

BOX 92
RICHARDSON, TEXAS 75080

May, 1978

NEWSLETTER

Issue No. 10

LAST CALL FOR MOLINE!

Just in case you haven't heard, or haven't made your reservations yet for our annual association convention, here's a re-run on the details.

It begins on a Friday, June 16 with headquarters at the Howard Johnson Motor Lodge in Moline, Illinois. When making reservations there, be sure to tell them you are with the 120/140 Association. Lodging also is available nearby for last minute arrivals. There's a Regal 8 Inn (309/764-8711) and the Holiday Inn is on the north edge of the airport. If you wish to pitch a "pup tent" under your wing, you may do so. There are plenty of eating places within easy walking distance. Members can bring along a non-member; we'll sign them up at the fly-in! Awards will be given for Best 120, 140, 140A, Most Original, Most Modified, Distance.

Here are some "flight instructions."

***Radio Contacts**

ATIS 121.2
VOR 114.4
TOWER 119.4

*Contact "Approach Control" if possible. Ask "Ground Control" for taxi instructions to the 120/140 tie-down area.

*Bring your own tie-downs.

*Attention, pilots without radios. You you can fly with a "buddy" who is radio equipped, the tower will handle you as a "flight of two." If you must land at a non-controlled field, Wood's Airport is nearby. Call "Headquarters" at Howard Johnson's and someone will pick you up. Note: Davenport, Iowa Airport is now tower controlled.

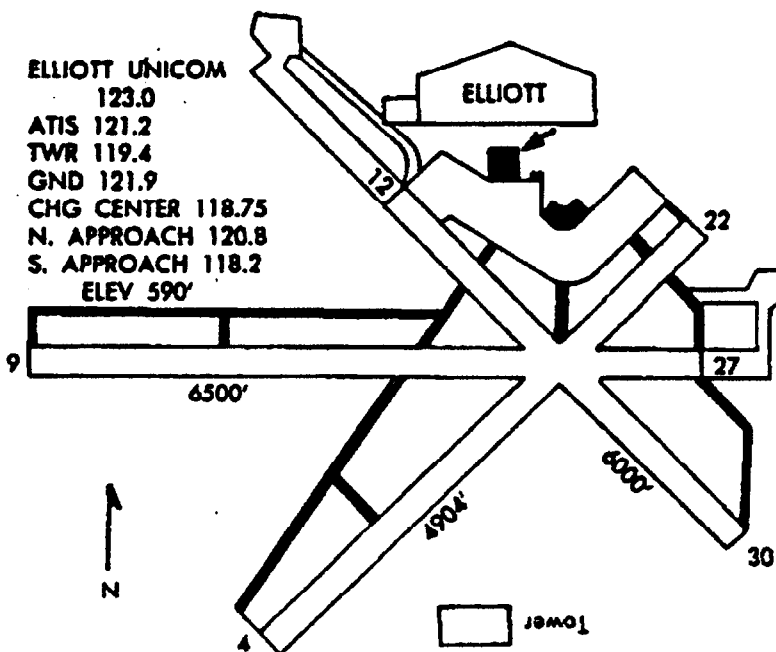
SECOND ANNUAL 120/140
ASSOCIATION FLY-IN &
CONVENTION: June 16-18

Headquarters: Howard
Johnson Motor Lodge,
Phone AC 309 797-1211

Flying Activities:
Aledo, Ill. Airport,
15 minutes flight out.

Awards for spot landing,
bomb drop, short field
take-off.

Annual Meeting and
Awards: Saturday evening.



FLIGHT EXPERIENCES: Caldwell, Here We Come!

By Gordon Gann
Ft. Worth, TX

SATURDAY, April 22, Time 11:00 weather doesn't look so good. So a trip to the FSS. What does the first piece of paper I read have to say? Ugh! SIGMET TO ALL AIRMEN: Severe thunderstorms 50 miles either side of a line from upper Oklahoma to south Texas. I look at a weather chart showing the squall line. Standing there with dismay, I hear a voice behind me: "Where do you want to go?" I reply, "Caldwell, Texas." He asks, "What time?" I tell him Sunday morning, 8:00. "Well, then, your troubles are over." He tells me that Sunday will be sunny.

