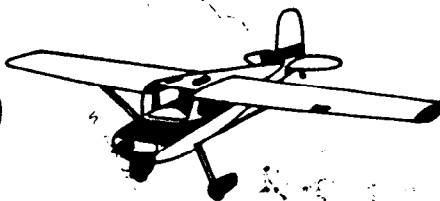


Cessna 120/140



Association

BOX 92

RICHARDSON, TEXAS 75080

October, 1978

NEWSLETTER

Issue No. 13

*** FLY - IN NEWS ***

This year again we have been invited to the 21st Annual Tulsa AAA-EAA-IAC Fly-In. It will be held October 13, 14, 15, at Tahlequah Airpoart, Tahlequah, Oklahoma (50 miles ESE of Tulsa). The activities include a Friday night cookout at 7:00, a Saturday night banquet and a Sunday breakfast. There will be 248 dorm beds available at \$5 per person double room, and \$7 per person single room. For reservations contact Gene Wilson, Conference Coordinator; University Center, N.E.O.S.U., Tahlequah, Ok 74464. Reservations confirmed by October 6. 80/87 fuel is available on the field. The fee for the works, not counting room, is \$11. Registration without meals will be \$2.

For motel reservations: Tsa-La-Gi 918-456-0511, Oak Park 456-2571, Tullahoma 456-2558, Hillcrest 456-6124, Smith 456-3621, Lakeway 456-3551.

For any campers there are new restrooms and showers on the field. Let's try to get a good sized turnout for this fly-in. We have many members in Oklahoma, Texas, Arkansas, Missouri and other nearby states. Hope to see you all there.

While on the subject of fly-ins, it is hoped that the membership list will encourage more regional get-togethers at your local hash-houses. If anyone needs publicity through the newsletter let us know about two-weeks in advance. Four or five planes for breakfast or lunch is a good turn-out remember.

HELP WANTED

Joe Combs, 2705 Queensbury, Moore, Ok 73160 says that he and a friend are re-doing a 120 and they need to know the correct dihedral and angle of incidence so they can install the wings. Perhaps one of our members could drop Joe a note with the info he needs.

We have had a request for information about taking the shimmy out of Maul tailwheels. If anyone has a shimmy cure drop us a line and we'll put it in the next newsletter.

As you all may know, Frank Hancock has a list of STCs that he has been sending out on request. Frank has suggested that we put at least one STC in each newsletter thus making them available to all. This procedure will commence with the next issue. Also, ADs as they come in will be printed, along with service bulletins.

MAINTENANCE

Richard Nelson of Rice Lake, Wisconsin has sent the following information:

"During recent inspection of my 140 it was noted that the tail wheel bracket assembly mounting was cracked about two inches. The years do take their toll! In shopping around for a replacement bracket--those found and inspected were also cracked--UNIVAIR was able to come up with a new bracket assembly. I replaced all the leaf springs also at this time. I do believe that in the best interest of safety a complete check of the 120/140 bracket assembly and leaf springs should be included in preflight."

Amen!

The newsletter would like to suggest attempting to get parts through Cessna. Yingling Cessna Parts in Wichita is a good start. It is surprising how many airframe parts Cessna still has in stock. Of course they do know the value of them, however! Also, it pays to pick up salvage parts wherever you can. TRADE-A-PLANE has some parts listed in nearly every issue.

Replacing a windshield can be an experience to say the least. Tom Teegarden assisted me in installing a new one in the 120. The rivets were drilled out of the lower combing and the holes enlarged to take a #6 pan head bolt. We felt that bucking rivets by hand would be nearly impossible because the holes in the interior strip were wallowed out during a previous installation. The windshield purchased was a Cessna part so that after cleaning the upper and side slots it fit perfectly. The windshield came with the felt edge liners so that all that was needed was some lead based glazier's caulking at the bottom strip. It's a two man job to bolt the outside attachment strip on, but not difficult. The procedure could be done in about four hours. The 85 degree temperature help considerably because the plastic was fairly flexible. The same procedure can be followed in installing "D" windows and skylights. Of course all work must be inspected by your friendly A & P.

