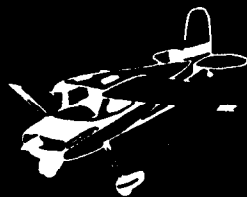


Cessna 120/140



Association

BOX 92

RICHARDSON, TEXAS 75080

NEWSLETTER

JULY 1979

ISSUE 22

* * * SOCKO FLY-IN * * *

Jim & Sandra Sprigg, FL, Charlie & Todd Wilson, GA, Jim & Betty Merwin, WI, Bob & Karen Nethercott, Ontario Canada, Bill Jenkins, FL, Paul Hedrick, KY, Jerry & Carol Vaught, MO, Dick Meyers, IN, Mr & Mrs Howard Graf, MO, Joe Schilling, AK, Mr & Mrs Tom Kelly, WI, Andy & Jane Holmes, CA, Dick & Pauline Milner, MN, Alan & Judy Fraenckel, NY, George Dowell, OH, Glenn Usher, TX, C. R. Fowler, KY, Robert Ping, KY, Richard, Phoebe, & Sharon Corwin, GA, Charlie Haynes & Buddy Moman, AL, Tex & Mitzi Harding, WA, Stan Dothard, AL, Gene Bohl, IA, Russ Griffith, IN, Tom & Jan Norton, MN, Frank Hancock, IN, 4-120's, 14-140's, 3-140A's in all. All these great people came to Rough River, Kentucky for our third annual bash!!

The weather all around was horrible - most everyone flew through the worst of the front with high winds cutting ground speeds drastically. Tom Norton averaged about 78 mph down and 67 back to Minnesota! Evidently, your editor was the only one who had fair winds from Texas, making 124. Friday morning brought heavy rain but it cleared off by noon and folks started coming in. Everyone enjoyed the accommodations and the food was great. Fortunately, the rain let up for Saturday afternoon so we could do our flying thing. A goodly crowd turned out to watch the festivities.

Bob Ping, Somerset, KY was the Norden Bombsight winner with a near bull's eye flour bombing run. The shortest take-off was performed by Howard Graf, Mexico, MO with his 135 LYC. The tail wheel revolves twice and he's off! I don't know, Howard. We were all put to shame in the spot landing by a student pilot, Todd Wilson, a ringer flown in by his Dad, Charlie. Dead stick--well, your pres Tom Norton started it all, but the winner was Ken Poley, Lebanon, Tennessee, with a near perfect touch-down. There were thirteen competitors, and it was close. We noticed that the flying was generally better than last year. Nice going!

The champion long distance flyers were Jim and Sandra Sprigg. Non members were disqualified for this competition.

The judging of the aircraft was done by our afternoon speaker from the Kentucky Bureau of Aeronautics. The best 120 was Bob Ping's, the best 140 was N72660, a non-member, or should I say an "un-member", who grabbed his trophy and blasted off!! Andy Holms from Fresno, CA won the best 140A. The most original 120 went to Jim Sprigg, and Tom Norton took the prize for the most modified 140A.

The AAA Central MO Chapter awards presented by Jerry Vaught went to Glenn Usher (ahem) 20, Gene Bohl, 140, and Charlie Wilson, the best 140A.

Jerry Vaught sent the following: " It's been a week now since the Rough River Fly-In and we are looking forward to the 4th annual 120/140 fly-in to be held at Wichita, KS, sometime in September or October, 1980. Let's all plan to make this one the biggest

congregations since they were built here in the late forties and early fifties.. Also, the planned tour through the Cessna plant will be an added treat for all and the proposed date should bring us cool, crystal clear weather.

"The weather was definitely a factor this year at Rough River. My statistics for the trip went like this: I logged 12 hours to the minute flying the 770 mile round trip from Marshall, MO. Normally a 7 hour trip, plus 30 minutes flying during the contests leaving 4½ hours extra flying time due to the elements. Sunday we met the cold front or it met us at Henderson, KY, 45 miles out of Rough River. It took it's time blowing through, several periods of rain and strong, gusty winds. The cooler air was most welcome, but 30kts headwinds right on the spinner made the remaining 340 miles slow-- about 75 mph slow. Howard Graf & Wife flew this last leg with Carol and I in their high powered 140. I suppose it was a comfort to know I wasn't the only one being tortured by rough air and strong headwinds!