SUNDAY, April 23, Time 6:00 a.m. Awakening from my sleep, I roll over to peer out the window and can't see outside, even though I had pulled the drapes open before going to bed. What's all that whitish grey stuff out there? Fog! Ugh! Oh, well, the sun will burn it off by 8:00 a.m. (The weatherman had promised to think positively.) I got up, dressed, and went to the kitchen. By the time I was into my second cup of coffee, I could almost see the backyard fence. According to FSS, the local situation was 800 AGL (Ft. Worth is 800' MSL), fog and haze. I go to the airport, crank the engine and let it warm up. Shut it down. By this time, a friend shows up. Standing around talking about the fog, kicking a few rocks, finally I tell him I'm going to fly to the airport where Sandie (290) keeps his plane. We had planned to go to Caldwell together. Airborne and about 300 feet off the deck over open country as I turn towards Sandie's airport, I hear this voice saying, "Cessna 106 this is Cessna 290, over." I respond: "290 this is 106. Are you airborne?" "Affirmative, 106." We discuss the situation and decide to fly low over the highway to Bridgeport, Texas where the weather was to get better. Here we go down the highway. "290 this is 106. What is your location?" "106, just north of the highway intersection on the right side of the road." "290, 106 is just south of there. 290, what is your altitude?" "106, 1200 feet MSL." "290, 106 is 1100 feet MSL." So far, so good. Sometime later, "106, 290 is over downtown Rhome." "290, 106 is about 1 mile south of downtown. I can't see you out there; can you see me?" "106, 290 negative." Up until now, things have not been so bad. Lacking a hell of a lot from being good, but we still could see the road with ease. But not long after turning northwest at Rhome, we kept seeing light fog go past the windshield, so I kept lowering altitude. In a few minutes, it got better again. Breathing a sigh of relief, I stop in the middle of it. Suddenly there's black stuff in front of me. I descend to 900 feet MSL so now I'm only about 100 feet above the deck. I can see no place and there's lots of fog between me and the road. It is hard to see the road for about a full minute. This is daylight?! In a few minutes, "290 this is 106; are you OK? What is your location?" "106 OK and over downtown Bridgeport." "290, so am I; can you see me?" "106, no...yes, you're off my left wing." Looking back I see him about 200 yards away. Now he got so close out there I don't know. We turn toward the airport. Sandie is leading. "106, watch out for that tower!" Damn it. I forgot to tell him about that tower. Well, we miss the tower and we are downwind in the pattern when I see 290 disappear in some fog. He came into view.

Gann, flight experience cont.

About that time, 290 reported on final. After we both got on the ground, we agreed that we hoped never to go through that again! We just stood around and watched swatches of fog float by. About then the FBO shows up: "Want some coffee?" Yes, definitely! By now the white knuckles have gone away. The rest of the trip was uneventful except the fuse on my generator went out. Had to turn the radio off. Was in the lead so I dropped back behind 290. Except for 290 wandering all over the countryside, things went well.

REPORT FROM A SUCCESSFUL 120/140 FLY IN FOR FOARD COUNTY, TX

Margie and Duane Johnson of Crowell, TX hosted a fly-in for Cessna 120/140 members April 23 at the Foard County Airport. The weather cooperated beautifully and two 120s plus eight 140s landed in time for lunch in the hanger with sandwiches, coffee and lots of flying stories.

After lunch the group participated in short field take-offs, flour bombings and spot landings. Sandy Sanders of Ft. Worth won the take-off contest. Bob Daniel of Crowell was the winner of the flour bombing competition, and Tom Teegarden of Dallas won the spot landing event. Two of the winners received new spring season caps, and Bob Daniel won a membership in the association.

Out-of-town members of the association attending were Kitty and Sandy Sanders of Ft. Worth, Roger Van Bramer of Jal, New Mexico, Joe Combs of Moore, Oklahoma, Tom and Beverly Teegarden of Dallas, Glenn Usher of Dallas, Gordan Gann of Ft. Worth, Earl Zimmerle and Phil Allen of Abilene and Mike and Martha McLeod of Merkel. Also visiting from Vernon was prospective member Mike Rogers in his 120.

Many local people turned out to watch the contests and look at the airplanes. The association got a huge write up with three large pictures in the local paper. This was good for the Foard County Airport because the county is presently trying to get federal funds to build a new runway and facilities.

The Johnsons said, "We enjoyed hosting the fly-in and hope some of you at other places will try it. It's fun!" Attendance, again, was 2 Cessna 120s and 8 Cessna 140s.

ANOTHER TEXAS FLY IN: HORSESHOE BEND

A fly in was held May 21 at Horseshoe Bend, south of Weatherford. The weather was bad so only four 140s and a "guest" 170 made it. But there was still some competition in such "precise" maneuvers as short field take-offs, bomb drops and spot landings. Adding to the excitement was the grey gusty day at an airport with beautiful trees decorating one end and low foothills next to the river at the other. "Look out for that tree, Sandy."

NOTICES AND INFORMATION

ANYONE CAN HAVE ONE!

