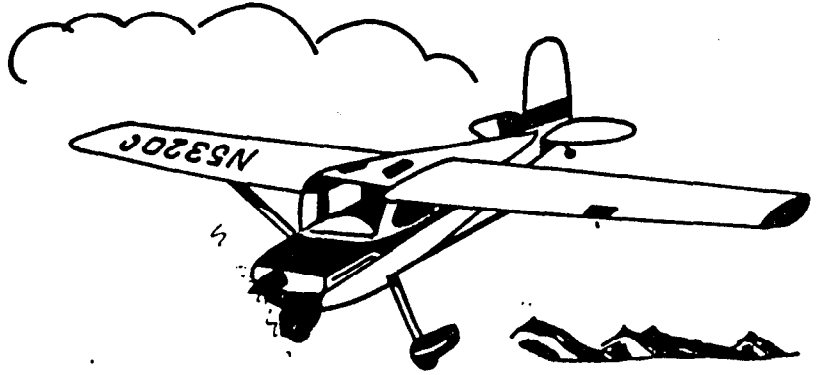


## Cessna 120 140 Association

BOX 92

RICHARDSON, TEXAS 75080



NOVEMBER FLY-IN. Saturday November 20 and Sunday, 21st at BEER'S CADDO LAKE. This 4,000' asphalt strip is on the lake, adjacent to Curley's Lodge and Marina. Members will start arriving Saturday afternoon, and many will want to fish in "the South's largest natural lake." Nothing scheduled til Saturday evening when we partake of Curley's famous fish (or chicken, or other). Be sure and phone (214) 789-3223 to reserve your rooms, and/or fishing boats. We'll "do our thing" Sunday morning, lunch, then . . .? Hope to see everyone - weather permitting. This is a beautiful spot and we think it will be a great Fly-In site. Please post your Fly-In "flyers" at any airport where you think potential 120/140 pilots are likely to see it. Lots of parking space, but please remember to bring your tie down kits.

### PATCHES, PATCHES, PATCHES

We now have our very own 4" multi-colored embroidered, round Association patches on order. We are now accepting your orders! \$2.75 for one patch; \$5.00 for two. You know you'll need several - one each for your caps, jackets, and shirts. We're very optimistic about your response for patches; lots of patches! The Association has gone out on a limb, and frankly, all current members' participation is needed to make this a success. Send in your orders, now! (Please enclose postage for orders of one patch).

### DOCTOR, LAWYER, INDIAN CHIEF. . .

What do 120/140 drivers do to make a living? Perhaps at Tahlequah there is an Indian Chief, but that's about the only vocation not yet accounted for. Here's a list of the ones we know about (plus doctors and lawyers): auto mechanics, A & P's, airline pilots, corporate jet pilots, salesmen, engineers, bankers, hobby shop operators, antique dealers, flight instructors, avionics, and others. Tell us about your interesting occupation.

### MOBIL 80 OCTANE GUIDE

We wrote for and did receive one (only) MOBIL AIRPORT DEALER DIRECTORY, arranged by states and naming airports having (their) 80 octane fuel. The accompanying letter from a Mobil executive didn't answer our specific questions regarding availability of this booklet, and continued availability of 80 octane. We suggest that each member desiring this information write (directly to:)

MOBIL OIL CO.  
150 EAST 42ND ST.  
NEW YORK, NEW YORK 10017

We certainly appreciate the efforts of the few oil companies who still make 80 octane available, even though our individual usage is small. 80 octane availability is extremely important to us. Let's let them know we appreciate it in any manner possible.

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

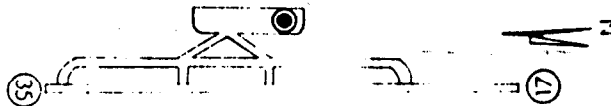
L. 120 Wing

Dan Stramel

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

30 x 3000 ft. asph  
100 octane gas Abi  
11 DME off 090-113.7  
Location 5E Elev. 1758

### Elmdale Avionics



Located at Elmdale Airpark,  
Abilene, Texas

Open Monday thru Saturday, 8-5

### THE "PLAINVIEW BOMB" WOWS 'EM AT LAKE WHITNEY

We heard the roar, then saw the 120 screaming in from West Texas, and heard comments like: "it looks like a 120, but it sure doesn't sound like a 120". . . "He's flat out movin." All of which was true. It was John Skaggs of Plainview, Texas in his yellow and blue 120. Since the Lancaster Fly-In in July, John has properly STC'd a Lycoming 290 (135 H.P.) power plant into his machine. John says "it'll cruise 140 mph if you care to run that much gas through it." He has settled on a 120 mph cruise for more economy. The STC "kit" from H.M. Ruberg of Springfield, Oregon, basically includes instruction, engine mount, the complete exhaust system, and a lead weight for the tail - all for \$500. Very fast climb and very fast cruise are apparent from the ground. John (very fastly) left the scene at Lake Whitney to beat weather that was descending upon us. We enjoyed watching the performance of this unusual 120 and are hoping for a ride, some day.

### LAKE WHITNEY "MINI-FLY-IN"

. . . was well named. "Mini" in attendance because of thunderstorms in all quadrants. Fortunately, the deluge of rain waited until we had eaten our picnic lunches and had run our "low level navigation puzzle." Richard Lillard and co-pilot "Turk" of Temple won the event with John and Randy Skaggs (135 h.p. didn't help on this one), Arch Lewis, and the Yellow Pages R.W. White and Quenton Anderson teamed up, all to finish close on the winners heels.

### LOW LEVEL NAVIGATION PUZZLE

This is a new contest we tried at the Lake Whitney Mini-Fly-In, and was won by Richard Lillard and his navigator/co-pilot, "Terrible Turk from Temple." The event was timed, the low time winning, provided, of course, that all questions were answered properly. The visual navigation (rally-type) questions required de-cyphering names of towns, landing at a "code-word" airport, counting bridge, piers, dam flumes, and finding one's way around by descriptive, but "jumbled" terminology. All participants enjoyed it thoroughly.

INCORPORATION INEVITABLE. We've been advised by the Bonanza Society, the 170 Club, insurance men, F.B.O.'s and attorneys that for individual member's protection, we should incorporate. Ray Johnson, a charter member of our Association, has agreed to head the committee to determine the best course of action. Ray is a practising attorney in Sulphur Springs, Texas. We plan to study the by-laws of these other groups and use the best features of each. Your individual input is encouraged to make certain that the Association aim remain that of the majority.

KEEP THOSE CARDS & LETTERS COMING. . . . Your newsletter is made up from info. contributed by you members. Frank Rittersbacher, the STC's; Mack Newson, the clue to write Mobil Oil Co., Richard Hare's numerous suggestions, etc., etc. We're able to answer most of our new member's questions from information on file. Almost every new member has a question; so don't be bashful with your questions, or info. you think may be of interest to the others.

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

SSNA 120-140 ASSOCIATION

BOX 92

RICHARDSON, TEXAS 75080