"I hope all other 120/140 flyers made it home safely. It really was a treat to meet a group of flyers that all shared a common interest, the preservation of the Cessna 12/140/140A.

"Last but not least I'd like to express my appreciation for being elected VP of the Association. Let's all make the outfit grow during the coming year so that the 4th annual fly-in will be the biggest and best ever."

The elections went like this: Tom Norton was re-elected President, Jerry Vaught is our newly elected Vice President, Frank Hancock was re-elected to carry on as Secretary/Treasurer and Glenn Usher is to put out the newsletter for another year.

A new award this year--"Man of the Year". Tom Teegarden, our founder and guide and advisor, and short take-off ace, is now inducted as the 1977 "Man of the Year". The "Woman of the Year" should hereby go to Beverly Teegarden for her work putting the first membership list together, the bookkeeping, and enthusiastic support and host-essing at our fly-ins. Ray Johnson of Sulphur Springs, TX, "Man of the Year" for 1978 for his work at putting together our incorporation papers, seeing them through the Texas Department of State, and for gaining our tax exempt status with Texas and the IRS--no mean feat! Ray continues as our tax and legal advisor. Your news-ed was "Man of the Year". 'preciate it.

During our meeting we discussed next year's Wichita fly-in. Tom Norton read a letter received from Cessna telling us that they would be most happy to see their ramp filled with 120/140's after so many years. Cessna has not always been so congenial but we are happy for their invitation and will put on a good show for them. We know, for example, that some 7,000 machines were built plus over 500 140A's. We understand there are probably 3000 birds still registered and active. The Cessna 120/140 Assn has 228 members and the West Coast Cessna 120/140 Club has around 300. Where are all the rest? Would it not be a practical goal for us to grow to 500 this year? We have grown at about five per month, but then we are losing some each month. We lose through sales of birds and don't gain a member back, lack of interest, failure to have enough activities, not knowing where other members are, etc.

We have put out our second membership list by State hoping that this will let you all regionalize fly-ins. We also discussed asking for volunteers for chapter directors, a person who would take the time to plan a fly-in, breakfasts, hangar flying sessions what have you. Therefore:

Jim Sprigg, our volunteer accountant has stated that he is interested in serving as "Director for the State of Florida" in behalf of the Association.

Jim & Betty Merwin some time ago offered to serve for the State of Wisconsin.

We will be working on the procedures to be used so that we can all benefit.

* * * CONTEST * * *

We have in hand a \$25 gift certificate from Air Tex for the individual bringing us the most members during the months of August and September. If you corral a member ask him or her to put your name on the bottom of the application so we can keep tally. Good luck!

* * * NEW NAME? * * *

Tom Norton brought up for discussion the idea of reorganizing under a new banner, "The International Cessna 120/140 Association". As you know we have members in Canada, West Germany, Denmark, and Brazil. We have members in California, Idaho, Utah, areas that probably belong in the West Coast 120/140 Club. The West Coast Club has members in our area as well.

Perhaps it is time to broach the subject of combining into one "International 120/140 Association". It should be understood that they are incorporated as are we, so that some common ground must be sought in order to avoid a big hassle. The sole purpose of combining must be to enhance service to the membership. It may well be that the proper thing is to leave things as they are, the two outfits working harder to cooperate with memberships, newsletters, parts information, calendars, and the like. We need to avoid bad humors.

So--MEMBERS--what are your thoughts? We need advise! We need cards and letters at least with a yes or no, better yet your suggestions.

* * * PRIZES * * *

Door prizes galore were handed out at the meeting. We won't take the space to list all the sponsors but urge the winners to write their "Thankyou Notes".

EGT kit--George Dowell, Leather flying gloves--Andy Holms, 120/140 T shirt--Tom Norton, 120/140 Decals--Frank Hancock, Miniature wood prop--Charles Haynes, 120/140 T shirt--Jim Merwin, 120/140 Mirrors--Bill Jenkins and Dick Meyers, Pilot Brief case--Tom Kelly, 120/140 Patch set--Jim Sprigg, 120/ 120/140 Mirror--Jerry Vaught, \$25 Gift Certificate--Charlie Wilson.

