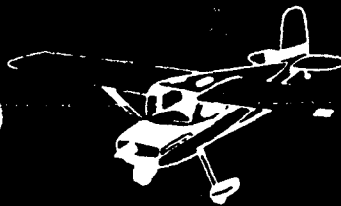


Cessna 120/140



Association

BOX 92
RICHARDSON, TEXAS 75080

NEWSLETTER

January, 1979

Issue 16

* * * FLY IN * * *

The plans for the June Fly-In are beginning to come together and Frank Hancock has sent the following information about reservations.

The official name of the park is: ROUGH RIVER DAM STATE RESORT PARK.
The location is: FALLS OF ROUGH, KENTUCKY 42408
Phone (502) 257-2311

Rough River is approximately 105 miles southwest of Louisville, and 70 miles north of Bowling Green, Kentucky.

VOR's are: MYS 108.2, 212 radial, 22 miles
OWB 108.6, 101 radial, 33 miles
EWO 110.8, 267 radial, 38 miles

Frank has made arrangements to have 30 rooms set aside for use. They will be held until May 15. The Park also will have some cottages if they are needed. A camping area is available if you want to tent out. The Park people say, however, that one cannot camp under the bird! The campsite rate is \$4.00 per night for up to six people -- not bad. The Lodge rooms are air conditioned with two double beds for \$17.25 single, \$25.50 double. The cottages are two bedrooms with living room, kitchen and bath, telephone, TV, air conditioned for \$36.50 with four people.

A deposit for one night's lodging is required to hold each reservation. It will be refunded if cancellation is received at the park one week before the beginning date of the reservation.

To make reservations by phone call Frankfort, Ky. (502) 223-2326. Try to make your reservation at least a week in advance, preferably by May 15th. Be sure to tell the reservationist that you are with the Cessna 120/140 Association, otherwise you may not get a room!

Remember the date for the big affair is June 15, 16, and 17. We hope to have an all-time high number of people in for this our third annual Fly-In. It promises to be a good time for all of us. Plan now to be there!

MEMBER BENEFITS

This is the first letter of the new year and it is a good time to review what the Cessna 120/140 Association is all about and to relate the various services and benefits available to you as a club member.

***NEWSLETTER - Not only do you get to read all these terrific articles and tips, you can even send in articles of your own and have ads put in for free! If you have a contribution, please send it to Box 92. We need material for future issues.

***AD'S and STC'S - We can make copies of these documents for you on request and we try to put some pertinent ones in the Newsletter from time to time.

***PAST NEWSLETTERS - We have copies to past Newsletters that are available on request.

***PATCHES - The patches are four inch cloth with our logo and can be washed. They are \$2.75 each and are available on request. With each new membership, we furnish a logo decal and a membership card.

***TEE SHIRTS - These are dark blue with our logo in white and come in S-M-L sizes and are \$4.75, postage included. Send to Frank Hancock, 3941 W. Cross Street, Anderson, Illinois 46011.

***PARTS INFORMATION - We try to pass on information we receive from members who have parts or know of parts that are available or need parts for their own birds.

***FLY-IN'S - We hold an annual fly-in at which we try to get all members together, and we encourage local, regional, picnic, brunch or any kind of get-together. There is much to be done with fly-ins. We need greater effort on the part of the membership to hold their own regional fly-ins.

***ASSOCIATION AIMS: PRESERVATION OF THE MODEL ** FURTHER ENJOYMENT OF FLY INS & AVIATION FELLOWSHIP *** EXCHANGE OF IDEAS ON MAINTENANCE, MODIFICATIONS AND PARTS AVAILABILITY *** PROVIDE INCENTIVE FOR RESTORATION OF APPROXIMATELY 1,500 CESSNA 120/140 AIRCRAFT TO FLYING STATUS *** PROVIDE INCENTIVE FOR PRIDE IN OWNERSHIP, ASSURING A CONTINUED INCREASED APPRECIATION IN VALUE.

It is our hope that we have been and can continue to perform to the satisfaction of the membership. Your comments and suggestions are encouraged.

* * * HEAT MUFFS * * *

Because winter flying is here for most of us, we are reviewing the information sent in by Bud Sutton some time back.

Exhaust systems should be checked at each pre-flight, or as often as practical, for signs of leaks or looseness. Leaks at the flanges can cause burning of grooves in the cylinders and require a cylinder change.

The heat mufflers are part and parcel of this system. Good practice and inspection requirements dictate that the heat mufflers be inspected. It stands to reason a massive failure of either muffler on a cold day could be hazardous to your health!

