

Classic Cessna Meeting and European Cessna 120/140 Fly-in

September 1-2, 2018 Wershofen Germany

...Review by Wolfgang Schuele

In cooperation with Cessna 120/140, Cessna Bird Dog, and Cessna Skymaster associations



Again, we had our European Cessna 120/140 Fly In at the Wershofen glider site. It was as good as it could be. Organization was pristine like in former years and obviously this has got about. There were so many airplanes parked parallel to the long runway that it was kind of a nice Sunday stroll to get to see the ones at the very end.



But let me start with basics. Weather was as ordered in the northerly and northwesterly parts of Germany. However, a strong, almost stationary, low pressure area sitting right south of the Alps in Northern Italy created an unusual weather situation with lots of rain and low clouds moving in via Austria across southern Germany. Some who may have left in time or found a way around higher elevations still made it.

My own 140 is far away in sunny Florida so I thought I could take my bike for the 280 miles ride even though weather forecast was a little iffy. As it turned out weather was much worse than forecast and I was soaked with rain while I was still in the middle of Black Forest - still more than five hours from the Eifel region. Two days later, on my way back home the last 2 hours were in rain, again, at night on bendy roads- no fun!

No weather to fly, either! This explains why there have been no C-120/140s from the south/southeast of Germany. What has surprised me, though, was that there has been not a single C-120/140s from the surrounding countries.



Frank Selsemeier and his beautiful Cessna 140 (retaining the original N-number from U.S. registration)

My list shows seven C-120/140s at Wershofen this year. Two were registered in Germany; the remaining five had a US registration. That's something that might let you think about the FAA, again. Due to a restrictive and burdensome (expensive) aviation bureaucracy in Europe more and more people left their airplanes in US registry rather than putting them into the registry of their own countries.



The Wershofen Fly-In-Picnic and vintage Cessna Fly-In has gotten such a good reputation over the years that vintage models from other manufacturers have outnumbered Cessnas by far. The Wershofen Glider Club (in cooperation with neighboring clubs) does neither charge admission fee for visitors who pour in by car from afar nor do they charge registration fee. The only contribution to their expenses comes from selling (mainly) food and drinks and from vendors who sell toys for kids. This is like a big public festival.



With the growing numbers of vintage airplanes the catering tent for crews has let the friendly crew grow to four people handing out breakfast, and a variety of snacks throughout the day (free of charge but donations are welcome). This deserves a huge **THANK YOU!!**

Limited space and aircraft frequently moving around made it impossible to park all C-120/140 together so I don't have a family picture. Also, some left in the evening to stay overnight at one of the neighboring airfields because the only two hotels had been booked out long ago.



Longtime member Jens Kampe from the Hamburg area is a regular at Wershofen with his pretty C-140



A rare bird was this Cessna 145 Airmaster. The owner showed up for the picnic in style, suiting the era of his airplane. There are only two Airmasters in Europe of which I know.

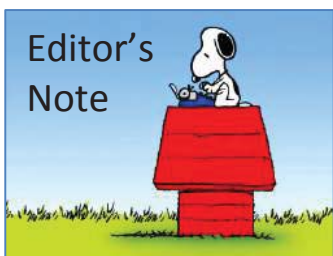


This year, Klaus Bachmann again defended his title for Best C-120/140 at the Fly-In

His C-140 D-EWUW displays unique beer advertising for a small brewery in Bavaria. He even had some samples of the drink with him (non-alcoholic!!). See the box. Don't be confused by the two registrations. The former US registration is still there for historical reasons only.



A late arrival was this C-120 from Trier/Germany



Editor's
Note

Thank you Wolfgang for the great review, and for promoting our beloved airplanes in Europe!!

Let me take a moment to highlight something I noticed in Wolfgang's article. The picture of the glider club features a rare glider from Germany. The **DFS Habicht** (German: "Hawk") was designed in 1936 by Hans Jacobs as an unlimited aerobatic sailplane. Four planes were made available for the Olympic Games of 1936, where the maneuvers of the Habicht over and literally inside the Olympic stadium enthralled spectators. The glider flights were part of an exhibition to encourage the International Olympic Committee to include glider competition in future games.

Modified versions of the Habicht, dubbed the **Stummel-Habicht** ("Stumpy Hawk") were used to train pilots to land the Messerschmitt Me 163 Komet rocket-powered fighter, and allegedly for training Hitler Youth pilots for flying the Heinkel He 162 *Spatz* jet fighter. Trainees began on a *Stummel-Habicht* on which the original Habicht's 13.6-metre (44 ft 7 in) gull wings had been replaced with straight wings of 8-metre (26 ft 3 in) span, and then progressed to another version with a 6-metre (19 ft 8 in) span.

Few Habichts survived World War II. Türk Hava Kurumu manufactured six reverse-engineered copies of the Habicht as the **THK-3** in 1945-1946. Take a look at rare video from 1936 featuring the Habicht.

https://www.youtube.com/watch?v=WKK0_ZfN-pY