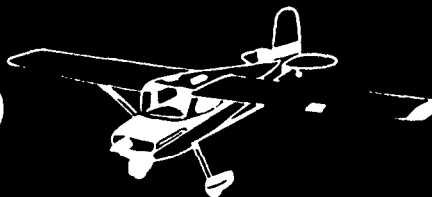


# Cessna 120/140



# Association

BOX 92

RICHARDSON, TEXAS 75080

## NEWSLETTER

February 1979

Issue 17

\* \* \* BIG MISTAKE \* \* \*

One of the hazards of being the "EDITOR" is the risk one takes when trying to get the facts straight. Well--the big fly-in is not on the dates given in the last news-letter! The big fly-in is to be held on June 8, 9, and 10 at Rough River State Park, Kentucky. By the way, bring your own tie-downs. Also, there is no fuel at the strip, but within a radius of 45 miles or so fuel is available at Owensburg and Bowling Green.

REMEMBER JUNE 8 - 9- 10 !

Dig out your last news-letter and study over the information that was given to us by the EAA. Add your own thoughts about the proposed rule making by the FAA. Grind your teeth and write a letter to your Congressman or Senator, or better yet, both! The addresses are:

Honorable(your Representative)  
House Office Building  
Washington D.C. 20515

Honorable (your Senator)  
Senate Office Building  
Washington D.C. 20410

After re-reading the information we presented and realizing how the proposed rules will personally effect each of us and the entire general aviation community write immediately. Do this without fail. We only have until March 5th to respond. Don't let your apathy allow this incredible action to be perpetrated!

Our letter will be sent as follows:

Dear Honorable...

The Cessna 120/140 Association, a Texas Corporation with two hundred flying members requests your attention to the FAA NOTICE OF PROPOSED RULE MAKING Docket Number 18605, Notice Number 78-19. The Association would like an explanation of the FAA proposal and evidence of how it could have prevented the San Diego crash, the sole purpose of the proposal.

The Cessna 120/140 Association is in opposition to the FAA proposal and supports the Experimental Aircraft Association's plan, one that truly will enhance safety and provide more sensible air traffic control.

Briefly, what is needed is high altitude holding space and climb/descent corridors. That is the only feasible concept which would allow the greatest control with available electronics and which would have prevented the San Diego crash. We support the EAA's request for the creation of reliever airports with complete electronic systems in large municipal areas as well as alternate general aviation facilities at hub airports.

We propose that FAA's proposals be rejected totally. The above ideas have been spelled out and requested by pilots from all areas of aviation. We are eager to know your reaction to the EAA's plan.

Sincerely,

Glenn D. Usher, V.P.  
Cessna 120/140 Association

We propose to write to the FAA also.

\* \* \* WELCOME NEW MEMBERS \* \* \*

William M. Jenkins  
Dept of Psychology  
Florida State University  
Tallahassee, Fla 32306  
140/1946 C-85-12 N72586

Carol Simpson & Doug Williams  
2055 Sterling Avenue  
Menlo Park, CA 94025  
415/854-1772  
140/1946 C-85 NC72284  
West Coast Cessna 120/140 Club

Res Bullinger  
914 Crest Drive  
Santa Rosa, CA 95404

Charlie Wilson  
567 Forrest Ave  
Fayetteville, GA 30214  
140A/N1122D

James L. Ferguson  
Rt 1, Box 77  
Junction City, Kansas 66441

Robert J. Cronin  
110 Washington Street  
Sherborn, MA 01770  
140/N76987

David R. Epp  
605 Elm Avenue  
Holland, PA 18966

Jack Arledge  
2603 E 8th Street  
Odessa, TX 79760  
140/1946 C-85 N72628

Carence R. Way  
7119 Dalewood Lane  
Dallas, TX 75214  
140/1946 C-85F N72919

Marvin J. Jedlicka  
1314 Ashland Avenue  
Beatrice, Nebraska 68310  
120/1948 C-85 N2111V

