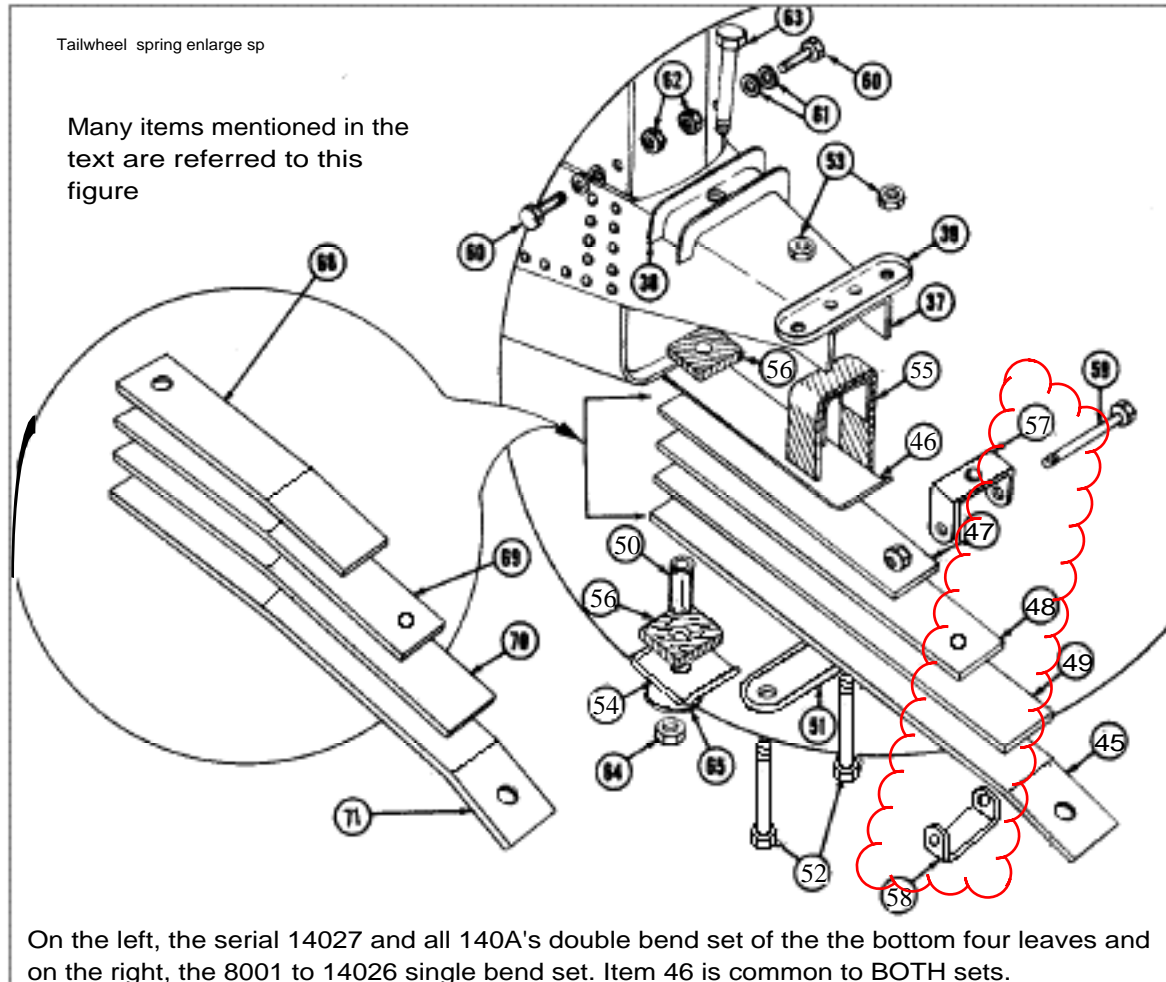


CESSNA 120/140/140A TAILWHEEL Spring Set Details, Mysteries and Secrets

History and Mysteries and Corrections:

There are a lot of mysteries in our planes and one of them is....what prompted the change from the single bend to the double bend tailwheel spring set? The shift to the double bend alters the angles of the king pin centerline on the tailwheel and that can affect the effort for the wheel to break and its tendency to shimmy and can affect taxiing stability. The single bend set is serially coded for the 8001 to 14026 planes and the double bend set for the subsequent serials and the 140A's. Usually, a serial-coded change is done to accommodate some other serial-coded change but finding the companion change to the tailwheel support assembly of the empennage has proved impossible so far.



The Scott 3-24B tailwheel (single yoke, hard rubber tire, now the Scott 2000) assembly is called out for all the 120/140/140A's, with the note in the 120/140 catalog that the effectivity for its adoption is 11843 for the 120. It can't be both ways but several other things don't make sense in the Cessna Parts Catalog. The eight inch pneumatic tired, double yoke Scott 3200 model is an option on the 140A's. You could order the plane with the 3-24B Scott or the Maule tailwheel and you could select to not have the tailwheel steerable. Many planes have been changed from the 3-24B Scott to the Scott 3200. That means you might have any of the three models on your tail or other third party tailwheels.

Above is the figure from my Cessna Parts Manual for the 120/140; note that the new stack has two bends but the older setup has only the one bend near the end of the main leaf. In the next figure, I represent the two present choices with the four lower leaves having a bend a few inches back from the main front attach