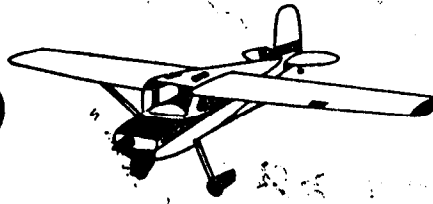


Cessna 120/140



Association

BOX 92

RICHARDSON, TEXAS 75080

ember, 1978

NEWSLETTER

Issue No. 14

HONORARY MEMBER

EDNA GARDNER WHITE: 24,844 hours in the air, owner of Aero Valley Airport at Roanoke, Texas, flight instructor, aerobatics instructor. Edna flies Cessna 120 N111J, pink and white, of course, bought it new in 1946. She says 120/140s are the most efficient machines going. For example: Edna and N111J won the 10th "All Women's Air Race" running her 90hp continental at 2600 rpm 200 feet above the beach averaging 126.2 mph from Miami to San Salvador; won the special Cessna award in the 9th Skylady Derby for the highest score in a Cessna Airplane in 1960; 1st place in 1961, Florida-Bahamas; International air race four times; Dallas Doll Derby four times; Skylady Derby five times; Fairview Fly Lady twice, plus many other races too numerous to relate here. Edna's 120 has washed out wings, lifted ailerons and horizontal stabilizer set for wide open cruise.

Edna has been flying since 1926 in just about everything ever built. She is a member of the OX5 Club, flew for Harry Pennington Chrome Cylinders, and for Electro Coating. Edna has flown her 120 to every airport in the U. S., Canada, and Central America. N111J swings a 71/54 prop and has been clocked at 142 mph over a 50-mile course both ways.

Stop at Aero Valley and see three walls of trophies and newsclippings and meet Edna. Don't accept her invitation to race, though!

INTERNATIONAL FLAVOR

New member, Wolfgang D. Schuele
D 7970 Leutkirch/Allg
Falkenweg 12
West Germany - writes the following:

"Today I accidentally saw your address in the 'Vintage Airplane', June '78 issue when I read the Calendar of Events. I did hear of the C 120/140 Assn. before but never I could find any address. I'd like to be in contact with more Cessna 120/140 enthusiasts, so I apply to you.

I am a 26 years old A & P mechanic-German-I hold a Private Pilot License with about 500 hrs. flying experience, most of them (400) in Cessna 140. My English is very poor, but I hope it'll do.

My own Cessna 140 (of which I am very proud) is a 1946 model. It is one of the four oldest of 13 Cessna 120/140/140A which are still in the German register. I have been to 11 foreign European countries with it and I'll probably never sell it. Next year I intend to fly it to North Africa and perhaps to Aisia Minor. First I intended to fly it to India but as I didn't find anyone to accompany me in another vintage airplane I postponed that flight.

I am always busy restoring my Cessna. When I bought it in July '75 it was in a very poor condition-but flyable. First I began to install several pounds of new AN-

bolts, nuts, etc., to replace the millimeter bolts that had been installed by previous owners in Germany. In a word I removed all the bugs I could find-I think I got all of them. After that I began to improve all the small things which I didn't consider to be really good. I did a lot of cosmetic restoration in and all around the plane. In my opinion it is still far from being excellent but in general people don't believe that the bird is 32 years old now. I hope it will look like new in 3-5 years.

Next year we'll try to get as many Cessna 120/140 as possible to one airfield for Fly-In and perhaps to found a European Cessna 120/140 Association. As there are only a few of C-120/140 flying in Europe, (for example: Denmark 2, Switzerland 5, Germany 13, Brittain)) we will perhaps invite Cessna 170 owners as well. If one of the members of your Assn. wants to visit us during a stay in Germany I'd like to meet him (or her) if he gives me a call before.

I'm looking forward to hear from you !!

*****HELP WANTED*****

A prospective new member W. B. Thomas of Corning, N. Y. is rebuilding a 140 and needs more fabric clips for the wings. He says he has been unsuccessful in locating any type S-43 clips originally used on the wings. Does anyone have info about these clips? Perhaps Yingling Cessna Parts in Wichita, Kansas, or Morey Airplane Co., Middleton, Wisconsin might help.

*****HELP OFFERED*****

From Ron Degnan: "In answer to Joe Combs' question in Newsletter #13, Cessna Service bukletin date 9-26-47 should help him and anyone else wondering about rigging. Struts are measured very accurately before installation rigging should be right. However, if not, adjust only the light wing by extending rear strut 1/2 turn at a time.

