

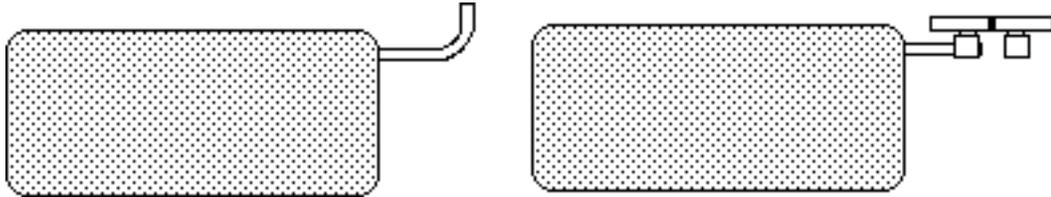
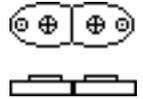
Cessna 150 Sunvisor for the 120/140

If you are very lucky, you can still find a set of Cessna 150 sunvisors and modify their mounts in order to install them in the 120/140—but you have to be lucky since those pieces are some of the first to disappear when a 150 is converted to parts.

There are different models, so this article shows only the style we were fortunate enough to find. The sunvisor mounts, one for each sunvisor, appear about as shown, with a brass screw, a nut and a clamp providing the holding, swiveling, and positioning features. The mount is meant to be attached to the plane with two screws as the illustration indicates.

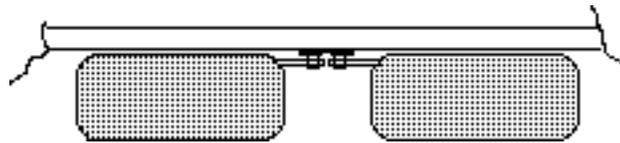


In order to use two screws instead of four for the set of two visors, we cut off the mounts just next to a hole at one end and then brazed the two pieces together. Yes, brazing cooks the paint, so take the paint off first and do the brazing outside or in a breezy place so as to avoid the fumes as always. Clean up the braze with a file and a Dremel with its sander and metal-moving attachments. Paint as desired. We cleaned the paint off the large brass screw and left it with its natural finish, but its head can be painted as well.



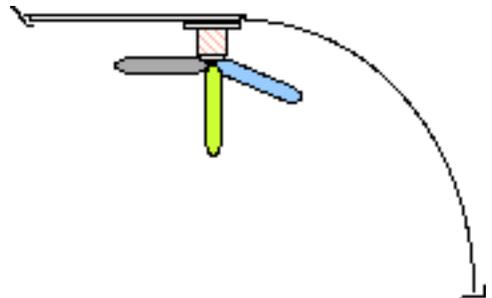
The visors come in various shapes, and that includes different mounting tube shapes; the one illustrated is the more common we have seen from the Cessna 150, and the 90 degree bend of it has to be cut off in order to use the mounting scheme outlined here. If you want to independently mount them, more as they appear in the 150, then you have to create the mount yourself. The left figure suggests what the mounting tubes look like when received, and the right figure shows how it will end up if modified as outlined in this article.

The two mounts, now the front spar in the cockpit, be sure before you drill the approval of the A & holes are to be used, then you have to be the clever one to make a clamp which clamps to the spar and to which the visor mounts are attached.



one, can be attached to cockpit as shown, but any holes that you have I for the change. If no

The side view is something as shown, with the windshield on the right and the top of the fuselage and spar shown, as are three positions which are among those possible when the visors are installed. The views are meant to suggest that the visor can be forward, completely out of the line of sight, back and up, or any intermediate position in between as well as having the option of swinging to the side if that should be desirable.



SUNVISOR REFINISHING

The Cessna 150 style sunvisors are often used on the Cessna 120/140's and the "new" owner would wish the visors to look good as well as do their job. The years will have taken a toll of the visors. Normally, the plastic sunvisors are sun-bleached, and the pocked surface is often very soiled since the dirt likes to get in the indentations and stay there, especially if the user has managed to transfer a little bit of oil to the visor surface. Moreover, sometimes the surface of the plastic, the "skin" is cracked from exposure and age.

Because the material of the surface is vinyl, it can be painted, believe it or not, just like it was a house.



First, take the visors where they can be made to be squeaky clean, but plan on a little elbow grease since they cannot or should not be immersed in a cleaning solution—they are made up of mostly air and a little plastic, so immersing them will allow the interior plastic to absorb moisture and cleaner which will stay there for a long, long time. Instead of immersing the visors, apply cleaners such as Simple Green or warm water and some dish washing solution like Joy. Apply and let soak a while, remove, apply again as required and finally rinse well. Dry and let this take a long time, preferably in the sun or a warm breeze.