* * * WHERE ARE YOU? * * *

Hunt Dowse and Richard Pettyjohn--we have conflicting addresses for you guys. How about sending us the correct one so we can save stamps and printing?

* * * WANTED * * *

Sam Hominick, 1111 Siringo Ct, Santa Fe, NM 87501 wants to know if anyone knows of a new or used set of original metal wheel pants, at a discounted price of course. Sam says he will pay top dollar for a good used set. Sam's phone 505 471 0660, 505 471 5449.

Goodyear brake parts needed. For serial #8001-9174, part #9520298, brake assembly complete, or part #95-2593 Brake Cylinder Housing. New or used as long as brake cylinder housing is good. Contact Jerry Vaught, 516 N. Franklin, Marshall, MO 65340.

(Ed's note) Unless the casting is shot at the puck hole, the cylinder can be bored out, and oversized piston and head turned and you are back in business. It cost us about \$50. Castings were \$126, less head and piston seven years ago!

Larry Wilde, P.O. Box 74200, Fairbanks, Alaska 99707, is looking for a complete cowling, top, bottom, and nose bowl, that is. He has scoured the countryside. (Ed's note) Univair, Denver or Cessna, Wichita may help. Cessna had two at last count. \$\$\$\$

* * * FOR SALE * * *

A 1946 140, ragwing, s/n 9477, clear title. C-85-12, 150 hrs SMOH, good compression, standard crankshaft. Red nose, aluminum fuselage, white wings, upholster 3/4 finished. Two radios, (evidently a "Superhomer" and a Bendix Comm 360); good battery. Two week old annual, all AD's complied with. Fabric is stits, gear has wheel extensions. Ready to go for \$5500. Call R.E. Miller, Rt 3, Box 789, Broken Arrow, OK 74012.

* * * FROM DENMARK * * *

From Elihardt Kokholm; "Thanks for your interesting newsletters. I read them with great interest. Last week I attended an old timer meeting here, the annual KZ and "Old Timer" club I have joined. They came from England, France, The Netherlands, Belgium, Germany, Sweden, and Italy, most of them old timer planes which means over 25 years vintage. The oldest was 1934 and still going strong. There was one 120 and eight 140's from Germany, Sweden, Switzerland, and Norway. More than 500 people were partying in a hangar, eating and dancing--real hangar flying.

"I saw a 140 with the wheels placed about ½ ft ahead of the gear leg. I suppose this gives the 140 more stability on the ground. Would I be able to purchase the extensions, and about how much would they cost.? Many nice flights to you all".

Eli, please refer to news-letter #20 in which we discussed the purpose of wheel extensions. They are not necessary, if you want them they are not too expensive. Please advise if you have not received #20.

* * * CALENDAR * * *

July 28 to August 4. The world's largest annual aviation event--OSHKOSH--b'gosh! We talked with prez Tom Norton the other evening--he's got a big tent and lots of plans and he has arranged for all 120/140's to park together. He needs wingwalkers and parking volunteers, so if you arrive early, first thing look up Tom or Frank Hancock. Let's have a good turnout. Meet the Prez, Vice Prez, and Sec/Trez.

August 26 (raindate Sept 2) Danville, IL, 2nd annual Air Show hosted by EAA Chapter 622 at Vermilion County Airport. Fly-bys, military display, parajumping, aeros and all kinds of trophies. Food on the field, Motels available. Contact John R. Fulton, RR #2, Box 99, Covington, IL 47932, (317) 793-4028.

October 12, 13, 14. Tahlequah, OK. Sponsored by the Tulsa AAA-EAA-IAC Chapter 10. their 22nd annual Fly-In. The "regulars" will be there, what about you "irregulars"? Crank up that bird and head for Tahlequah!

* * * HORSESHOE BEND * * *

A fine turnout for a great time. A very relaxing couple of days sitting under the spreading shade trees and hangar flying. Bud Sutton, OK, made it again as did the other regular, Earl Zimmerle from Abilene, TX. Jack Smith, Euless, TX, Bonner Markham, Amarillo, TX, Tony Stephenson, Weatherford, TX, Dorchen Forman, Lake Dallas, TX, Tom & Beverly Teegarden, and Glenn Usher, Richardson, TX all showed up.

