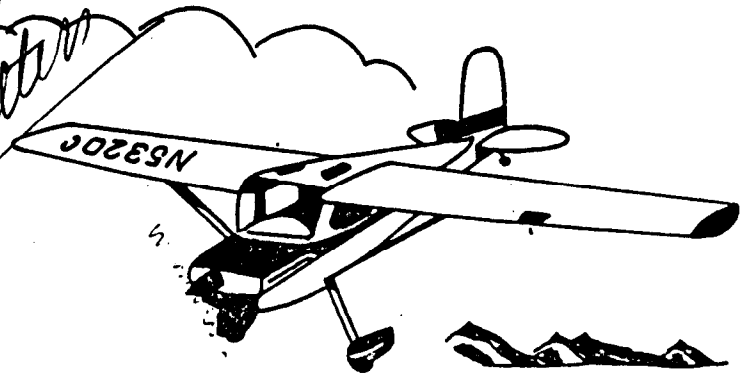


# Cessna 120 140 Association

BOX 92

RICHARDSON, TEXAS 75080

*Fast "old"  
newsletter*



STC list, and INSPECTION AIDS SUMMARY are both available to the membership, courtesy of Frank Rittersbacher. The STC list describes 67 different modifications to our aircraft, along with the names and addresses of the "holder" of the STC. The inspection aids describe how to inspect and clean your air filter, and how to properly inspect your "rear spar wing carry-thru structure" for corrosion and other possible abnormalities. Send your Association about three stamps and a S.A.S.E. (to help defray the cost of reproducing) and we'll mail either or both to you.

80 OCTANE IS BETTER! And we thank MOBIL for its continued availability in Texas and other States. Members are invited to inform the Association of airports making 80 available. Most recent 80 provider in the DFW area is Dallas North. We know it's available at Aero County, Aero Valley, Grand Prairie, and Lancaster. Perhaps MOBIL (and other marketers of 80) will cooperate with us in making a National Directory, so that we can further express our appreciation by spending our money at those locations.

Lake Texoma Fly-In participants seemed to all enjoy themselves, especially:

Roger Hagerty, who flew the furthest (from Altona, Illinois), and received the Univair prop-plaque award.

Jack Calvert, who's yellow and white 3522V won the Grand Champion award.

R.W. White, the 'mad-bomber' who scored a bulls eye to win a nice trophy.

Roger, and R.W. each lucked-out by winning Wag-Aero cuff links and a History of Cessna book for door prizes. Eddie Schuhardt won the Air-Tex door prize - a gift certificate for a new carpet of his choice, for his very nice and highly polished N90155.

Our round table discussion migrated outside and became a "workshop" with very capable EARL ZIMMERLE leading the group, demonstrating how to free-up valves, do a top overhaul, replace generator fuses and other fine points, using Roger's ill bird as the model. Jack Calvert ably assisted. Glenn Usher unselfishly became the air freight service for the necessary parts and special tools. Glenn was awarded the "Good Samaritan" award for missing the parties and dancing that went on Saturday night. Moral to this story: Our Association has a lot of "good ole boys" with a lot of talent and generosity.

SEPTEMBER 26 (SUNDAY) \*LAKE WHITNEY, TEXAS, STATE PARK, MINI-FLY-IN PICNIC.  
Bring your own picnic and thermos. This is one of several "regional", or "mini-" fly-ins we hope can be held in different regions as we expand. There will be a SURPRISE GUEST! You'll hate yourself if you miss the surprise guest and an unprecedented SPECIAL SECRET EVENT, never before held by our Association (\*SAN ANTONIO SECTIONAL, NORTH OF WACO.)

OCTOBER 9 (SATURDAY) TAHLEQUAH, OKLAHOMA 11:45 A.M. "UNDER-WING" MEETING  
at the 19th Annual Tulsa Fly-In, sponsored by AAA, EAA, and IAC. Look for the other 120's and 140's. We've asked for group parking. The Fly-In starts Friday and ends Sunday with lots of contests and socializing. Our Association has no official part but it's a very enjoyable event and will be a good place for us to meet and visit Saturday, just before noon.

GIANT NATIONAL (or semi national) 120/140 SPRING/SUMMER 1977 FLY-IN will probably be held in the Ozark Mountain resort area unless we get a lot of write in votes to the contrary. We now have one vote each for Lancaster and Lakeway/Austin, both in Texas, with the remainder voting for an Ozark site. More later - - - .

#### Other Events:

SEPTEMBER 12 ELMDALE (ABILENE, TEXAS) WAR BIRD-TYPE SHOW  
WITH OUR OWN EARL ZIMMERLE AND JACK CALVERT  
HELPING TO HOST THE EVENT.

SEPTEMBER 12 PLAINVIEW, TEXAS. 9TH ANNUAL PLAINVIEW AIR  
SHOW. OUR OWN 120 DRIVER, JOHN SKAGGS IS THE  
CHAIRMAN.

#### QUESTIONS AND (SOME) ANSWERS

How much does it cost to paint (by doing it yourself)?  
We asked old Conrad Concensus, who, although is not a professional, has done a few - all are metallized.