Our comment is that if you feel unusually comfortable and a bit heavy lidded on a nice bright cold day, be suspicious. Try some fresh air and check your exhaust system!

* * * FABRIC * * *

We have had a request for some written instruction for recovering the wings of a 140. Could someone provide this information?

* * * 140-A * * *

Norman Gagne of Swanton, Vt. has asked how many 140-A's were manufactured between 1949 and 1952 and how many are still flying.

According to the "Cessna Guidebook", volume I by Mayborn and Pickett, 525 models were built between 1949 and 1951. Production of the 140-A included s/n 15200 through 15724 and extended from May, 1949 through March, 1951. Of those produced, 124 had a C-85-12 and 401 had a C-90-12 engine.

How many are still flying would be difficult to know without going through the Civil Aircraft Registry. Perhaps some 140-A owner has this information and would pass it on.

* * * FOR SALE * * *

Steve Roan, 202 Buffalo Run, Maurice, La. 70555, has a set of EDO 1650 floats, new bumpers & quick pump-outs, very tight, complete rigging and struts, ready to bolt up, freshly annualled. Price - \$4000. Steve also has a set of blue prints for rigging a 120/140 for floats from EDO. Steve says his 120 is going back on wheels. Incidentally, Steve will throw in the seaplane prop and new oil cooler with the floats!

* * * CLIMBING DOG * * *

Victor Melnick writes that he has a metal prop (70/50) on a C85-12. His lowest cylinder is 74/80 with the rest at 78/80. His air speed indicator checks out at 115 at 2400 rpm. The ground speed is usually 106 to 109. Static run up is at 2175 rpm. But what a dog on climb-out. He says he has talked with others with the same engine and prop and they have a lot more climb.

It would appear from what Vic says that all's well with his engine. According to the OPERATION MANUAL, the standard prop is a 74/49 wood or 72/48 metal and that at a climb speed of 73 mph, the engine should turn 2250 to 2380 rpm. These rpm's will really tell you what your C-85 is doing. At the normal rate of climb at 0 degrees and sea level, you should get 740 fpm, and at 60 degrees, 640 fpm. With a 50 pitch you will no doubt get slightly less climb, but your cruising speed will be higher than a standard prop will get. These figures are based on an airplane and engine in good condition and average

piloting technique. Also, the airspeed is TIAS 81 mph, and a gross weight of 1450 is figured. These are the advertised book values of course and may vary as much as 10% due to engine, airframe, weight, turbulence, and prop condition. The effectiveness of the prop can be changed greatly by the amount of leading edge cleanup that has been over the years. If the blade is at its minimum width, you could get a high static rpm and less performance in climb.

* * * STC'S * * *

Does anyone know of any shop now actively engaged in metalizing 120/140 wings? Metco-Aire of California may be, but they will not answer our letters. We have found several in our list. SA2-31 is held by Clark Aircraft, Inc., 1704 E. Crockett St., Marshall, Texas 75607, SA2-50 by Air-Lines, Inc., Brown Airport, Tulsa, Oklahoma, SA2-428 by Hudson Aircraft Service, P.O. Box 913, Tallahassee, Florida, SA2-457 by Rome Flying Service, Russell Field, Rome, Georgia, SA54CE by B & W Aircraft Repair, Inc., St. Peters, Missouri, SA2-95 by Vincent Aeronautical, Rt. 1, Longview, Texas. There are several others but many are old STC's and the holders may not be in business.

Does anyone know of a Lycoming O-320-E2D installation in a 120 or 140? This 150 hp powerplant is standard issue on many Skyhawks and on the Cessna 150/150. It seems logical it would also work well in the 120/140 as well. However, our last visit to the GADO office indicated the 135 hp Lycoming (O-290-D2) is the most powerful for which there is an STC. The 150 hp engine only weighs three pounds more than the 135 hp engine. This additional weight seems a small price to pay for 15 more horsepower and 500 extra TBO hours. If anyone knows of such an installation, please let us know.

Here are some current recommended TBO's:

Continental: C-85--1800 hrs., C-90--1800 hrs., O-200A--1800 hrs.
Lycoming: O-235--2000 hrs., O-290-D2--1500 hrs.

We were asked about an STC for a leading edge landing light. We found the following: SA1-436 held by Skycraft Design, P.O. Box 67, West Trenton, N.J., SA38850 by W.F. Robison, Valley Air Service, P.O. Box 241, Lanett, Alabama 36863.