The festivities were co-hosted by Sandy and Patty Sanders, and Gordon Gann. They had a picnic table set in the shade, trophies arranged, and a great breakfast cook-out. Hotcakes, bacon, sausage, wow--could hardly get off the ground!

And the winners were: Bonner Markham, 1st distance, 1st flour bombing; 2nd best bird, 2nd spot landing, Gordon Gann, 1st spot landing, 2nd short field take-off; Tom Teegarden, 1st short field take-off; Bud Sutton, 2nd distance; Jack Smith, 1st bird,

2nd flour bombing; Earl Zimmerle, 1st for protecting us all from the white tail deer by salvoing both bombs in the woods thereby scaring the critters off.

* * * THANKS * * *

Greg Winston, our honorary member writes: "Thank you very much for issuing me an honorary membership. I am happy to be a member of the Association and I am sure I will learn a lot. Jerry Turgin has invited me to a 140 fly-in at the Brookhaven Airport on Long Island on June 24, which I plan to attend. I have just received my second newsletter which I've enjoyed very much."

* * * MIXTURE CONTROL * * *

Adrian Schoenmaker asks about fuel mixture on his Stromberg carburetor. We covered this a couple of issues back, but will repeat; the best position for the mixture lever is to be wired off so that it cannot be used. The discs are difficult to line up properly and more difficult to hold in the correct position. The "Owner's Manual" states that leaning should not be done below 5060 MSL at any rate. Incidentally, in attempting to save fuel by leaning by ear, which is what one must do unless one has a manifold pressure gauge coupled with an EGT monitor, you can easily burn valves, seats, and perhaps cause detonation. If perchance you are using 100 LL the problem is compounded. 100 LL can cause corrosion of the valve stem just below the tulip, and the hotter the gases the more corrosion. Continued overheating by improper leaning or prolonged use of 100 LL can cause a swallowed valve or part of one. If you are lucky enough that the piston top doesn't break you might save your engine. Don't be too proud of 4.8 gph, just to save on fuel. It may not be worth it. Tom Norton has some very interesting figures on his own bird that illustrate the argument. We'll try to get them in the news.

Best thing if you must lean is to install a Marvel Shebler carb and the gauges needed.

* * * HELP WANTED * * *

Gary Schultz, 629 3rd Ave So, South St. Paul, MN says; " I am a member of the Association. My 1946 ragwing 140 is up for sale after pulling the C-85-12F apart and finding the crankshaft is worn to the limit and the case halves fretted so that they need resurfacing. If I can't sell the airplane as is, (with engine apart) I will need a servicable crankshaft and repairs to the case halves--all this for a reasonable amount of money.

