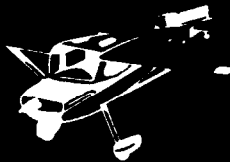


# Cessna 120/140



# Association

BOX 92  
RICHARDSON, TEXAS 75080

## NEWSLETTER

JUNE, 1979

ISSUE 20

\* \* \* A REMINDER \* \* \*

Just a reminder about the ROUGH RIVER, KENTUCKY meeting and fly-in. Once again here's the information, because it won't be long 'till the big day!

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

Frank Hancock made arrangements to have 30 rooms set aside for us. The park has 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!

To make reservations by phone call Frankfort, Ky (502) 223 2326. Be sure to tell them you will be with the 120/140 Association, otherwise they are full up!

Remember the dates; June 8, 9, 10.

Here's a schedule as sent in by Frank Hancock:

Friday--sign in, get acquainted, hangar falying in the hospitality cottage.

Saturday--Morning, flying events and FAA talk. Noon, eating and resting.

Afternoon, airplane judging and FAA chief mechanic speaking on what the owner-pilot can legally do to his own airplane. Evening, banquet if we have enough people, business meeting, election of officers and awards.

Sunday--On your own, breakfast or brunch with members, farewells and departures.

SEE YOU ALL THERE!!!

\* \* \* NEWS \* \* \*

Jerry Vaught, Marshall, Mo says they had "pretty good" weather for the Central Missouri Chapter of AAA free fly-in breakfast. They got in 43 airplanes ( a respectable turnout), three of with were 140's. Mr & Mrs Frank Rittersbacher flew in from Kansas City. The word is that the Vaught's and the Rittersbachers have marked their charts to Rough River!

Jerry would like to present Central Missouri Chapter Choice Trophies at the fly-in this year. This would be a great trophy to win, so clean 'em and shine 'em up!

Oh yes, Frank Hancock says he has had a special patch made up for each member attending but will need to have a registration fee of \$1.00 to cover the cost. Also, his son has made name plates for those who attend!

\* \* \* 120/140 TALK \* \* \*

We are sort of going out on a limb this time with some sage opinions, and estimates in response to questions from members. May get a lot of flak but here goes. Responses and comments are most welcome.

Wes Beery, a brand new member, asks about the mixture control on his Stromberg NA-S3A1 carburetor. The upper plate has small holes in it, four in number, that rotate over the lower plate with more holes in it. In order to adjust the mixture one must line up the holes to the desired position thereby leaning the air-fuel mixture. So far so good. The only problem is that when you are reaching for the mixture knob, the engine craps out because it knows what's coming! Unfortunately there is no good way that I know of of adjusting the plates so that they stay in place because of the lack of a spring clip control on the rod. According to the Owners Manual the mixture control should not be used below 5000 msl which allows most of us to get along very nicely. I don't believe an AD was ever put out, only a directive by Cessna. Wired shut is the correct position for me. Now, if you want to go to the trouble of installing a Marvel-Scheibler?

About the door catches--an easy fix is to buy the "Worlds Greatest Door Catch" as advertised in Trade-A-Plane. Or, one can always use regular cabinet door spring clips and install them. Not genuine airplane stuff but they work and look ok.

A suggestion for you Jerry on installing the crankshaft split seal. The twenty degree angle is still correct. Be sure the little spring is hooked and in place. You need a button hooked affair to get the old one out. After it is out and before you install the new one use some very fine emory paper, or crocus, and shine up the shaft where the seal fits. Quite often, if you have had the crankshaft polished, or otherwise worked on, the flange is dipped in aluminum paint to make it look nice. If dipped too far, the coarseness of the paint is enough to wear a new seal out in 4-5 hours! Also, you need something to put between your teeth and some ear-plugs for your wife--a real knuckle buster!

To Nelson Aviators the following;

The landing characteristics of a machine with or without wheel extensions are identical. It's the roll-out and breaking that may make some difference. The reason for the extensions was to move the c.g. back slightly when on the ground so that students could stand on the binders pretty heavily without dumping the bird on it's nose. The Goodyear brakes pretty much preclude this anyway, but evidently it was a problem so many machines used for flight training had them installed thereby avoiding that type of accident to a great extent. Out of the four 120/140's at our airport, my bird is the only one with extensions. I feel like a sissy.

There are adapters for wheel pants over the extensions but why bother. Put 'em on as is and go your way.

