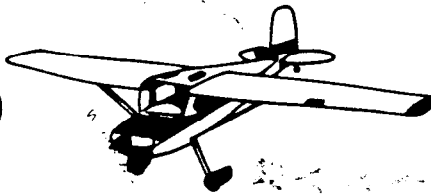


Cessna 120/140



Association

BOX 92
RICHARDSON, TEXAS 75080

September

Issue 23

* * * FROM DOVER * * *

This from Bob Scott, Dover, N.H.

"In September of '78 my son and I flew commercial from Boston to Macon, Ga. to look at a 140 with the Mc Kenzie Conversion of the 115 Lycoming. Some 10 miles more at a small grass field found us looking at the airport advertised in "Trade-a-Plane".

Now, this being a probable replacement for our N2140N -- you can imagine my surprise to note the tail numbers N2143N! After being shown how well she performed, I was impressed and agreed to buy. I was then asked if I would like to 'top her off' with 80 octane. The right tank took a little bit over 12 gallons, (perhaps this should have made me question how long it had been since that tank had seen gas). The port side took 7 gallons -- no wonder she got off so good!

We were anxious to head our new plane for N.H., our home. Heavy haze turned us back. The next day wasn't much better, but we would follow roads and work our way up to the old stand-by I 95. Landing at Tappahannock, Va., we pulled out the pup tent and slept that night under the wing.

Weather reports promised us a bright, crisp, clear day ahead, but we would have to wait--the river to the north had produced considerable fog but it cleared away about 10 a.m. with a slight wind from the NW.

Both tanks full, fuel selector on the right tank, mag check, carb heat check, LET'S GO! Why isn't she climbing like Mc Kenzie promised? I thought. Looking straight down at the end of a 2600 foot runway, it happened. What do you do when your engine fails on take off? The books all say "establish glide and fly straight ahead. Do not turn back to field".

Well, Randy and I both know how to swim, but we hate cold water and that river was straight ahead. A slight bank to the west and that cornfield -- while I change tanks. No, that won't help, I just filled both tanks. Carb heat helped some, but not enough and we continued to descend. The road running parallel with the runway had power lines. Another turn to the south lined me up for another field, but if I could just slide over those power lines! I'll be home free in spite of what the book says.

Poking Randy in the ribs with my elbow we grinned as a heat wave, probably from the road, seemed to give us a shove over and we landed half-way down the downwind runway.

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After thinking it over, we drained both tanks and found bees in the finger strainer of the right tank line. The cause, if I had to guess, was that the lines were not taped over while the wings were being covered. When gas was applied to the dehydrated bees they swelled up causing old 43N not to do her thing.

For me this was another hard lesson. Changing tanks, even though they were both full, would have been the thing to do and a normal trip around the patch would have followed.

It was now about 3 p.m. and I was ready to test fly, and after once around I picked up Randy. Clear and beautiful skies prevailed as we climbed to 7500 and over the TCA's Philadelphia and New York. What a sight!

This airplane had no radio so we were doing without, deaf, dumb, and happy. Due to the delay we would spend tonight at Ramapo Valley, N.Y. On the downwind leg my navigator-passenger heard a flapping noise. What now, I thought as the ball refused to center. A normal landing followed, however. A morning inspection of the aircraft, with the help of several brother EAA members revealed a rudder tension spring had jumped off. These springs are located under and forward of the hump cover on the cabin floor.

Now, the rest of the trip was uneventful -- unless you want to count a popping noise in her stacks at altitude that turned out to be leaking intake gaskets. The Mc Kenzie conversion, now that the bugs are literally a figuratively out, is truly a fine one."

* * * EH? * * *

Bill Jenkins, Ozark, AL says he forgot to mention that he works at the U.S. Army Aeromedical Research Lab. He says:

"We are involved in the protection of airmen from environmental stress and survivability during emergency situations. At any rate, my main concern is the prevention of hearing loss that can result from prolonged noise exposure. In the next few weeks I will be taking measurements of noise levels inside my 140 takeoff and at normal cruise. I hope to be able to determine the risk factors for hearing loss and will pass the information along to you for the newsletter. In the meantime, I can recommend that if anyone is interested the best hearing protector on the market is the ear plug (yellow foam type) made by "E.A.R.". Besides, I think they are only \$1.00 a pair and can be washed and reused! Just put them in a button down shirt pocket and wash with the laundry. I don't think that one risks a problem of hearing loss in a 140 if you use these plugs. I will know for sure after I finish my tests. Blue skys and happy flying."