\* \* \* PARTS FOR SALE \* \* \*

Baggage shelf for a 140. Part No. 0411773. Nancy & David Wilson, 1289 W. North St., Galesburg, Ill 61401, phone 309/342-9939

Used exhaust shrouds, both sides, fairly good condition. Glenn Usher, 117 S. Bowser Road, #9, Richardson, TX 75081

From Jerry Vaught: "For someone who may be interested I ran across a good looking Cessna 120 that had a for sale sign in the window. Here's a brief description of the bird. 'Polished metal with original 120 striping, good glass and the wings have new covering.' All in all a real sound Cessna 120. The airplane is located at Noah's Ark airport which is on the Kansas City Sectional, half way between Kansas City and Levenworth, Kansas, right on the Missouri river. Frank Rittersbacher, 120/140 member, is based at this airport and perhaps would be able to give anyone interested more information.

\* \* \* PARTS WANTED \* \* \*

Marvin Jedlicka, 1314 Ashland Ave, Beatrice, Nebraska 68310 is looking for parts for his 1948 120. He needs the gear support assembly # 0411495 and #0411495-1. He also needs the two bulkheads that these supports attach to, #041109 and #0413420.

Ed Vopelak is in need of a pair of stacks for a "Hank Wilson" installation on his 1946 140. Ed's address is: 1105 Kellog, B-18, Janesville, WI 52545.

Jerry Vaught says he needs an early Cessna (1946) master switch-toggle type-part number 8822K5, new or used as long as it works. Address: 600 N. Franklin, Marshall, MO 65340

Wolfgang Schuele of West Germany says that he ordered S-43 fabric clips from: Aircraft Spruce and Specialty Co., Box 424, Fullerton, CA 92632, phone 714/870-7551.

\* \* \* WINTER FLYING \* \* \*

Jerry Vaught

I just got in from a 2hr 35min aerial photography flight in my 140. The pre-flight lasted almost as long as the actual flight if you count the time I spent shoveling snow away from the hangar door so I could get the 140 out! Right now (Jan 7) here in mid-Missouri we have 8 to 10 inches of the white stuff on the ground and the temp today is 11 degrees with 10 to 15 mph winds out of the west, right straight across the ice covered north-south runway. As you can see I must really have wanted to get the 140 in the air. Well, I did, and with a little extra care and warm-up time, a 33 year old Cessna 140 was the only aircraft flown off Marshall Munciple today!

Jerry's experience brings to mind some problems brought on by the cold air. Remember that it is not necessary to do a prolonged warm-up. If you have oil pressure in the green and the engine will give full power you are ready to go. It is not necessary to have the oil temp up. Even though the air is cold it will not sufficiently cool the rear cylinders and damage can occur. Also, the lower plugs tend to foul up when running at 800 or so rpm, causing you to think that you are having mag trouble. Remember also, that plugs can frost over if you miss on the first attempt at starting. For example, you get started, fire a couple-three licks and stop. When it's near zero, the plugs quickly frost up and you then cannot get started. Keep pumping the primer to keep from running down. It takes heat in the intake manifold to pull fuel. The asbestos cuffs that can be purchased for the intake tubes are very helpful. Also, carb heat can be rather tricky and needs some study. On very cold days, that is, 20 degrees or lower,

the air is very dry and carb ice generally is not a problem. If the humidity is high expect ice and do something quickly because the build-up can be rapid. The manual gives an excellent briefing. Remember, when the rpm starts to go down and you must keep adding throttle you have carb ice. Pull on full heat. The drop in rpm will startle you perhaps, and there will be some coughing as the ice melts and the water goes through the works. Leave full heat on until the rpm shows improvement. Push the heat off to check if you have regained your rpm. If so leave the heat off. If you continue to ice up adjust to the position that will keep the ice out and the engine running smoothly and keep going.