* * * AD NOTE * * *

AD NOTE 12-20-78, No. 78-26-09, amendment 39-3379 concerns 140-A's s/n 15200 through 15724. "To provide an alternate source of fuel tank venting, within the next 100 hours time-in-service after the effective date of this AD, accomplish the following:

- A. Install applicable vented fuel caps with related adapters and placards in accordance with Cessna Service Letter SE77-6, dated March 4, 1977, or later revisions.
- B. Any equivalent method of compliance with this AD must be approved by the chief, Engineering and Mfg. Branch, FAA, Central Region.

* * * NEEDS BIG PART * * *

Jim Ferguson has rebuilt and owned three 140's and right now he is trying to find a fuselage or at least a re-buildable one. Does anyone have information where one might be located which would be reasonably close to his home in Junction City, Kansas 66441. Jim's address is Route 1, Box 77.

* * * SAFETY RATING * * *

Tom Teegarden sez, "Your 120/140's safety rating is not as high as you might think. Princeton studied the NTSB accident data for eight years and ranked our aircraft along with 30 other SEL models with at least 500 flying in 1973. In stall, spin/mush accidents, our planes rated 17th out of 31. (The 182 rated the best, No.1, and the Swift was 31st). Most accidents occurred during VFR weather. Be certain that you know how your aircraft performs under marginal speed conditions. Don't become a statistic. PRIVATE PILOT (December) has a very detailed article on the Princeton study".

Incidentally, OWNER'S MANUAL's are still available from Cessna. You can order through your local dealer or direct from Wichita. It's interesting to note that of all the questions fielded through our office, at least one out of four can be answered through the manual. It wouldn't hurt us all to read it and re-read it. Of course your plane isn't legal without it.

* * * OPEN LETTER * * *

From Tom Teegarden

OPEN LETTER TO THE WEST COAST 120/140 CLUB

In the continuing spirit of complete cooperation of our two groups, we again touch base. As we both grow, elect new officers and hand off responsibilities to newer and younger (in seniority) members it may be wise to reiterate some of the early happenings.

In 1976, about four of us in North Texas did a lot of group traveling, comparing notes with other 120/140 owners and exchanging maintenance information. At each outing someone always said, "There ought to be a 120/140 association." After searching through about 13 aviation publications, no one could find any evidence of such an association.

Tired of saying "there oughta' be one", we started one. After our first fly-in, for which we had spent considerable funds to publicize nationally, Don Herman of the West Coast Club made contact. Don told us all about the West Coast Club and we commiserated about how much work it was to run one of these clubs, etc. Don suggested we take over the whole thing. We declined, as in addition to your having four times the membership at that time, your organization was proven and very successful. It was entirely too much work to be duplicated, but yours appeared to be a regional operation, practically limited for most members to the West Coast States. Therefore, it would be necessary for us to continue to try to get the rest of the country signed up and for us to gain experience to see if we could, to some degree, duplicate your success.

Never would have our association been started if we had known of the West Coast Club.

We gave Don copies of each of our newsletters and by mutual consent, published each other's information at times. We've always kept your group informed as to our every move -- to the extent of trying to cooperate on incorporation procedures. We sent a copy of our proposed incorporation by-laws to the West Coast Club for "approval and/or suggestions". Our cooperative intent perhaps was not clearly conveyed through changes of officers, for we learned at that time that you had just become incorporated.

Don gave us good meny making suggestions, assistance (source & design info) in ordering our patches, and your club activities have always inspired up.

Your newer members and officers will be happy to learn that through our national advertising, we attracted, and still do, several new applicants from California, Washington and Oregon. We have always thanked them, told them of your very fine and active club and suggested that they could be better served by you and forwarded their dues to you. On two or three occasions, the members were so eager to have all the information they joined both groups. We further advised all "Mountain States" applicants about your group and let them decide which direction they'd rather go.

Although our group has become successful and has international acceptance, we continue to avidly study your newsletters for possible passing-on of very important information to as many 120/140 owners as possible. We'll also offer reciprocity to any West Coat members moving into our area.

We wish to continue our happy relationship in all ways with an eye toward combined fly-ins, (Denver, Albuquerque?), one combined newsletter per year, combined effort on caps, emblems, tee shirts, glassware, etc., or anything you might suggest.

Your traveling to Kentucky for our June annual Fly-In will be a real time consuming effort but you can bet you will be warmly welcomed. Why not exchange our calendars of events so that our traveling membership will have the opportunity to take in a Fly-In in each other's areas.

Here's to your continued success in your efforts and to both associations in pursuing our common aims: Good fellowship, better knowledge, safety, upgrading of the breed, and to get the basket cases out of storage and into the air!

