**FLIGHT EXPERIENCES: 12TH ANNUAL BAHAMAS FLYING TREASURE HUNT**

By L. Mack Newsom

As we remember Thanksgiving day in Texas, it's always CAVU, with little wind: a beautiful day for flying. November 24, 1977 didn't quite work out that way.

The trip that began that day is one my son, Bill, and I had planned since August when I first applied for a berth in the 12th annual Bahamas Treasure Hunt. We sent performance specs and our reservation advances to Virginia Britt, coordinator for the 1977 event. In October we received confirmation for our slot in the hunt.

In preparation, Sam Ball at Panther Aviation in Cleburne, Tx. had been asked to go over 90N from spinner to tail light. Everything was ready now, but the weather. Thursday morning we got up early only to find a low overcast and predictions of gloom for our route. Since we were already packed, the only thing we could do was wait. About 11 o'clock, the weather from Ft. Worth to Alexandria, La. began to look better, so at 12:12 local time we took off on what was to be a very long flight.

With the weather clear, but ceilings very low, we flew to Alexandria at 1500 MSL on a routine 3½ hour flight. After topping the tanks with 80 octane, it was on to Mobile where their Stage III radar system guided us to a safe landing on a very dark night.

The next day we flew to Kissimmee, Fl. where we took in Disney World. But the following day was to be the big event, when we would fly down the coast and make our first over-water flight in a single engine airplane.

What are the requirements for flying to the Bahamas? Very few: Just file a flight plan before leaving the U.S., carry life jackets and land at an airport of entry. When returning, flights from Nassau and Freeport are required to have flight plans. There is no night VFR in the Bahamas. In addition to the vests, we carried a Survivor II kit and a hand-held flare gun. There was no room for a life raft, although many planes in the event carried them.

The flight to Freeport was only 2 hours and 5 minutes, so we planned no fuel stop, and spent the first portion of the flight getting a slightly over-gross 140 up to 5500 feet. At West Palm VOR we turned to 097° and headed out on the first leg of what turned out to be 778 NM over water and another 300 to 400 over 700 cays and small islands that comprise the Bahamian Republic.

PARTS & SWAP cont.

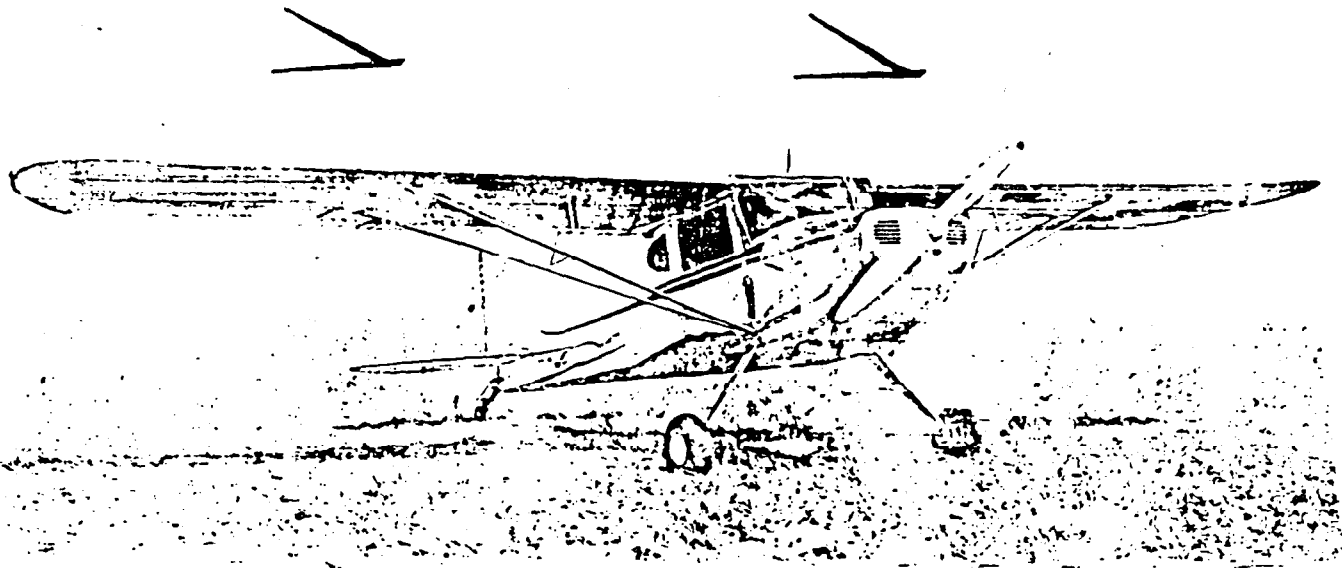
Child's jump seat, \$60.
Ed Vopelak, 1320 N.
Randall Ave., Janesville,
Wis. 53545.