DATE: 9-26-47

S.L.N. -49

SUBJECT: Instructions - Wing Rigging

The dihedral and angle of incidence on the Cessna 120 and 140 wings are set up originally at the factory by the pre-determined position of the fuselage wing fittings and wing strut lengths which are set up in a jig. For information purposes, the dihedral on the wings is 1°, and the angle of incidence is 1° in relation to the thrust line. These small angles would be difficult to measure with a protractor, and therefore, the setting up of the struts is the best and simplest way to arrive at proper wing rigging. The length of the front strut from centerline to centerline of the bolt holes is 98 13/64". The rear length measured the same way is 109 13/16".

The wing can then be set in place with the strut installed, and any additional rigging required due to wing heaviness after test flight should be rigged out by lengthening the rear strut on the light wing one rotation at a time. In doing this, there is one caution; namely, double check the length of the thread engagement in the strut adjustment. This can be done by the use of the safety hole in the fitting made for that purpose. If a wire will not go through the hole, the thread length is satisfactory.

Also, under 7-31-47, a paragraph on Elevator Spar at Hinges. This is AD 47-43-5. This is the most overlooked AD on the 120/140. If there are any out there under SN 3780 that do not have the doublers under the elevator hinges, do not just check for cracks because you have them. Put the doublers in.

Scattered reports have been received of cracks in the elevator spar at the elevator hinges. These cracks appear underneath the elevator hinge and apparently start at the rivet holes. Beginning with Serial No. 13781, we are installing a double channel in back of the spar.

Inspection -

Elevator Spar

Hinges

At each one hundred hour check it is recommended that this point be visually checked. It is not necessary to remove the elevator.

Serial Nos.

00 -

780

If cracks are found, we recommend that a reinforcement channel such as is now used on production airplanes be installed. It can be inserted by drilling out the spot welds in the trailing edge of the elevator or by removing the elevator tip. The channel can then be installed in place using the hinge rivets through the spar and tying the flange of the channel into the top and bottom skin. Rivets can then be used to fasten the elevator trailing edge or cherry rivets to replace the elevator tip if it is removed. The channels are part no. 0434151 for the outboard ends and 0434152 for the inboard ends. The price of them is 15¢ each. *Nothing is 15¢ each!*

The best cure for a Maule shimmy is to replace it with a Scott or Lang. Especially the big Maule. The higher you set the tail of a 120/140 the longer the take off distance because of the lower angle of attack of the wing. Even with the small wheel the tail could be a bit lower.

If anyone knows at what SN Cessna started to use Part No. 0432160- channel stabilizer reinforcement in the horizontal stabilizer please write me." That's from Ron Egnan, Canfield, Ohio.

In case you wonder what Ron is talking about, check the leading edge of the horizontal stabilizer by squeezing with your hand about six inches from the fuselage. If you can deflect the metal readily you do not have the reinforcement Ron mentioned. Without it the stab will "oil-can" noticeably, and you may also notice that it appears dented. The denting is caused by excessive deflection of the stab either from over-stress or rough taxiing or mishandling. If the edge is rigid little "oil-canning" will be noticed and you probably have the reinforcement installed, either by the factory or rework in a shop. The channel can be installed by removing the stabilizer and its leading edge (careful because there is some spot welding there), installing the channel with cherry rivets (check with your IA) or by removing the rear stab spar and buck riveting.

Jerry Vaught sent in the drawing and instructions for a 140 headliner. We met at Okmulgee, Ok. at the AAA Fly-In. Great to meet Jerry and Carol and to see their 140- one that has taken all the honors at every Fly-In, and was #1 at Blakesburg. Inside and out it is the best 140 we've seen yet, and in original configuration, color, and upholstery.

Anyone needing more information feel free to call or write to Jerry Vaught, 516 N. Franklin, Marshall, Missouri, 65340, or 816-886-8217

Jerry also sez, "You might want to let our members know about the restaurant on the field at Marshall, Mo. It's smorgasbord style and open only on weekends...Friday, 5:30-8:30, Sat. 5:30-8:30, Sun. 11:30-2:30. The food is great and the variety is much. Marshall Airport is located on the Kansas City sectional, 80 miles east of Kansas City, county of 80/87 also. If any 120/140 members do fly-in be sure to call so we can visit with you."

FOR SALE

R. Door, R. Elevator, Cowl Grilles, Data Plate and papers for 140.
by Tom Teegarden, 505 Salem Drive, Richardson, Tx. 75080.