* * * GREATEST CRISIS * * *

This from EAA by Mailgram: The FAA has just announced its intention to create 80 new terminal radar service areas (TRSAS), 44 new group II TCAS and to lower the floor of positive control to 10,000 feet east of the Mississippi River (and most of California, from Mexico to San Francisco) and to 12,500 feet over the rest of the country. Worse, a transponder and encoding altimeter would be required to operate any aircraft in these areas after July of 1981. This wanton rape of our airspace is being justified by FAA in the name of "SAFETY" . . . and as a result of the recent San Diego mid-air.

EAA headquarters is vehemently condemning the proposals and will fight to the bitter end to see them eliminated.. contending that safety will not be enhanced, that massive amounts of tax money will be wasted and citizens will be unnecessarily and wrongly deprived of use of U.S. airspace.

A notice of proposed rule making (NPRM) has been issued by FAA as the first step in the implementation of these outrageous new rules. Each of us will have 60 days in which to legally register our disapproval. Beginning January 4, 1979, you must take action immediately. Headquarters is asking the President of each EAA chapter and Aircraft Type Club to mobilize its membership and stress the dire urgency of responding immediately to the NPRM, every pilot, mechanic, F. B. O., and aviation enthusiast must make themselves heard in Washington.

You, as a type club or association officer must understand and you must convey to your members and others that these FAA proposals will end forever VFR flying in the U.S. as we now know it.. if we sit back and allow them to go into effect. We cannot accept less than a written comment from every type club and association member and we must make every effort to influence as many others as possible to write.

The Cessna 120/140 Association strongly endorses the above statement. We urge each member to write and call those you know who will be affected by the NPRM, and that's everyone in aviation. The next issue will have the necessary information for letter writing.

The following is also from the EAA by way of SPORT AVIATION NEWS:

"The Federal Aviation Administration has proposed massive airspace restrictions in the name of safety and because of the crash at San Diego," Paul H. Poberezny, President of the Experimental Aircraft Association announced today. "There is absolutely nothing in this plan which would have prevented the San Diego collision had it all been operational at the time," he added. Poberezny's view is also shared by the presidents of the Airline Pilots Association, the Professional Air Traffic Controllers Organization and most leaders in the General and Sport Aviation community.

Poberezny also believes that "The FAA is creating a false sense of security for airline passengers by calling for greater reliance on electronic equipment and a traffic control system that has clearly proven defective as well as incapable of growth. The FAA's traffic control procedures failed in San Diego and again in Memphis".

The EAA relying on the expertise of pilots who use our airspace on a regular basis, rejects the FAA proposal because: 1) It will not eliminate the possibility of another San Diego crash, 2) It's simply another government expansion program that's going to become astronomically expensive and inflationary, 3) It will not eliminate the fundamental need for pilots to see and be seen, and 4) It will not provide an orderly flow of air traffic into and out of busy airports.

Though the FAA states it seeks to enhance safety with its plan, the EAA warns that in some ways it will actually increase danger.

"I travel extensively on the airlines on EAA business, and frankly the FAA's plan frightens me", says Poberezny. "They are not addressing the problem. They're going in the opposite direction. They are taking more airspace from the user unnecessarily. EAA is a strong proponent of aviation safety, but we are opposed to unnecessary restrictions when there are better methods of providing safety without retarding the growth of aviation".

As an efficient alternative, the EAA suggests a plan that truly would enhance safety, that would have prevented the San Diego collision, that would provide for an orderly flow of traffic and increase the pilot's ability to see what's ahead of him. Briefly stated, the EAA suggests that the FAA:

1. Restructure the present Terminal Control Areas to climb/descent corridors.
2. Create "Reliever" airports in major cities with full facilities for handling General Aviation and training flights.
3. Develop alternate facilities for General Aviation activities at hub airports.
4. Revise FAA certification standards to significantly increase airliner cockpit visibility.
5. Preserve the "see and be seen" concept.

The Air Traffic Control procedures in this country are complex and difficult to discuss in laymen's terms. However, they're not beyond some simple concepts for restructuring and in the name of safety, the EAA hopes it will be heard clearly in Washington.

