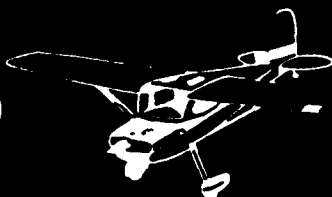


Cessna 120/140



Association

BOX 92

RICHARDSON, TEXAS 75080

NEWSLETTER

APRIL, 1979

ISSUE 19

* * * ROUGH RIVER * * *

It is getting close to the May 15 cut off date for reservations. Just in case you have misplaced the fly-in information here it is again.

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.

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 Hancock has made arrangements to have 30 rooms set aside for us. 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, 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 15. Be sure to tell the reservationist that you are with the Cessna 120/140 Association, otherwise you may not get a room!

Remember, the dates for the big affair is JUNE 8, 9, 10. We hope to have an all-time high number of people for this our third annual Fly-In and Corporation Meeting.

!!! PLAN TO BE THERE!!!

* * * RICE LAKE FLY-IN * * *

Rice Lake, Wisconsin (Arrowhead Airport)

Date: May 20, 1979

Breakfast being served by McDonalds (first Fly-In for a McDonalds). Hours

8:00 to 11:00 AM

80 and 100 octane fuel available.

Monitor 122.7, NDB 497, 340 degree radial off Eau Claire VOR, 38 DME
Runway 1138 MSL, 3700 ft

This is an invitation to all 120/140 pilots and crews that can make it.

HAPPY LANDINGS N3174N Dick Nelson

* * * TRY AGAIN FLY-IN * * *

Last weekend's fly-in was scrubbed--lousey weather you know. Lets try again.

Rain date: May 19 and 20 at the same place.

Where: Fly n Fish Lodge on Caddo Lake, Uncertain, Texas. Northeast of Longview, northwest of Shreveport, La on the Memphis sectional. Fly n Fish has a 4000 ft unlighted runway in amongst the pines, good and wide, hard surfaced. There is no fuel available closer than 20 miles. Bring your own tie-downs. Underwing camping is ok, and motel rooms are available if you need them. Make your reservations direct with the Lodge for Friday and Saturday night. Phone (214) 789 3300.

All Cessna 120/140 pilots, owners, guests, friends, and enthusiasts are welcome to enjoy the scenery, lots of hangar talk, peaceful setting, and the best fish in the southwest, if that's your bag.

Y'ALL COME!

* * * HOUSTON SPORTS AVIATION FLY-IN * * *

Location: Conroe, Texas, Montgomery County Airport

Date: May 18 thru 20

Friday, May 18 Registration, Fly-Bys, Hangar flying.

Saturday, May 19 Registration, Fly-Bys, Judging, Banquet

Sunday, May 20 "Dawn Patrol" 7:00 AM flight to Dry Creek airstrip (grass) for breakfast. All registered A/C eligible.

Cost: \$11.50. Early register \$10, pilot only.

Passenger register \$7.50 and \$6.00

Holiday Inn (713) 756-8941, Old Mill Inn (713) 756 7771. Camp grounds west of field.

* * * SUN & FUN * * *

Yvan Bougie

I would like to tell you all about a trip my wife and I took in our Cessna 120, CFMSE, s/n 12189. The trip took us to the Sun & Fun Fly-In at Lakeland, Florida, and to Miami.

The trip started in Valleyfield, Quebec on January 19, 78. After exhausting efforts to get the little Continental started--outside temp was -10 degrees F--we filed a flight plan with Montreal FSS for a short hop of 45 minutes to Burlington, VT where we cleared customs. Out next leg to Stewart, NY took 1:55 and we refueled with 100 octane--no 80! Because the lineboy was uncooperative it took an hour and a half to get airborne again. This time it was down the Hudson River in the New York TRSA and all the way to Atlantic City where we landed 1:30 later. Our transponder proved to be a must. Again in Atlantic City, no 80 octane! More 100. The line boy said they were expecting snow, a fact confirmed by the FSS so we headed out for Salisbury, MD. There we called it a day after 5:25 in the air. The next three days were spent looking from a motel room window; rain, freezing rain and 45 knot winds!

January 23 we finally broke ground, early, flying at 4500 MSL to Franklin, VA, via Norfolk, VA. Again our transponder did it's thing and 1:45 later we were refueling with 100! Our next leg took us to Florence, SC and an 1:45 cruise. The service at Air Florence was excellent and we were in the air in 20 minutes. We went on through lowering visibility to Savannah, GA and after refueling with 80 octane (at last) we called it a day with 6:10 logged. The people at Grumman Air Center were very helpful. They reserved a room for us but the cab fare round trip was \$21!! The next day 45 knot winds kept us on the ground so Barbara at Grumman Air Center arranged for us to take a tour of the Grumman Plant where the Gulgstream, Tiger, Cheetah, etc, are built. A grand tour. A phone call brought Barbara with the limosine to take us back to the Air center. We rented a car and spent the afternoon in downtown Savannah.