(Ed. note) Bill, thanks for this information. I'm sure we will all want to learn the results of your tests. The E.A.R. plugs are great -- Bev Teegarden has a pair. May be a bit late for your tin-eared ed.

* * * FROM SULPHUR SPRINGS * * *

Dear Tom (Norton),

I just received my newsletter, and was surely pleased to see my designation as 1978 Man of the Year. It is nice to receive the recognition, but of course I do bow modestly in the shadow of Glenn Usher and Tom Teegarden and the other

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ancient aviators who have given an incredible number of hours to build the association.

I got the bomb drop award for not going to the 1978 annual fly-in, so I think there is a lesson there somewhere.

I am going to try hard to gather with the flock at Oshkosh this year.

Sincerely,

Raymond R. Johnson

P.S. I would note that our tax advisor is actually James Sprigg, a CPA in Orlando, Florida who has been doing a fine job.

* * * \$90/HR. * * *

Dick Meyers, Madison, Indiana reports that ... "I've been in Europe most of July and just got back. I didn't see too much in the way of general aviation ... because I suppose of the tremendous expense. A friend of mine in Holland said they pay around \$90/hr. for dual in a Cessna 150! There was an "Old Timmers" fly in in Denmark with several 120's and 140's in attendance."

* * * STC * * *

In response to our request last issue for an O-200 STC, we are grateful to report the following:

Tom Agin, Sommerville, N.J. sent in to us and to Gary Schultz the word that he had a similar problem with his C-85-12 and upgraded to an O-200. Tom says, "A good STC for the conversion is held by S & S Pipeline Patrol, Inc., P. O. Box 787, Dickinson, Texas 77539. The cost is \$75.00 and includes all details and makes it legal.

"Here are the items involved in the conversion: Purchase an O-200A and change the engine mount to the one used on the C-90 in the 140A. The part number is U0451111 - careful though because some 140A's used a C-85. I suggest a Univair mount at approximately \$180.00. If you buy it through your FBO, you can get a 15% discount. Modify the lower cowl per the STC. This involved enlarging the two holes above the carb air filter and riveting in doublers. Change the prop to a Mc Cauley or Sensenich Cessna 150 with a pitch of from 50 to 54 depending on whether you want climb or cruise. I took one in the middle. S & S Pipeline says your Mc Cauley prop can be cut and repitched. Sensenich told me it was of the wrong series, however. Sensenich exchanged my prop for a refinished one for \$115.00. If the O-200A has a vacuum pump, I believe a blister must be put on the cowl to make room. (Ed's note - not so). I don't have one. Install a mixture control and you are now in the big league.

There are no changes in weight and balance, stall speed, or flying other than up to 10 mph more at cruise and a respectable improvement in climb. The 'Lourde' mounts noticeably reduce vibration. I have 40 hours on mine now and love it!"

Bill Miller, Manito, IL sez; "S & S Pipeline Patrol holds an STC for the Continental O-200A installation. They say they have over 200 installations and no complaints!

Bill also says he has sold his 120 -- couldn't squeeze the whole family in it. He has some items for sale that will be in the "For Sale" column.

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Thanks for the information Tom and Bill.

* * * CALENDAR * * *

August 26 - September 3. The Antique Airplane Ass'n and Airpower Museum, Inc.
1979 Invitational Fly-In at Antique Airfield, Blakesburg, Iowa.

October 12-14. 22nd annual Tulso AAA-EAA-IAC Fly-In at Tahlequah, OK. Call
Cal Bass 918 494-8908. Let's make a big effort to get to this one -- always
have a great time. We can have our own parking row. See you there.

We have an early report from Oshkosh that prez Tom Norton, and sec/treas. Frank
Hancock held an SRO forum in the Cessna 120/140 tent and that they were hawking
our wares with great vigor. We look forward to their report.

We attended the Mid Missouri AAA fly-in at Slater, MO. Nine 120/140's came in
so we presented a nice line up. We were hosted by VP Jerry and Carol Vaught.
Beautiful grass field and perfect weather and commaradarie. Had a hard time
getting the breakfast off the the ground when we left Sunday!

* * * FOR SALE * * *

Cessna 140 N2140N, 294 hrs. SMOH, new paint and interior -- a real beauty.
Robert L. Scott, Upper Sixth St., R3, Dover, N.H. 03820, (603) 749-3909.

Bill Miller, 301 E. Ave., Manito, IL 61546 has a brand new red Airtex carpet
for sale \$15.00 and an old set of seats for \$5.00.

