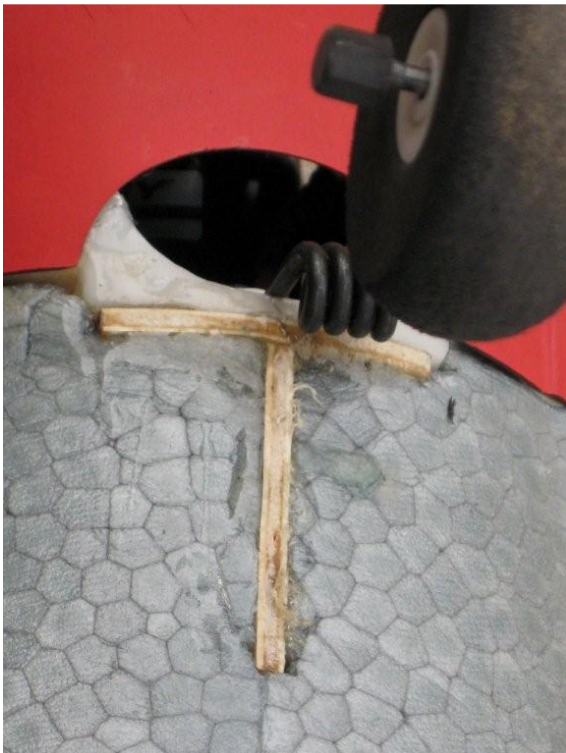
**Scratch a cat and you will have a permanent job.**

*He's back!!! More words of wisdom from ace reporter Ken "T-28" McDaniel. CB*

## T-28 NOSE GEAR



THE WEAKEST FEATURE OF THE FOAM T-28 APPEARS TO BE THE NOSE GEAR MOUNT FOR THE LANDING GEAR. THE PLASTIC NOSE RING CAN SPLIT ON A 'NOSE FIRST' HARD LANDING. [NOT THAT I'VE EVER DONE THAT.]. AS THAT IS UNOBTAINABLE BY IT'S SELF A REPAIR REQUIRES BUYING A NEW FUSELAGE, A \$30 OUTLAY. I'VE FOUND A SIMPLE FAST "CURE", BEST DONE BEFORE NEEDED. THE ACCOMPANYING PHOTO SHOWS TWO PIECES OF 1/8th INCH PLY- WOOD GLUED IN BEHIND THE PLASTIC NOSE RING IN A "T".



EACH IS APPROX 3/8 INCH DEEP. A COUPLE OF SLOTS CUT WITH A SHARP EXACTO BLADE, THEN A BIT OF MEDIUM CURE CA ON THE FRONT OF THE CROSS BAR WHERE IT CONTACTS THE PLASTIC NOSE RING. THE BACK SIDE, ALONG WITH THE LEG OF THE "T", GETS A LIBERAL COATING OF EPOXY. WHEN CUTTING SLOT BEHIND NOSE GEAR START AT CENTER AND CUT OUTWARD. THERE IS TWO PLASTIC PINS FROM THE NOSE GEAR. I CUT NOTCHES IN THE PLYWOOD TO CLEAR THEM, ENABLING THE PLY WOOD TO SLIDE IN DEEPER. ANY QUESTIONS? ASK ME. CA WORKS WELL AGAINST THE PLASTIC RING BUT USE ONLY EPOXY AGAINST THE FOAM. KEN [I DIDN'T] McD

*The following is the second of a 3-part article on the Cessna 140 (full size and model) that Russ Davis and Jeff Olmstead were invited to provide for the Newsletter. CB*

## THE CESSNA 140

### PART 2

A CASE IN POINT: N89663

Russell Davis

After finally admitting to myself that I would never be a very good RC model pilot (even though I enjoy building large RC models), and since I was about half-retired and had time for such things, at age 68 I decided to see how I could do with ultra-lights. Then, continuing on from these, about two years later I got an FAA Private Pilot License. After taking and passing the check ride for that license in a tri-geared Cessna 172, I immediately signed up to begin tail-wheel lessons in a Citabria. After all, when us older guys were growing up, and first became interested in "airplanes", all the really cool ones were tail-draggers! I simply had to learn to fly them.

Eventually, after deciding that it would be an interesting adventure to have my own airplane, and after spending many hours reading "Trade-a-plane" and the EAA magazine, I decided that: (1) I was too old, and financially handicapped, to build my own, but that (2) some of the older, but "well-maintained", airplanes were within the price range of what I could afford. So, about 10 years ago, I purchased N89663, a standard Cessna 140 ... and paid \$16,500 for it. This airplane had been built originally in 1946 (the year I graduated from high school!). The engine had been run only about 250 hours since its last Major Overhaul,