January 25, another early departure and 2:40 flying via Daytona and Orlando, we arrived at the Sun & Fun Fly-In at Lakeland. The Fly-In was supposed to start on Sunday but because planes like ours were stranded all over the country by lousy weather, things didn't pick up until Thursday! The atmosphere pepped up quickly for a grand finale but low visibility still prevailed on Saturday.

Sunday the 28th. A detour around the snakes and crocks in the everglades and 2:00 flying put us in Miami. We found the customer service at Opa Locka Airport just super. We visited relatives and enjoyed the sun and beaches for four days.

Our trip back was uneventful, thank you. Left Miami February 2, '79 and landed at Dorsal at 10:30 AM and cleared customs. In all we logged 32 hours. Our 120 served us well and we have total confidence in it. We enjoyed every minute of the trip!

* * * VISITOR * * *

Frank Hancock received the following letter from Wolfgang Schuele who has been visiting the States. The letter is edited somewhat.

Here I am in the U.S. for a few weeks to fly and to get some extra ratings.

If I have some time and enough money left I'll perhaps rent a small aircraft (a 140 I hope!) here after my training . . . and visit you as well as C. R. Fowler. I am eager to see your 120 as well as C. R.'s 140.

I sent a few applications for membership to 140 owners in Europe, and hope you get some response. We'll have the first European Cessna 120/140 Association fly-in on June 16 & 17 in Tannheim. (Southern Germany). I'll give one application for membership to every participating pilot. If any of the members of the Association happen to be in Europe at the time we'd like to see them, even without their planes. For further information write to me at my address in Germany. I hope to have aircraft from several countries at the fly-in.

I have a technical problem to solve. I'd like to install a removable auxiliary ferry tank in my 140. I'd appreciate receiving a detailed description of the tank and the installation if anyone has done one. The tank may even be on the right seat as I want it only for a few long distance flights to countries where fuel is very unreliable, such as Italy. Any help would be most welcome.

Ed: Lots of luck with your fly-in and the ferry tank, Wolfgang. Thanks for writing.

* * * HELP * * *

Billy James, 2300 W. Gambrell, #1, Ft. Worth, TX says he is putting his engine back in his 1946 120. Billy needs information on final assembly and break-in.

Probably the best information available is right in the Continental C-85 overhaul manual. Final assembly instructions, photos, and break-in tips are included. One must follow the manual faithfully, keeping in mind, cleanliness is critical. The manual, unlike many others, is very easy to follow, and no guesswork is required. I too did my own and was sorry when it was finished. (Ed)

* * * FOR SALE * * *

Gene Bohl, 102 8th N., Northwood, Iowa 50459 says he enjoys the news letter very much (thankyou). He says he's been flying 140's for 30 years and has a 1947 model he enjoys. He has the following 1947 140 parts for sale:

- 1 set of log books & data plate--1947
- 1 set of painted ailerons & flaps, good condition
- 1 painted rudder, has had some repair--good
- 1 left aileron, polished, some hail--very good
- 1 pair gear legs--good
- 1 spar for horizontal stabilizer--good
- 1 bottom half of cowl--good for paint
- 1 battery box--large size, aluminum
- 1 tail spring bracket--very good
- 2 original instruments, tan face. Tachometer & elec T & B --good
- 2 12 volt generators & regulators--recent overhaul
- Keyboard panel switches, some original knobs and cables.
- Full set of control cables, trim tab, rudder pedals
- 1 control wheel

Gene's phone is (507) 324 2314 Please call after 4 pm

* * * AD * * *

The Department of Transportation, FAA Aeronautical Center has sent out the following AD note:

...requires removal of Lithium Sulfur Dioxide (Li SO₂) batteries and ELT's powered by such batteries...and allows temporary operation of aircraft without required ELT's affected by this AD. The AD is prompted by reports of the above batteries exploding and venting violently which could result in loss of the aircraft.

Rather than copy the entire AD, check with your AI, that is if you have not received a copy from the FAA.

* * * ANOTHER AD * * *

79-08-03 CESSNA: Amemmdment 39-3428. Applies to the following models and serial numbered airplanes certified in all categories: Model Series: 120, 140
Serial Numbers: 8000 through 15075 and 15200 through 15724 (all of 'em)

Compliance: At the next appropriate inspection prescribed by Federal Aviation Regulation 91.169 following the effective date of this AD, unless previously accomplished.