Photos showing details of numbering and locations thereof, factory production
line, old and new grilles, instrument panels, 140 on floats, many other details.
Anyone wanting 8 X 10 glossies can have them for \$6.00 for the first and \$3.00
for additional shots from the same negative. John Van Noy, P.O. Box 213,
Las Cruces, NM 88001, (505) 522-2674.

From the West Coast Cessna 120/140 Club: ROLLS ROYCE manufactured NEW C-85,
C-90, 0-200 cylinder assemblies complete with valves, springs, and studs.
Included are wrist pins and Rolls Royce embossed rocker covers. \$2,600.00
for a set of four with four cores exchange (any condition). Bill Phy,
(415) 948-4480.

Also from the West Coast Club: Parting out complete 140 less engine. Dan L.
Bennetts, (209) 686-3815.

C-85-12 F.W.F 1041 TT, 111 STOH, all acc., mount (120), recon. Mc Cauley
CM 71-46 prop, spinner, logs. Removed for 0-290 DZ conversion. Michael
Chauvin (504) 385-2676 day, (318) 828-0529 night.

* * * WELCOME?? * * *

We stopped at Tahlequah on the way back from Slater, MO fly-in and found
a DC-3 loading up with parachutists. We inquired about a phone to the FSS,
no reply but after a while did manage to get some petrol. The airport dog
was very friendly. Others have reported the same experience - feel a though
you are intruding on the peace and quiet.

If you have comments about your stopovers or pit-stops how about sharing them.
What about 80 octane fuel - are there major problems obtaining it?

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* * * SAFE * * *

Ray Johnson, Sulphur Springs, TX sent us an article from the June issue of "The Aviation Consumer". We hope the "Consumer" will permit us to relate to you a few of the salient figures regarding taildraggers, and in particular Cessna 120/140's.

The article lists 48 aircraft and reports five items: total hours flown, total accidents, fatal accidents, total accident rate per 100,000 hours, and fatal accident rate per 100,000 hours. The "Consumer" says the last two figures are the key ones because they provide an equal basis of comparison for all type of airplanes. The figures, they say are probably accurate to no more than 10 percent. In fact, they say, considering the method of collecting figures used by the NTSB, the accuracy is somewhere in the area of 10-20 percent.

The jist of the article is that the 120/140 evidently is one of the safest in the air! We are fourth in total accidents per 100,000 hours flown, behind the 150, J-3 Cub, and the PA 18 Super Cub. The fatal accident rate for 120/140's is 1.4 per 100,000 hours behind the 150 rate of 1.3. The 150 is unsurpassed by any single-engine or light twin! The Luscombe has the highest total accident rate of the 48 planes in the report.

Thanks again to "The Aviation Consumer".

It would be gratifying to think that some of the credit for the safety of the 120/140's is due to pilot proficiency. Of course pilot proficiency covers a lot of territory, not only good piloting but good prelighting and aircraft maintenance. There are no doubt some deficiencies in the aircraft that may not make it not airworthy, but do you know which ones are critical? If you fly with a known deficiency, it is "Pilot Error" if an accident occurs.

Simple things like underinflated tires, worn brake pucks and clips that can turn in the casting causing them to grab, tail wheels that flutter, cowels that don't latch properly, loose spinners, dirty carb air filters, too much mag drop, strange noises you think will clear up when you get in the air, things you know need fixing but that you hope will go away, and how about running out of petrol? It is easy to overlook the fact that lack of activity makes both the pilot and airplane not airworthy! Don't run the engine on the ground, it overheats the cylinder heads long before you will get an indication of oil temperature rise. Unless you fly and get the oil temp up to 165, you are doing more damage than good. During the hot summer months in particular, change the oil at least every 30 hours. Parts for our engines are getting hard to come by and the oil will stretch overhaul periods for a bunch less than a new crank!

Break out the "Operation Manual" and read and reread it. If you don't have one, get one. The only out of date item I have found is: "Time studies of the 100 hour inspection at the factory and in the field have developed a standard flat rate charge of \$17.50 for this inspection at any Cessna Dealer or Distributor". Now, ain't that a gas? The check list in the manual is excellent and easy to follow.

* * * MORE HOT AIR * * *

We carried on at a great rate an issue or so ago about hot weather flying and density altitude. Well -- I cobbled a density altitude chart from the FBO at Neosho, MO. and at great expense we herewith print it for your edification. One thing, though, you'll have to figger your own runway lengths. Check the operational data -- where? -- in the manual!