\* \* \* FUEL \* \* \*

Cliff Robertson, the actor-pilot, addressed the national news conference of the Aviation/Space Writers Association and said among other things that general av-

iation aircraft consume only 7½% of all the fuel used for aviation. The airliners--with less than 2500 planes--consume 69% of all the fuel, and military flying accounts for the remaining 23%! Also, he said that there are more than 200,000 general aviation aircraft flying in the U. S. today, 76% being used for business and commercial purposes. (Thought you might like to know that)

\* \* \* MORE TALK \* \* \*

About the change in gear angle that corrected the need for wheel extensions; the 140A was the first model with the canted gear box, I think. No doubt this later model gear box could be installed on a earlier bird, at considerable cost to be sure. Now, if you are thinking about installing Cleveland brakes, you might rethink all that's been said about extensions. The Cleveland brakes have a much larger braking surface and bear a ginger handling.

Original stncils are available from Cessna, stencils and not decals. The price with boggle your mind, so why not make your own with masking tape? About the original size of the rudder numbers--does anyone know? and also about the wing numbers? Again, you might write to Cessna in Wichita.

If you have stripped your own machine y ou know that the paint scheme, or layout is still visible on the aluminum. Most aircraft, until the 140A that is, were produced with only the stripe, top of cowl, and wings painted. The wings were always aluminum color. We are including the "Trim and Upholstery Combinations" which is all we have on file. I understand the paints are still available from Cessna.

In future news-letters we will continue to print AD's and STC's. We feel this is a better and less expensive method that printing packets and mailing them out. Of course if someone needs a particular item we will mail them out or put them in the news-letter, whichever is the quickest.

Does anyone have information about installing a shoulder harness in addition to the regular seat belt. There must be an STC on this but we don't have it.

\* \* \* OWNER ADVISORY \* \* \*

This from Cessna; Dear Cessna Owner; An improved means of attaching the engine and propeller controls, which utilize a ball bearing type rod end, is now being used on all production single engine aircraft.

The throttle, mixture, and propeller control cable ends are now being secured to the engine with a predrilled AN bolt, castellated nut and a cotter pin.

It is recommended that you have this improved control attachment made to your aircraft at the next 100 hour or annual inspection. (This came to me in the mail with my birds serial number and date of manufacture, so it applies to us)

\* \* \* FINAL SOLUTION \* \* \*

Gordon Gann says he has the final solution for Maul Tail Wheel Shimmy! He has sent us several copies of his redesign and machining recommendations for correcting the shimmy. The fix has to do with the shape of the key between the collar and caster arm and the fit of the oil impregnated bearing. Gordon estimates the

cost of the anit-shimmy work to be about \$20. If anyone would like a copy of Gordon's drawings and directions please let us know. Or, one could write or call Gordon at 109 Zuni Trail South, Fort Worth, Tx 76108, (817) 246-1380, week-ends only, or 2500 West Mount Houston Rd. , Lot #65, Houston, Tx 77038, (713) 447-8350, week nights.

Many thanks to Gordon for offering this information.

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

Stephen H. Bell, 165 Lincoln Ave, San Luis Obispo, Ca 93401, (805) 541-0142, has the following items for sale:

L.H. Elevator (new skin)	\$110 plus shipping
R.H. Landing Gear Support Box	\$ 85
C-90 Cylinder Assembly Complete (never used)	\$475
Narco Escort 110	\$300
Strobe light assembly(fuselage mount)	\$ 90

W. A. Dickenson, 2149 Beech St., Abilene, Tx 79601, (915) 672-8835:  
Cream Puff 140, N2181V, 1300 TT since new, 370 SMOH, Narco 110 Escort, Strobe light, landing lights, 800 x 6's, polished metal, perfectly balanced 71/54 prop, C-90 engine, RC clock, EGT, Head temp, in West Texas since new and always in the shed, no corrosion, no damage history, new 172 air filter; BEST BID OVER \$7450!

\* \* \* RAG WING BETTER? \* \* \*

W. A. Dickenson says there is no way he would give up his rag wings for metalized ones. He says they are lighter, smoother, give better climb and air speed. Metalized wings sun-buckle, pop and creak, he says. And==they are rough surfaced particularly in the hot sun, even factory wings do this, he says.