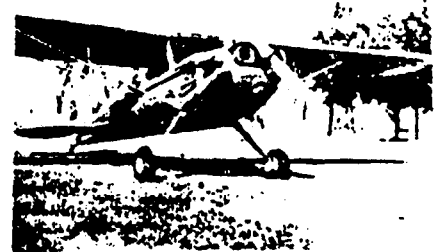
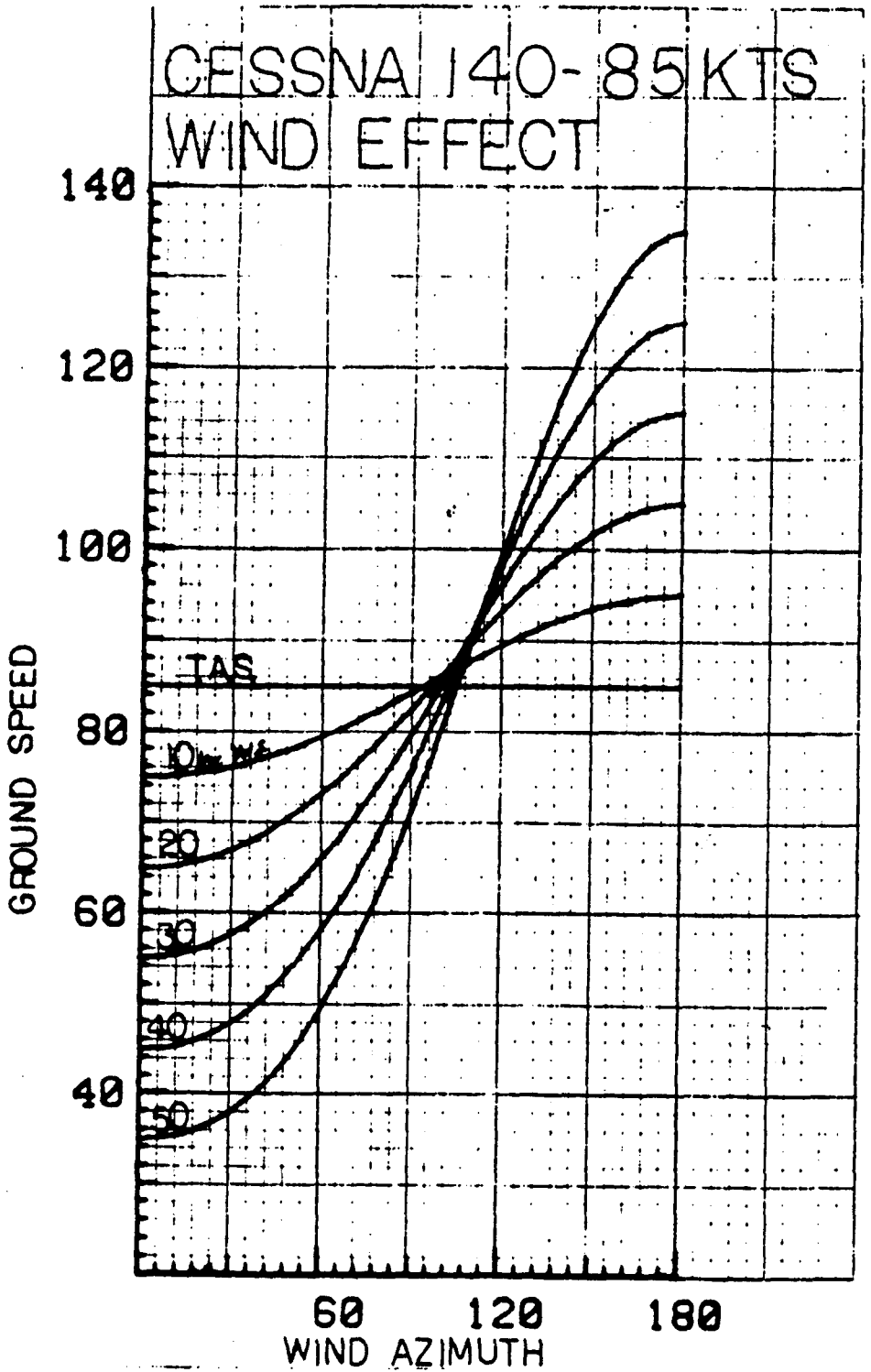
"Is there an STC for an O-200 engine and if so, who holds it? I called the local GADO and they didn't list an STC. I know, however, some 140's have O-200's. If I can legally upgrade I would like to keep the bird."

(Ed note) Gary, the only STC we can find in our papers is as follows: 140A; T.O. 5A2, STC No. SA547EA, installation of Continental O-200A engine and McCauley...can't read...propellor, held by John T. Lucas and M. David Emmett, RD #2, Emporium, PA, 15834. You might drop them a line. Don't know if they are still there.

Some suggestions about the C-85. There are crankshafts available. Keep an eye on Trade-A-Plane. Check El Reno, OK for Gibson Aviation (405) 262 4880. Nothing wrong with a 10 under shaft. Also, there are lots of shops that can mill the crankcase and line bore the cam and crankbosses. Look around for a old 65 horse, same crankshaft you know. We bought an old A-65 on condition that the shaft was servicable--turned out to be within new tolerances! Keep that bird flying!

* * * WIND * * *

Bill Jenkins, Ozark, Alabama loaned for printing a neat "Cessna 140 85kt Wind Effect" graph. He worked it out on the computer. Bill says; "The use of the graph should be self evident after a moment of study. I thought, however, that I would write a brief description anyway. To obtain the ground speed you need three pieces of information; 1-airspeed, 2-wind speed, 3-wind angle. The graph is set up for an airspeed of 85 kts, (98mph). To obtain ground speed find the appropriate wind angle along the bottom coordinate, follow the line up un til it intersects with the appropriate windspeed "line". (There are five of them in 10 kt increments). Then follow the intersect point over to the left side of the graph and read the ground speed in knots. That's it!