Right elevator, rear door,
seats, wing tip, new elt,
original metal wheel pants,
control wheels. Tom Teegar-
den, 505 Salem Dr.
Richardson, TX 75080, AC214
234-5094.

Wanted. For 1947 140, light
green or blue windshield,
complete landing light system
for leading edge rag wing,
wheel pants to fit wheel
extensions. Bob Elbie, Box
8465 Boise, ID 83707 AC 208
344-4478.

For Sale. 1946 140 Mark V,
VHT III, Full Panel, Pants
640 SMOH. Michael Sheff
AC 404 448-0691.

NOTICE: Morey Airplane Co., Middleton, Wis., one of the oldest
Cessna dealers east of the Mississippi, has many 120/140 parts.
Example: original uncovered wings still in factory wrapper, \$100.
For copy of list write: Glenn Usher, 117 S. Bowser Rd. #9,
Richardson, TX 75081.



The original 140 was built as a low cost (\$3,385), all-metal, two-
place trainer and sport plane between May 1946 and April 1949. Its
successor was the 140A. It was on the same production line as the
120 series so c/ns are comingled (c/n 8000-15075). C/n for the last
140 was 15074. There were 4,904 of the 140s produced, including the
three prototypes. The first 140s had Continental C-85-12 engines,
85 hp. The 1948 model with the same exterior got a C-90-12 engine.
This is a 1946 140 with fabric covered wing, metal flaps and ailerons.
Wingspan was 32 ft., 10 in.; length, 21 ft. 6 in; top speed 120, 105 cruise.

input

Friends: I have a few comments on the Maule P-8 tailwheel. Do not use the compression type springs. There is insufficient spring travel when fully compressed to allow unlocking of steering without trying to break the chains. In fact, two sets of springs are insufficient. Use tension springs only.

Also, the steering system and wheel bearings must be in perfect condition. Tire pressure of 10-12 pounds seems to be the best. Not much wear is necessary to cause shimmy.

I have tried everything (spring angles, etc.) for the last 18 months and I give up. Anybody need a nearly new tailwheel?

Ray Vaira, Jr. N9689A
Ash Flat, Ark. 72513

Editor's note: An FBO cleaned out and re-oiled the shimmy dampner on my Maule tailwheel, and it has worked fine since then.

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WANTED: Good C-140 or T-Craft (or similar).

Paul Dudley
Cherokee, Village, Ark. 72513

x x

ATTENTION: Tower Chief, Addison Airport, Texas

Sunday, Oct. 9, 1977 a Cessna 140 had just landed and was cleared by the tower to taxi behind other aircraft which were advised as follows: "Watch for an 'old Cessna' taxiing opposite direction to get behind you." Those of us who fly these venerable birds would suggest considerable descriptive rephrasing such as: "Be advised a stately conventional gear is taxiing opposite direction." Other phrases we would suggest for your consideration are: Timeless Taildragger; Antique/Classic; Unique, Two-place Tailslider. But, please, not "Old Cessna"! Our best to the good old boys in the tower.
Cordially, Ty Whorton

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Three awards were won by Jerry Vaught in his 1946 Cessna 140 at the National Antique Airplane Association Airpower Museum 7th Annual Fly-In at Blakesburg, Iowa during 1977.