STRIPPER - \$5.00/gal. 5 gal - 18 gal. depending on how sloppy you are and how many coats there are.

ETCH (ACID) - 1 qt. CONCENTRATE or 1/2 gal. "accelerator", pre-mixed.

ALCOHOL - 1/2 gal. (to neutralize the etch) or simply use a lot of soap and water, and water, and water.

PRIMER - buy a gallon. Probably will have lots left over.

BASE COAT - usually white; minimum of three gallons.

TRIM COLORS - 1 qt. of each trim color should handle lots of guadiness for two color trim. 2 qts. of one color should decorate every thing you could think of.

1/4", 1" MASKING TAPE - 1/2 dozen rolls each.

If you go the DuPont POLY URETHANE (IMRON) route and have no brother-in-law discount, all this could cost as much as \$300 (let's be realistic). If you use any good automotive finish you can possibly get by for \$150. Don't forget thinners, solvents, masking materials, tack rags and other incidental. There are real "artistes" in Texas who'll take all this work off your hands for around two grand. Then there's one in Mena, Ark. who does it for \$650/\$850 poly-urethane. After about the second day into the stripping operation and your 2nd pair of rubber gloves (and your 3rd degree chemical burns), old Conrad sez' that \$2,000 professional paint job might not seem so far fetched.

OZARKS FOR '77 We're getting closer to a definite time and place for a definite time and place for the big, gigantic three day Fly-In. We're about to pin it down to the Point Lookout, School of the Ozarks/Branson, Missouri area. Many members prefer July 4 weekend; others prefer Memorial Day weekend. May we please have your input? Your feedback coupled with available reservation space and ground transportation will help determine the date.

STC LIST AVAILABLE. Frank Rittersbacher has again made a newer, more complete list of STC's available for the membership. Because of its bulk, please send your Association a dollar to defray costs in mailing (and reproducing when we run out). Frank is extremely knowledgable with known mods. and how to get acceptance on your own ideas. Ask your questions and we'll pass them along to Frank.

### SWAP SHOP

We can utilize our Association for making parts and pieces available to each other for the purpose of getting approximately 1500 basket cases into the air and further up grading our air-worthy machines. This is a free service; lets' by the honor system, keep this for individual (non-commercial) members. Trade-A-Plane does an excellent job for those in the business.

#### WANTED

Jump Seat  
C85 Engine  
Lower Cowl  
L. Door  
Pilot's Rudder Pedals  
Climbing Prop  
Good Set Earphones  
Cowl Latches

#### BY

\* c/o The Association  
Neal Moore, Carrollton, Texas  
c/o The Association  
c/o The Association  
c/o The Association  
Gordon Swann, Rt 1, Box 63,  
Maysville, Ark. 72747  
c/o The Association  
Tom Green, 2808 Schmuhl Rd.,  
New Lenox, Ill. 60451

#### FOR SALE OR TRADE

R. Door (No window frame)  
Electrovoice Noise Canc. Mike

c/o The Association  
Tom Teegarden, 505 Salem Dr.,  
Richardson, Tx. 75080

Horizontal Stabilizer  
Ailerons, Flaps, Elevators  
Tail Wheel & Bracket  
Engine Mount  
Tail Feathers

Guy Boney  
6774 Wendy Jean Dr.  
Morrow, Ga. 30260

L. 120 Wing

Dan Stramel

\* More than one member wanting same item; or member wishes to work through the Association.

A.D. NOTES, COURTESY THE WEST COAST. Our cousins on the West Coast have sent us a list of A.D. NOTES which go back to the year one. Most of them were performed in the factory, before actual delivery. They became part of the history of how the 120/140 evolved. We're printing as many as space permits;

120, 140	TC A-768	46-44-1	Rudder stop bolts
		46-44-2	Safety belt bracket reinforcement
		46-44-3	Windshield retaining channel
		46-44-4	Carburetor hot air ducts
		46-44-5	Engine mounting bolts
		47-6-10	Aileron carry-through bar
		47-6-11	Forward doorpost cracks
		47-26-2	Wing leading edge rework
		47-43-1	Primer line relocation
		47-43-2	Fuel selector valve handle
		47-43-3	Seaplane spreader struts
		47-43-4	Rudder control cable horns
		47-43-5	Elevator spar web reinforcement
		47-43-6	Aileron support ribs
		47-43-8	Beech R003-201 propeller blades
		47-50-2	Fuselage bulkhead
		48-5-4	Operator limitations placard
		48-7-1	Stabilizer attaching bolts
		48-25-2	Welded exhaust muffler
		48-25-3	Wing drag wire system
		50-31-1	Fin spar reinforcement
		51-21-1	Rudder rib flange
		61-25-1	Met-Co-Aire landing gear
		62-24-3	Cabin heat system
140A	TC5A2	61-25-1	Met-Co-Aire landing gear
		62-24-3	Cabin heat system
150 Series	TC3A19	62-22-1	Vacuum pump modification

P.S.: AT CADDO LAKE, THERE'S NO FUEL, NO LIGHTS, NO UNICOM. LET'S TALK ON 122.9



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