The other cleaning step has to do with the aluminum tubing used as the mounting rod; often, it is soiled and corroded, so remove the soil as usual and remove the corrosion with steel wool or sandpaper as appropriate. After you get the surface finish you want, apply some Alodyne or dip only the exposed and cleaned tube end in Alodyne and rinse. (Per the instructions, an immersion of about a minute and rinse thoroughly.)

Often, the seam of the visor will have cracked; these seals were made by a heat press holding the edges of the visor, something you cannot do even if the plastic was still willing to reform and symmetrically melt, which it won't be. The best I have found is to mix up some epoxy, the five minute clear is best, and apply it at the seams and holding the seams closed with clamps or pressure until they are sealed. A couple of times, the shrinkage of the skin and the rigidity of the plastic foam inside was such that the seam would not totally mate any more, so they were held as close as possible and the epoxy used as a gap filler until the gap no longer was apparent.

After the surface is truly clean and the repair epoxy dry, apply water-based gloss (preferred) or semi-gloss vinyl paint to the surface of the visors; the surface of indentations means that you will need to develop a special technique to "jab" the paint in the indents—I used a one inch wide paint brush, nothing fancy and tended to use a rather thick application which I then worked and worked until it was uniform. One coat has been enough on some, but others will require another or maybe only a touchup of the missed sections since the little surface indents appear filled but only have a bubble which breaks during drying. Try one and see what you get; a careful application may be enough.

After you are satisfied with the new surface finish and after it is truly dry, consider applying a couple thin coats of the clear plastic (such as Krylon Clear, available in spray cans), especially over the spots which will be touched by the user when moving the visors. Realize that the liquid vehicles in some of these clear acrylic materials will melt the visor plastic if they are applied in too great a thickness, so spray lightly, observe, and then repeat as necessary to give you the nice new clear skin.

After the steps above are taken, determine if you are going to additionally finish the mounting tubing; if you cleaned it and re-Alodyned it, you can also paint it but use an enamel instead of the vinyl and make sure you don't paint the section of the tubing which is clamped in the mounting bracket!!

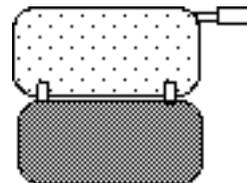
The pattern of refurbishment will net a pretty, new-looking visor, even if the one you started with originally appeared unsalvageable!! Try it.

SUNGLASSES FOR THE SUNVISORS

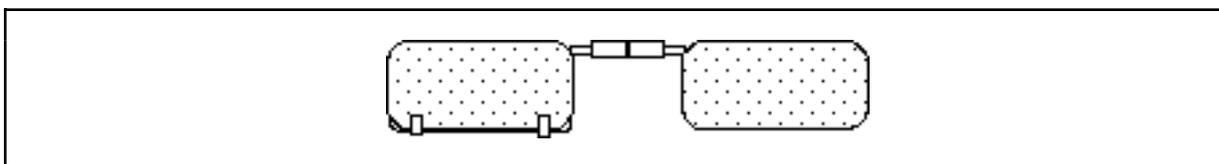
SEE-THROUGH PLASTIC VISORS for the Cessna 120/140's

Everybody who has landed into the setting sun has wished that they had *something* other than an old map to protect their eyes during final approach while being blinded. Some have done something about it, by adding see-through shaded plastic sun visors distributed by mail order auto parts suppliers and/or by the American Auto Club in its Members' catalog.

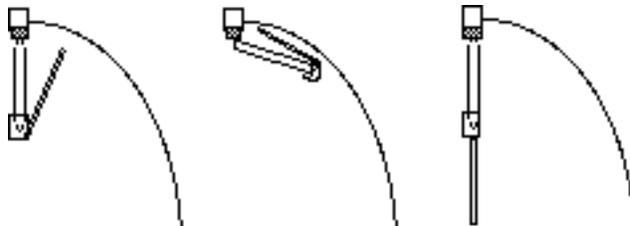
This plan is based on the assumption that the plane owner has already added Cessna 150 sunvisors or the equivalent, because something is needed to which to attach the plastic sun screens. The first figure shows, in simplistic form, how the visor and sun screen appear when both are installed on the pilot's side, with both in the down position. The J.C. Whitney visors are made with a friction clamp which one pushes over the opaque 150 visor, and the most easily adapted units have a built-in hinge which allows them to be in the line of sight or stowed. The AAA see-through visors come with the elastic stretchy webbing which will wear out after a year or two, but this material is available in all sewing material stores and can easily be replaced after attaching more Velcro™.



The next figure suggests that the opaque 150 visors are both down and the left see-through visor is stowed up and forward of the opaque 150 visor.



To better represent the actions of the visors relative to the mounts and the windshield, the figure to the right shows the side views with the opaque 150 visor down, but the see-through visor up, then both visors stowed, and both visors down, with the see-through visor in the line of sight.



As always, get the blessing before making any changes and then get the signoff of the A & I in the logbook.

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