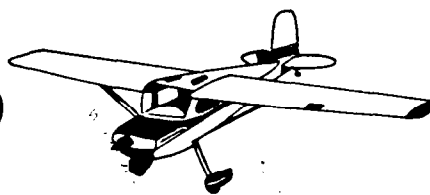


Cessna 120/140



Association

BOX 92
RICHARDSON, TEXAS 75080

NOVEMBER

ISSUE 25

* * * MIDWEST FLY-IN * * *

Sunny skies, tasty steaks, and good company with lots of "airplane talk" provided a super day for those who attended the FIRST ANNUAL UPPER MIDWEST FLY-IN AND STEAK-FRY. The beautiful weather allowed people to come from quite a distance for the one day celebration.

Tom and Cassy Ricchio, new members from Racine helped us set up the day before. Mack and Shirley Kromen, Mt. Carroll, Ill were early arrivals who helped us on Sunday morning. Gene Bohl and his friend flew into Burlington on Saturday. They greeted us bright and early Sunday morning. Most people enjoyed just sitting in the sun and visiting with fellow 120-140 owners. Everyone grilled their own steak, ate dinner and then relaxed a bit before heading back home. Matt and Carole Rybarczyk, 140'ers from Burlington and Pauline Milner, Plymouth, Minn met their son and his family, (from Kenosha) for the picnic. Jack and Joan Poppenhager and their guests Berwyn and Jean Henderson from Canton, Ill came in their 170. Jack is a charter member and past president of the Association. The highlight of the afternoon came when the Minneapolis group of six planes flew in led by Tom and Jan Norton. Their son Scott was also in the formation flying a friend's 140. In total, 24 planes came in. We counted it a big success!

Others attending were: Bob Dedecker, Norway Mich, Greg McCue and Sue Nelson, Milwaukee, WI, Mark Spencer, Waukesha, WI, Charles Levsen, Donahue, Iowa, Dick and Rochelle Harden, Minneapolis, Minn, Ed Fischer, Webster, Minn, Jim and Forrest Ladwig, Minneapolis, Minn, Howard Magnuson, Bartonville, Ill, Ed Vopelak, Janesville, WI, Carl Kleinheinz, Madison, WI, Frank Sell, Janesville, WI, Fritz Badertacher, Juda, WI.

Thanks to Jim and Betty Merwin for planning and putting on th is fly-in and for the fine report. Jim and Betty are our Mid-West Coordinators, you know.

* * * AUTO GAS? * * *

We have all read and heard much about the use of auto gas in our birds in order to get 80 octane and to reduce the cost of fuel. We have been asked many times about what experience people have had with "no lead" auto fuel. Regardless of what may have been heard and what we have reported in the "Newsletter", it must be emphatically stated that, OUR AIRCRAFT ARE CERTIFIED TO OPERATE ON AVIATION FUEL, and not automobile fuel! Any operation of your machine in a manner other than that for which it is certified is in violation of the FAR's. Therefore, we urge you to consider your operations and modifications. Check the fine print in your insurance policies!

* * * CHECK POINTS * * *

Frank Rittersbacher sends the following from his FAA Airworthiness Alerts:

Main Landing Gear Legs, (Flat Spring Type); to preclude fatigue failures of the landing gear legs at the fuselage outboard supports, it is recommended that the portion of the

gear leg which comes in contact with the support structure be examined for signs of chafing, rust pits, and corrosion. Any leg which is found with signs of rust pits or severe chafing should be removed and the leg replaced. Minor surface corrosion should be removed and the leg primed and refinished in accordance with procedures in the Cessna Service Manual for the aircraft.....

Reports continue to be received which indicate that extreme wear and elongation is occurring at the rudder horn/control cable attachment boltholes. Cracks have also been found in the control horn. It is suggested that the rudder control horn be inspected for these conditions at periodic intervals. A check for bolthole elongation can be made by attempting to pull the cable end fittings aft. This is done to relieve the tension on the centering spring; however, excessive movement at this point is also indicative of a worn bolt or bolthole.

Continental Motors Recommended TBO's; C75, C85, C90, O-200 Series--1800 hours.

However 1. Too much emphasis cannot be placed on the relationship of calendar time to engine life. The aircraft flown every day, properly operated with good maintenance should have no problem in reaching recommended TBO's. On the otherhand, the aircraft which is only flown occasionally becomes subject to factors which can and will shorten TBO's. There are many reasons. Among them are that the extended time between oil changes allows acids in the oil to build up and attack internal metallic parts of the engine, moisture can enter the engine via the breather and exhaust system causing rusting of cylinders and other steel parts. Rings may take a set and stick in the groove. Condensation in the magnetos will cause shorting of the breaker points, etc.

If your aircraft is in this category, you should fly it as often as possible. A ground run only is not considered satisfactory; temperatures must reach that of flight conditions to evaporate the condensation caused by starting the engine. Perhaps you can use some ingenuity by designing a cover for the exhaust stacks and engine breather to help prevent moisture from entering the engine. Also, engine oil should be changed more frequently to help prevent acid build-up which attacks the internal parts of the engine.