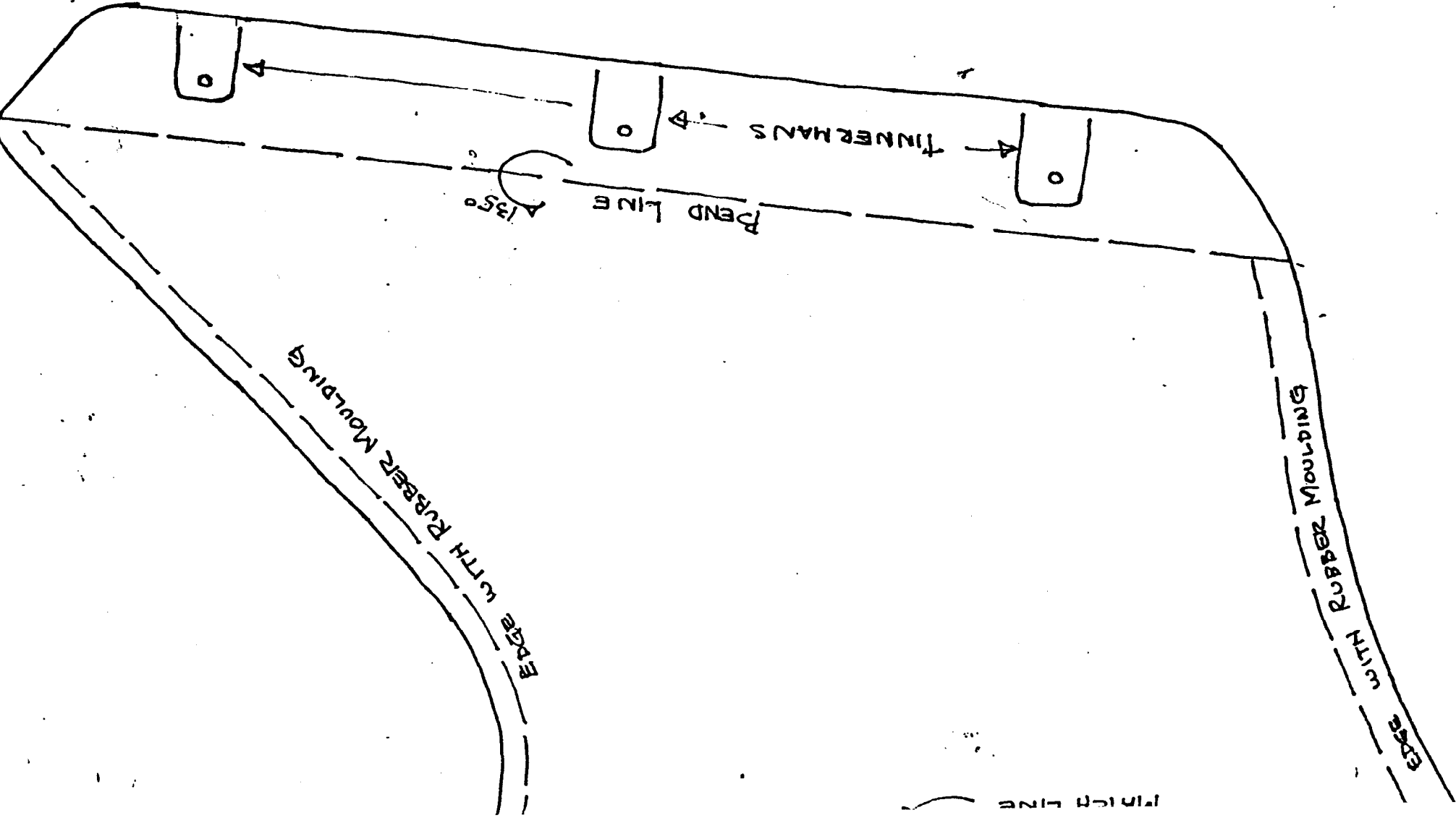
It is easy for us as 120/140 flyers to feel that the proposed restrictions planned by the FAA have little or no effect on our kind of flying. At present, a cross country trip of 500 or 1000 miles can be flown with little problem with controlled airspace. If, however, more controlled space becomes effective through the new rules proposed, we may all be in great difficulty with more expensive avionics and restrictive rules.

Because of the EAA's appeal, and in our own interest, the Association will prepare a letter to be directed as recommended by the EAA. The letter will be printed in the next issue. If anyone has suggestions or recommendations, please write or call Glenn Usher, to the Box number, or (214) 234-2064 after 6:00 p.m.

Talk with you all next issue.

MEMBERS!
Bring-Us-A-Member!

WOODS0010, 1A 10373. we sure do thank you Rawlin because we have had many requests for the pattern.



EDGE WITH 1/2" OR BLACK RUBBER MOULDING

No 6 P-K HOLES

No 6 P-K TO HOLE AT TIP OF STRUT. CHECK FOR ACCURACY.

HOLE FOR MOUNTING STRUT TIE-DOWN RING IF INSTALLED.

MATCH LINE