A Fly In, that is. The Association encourages regional fly ins and will cooperate with printing of handbill type "flyers" and awards. Use the newsletter for publicity and a mailing list of all members in your state and adjacent states is available.

Our fly ins need not be big, even two 120/140s meeting in a cowpasture counts! Success is measured in the camaraderie and useful information exchanged. Airports having cooperative FBOs and nearby restaurants help make fly ins more enjoyable.

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SPECIAL NOTICE - OSHKOSH '78

The EAA's International Sport Aviation Convention and Exhibition will be held July 29 to August 5 at Whittman Field, Oshkosh, Wisconsin. This is really a big event, including two separate forums exclusively for 120/140 owners. Combined attendance at these forums in 1977 was estimated at 200 to 250 owners. If you plan to attend, please contact your Association ASAP and tell us the days you plan to attend and whether or not you'll be flying your 120/140.

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MEMBERSHIP REPORTS

Association VP Glenn Usher reports that we will have a presentation of the Association's first incorporation papers at the Moline Convention. We will also have the first official election of officers under the auspices of the "Cessna 120/140 Association, Inc."

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Membership cont.:

If any members would like to host our 1979 meeting and fly in, please send information on the proposed location to the Association, or bring it to this year's event. Most resorts are booked at least one year in advance so now is the time to get ready for 1979!

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Your Association continued its growth during May. We'd like to welcome Robert Hubbard, Pottstown, Pa.; Kenneth Sherman, S. Berlin, Ma.; John H. Witted, Nashua, N.H.; Zadel Enterprises, Ft. Lupton, Colorado; and Steve Vaught, Choctaw, OK. to the membership. This issue of the newsletter will go to approximately 170 members. All new and old members too will receive a Cessna 120/140 decal and membership card on payment of annual dues of \$10.

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Incidentally, your editor's wife who assists in the preparation of this newsletter was reading the mail and came across one letter beginning, "Hi Fellows." Being true to her gender, she said, "Shouldn't this be 'Dear Membership, Association Members,' or something like that. After all, the former is very chauvinistic." Well, I made a quick run to the records, and sure enough, there's not a single female member of our association on record. It cost me \$10 to add her name (partial payment for newsletter help) since she is now a student pilot in 2390N. Surely there are other female 120/140 drivers out there!

WEEKEND PILOT

Winter and Spring are behind us, and Summer is here. With this season comes some of the most interesting flying of the year. Seems as though everyone is going on vacation, and there are more aviation events than you could attend if you took all summer off. A few of these events are listed in our fly ins and coming events column. If you want more detailed lists, we would recommend the calendars published in the following: Cross Country News, Flying Magazine and AOPA Magazine. Wherever you get your info, why not share your weekend experience with all of us? If you find a good resort or have an interesting flight experience, let us know and we'll do our best to get it in the next newsletter.

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PARTS & SWAP

Wanted! Marvel Schiebler carb with full mixture control for C-90-14. Jack Poppenhager, 1042 E. Birch St., Canton, Ill. 61520.

Wanted! Cessna 140A. Bob Daniel, Crowell, TX 817/474-2643.

Parting out 1946 Cessna 140. No motor, left wing and gear damage. All else OK. Frank Hancock, 3941 W. Cross St., Anderson, IN 46011 217/645-1593.

Gear legs, wheel extensions, horizontal stabilizer, vertical fin, doors, Sell or trade. Joe Robinson, 125 Pleasant, RDS Dr., Saline, MI 48126, 313/429-4783.

McCauley Prop., Square Tip, IA 90 7351. Also Bayside 90 ch portable. W.A. Northern, Jr. 138 Yale St., Lewisville, TX 214/436-3008.

Parts & Swap cont.

'46 straight stack shrouds, data plate and papers for 140. Glenn Usher, 117 S. Bowser Dr., Richardson, TX 75080, 214/234-2064.

Two complete basketcases: 120 and a 140, E. A. Northern, Rt. 1, Box 191, Walters, OK 73572, 405/353-6570.

We plan to have a "For Sale/Wanted" bulletin board at our Moline National Fly In. Make up your lists now: one for buy and one for sell. Please price "for sale" items. Let's all list our extra parts as someone may be needing them badly to get one more 120/140 in the air.

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MAINTENANCE & THINGS

In reply to your editor's request for info on unwiring the mixture control on his C85, John Hanson of Ann Harbor, Mich. offered the following: Yes, the mixture control can be unwired, but the following should be noted:

1. After a long period of non-use, the controls will very likely be frozen, necessitating dismantling the carb to free them;
2. The mixture controls will lean the mixture, but will probably not shut the engine down
3. Various sources have different opinions on the legalities involved. Don's A&P says it's OK to remove the tie-off since the mixture was offered as original equipment on 120/140s. Don's opinion was that his conversion wasn't worth the effort, since he primarily wanted it to stop engine detonation on shutdown, which it did not do.

mixture control

Maintenance & Things cont.