\* \* \* THE THREE C's \* \* \*  
Tom Teegarden

The FAA has a new bulletin out telling pilots what to do when in trouble. They spent a considerable amount of verbage telling us which part of the A.I.M. had the proper procedures and to refer to those particular paragraphs. Since most of us wouldn't have time to park the airplane on a cloud, pull out the A.I.M., read the procedure and continue on with our emergency, we'll give you the main parts:

1. CONFESS that you're in trouble.
2. COMMUNICATE with the nearest FSS, using the VOR frequency you are on, or the easiest one to find on the chart, or of course 121.5. Tell them concisely the nature of your problem.
3. CLIMB They suggest that since VHF radio works on a "line of sight" basis, your communications will have a better chance if you climb as high as practical with the given cloud situation.

They further suggest that we "CONFESS" early enough for help to be given. All too often the cry is something like this: "Help! I've got 5 minutes more fuel and I'm 15 minutes from the airport."

Your editor several years ago learned the advantage of a "DF" steer into Columbia Municipal, Missouri. It's not a bad idea to stop at the nearest Tower or FSS to find out how it's done. A "DF" steer can really make your day!

\* \* \* NERVOUS MOMENTS \* \* \*  
C. R. Fowler

I had an experience while flying in my 140 back in November that would like to share with you. I took off from the small grass field where I keep my little bird and was headed for an airport only 15 miles away to fill my tanks with 80 octane which they don't have at my field.

It was a beautiful day, cool and very smooth. I was flying pretty low at 800 AGL, which is not a very good idea but it was such a short trip I didn't want to spend the time climbing to the proper altitude. I was sitting back with my arms folded, just watching the scenery slip along beneath my wheels. I guess I was what you would call fat dumb and happy.

Without any warning whatever my engine sound ded like it was trying to run backwards, vibrating very badly and I thought it was going to quit completely. This happened just as I was crossing the only ridge between me and the airport. This ridge put me about 3 or 4 hundred feet AGL. I remember saying to myself aloud,

"Oh no, this can't be happening to me!", but it was. Then I guess all the drilling of emergency procedures that I had pounded into me during my student days came out automatically.

Without thinking I switched tanks immediately, but there was no improvement. Then I was convinced it must be carb ice, although I had never recalled an engine sounding like this because of ice. I pulled my carb heat very slowly expecting at any moment for the old jewel to smooth out and run, but again, nothing happened. I checked my primer to be sure it was locked. No problem there. I switched mags. No improvement. Now I was sure that when I switched to the other mag everything was going to be peachy, because as we all know, airplanes have two mags especially for times like these. When one goes bad you just switch to the good one and everything is always O.K. Right? Wrong! The old baby was still trying to ruin my whole day.

By this time my airspeed had gone from 105 to 80. I was within about 4 miles of the airport, and could see it clearly; that long beautiful ribbon of asphalt. But I <sup>wasn't</sup> sure that I could make it. I trimmed my little jewel back and was maintaining altitude of about 200 AGL. That 4 miles seemed like 40 and I was doing my best to sit very light in the seat. As I got closer I called the airport and told them that I was experiencing severe engine problems and that I was going to come straight in.

I was so pleased with myself for holding my altitude that it never occurred to me that I might overshoot that 5000 ft runway! There was no way I would have enough power to go around. I was very reluctant to throttle back because I was sure that when I did she would quit cold. I waited 'till I was sure I had it made and throttled back. It didn't quit, so I pulled down those massive flaps and made a normal landing on the first third of the runway.

The point is that you can take nothing for granted. When the engine was inspected they found that both mags had failed. Even more amazing, they had both failed in the same way. They were both trying to fire two cylinders at the same time!

The little jewel is supposed to be going again this week. I hope so, for I have really missed it. I bought it 3 years ago when it was only a fuselage and over a 2 year period I scrounged parts and spent almost all my spare time making an airplane out of it. It was well worth the effort.

I am looking forward to seeing all of you at Rough River this summer and will put some faces to all those names I have been seeing in the Newsletter.

(Editor's Note) H m m m ! Just not to confuse the issue, one should always fly with both mags ON. If one craps out you should have the other one to get you down at the first chance. Don't switch off a bad mag, keep both going. Very unusual to have both fail at the same time, BUT....!

SEE YOU NEXT NEWSLETTER!!

**MEMBERS!**  
**Bring-Us-A-Member!**