Right on the nose of the new CESSNA

THERE she stands, ready for the take off, the smart new Cessna 140 with shiny metal fuselage and new type landing gear. And right on the nose, giving more "pull" to every horsepower, is a Sensenich propeller. Very likely your post-war personal plane—no matter what its make—will be Sensenich-equipped. For among those who design aircraft as well as those who fly them, no other propeller is chosen so often by so many.

Prompt repair service (all makes) now available at Sensenich's PROP. SHOP

Standard of Performance



SENSENIC BROTHERS

LANCASTER, PA.

GLENDALE, CALIF.

()

* * * ENUFF RUNWAY? * * *

Now that the "Dog Days" are upon us don't let your bird act like a dog! Most airports have a Koch Chart around someplace. With it and your rusty computer you can "figger" the density altitude and how much runway you need to get off the runway and over that 50 ft obstacle. As an experiment, place a thermometer on the surface of a paved runway, then on a grass runway, then check the air about spinner height. Average 'em and you will know what your engine is trying to do as it gasps along. The wings of course, are in slightly cooler air but who can tell? When it's 90 to 100 degrees the length of runway required to get airborne can be a bit spooky, particularly at gross weight. Take nothing for-granted. If you are used to taking off from an intersection, don't! Leave nothing behind you. Happy Takeoffs! If you watch your "float" and approach speeds you should have happy landings too.

* * * HOT AIR * * *

Tire pressure-16 psi--is correct. The toughest thing on your tires is not the impact of hardlandings, but rapid heat buildup from long ground runs, particularly when under-inflated. Aircraft tires are designed to flex more than car tires, about twice as much. This flexing causes stresses and friction inside the tire as well as at ground contact. High internal temps can damage the body of the tire. Underinflation is the worst of the tire killers. Keep a close eye on the old skins. Check the tread and sidewalls for cracking. Just standing there in the hot sun is tough on 'em.

* * * MORE HOT AIR * * *

Read your "Owners Manual" for hot weather operation. The best rate of climb at full throttle is 73mph, but it is better to keep the nose down and go out at 80 to 90mph, keeping more air flowing over the jugs. Try to avoid long climbs at full throttle to the point where the oil temp runs to red-line. After you level off the heat will continue to build for some time before backing off. If there are cumulus clouds along the route you can trade off engine power for the lift under them. Sail plane it a bit. Once you get to altitude you can make another trade-off, lift for speed. Nose 'er down and pick up a few kts. All this is great providing the rough air doesn't rattle your gizzard. Slow down to well into the green--check the "Manual".

Just remember the 220 degree redline. If you are running hot all the time, check the baffeling, particularly the pan under the jugs and around the case. The verticle baffle behind the engine should be tight also. Incidentally, the lip on the bottom of some cowels is part of the hot weather gear and creates a vacuum thus drawing more air down through the upper part of the cowel.

Oil, of course is of primary concern. Your sump when full holds 4½ quarts. Oil prevents metal to metal running, absorbs shocks from connecting rods and crankshaft, but it also cools the parts by carrying heat back to the sump where the heat is exchanged. During high operating temps the sump should be kept full for best cooling. The oil also carries heat from the cylinder walls, and picks particles from engine wear, combustion products, and any dust that comes in through the carb intake filter. You might want to change oil as frequently as every 20 hours. You could have a bum gauge too. Check it with hot water and an accurate thermometer.

* * * NEW MEMBERS * * *

Paul A. Swartz, 1903 E. Pleasant Valley Rd, Altoona, PA 16602
Billy James, 2300 W. Gambrell #1, Fort Worth, TX 76115
Wendel Waltz, P O Box 625, Zoar, OH 44697
Bill Quinn, 3404 Noel Court, Raleigh, NC 27607
Carl Kleinheinz, 5717 Crabapple Lane, Madison, WI 53711
Warren Riddell, Westbrook, MN 55422
James Smith, 948 Fry Road, Greenwood, IN 46142