Many parts and pieces.

by Earl Zimerle, 727 E. N. 12th, Abilene, Tx. 79601
Joe Pleasant, 10814 Mt. Ida, San Antonio, Tx. 78213
Frank Hancock, 3941 W. Cross St., Anderson, Indiana 46011

WANTED

Aux Fuel Tank, R. W. White, 1245 Glen Ave., DeSoto, Tx 75115
Orig. Wheel Pants, Frank Hancock, 3941 W. Cross St., Anderson, Ind. 46011
Mack Newsom, 4237 Shannon Dr., Ft. Worth, Tx. 76116

SAFETY*

Tom Teegarden: Other type-clubs use space to detail the latest wipe-out by one of their members. Fortunately, we know of no such event other than one wing tip damage due to a classic propping accident. Everyone should know the correct hand prop procedure. In this incident, small portable wheel chocks did not hold on the concrete ramp. Minor structural damage, badly bent pride. (continued)

Since our last newsletter, two light aircraft got together on final at a Ft. Worth, Tx area uncontrolled airport. As far as we know, each had radios and neither had his to announce position on 122.8. Three were killed in this incident. May we suggest that you use your unicom at un-controlled fields to announce pattern entry, downwind, base, and final even though you have 20/20 vision and CAVU.

(Ed. Note: Don't attempt final until you have searched upwind. Straight-in and downwind approaches are a real hazard.)

Tom sez: Since it is felt in many circles that use of your radio at uncontrolled airports could possibly add to your longevity, and that of your fellow airman, we've done some research on what is now felt to be "better procedures". Studied were tips from AOPA, FCC, and FAA.

Use of your "N" number may not be descriptive enough and is now considered passé, and downright dangerous by some. Now considered proper form is, "Cessna 120 entering left down runway 16", or base, or final. You know from this what to look for, about what speed, and probably what size pattern to expect.

Monitoring 122.8 in a major population area on a nice VFR Sunday will show what you do or practice most of us use. Failure to give airport name: "Bugsmasher 4863 Delta entering downwind". This doesn't tell us a thing. Any particular airport in mind?

Do not expect the FBO to be a control tower on 122.8. When you are airport hopping within a 50-mile radius one might suspect wind conditions to be fairly constant. Precipitous call ups can be avoided by listening to what the traffic is saying at the airport you will visit.

Use of C.B. lingo is getting more prevalent and is inviting strict FCC control. Let's cut out the "Good Buddy", and "Come Back" type stuff.

Would you believe there are many who still don't know about left and right traffic? You can run the other traffic nuts by calling out that you're on left downwind when you're on right downwind. This sounds like first grade stuff, but we consistently run into people who don't know "Gee" from "How". (It's impractical to get out and throw a rock!)

122.8 or 122.9? It's still considered by most safety and flying agencies proper use 122.9 (in addition to air-to-air) for traffic in the pattern of an uncontrolled field not having unicom. Let's leave 122.9 fairly clear for this purpose. It's ok to sit air-to-air but don't hog the frequency with long-winded conversations.

Tom concludes these are all merely points to ponder and can in no way be considered "Gospel".

FLY-IN NEWS

We flew alongside with Tom and Beverly Teegarden to the annual Tulsa AAA/EAA Fly-In at Tahlequah, Ok. The weather was beautiful and encouraged a handsome turnout. There were some 250 antiques, classics and home built there, most of which seemed to be on final at the same time, or balloon busting, or making fly-bys, or flour bombing, or not landing. We stayed on the ground, not daring to take to the air in our flivver, because it was really an "uncontrolled field". (Ed. comment) About 20 120/140's came, a really fine collection. It was great to meet the Jerry Vaughns for the first time and the Rittersbachers from K.C. a gain. Gordon Gann from Ft. Worth was there-had a rough flight back, he said. Jerry Ackerman, Perry, Ok., Robin Passley, Wichita, Kansas, Stanley, Burns Flat, Ok., Max and June Ludwig, Ponca City, Ok., were there, also. I didn't get to meet all those who came, but next time we will be organized in one area. Next year we should try to get 100 members in!

Here's Jerry Vaught's headliner drawing:

Use old headlining as a pattern, measurements on this drawing should help. Also

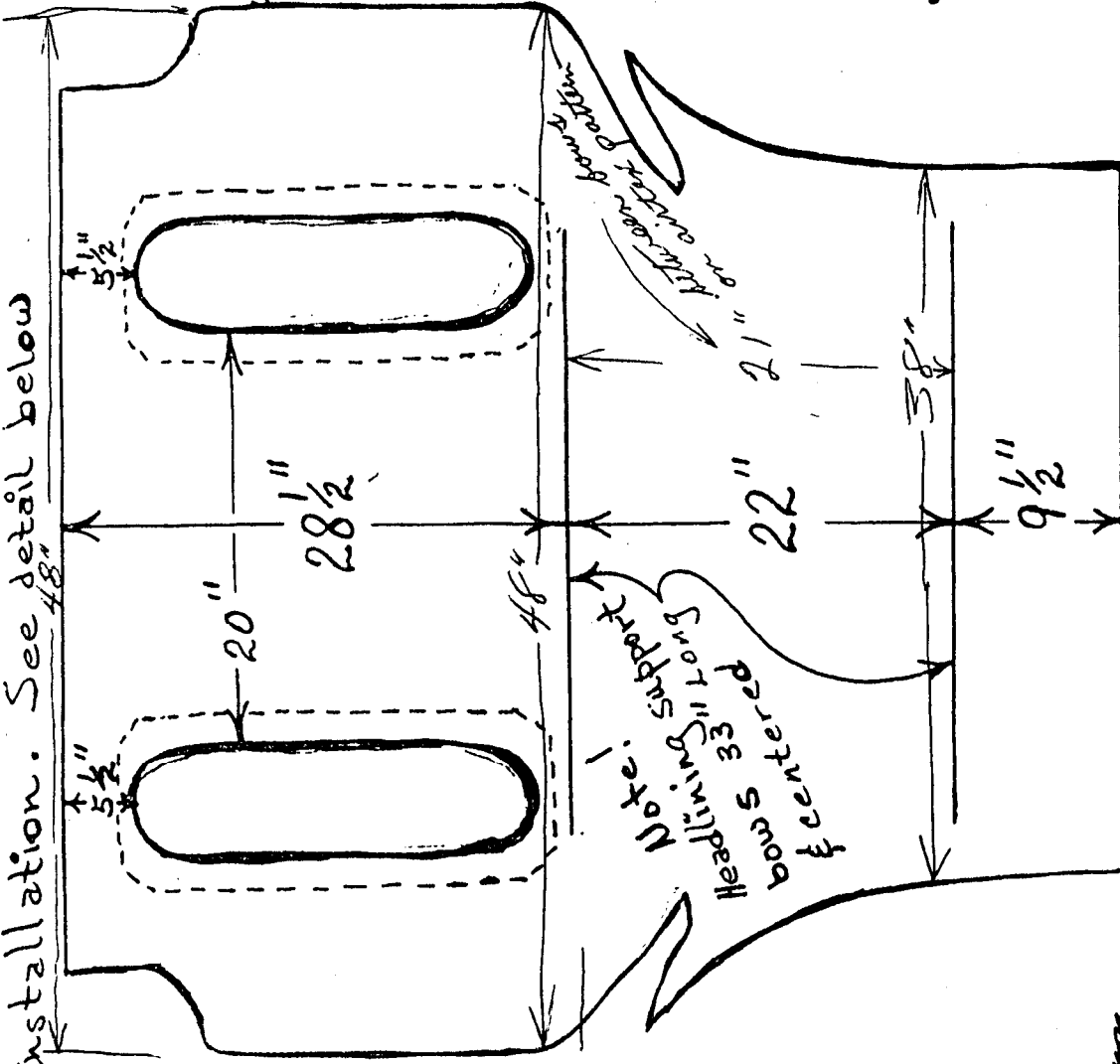
National Fabric Company Inc.

7 E. 19th St. K.C. Missouri 64108 Phone
has a good reproduction of (816)-421-5220
the original Cessna material.

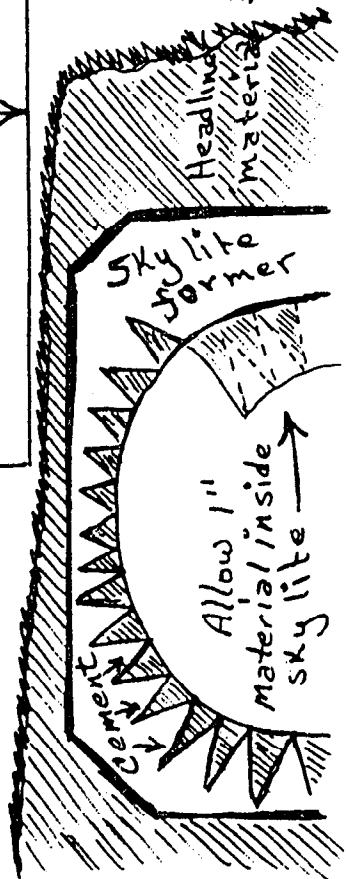
sky lite shaper which must be cemented to headliner

before installation. See detail below

If restoring back to original, take a sample to match weight & color most fabric companys call this material "Broadcloth Taupe"



Bow support material is 1 1/4" x 33" doubled and sewn onto headliner, polyester works well.



WELCOME TO NEW MEMBERS

Robin Passley, 4668 Laclede, Wichita, Ks. 67217, 120/76578
Adolph Brocato, #37 Madrid, Kenner, La. 70062

C. H. Schmid, 2018 Belmont Rd., Grand Forks, N. D., 58201, 140A/N5314C
Wolfgang D. Schuele, D 7970 Leutkirch/Allg.; Falkenweg 12; W. Germany

Respectfully, Glenn D. Usher, V.