Frank Rittersbacher of Kansas City, Mo. has been good enough to send us some notes from the June issue of The General Aviation Inspection Aids. One concerns Cessna 120, 140, and 140A lower doorpost modification. It states the following:

"There have been reports of cracks found in the lower doorpost near the wing strut attach point. These cracks are believed to be cause by operating from rough, unpaved surfaces. In some cases the cracks can also be the result of a previous ground loop accident.

"Cessna has developed a service kit to reinforce the doorpost area. The modification consists of a doubler which is recommended for installation during the repair following discovery of a crack. Details of the modification are described in Service Kit SK150-53, which was announced by Single Engine Service Letter No. SE78-7.

"It is recommended that the lower doorpost area be periodically checked for cracks, and if necessary, repaired in accordance with this Cessna Service Kit."

Also Frank sent several copies of Service Bulletin NO. 599 and an Airworthiness Directive concerning Bendix S-20, S-1200, and D-2000/D-2200 series Magnetos. The service bulletin provides an inspection procedure to detect wear of impulse coupling components and associated stop pins.

Garland Haskell, Allen, Texas has given us a copy of another A D regarding Bendix S4LN-20 and S4RN-20 magnetos. A copy below:

73-7-4 Bendix Electrical Components Division. Amdt. 39-1611 as amended by Amendment 39-1731. Applies to all Bendix Electrical Components Division of the Bendix Corp. (Bendix Scintilla) S4LN or S4RN, S6LN or S6RN and S8LN or S8RN magnetos with series numbers -20 through -26, -200 through -206, -600 through -604 and -1200 through -1227 except the following:

1. Magnetos identified with the Bendix Blue name plate (Bendix remanufactured magnetos) having serial No. 231001 or higher.

2. Magnetos identified with the Bendix Red name plate (new magnetos) having a serial number with the prefix "A" and No. 16058 or higher.

Compliance required as indicated after the effective date of this A.D. unless previously accomplished.

To prevent failure of these magnetos due to malfunction or failure of the ignition coil or rotating magnet, accomplish the following:

a. On magnetos having 1,800 or less hours in service since new or last overhaul on the

effective date of this A.D., accomplish paragraph "d" before accumulation of 2,000 hours in service.

b. On magnetos having more than 1,800 hours in service since new or last overhaul, accomplish paragraph "d" within the next 200 hours service after the effective date of this A.D.

c. Magnetos whose time in service since new or last overhaul is unknown will be assumed to have a total of 1,800 hours minimum and thus fall within the requirements of paragraph (b).

d. Identify magnetos per instructions contained in Bendix Electrical Components Division Service Bulletin No. 560, dated August 1972 or later. Magnetos having ignition coils as described in paragraph A, or rotating magnets as described in paragraph B or shown in figure 2 of Bendix Electrical Components Division's Service Bulletin No. 560, dated August 1972 or later, must have these components removed and replaced with servicable parts as listed in the applicable Bendix Electrical Components Division Service Parts List, numbered and dated as follows or subsequent:

| <i>Magneto model</i> | <i>Parts List Designation</i> | <i>Parts List Date</i> |
|---|-------------------------------|------------------------|
| S4LN-20 series (ignition coil no. 10-160886 or subsequent). | L-227-9 | December 1963 |
| S6LN-20 series (ignition coil no. 10-160886 or subsequent). | L-223-11 | October 1963 |
| S-200 series (ignition coil no. 10-160887 or subsequent). | L-528-3 | October 1963 |
| S-600 series (magnet rotor only). | L-552-3 | December 1964 |
| S-1200 series (ignition coil only) | L-608-3 | September 1971 |

e. Upon completion of paragraph d, identify each magneto as follows:

S-20, S-200, and S-600 series magnetos – Metal stamp .010 deep maximum the letter "A" 3/16 inches high, midway and centered between the timing plug boss and the curved surface at the rear of distributor housing.

S-1200 series magnetos – Metal stamp .010 deep maximum the letter "A" 3/16 inches

high, centered between the timing plug boss and data plate, adjacent to the magneto housing rib.

Amendment 39-1611 became effective April 2, 1973.

This amendment 39-1731 becomes effective October 11, 1973

You should check with your local AI regarding these bulletins and A DS. Should you wish a copy of the Service Bulletin #599 and the A D regarding the impulse coupling pins please send a self addressed stamped envelope. They are quite lengthy.