Don would also like to have a list of all approved C85 engines ST¹¹ for a '47 model 120. He's found a C85-8FJ. If anyone has such a list, please send to your association. We'll forward.

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VP Glenn Usher offers the following suggestions for shutting down your engine without detonation. Simply cut the mags at about 800 RPM then slowly open the throttle.

Also, Glenn offers this advice for a "one blade start." Pull the throttle all the way back, and with everything off, pull the prop through 4 to 6 times manually. Get in, pull the starter, and she'll fire everytime.

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To answer the plea from James A. Sprigg of Orlando, Fla. comes a letter from Jerry Vaught, member #141.

1. The original 120/140 skin had an overlay of .002 pure aluminum, under this .002 pure aluminum is the heat treated aluminum alloy. I've been told that numerous buffings with a power buffer can in time wear thru the pure clad, especially if an abrasive polish was used.
2. The aluminum has a grain to it such as the grain of wood. For best results handpolish with the grain, using a good non-abrasive paste such as Met-All. There is really no fast and easy way that I've found, just apply Met-All sparingly and hand rub a small area until you've rubbed nearly all the paste off. If there is any pure clad left on your bird, the shine will come out at this time.
3. Keep your bird in a hanger if you're lucky enough to have one, or else after a few rains and the soreness goes out of your arms, you can expect to do it all over again.

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Here's another version of "how to" restore your natural aluminum skin finish. This is a restoring tip by David Gustafson appearing in The Vintage Airplane EAA's classic division March '78 publication:

1. Apply a liberal hand application of DuPont 202 S (orange) lacquer rubbing compound, rubbing aggressively into all seams and spaces between rivets.
2. After drying thoroughly, buff with an auto body buffer with a sheep's wool polishing disc, held at a sharp angle. Flatten the pad when passing down a row of rivets or a seam. Keep it moving to eliminate burnishing the aluminum.
3. Buff again with a clean pad, making certain all the 202 is off.
4. Apply 303 S (orange) machine polishing compound, let dry, and buff with two different pads, as before.
5. Apply 101S (white) rubbing compound, let dry, and remove the first coat as before.
6. Finish buffing with a twin disc buffer to remove all swirl marks.

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Editor's note: Your Association does not recommend or endorse any of the suggestions printed in the newsletter. We just pass them along for general information in hopes they will be of some value to you.

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Seen on the bulletin board at Aero Valley, home base of Edna Gardner Whyte: A mind is like a parachute; functions best when open.

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INPUT: letter from C. R. Fowler, Ferguson, KY

Have any of you ever wondered what makes your 120 or 140 whistle so loud?

For years I have wondered about it and I have never found that anyone knows. When flying your plane the sound is very hard to detect , but people outside hear a distinct whistle.

I may have discovered the reason for this whistling sound! During March when the wind was blowing hard, I was at the airport working on my plane, standing on the outside with my head in the cabin and noticed a sound like wind through a vacant house. Walking around the plane, I began trying to find the source. First I went to the front, thinking it was the grills in the cowl. No, nothing there. So, I started along the side, slowly, walking past the wings and struts, listening carefully. Nothing there either. Then, as I neared the tail, the sound became audible. Now that I knew it was the tail, I began to search out which part of the tail it might be. What a frustrating experience; it seemed to be coming from everywhere on and around the tail.

At last I detected the possible source. As the air slips down the sides of the fuselage, it is forced into the opening at the very bottom of the rudder then it is thrust upwards. If you will inspect your rudder where it attaches to the fin, you will find that up the length of the rudder, the fairings curve inward almost making a tube. As the air is flowing upward, it is fairly confined then when it reaches the upper hinge point, the air is released to produce a whistle. If you will just step back and look at it, it is almost exactly, in formation, like the whistles you buy for your kids.

I covered the bottom of the rudder with my hands and the whistling noise stopped! The reason you can hardly hear the sound from inside is because it is behind you.

Of course, this is just my theory about our delightful, mysterious Cessna 120/140 whistle. Let's hear yours!

NOTICE: Past newsletters are no longer available in original form. However, your editor does have a complete set, including fly in brochures. These can be copied and mailed for about \$5 per set if the interest is sufficient. Also available are A.D. Notes, STC Info, 120/140 official emroidered patches @ \$2.75 or \$2.50 for orders of two or more and window decals @ \$1 each. Send postage.

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Glenn D. Usher Vice-President	
Frank Hancock Jr. Sect/Treasurer	
L. Mack Newsom Editor/Newsletter	