1. Determine PRESSURE ALTITUDE as shown below.
2. Find existing OUTSIDE AIR TEMP., at bottom of graph.
3. Move upward until you intersect diagonal line indicating the current PRESSURE ALTITUDE.
4. Move horizontally to left of graph and read DENSITY ALTITUDE.

METHOD FOR DETERMINING PRESSURE ALTITUDE

ALTERNATE METHOD FOR DETERMINING PRESSURE ALTITUDE

IF ALTIMETER SETTING IS ALTITUDE CORRECTION

28.0	1,825
28.1	1,725
28.2	1,630
28.3	1,535
28.4	1,435
28.5	1,340
28.6	1,245
28.7	1,150
28.8	1,050
28.9	955
29.0	865
29.1	770
29.2	675
29.3	580
29.4	485
29.5	390
29.6	300
29.7	205
29.8	110
29.9	20
29.92	0
30.0	-75
30.1	-165
30.2	-225
30.3	-350
30.4	-440
30.5	-530
30.6	-620
30.7	-710
30.8	-805
30.9	-895
31.0	-965

ADD

TO FIELD ELEVATION

TO GET PRESSURE ALTITUDE

SUBTRACT

FROM FIELD ELEVATION

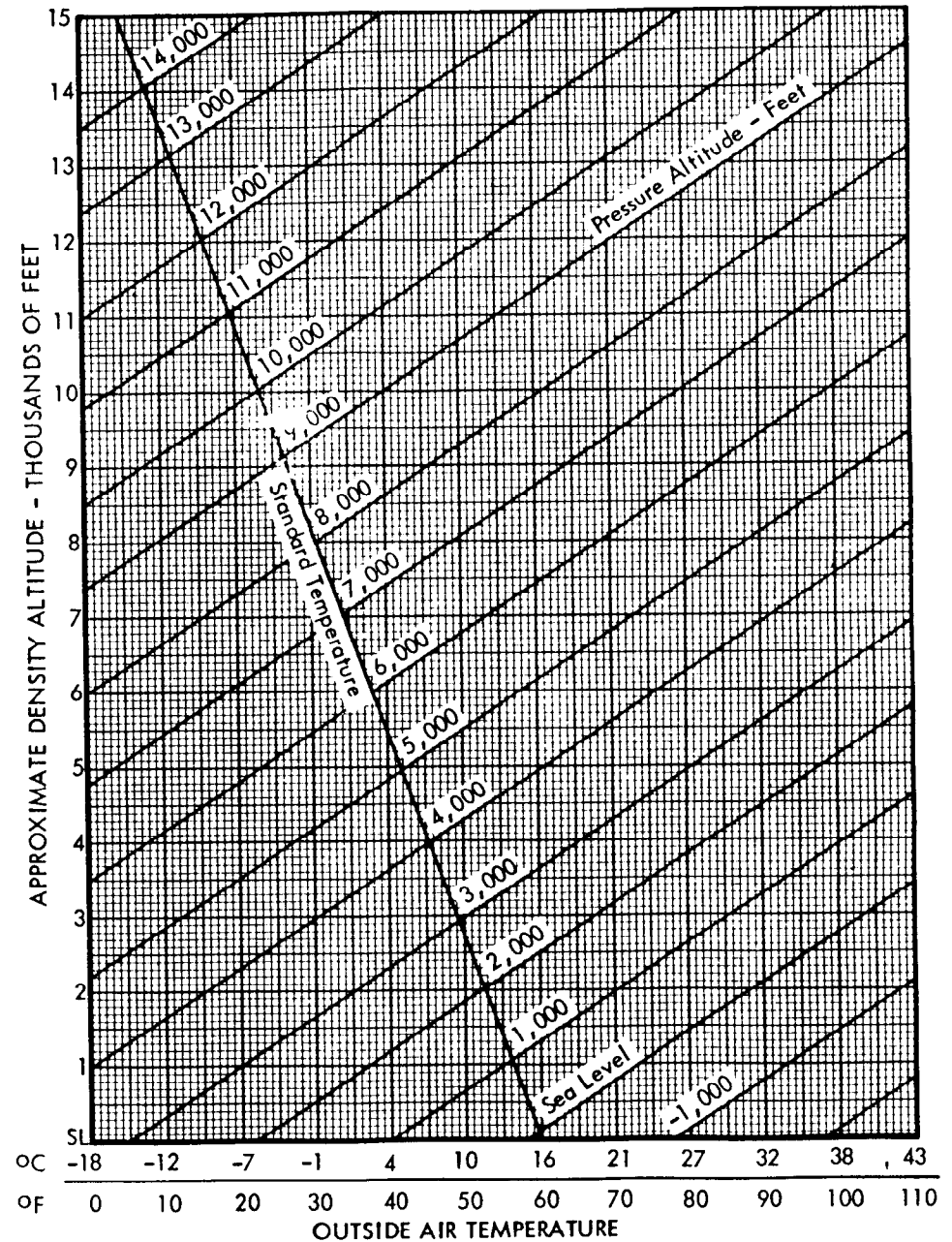
Set 29.92 hg in pressure window of altimeter and read altitude. This is pressure altitude.