Rag wings tend to increase camber in climb and compress some at higher speeds allowing four to six mph increase in cruise, and up to fifty feet per minute better climb. And besides, they are original equipment. (Unless you have a 140A)

To those wanting to metalize and install leading edge landing lights Dick says it is easy to do. .020 2024T3 aluminum skin, some few common sense fillets on butt ends are about all that's needed. Initiate a form 337, get an AI to "super-  
vise" the work and inspect the method of skin attachment, rivet pattern and skin laps. The FAA will inspect at each stage like they do for homebuilts. Good workmanship must prevail in order to get by the FAA. An STC won't make up for ~~book~~ cranked rivets and sloppy work, Dick says. Any EAA member would have no trouble ruining a good 120/140 by putting a crackle-snap-pop covering where good old No 1 linen should go! He says he knows of several rebuilders who have gone back to ragwings. Dick says there is no way he would "tin can" his "classic".

One gets the feeling somehow that Dick does not like metalized wings!

A new member, John Van Nay has asked if purists require Grade A linen rather than Ceconite. I guess Dick could straighten him out on this ok.

Any comments?

## \* \* \* FLY-IN REPORT \* \* \*

The big fly-in at Caddo Lake was a smashing success. Too bad for those of you who couldn't make it. But Sutton won the award for having come the greatest distance, from Oklahoma City. The award was oil! Bud also won 1st prize for the most original 140--a beauty to behold. Again the prize was oil! Garland Haskell won a 120/140 Association patch for the most original rag wing. The Teegardens won first prize for the most people in one airplane! We were not able to hold flying contests because the strip is surrounded by tall pine trees, and the winds were very tricky. The hanger flying was great, georgous girls, many things being discussed and the food was even better! Many people were fishing with some great looking black bass being taken. A. L. Parker flew in from Vivian, La with his fancy constume and wig, and a neat little passenger, surprising every one. We did a brisk business in T shirts, patches and decals. All in all, a very enjoyable week-end. Again, toooo bad you couldn't make it!

## \* \* \* BOY FROM BRAZIL \* \* \*

"I'm a boy very interested in Aeronautic and Projects Spatial. I have been corresponding with the NASA, NAVY, AIR FORCE, and ARMY inclusively with other association. Counting with your collaboration, I ask if possible for magazines and Information about Cessna 120-140 Assoc.

"Waiting for your collaboration; Sincerely, Mr. Douglas Dias de Oliveria"  
 3 tome de souza avenue  
 07.000-Guarulhos  
 Sao Paulo, BRAZIL S.A.

We should collaborate with Douglas, don't you think?

## \* \* \* CALENDAR \* \* \*

June 15, 16, 17. Paul's Valley, Oklahoma. The special "Red Carpet" will be rolled out for all 120/140 Association members at the Greater Oklahoma City Antique Airplane Association Fly-In. Plenty of motels with pools and a great time for all. Bud Sutton, 2924 Moackingbird Lane, Midwest City, Oklahoma 73110, (504) 732 5919.

July 15 Elwood, Indiana. Cessna 120.140 Associaiton Fly-In.  
 Marion VOR 108.6, 208 degrees, 16 miles  
 Kokomo VOR 109.8, 150 degrees, 19 miles  
 Muncie VOR 113.7, 268 degrees, 19 miles  
 No rain date announced--just come on over!

July 20, 21, 22 Slater, Missouri Airport. All 120/140 Association members invited to the 8th Annual Central Missouri Airport. For details contact: Jerry Vaught, 516 W. Franklin, Marshall, Mo., 65340, (816) 886-8217

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

Dave Dooley  
 5505 Valmont Rd #21  
 Boulder, Colorado 80301

Richard Corwin  
 1618-8 N. Gatewood Rd., N.E.  
 Atlanta, GA 30329

David W. Stewart  
 Box 693  
 Rexburg, Idaho 83440

Russell J. Griffiths  
3712 Bramblecrest Dr  
Fort Wayne, Indiana 46815

Gene Swartzendruber  
Box 218  
Hesston, Kansas 67602

Stanley B. Dothard  
906 Ninth Ave N. E.  
Arab Alabama 35016

Phyllis J. Kramer  
2715 Fenton St.  
Denver, Colorado 80214

Bernard M. Funk  
11234 Cherry Hill Rd.  
Beltsville, Maryland 20705

Sam Hominick  
1111 Siringo Ct.  
Santa Fe, New Mexico 87501

John Van Noy  
P.O. Box 213  
Las Cruces, New Mexico 88001

Howard Wesley "Wes" Beery  
220 Boyce St.  
Urbana, Ohio 43078

Jim and Betty Merwin  
1227 Arthur Avenue  
Racine, Wisconsin 53405

\* \* \* LATE ENTRY \* \* \*

Tom Teegarden has for sale:

Right elevator--fair condition--\$50.00  
Right 140 door--fair condition--\$50.00