FOR SALE

Frank Rittersbacher says that he just inished an alternater installation on his 140A and now has a Delco model 1101890 20 amp generator, voltage regulator and noise filter for sale at \$75. He says the generator has 327 hours since overhaul and that it was working perfectly when removed in June.

Arrangements have been made by Frank Hancock for blue and white "T" shirts with "Cessna 120/140 Association" printed on them. He says the cost will be under \$5. Frank will let us know when they will be available.

Several members have asked about patches and decals. The patches are \$2.75 each or \$2.50 for two or more. The decals are a straight \$1. Your orders can be sent to the Box number or directly to Frank.

ANNUAL MEETING

Preliminary arrangements for the 1979 fly-in and meeting have been made for June 8 and 9. The location--Rough River State Park, Falls in the Rough, Kentucky, about 60 miles out of Louisville, Ky one the 245 degree radial. More information will be printed in later newsletters. Mark the date on your calender. The "Air Scoop" club can get 100 or more together at their fly-ins. Why can't we? This third year will be the time to do it!

SWAP COLUMN

We don't have any swap items this issue. Would it not be a good idea to make one issue out of just swap and sell items? If you agree, send your items in now so that we can get started.

WELCOME TO NEW MEMBERS

David Teegarden
1233 North Denver
Tulsa, OK 74106
140/N76407

Ken Dwight
12231 Perry Road
Houston, TX 77070
140/N2887N

Gary Carvalho
157 McKinley Ave
Kenmore, NY 14217
140/N2671N

Thomas W. Wolfe
1937 Utica Ave
Jeffersonville, Ind
47130 140/N2462N

Jimmie R. Ahlgren
13001-46 Cedar Ave So.
Apple Valley, Minn
55124 140AN9647A

Tom Wright
866 Taplin Dr.
Pickering, Ontario
Canada L1V1H3
140/C-FAXM

Please correct your list as follows:
Jerry Vaught, Marshall, Missouri 65340 and Robert L. Scott, Dover, N.H. 140/N2140N. Thanx.

FROM THE MEMBERS

Our request for help in setting Association Books in accordance with our charter has yeilded results. Jim Sprigg, Orlando, Florida has offered his services. Thanks very much Jim. You will be getting the info you need shortly.

Jerry Vaught of Marshall, Missouri sent in this report:
"Carol and I have just returned from the National Antique Airplane Association Fly-In at Blakesburg, Iowa. The weather was

beautiful this year, with some 400 antique and classic airplanes attending the week-long event. There were about 15 120/140s there. We met Bud Sutton and his wife early in the week. The Suttons are from Midwest City, Ok. Also we met Orville Spradling of Ft. Worth who flew in in member Mike Spradling's 140. Our 140 recieved the 'Best in Class' award and also 'Best owner restored airplane built between 1940 and 1950.'

"I did have sort of an unusual experience during the fly-in season. While at a fly-in at Clinton, Mo. another 140 arrived and as it taxied by I noticed his N number was consecutive with mine. I found that our serial numbers were consecutive also. Both ships were manufactured 5-22-46. I'm sure that after some 30 years this doesn't happen too often! We hope to make the Tahlequah Fly-In."

From Steve Roan, Lafayette, La.:

"My aircraft is used in relation to our oil field business. It's great in hauling small parts for our crewboats and moving personnel around. It's also been known to drop in behind an island in the Gulf of Mexico for a fish or two; or our duck camp in the marsh. But I think the greatest thing is to hear the FBO tell about all the people who drive down just to look at this 31 year old aircraft(that most think is brand new) and wonder how just an 85 can get off the water-but when they see myself, a passenger, 25 gallons of fuel, a hunting dog and supplies pop off the water right behind an 185 their questions stop."

Steve keeps his bird at New Iberia, La.

NEWSLETTER HELP

Do you have some items you would like to have in the newsletter? Do any of you northerners have interesting info about skis? Tom Norton our Pres has some numbers he worked out on his bird at various rpms and mps. This info might help us work out better performance. Whatever you have send along and we'll try to get it in print.

MAUIE TAIL-WHEEL

A reprint of an item sent in by Ray Vaira, Jr., Ash Flat, Ark. 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?

Mack Newsom says: "An FBO cleaned out and re-oiled the shimmy damper on my Maule Tailwheel, and it has worked fine since then.

'Nuff Said.