PUT PRESSURE ALTITUDE IN CHART VERTICALLY FROM AIR TEMPERATURE READ DENSITY ALTITUDE HORIZONTALLY TO LEFT

Airport Elev. _____ Altimeter Setting _____

Pres. Alt. _____ Temp. _____

DENSITY ALTITUDE _____



USE DENSITY ALTITUDE, NOT AIRPORT ELEVATION, TO COMPUTE TAKEOFF AND LANDING PERFORMANCE FROM AIRCRAFT MANUAL

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* * * ! ! ! * * *

This from the EAA Oshkosh Daily News: "The Cessna 120/140 Association is drawing crowds to their tent, set up in the south display area. They held their first EAA forum Sunday and it was well attended. The Association was formed in Texas four years ago, after midwestern 120/140 enthusiasts decided that that the western mountains were an insurmountable barrier that blocked effective communications with the original California based Association.

There are now over 300 members scattered throughout the midwest and east, and from the look of it, by the end of the air show, the club ranks will have swelled significantly. The Association holds frequent regional flyins, and it publishes a monthly newsletter in which members communicate about their airplanes and group activities. The membership dues are \$10.00 annually, and decals, T-shirts, and Association decals are available at the tent".

Nice, eh?

* * * WANTED * * *

Linda Wackwitz, 1618 Mosswood Circle, Garland, TX. 75042 is in sore need of an outboard rib-aileron stub - Part No. 0422142, for her 140. If anyone is about ready to chuck a wing, please let her know.

* * * CALENDAR (P.S.) * * *

September 27 - 30 EAA and EAA Foundation Fly-In, William Northern Field, Tullahoma, TN. For further info contact David Gustafson, Dir. Of P.R., 414 425-4860. This would be a most interesting fly-in. A first. We understand that it is at the home of the Stagger-Wing, just NW of Chattanooga about 65 miles. Hope to see you all there. Prez Tom Norton plans to be there also.

President: Tom Norton, 8117 Hemingway Ave. So., Cottage Grove, Minn. 55016
Vice President: Jerry Vaught, 516 N. Franklin, Marshall, MO. 65340
Sec/Treasurer: Frank Hancock, 3941 W. Cross St., Anderson, IN. 46011
Mid-West Coordinator: Jim & Betty Merwin, 1227 Arthur Ave., Racine, WI 53405
South Central Coordinator: Jim Sprigg, 1062 Crystal Bowl Circle, Casselberry, FL 32707
News Letter Editor: Glenn Usher, P. O. Box 92, Richardson, Texas 75080

* * * WELCOME NEW MEMBERS * * *

S. S. Mc Donald, Route 7, Lanier Dr., Deer Creek Shores, Cumming, GA. 30130

Robert J. Mac Laughlin, 6423 Rockville Rd., Indianapolis, IN. 46224

Michael Chauvin, 93 E. Main St., Franklin, LA. 70538

Graves M. Sandford, 636 W. Logan, Moberly, MO. 65270

Fred A Fuchs, P. O. Box 1844, Albuquerque, N.M. 87103

Dr. Rolf Sauter, Haupstr 84, CH-8280 Kreuzlingen/Switzerland

Jan B. Peterson, 1004 Kaymar Lane, Burnsville, MN. 55337

Robert Moellenkamp, R.R. #1, Lisbon, N.D. 58054

SIGN A MEMBER ★ TODAY ★

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 the following information:

120____, 140____, 140A____, s/n_____, N_____, Year____ Engine_____

Wings--Fabric____, metal____; Finish--painted____, polished Al_____.

Your prime interests in joining: Maintenance____, Engine Mods____, Parts____,

Fly-Ins____, Others(specify)_____

Annual Dues: \$10

NEWSLETTER Issue No. 23
Cessna 120/140 Association
BOX 92 ✈ RICHARDSON, TEXAS 75080