To prevent an inflight electrical system failure, smoke in the cockpit, and/or fire in the wire bundle behind the instrument panel, accomplish the following:

- A) Disconnect the wire, at the ammeter or at the electrical system bus as applicable, that connects the bus to the cigar lighter receptacle. (The wire is connected to either the bus side or equipment side of a circuit breaker or to the ammeter.) Following the disconnection of this wire either:
- 1) Reconnect the wire to the electrical bus by using an existing or newly installed circuit protection device that is properly rated to protect the wire gauge used for this circuit, or
 - 2) Disconnect the wire from the lighter receptacle at the opposite end and remove it from the airplane, or
 - 3) Protect the wire by insulating its disconnected end, fold this wire end back against the wire bundle in which it is routed and secure it to that bundle.

NOTE: For those installations reconnected in accordance with paragraph A 1, the proper rated circuit protection device to be used may be determined by consulting FAA Advisory Circular 43.13-1A.

B) Any equivalent method of compliance with this AD must be approved by the Chief, Engineering and Manufacturing Branch, FAA, Central Region.

This Amendment becomes effective May 21, 1979. For further information, contact Earsa L. Tankesley, Aerospace Engineer, Engineering and Manufacturing Branch, FAA, Central Region, 601 East 12th Street, Kansas City, Missouri, 64106, phone (816) 374 3446.

And for all you non-smokers thanks for flying anyway!

* * * LEATHER! * * *

LEATHER AIRCRAFT PARTS? Yes, your bird may have been one of those early numbers having a leather washer in the starter to keep the oil from leaking around the starter clutch ("plunger"). Our local A-I expert showed us the difference in the aluminum starter housings. The very early ones had a flat surface on the inside and utilized a leather washer. Later models had a garlach oil seal. If your starter is leaking oil at this point, and it has the old style housing, you may wish to purchase the oil seal called for on the later models and have your local machine shop mill out the recess to receive the seal. This should be a \$10 to \$20 job. These parts are not shown in the Continental engine book, but are called out in the Delco Remy (starter) parts books. You may as well replace the shaft seal at the same time. Or--you can always go to your neighborhood harness maker and get a new leather washer!

* * * CONGERZMEN * * *

We have had responses to our letters regarding the NTSB proposed rule making. Both our Senator and Representative were very pleased to hear us speak out and allowed as how the issue in question should certainly be carefully reviewed before more government regulations are added. The Senator said he thought it is a darned shame to be treated this way! nuff said. P.S. We wrote again indicating to these gentlemen that they weren't getting the point and reiterated our statement, but no response this time. We'll have to wait and see what

* * * STC & GOOD IDEA * * *

From Ed Tilgner comes this welcome information:

With regard to strap-on tiedown rings, I had considerable trouble with the strap

slipping on the upper part of the strut until I installed the screw type hose clamps adjacent to the straps which eliminated the slippage. This may be of interest to anyone who may have this problem.

Regarding the STC held by McKenzie Flying Service in Eugene, Oregon, this is really a great modification for your airplane. However, I have dealt directly with them on this STC and was very disappointed in their performance. For example, there are no drawings for precisely where to install the air box for the carburetor. The heater muffers which are provided are of extremely poor quality and the left one may have to be modified to avoid rubbing against the cowling.

Also, if you are installing an O-235, have your mechanic determine if an oil cooler is really necessary. My modification cost me considerably more than I anticipated and required an FAA field approval before it was completed.

Due to lack of responsiveness on the part of McKenzie Flying Service, anyone considering this STC should be extremely cautious and perhaps talk to your local GADO inspectors about having the modification done and a GADO approval issued.

Thanks much Ed.

* * * INSULT * * *

Tower Chief
Addison Airport
Addison, Tx 75001

Dear Sir:

On Sunday October 9, a plane load of us was taxiing for take-off at Addison when a most unusual exchange took place between the tower and another aircraft.

A Cessna 120 had just landed (Ed in 77234!) and had apparently asked for re-sequencing after ending its landing roll. The tower cleared him to taxi behind other aircraft and then advised one of the aircraft thusly; "Watch for and 'old Cessna' taxiing opposite direction to get behind you," or words to that effect. "Old Cessna" is a direct quote!

Those of us who fly these venerable birds would suggest considerable descriptive rephrasing such as, "Be advised a stately conventional geared Cessna 120 is taxiing opposite direction." Other phrases we would suggest for your consideration are:

- Timeless Taildragger
- Antique Classic
- Unique, Two-Place Taildragger

But please, not "Old Cessna"!

Our best to the good old boys in the tower
Cordially, Ty Whorton, Member Cessna 120/140 Association.

(Ed Note) Ed's 120 was taxiing and waving at Ty riding with his buddy in a brand new Centurion! traitor! Many chukkels over this.