Proceeds to the Cessna 120/140 Association

Tom's numbers; 505 Salem Drive, Richardson, Tx 75080, (214) 234 5094

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

President: Tom Norton, Minnesota  
Secretary/Treasurer: Frank Hancock, Indiana  
Vice-Pres, Editor: Glenn Usher, Texas

# TRIM AND UPHOLSTERY COMBINATIONS

## NOTE

THIS CHART SHOWS ALL THE COMBINATIONS OF EXTERIOR AND INTERIOR FINISHES AND INTERIOR TRIM USED AT THE FACTORY ON MODELS 120 AND 140. IN ORDERING PAINTED PARTS, PAINT AND UPHOLSTERY, PROPER COLOR NAMES SHOULD BE SPECIFIED

BE SURE TO SPECIFY AIRPLANE SERIAL NUMBER ON ORDER

MODEL	YEAR	PAINT			UPHOLSTERY		
		EXTERIOR	INTERIOR TRIM	INTERIOR	SEATS	HEADLINING	CARPET
140	1946	CESSNA METALLIC GREEN	SILVER GREEN	CESSNA METALLIC GREEN	BARKWEAVE GREEN	#10723 BRIDGEPORT GREEN	GREEN
		SUMAC RED	SANTONE BEIGE	MALIBU BROWN	BARKWEAVE BROWN	#10723 BRIDGEPORT BROWN	BROWN
		CESSNA METALLIC GREEN	SILVER GREEN	CESSNA METALLIC GREEN	BARKWEAVE GREEN	#10723 BRIDGEPORT GREEN	BROWN
		CESSNA METALLIC GREEN	SILVER FRENCH GREY	STREAMLINE GREY	SHEFFIELD GREY	#1137 GREY	BROWN
		CESSNA METALLIC GREEN	SILVER FRENCH GREY	STREAMLINE GREY	SHEFFIELD GREY	#1137 GREY	GREY
		SUMAC RED	HOLLYWOOD TAN	NEWPORT TAN	SARATOGA TAN	#16906J TAN	BROWN
		SUMAC RED	HOLLYWOOD TAN	NEWPORT TAN	SARATOGA TAN	#16906J TAN	GREY
		SUMAC RED	HOLLYWOOD TAN	NEWPORT TAN	SARATOGA TAN	#1137 GREY	GREY
	1947	SUMAC RED	CESSNA GREY	CESSNA GREY	BARKWEAVE BROWN	#10733 BRIDGEPORT BROWN	BROWN
		CESSNA METALLIC GREEN	CESSNA GREY	CESSNA GREY	BARKWEAVE GREEN	#10723 BRIDGEPORT GREEN	GREEN
	1948	INSIGNIA RED	DARK INDIA	SILVER FRENCH GREY	BARKWEAVE BROWN	#10733 BRIDGEPORT BROWN	BROWN
		CESSNA METALLIC GREEN	CESSNA BLUE GREEN	SILVER FRENCH GREY	BARKWEAVE GREEN	#10723 BRIDGEPORT GREEN	GREEN
	120	1946	SUMAC RED	SUMAC RED	SUMAC RED	WOODTONE BROWN	
1947		SUMAC RED	CESSNA REDDISH BROWN	CESSNA REDDISH BROWN	REDOLITE GREY	GREY	
1948		SUMAC RED	CESSNA REDDISH BROWN	CESSNA REDDISH BROWN	REDOLITE GREY	GREY	

APPLICATION FOR MEMBERSHIP

CESSNA 120/140 ASSOCIATION  
Box 92 Richardson, TX 75080

Your Name: \_\_\_\_\_

Street or Box No. \_\_\_\_\_

City, State, Zip \_\_\_\_\_

I am a future owner \_\_\_\_\_; past owner \_\_\_\_\_; present owner \_\_\_\_\_  
If present owner, please give following information:

120 \_\_\_\_\_, 140 \_\_\_\_\_; N \_\_\_\_\_; Year \_\_\_\_\_; Engine \_\_\_\_\_;

Wings--fabric \_\_\_\_\_, metal \_\_\_\_\_; Finish--painted \_\_\_\_\_, polished aluminum \_\_\_\_\_.

Your prime interests in information swapping:

Maintenance \_\_\_\_\_, Engine Modifications \_\_\_\_\_, Wing Metalizing \_\_\_\_\_,

Spinner & Pant Mods. \_\_\_\_\_, Others (specify) \_\_\_\_\_

Annual Dues: \$10

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