2. Keep the air filter and induction system clean and tight. Poor air filter maintenance and running the engine on the ground with carburetor/alternate air on and holes in the air intake system are all factors which will allow an engine to ingest dirt and foreign matter. In extremely dusty conditions, it might be prudent to clean the air filter daily.

3. Look after spark plugs. Use only approved plugs. Clean them at regular intervals, and above all, do not try to stretch the life of plugs. Some maintenance personnel rotate plugs bottom to top and vice versa between plug cleaning. This is especially good practice in those areas where lead fouling is a problem. Use of worn out plugs is false economy and will shorten engine life immeasurably.

4. Avoid fast descents. Unless the pilot takes certain precautions fast descents carrying high cruise rpm and low manifold pressure cause broken piston rings from ring flutter, and also cause cracked cylinders at the spark plug and valve ports due to sudden cooling.

5. Avoid rapid movements of the throttle.

6. Avoid excessive engine heat. Excessive leaning in flight, or prolonged ground runs will result in "baked" rubber seals and subsequent oil leaks. Ignition harnesses can suffer same fate. Check for leaking cowlings and deteriorated baffles.

7. Keep the rpms up. The typical direct drive engine must run at a high rpm in order to get the normal rated horsepower. It is not uncommon to observe single-engine pilots cruising at low rpm and mushing along in a nose up attitude because they were afraid to operate

at 75% power thinking it was not good for the engine. The same type of pilot rarely uses full power on takeoff with him normally aspirated engine for fear of "hurting" the engine. The manufacturer has stipulated the limitations on his engine and most of the lower horsepower four and six-cylinder power plants not only recommend full power for takeoff, but permit it for an indefinite time period as long as engine temperatures are not excessive.

8. Climb gradually but not slowly. A shallow climb permits maximum cooling. Keep cylinder head temps below 400 degrees. Climb full ruck except under high altitude conditions. Mixture ratio for more TBO hours should be slightly richer than for best economy setting.

9. Find an experienced mechanic, then stay with him.

10. Be practical in your way of thinking. Many pilots feel the engine must get to the TBO figure. While it just might, it then may be too late for an economical overhaul. The crankshaft could be unsalvageable, likewise the cylinders, etc. For the sake of an "extra" 100 hours, the cost may be unbelievable!

You are the only one who can control these matters. If you don't follow the recommended rules or let the engine lay around and become rusty from lack of use, you will be overhauling your engine before the factory recommended hours.

Thanks to Frank for the above info.

* * * SALES PITCH * * *

According to GAMA the sales curve to date this year pitches down 5.1% for single engine and 17.8% for ag planes. It is, however, up for multi engine, turboprop and jets 18, 18.7 and 24.9% respectively. The popularity of our taildraggers is greater than ever! Although one wouldn't think GAMA would be too happy about it.

* * * TULLAHOMA * * *

Tom Norton and Frank Hancock held a forum for about a dozen interested folks at the Tullahoma, Tenn. EAA National Fall Fly-In. We passed out some news letters and our fancy pens and had a good session. The weather was terrible, with heavy rain and early fog for the first three days. Tom filed IFR and got in Thursday with about 500 and 1, but we put back to Dickson, Tenn. and spent the night, waited out the fog in the A.M. and pulled in in the P.M. Frank was forced to drive in! Rick Corwin came up from Atlanta. It was good to visit with him again. Considerable interest was expressed in the proper use of the Stromberg mixture control. Some find they work well, others prefer to keep them wired off.

Tom brought the group up to date on the plans for the Wichita Fly-In next year. He made a trip to Wichita and found that Cessna will be happy to have us. The date has been set for October 16, 17, 18 and 19 with a plant tour on Friday the 17th. Start planning now so that we can get at least 100 birds in. Hopefully, we won't be in conflict with too many other fly-ins, but this seems like the best time of the year for south central Kansas.

* * * STRUT FAIRING * * *

Bob Nethercott, 345 Palmerston St., Sarnia, Ontario, N7T3N8, says that at Rough River he gave some member there some bucks to make a pattern for a strut fairing cuff and mail it to him. Unfortunately, he didn't get the persons name and address so he could bug him about it. He is afraid that whoever it was lost his name and address. Bob says he needs the fairings to help him get his bird to Wichita next year! So, will the guilty party take one step forward?!

* * * FROM DOWN UNDER * * *

Tom Norton received the following letter from Tony Stinson, N.S.W., Australia:

Please accept my apologies for the delay in writing. Whenever I return from overseas it seems the pile of paperwork takes longer than normal to plough through. I was most grateful for the opportunity to meet with you fine folks from the 120-140 Association and in particular for the flight I had in your aircraft.

On my return I began checking out 140's in this country and I'm afraid the scene is just as I explained it to you. There never has been a 120 or a 140 in Australia. Cessna did not import the airplanes here. The hardest part of all this is that these aircraft are without certification in Australia. However, all is not lost.

Following a meeting with my intrepid partner in this venture, I spoke with our Department of Transport which handles aircraft certification and they are proving most helpful. They have sent a copy of the certification procedures for aircraft and instructions on how to proceed with gaining certification.

Basically, the procedure is that Cessna must send a copy of the aircraft's design data to our D.O.T. HQ in Melbourne. They do this for every type intended for export to this country. D.O.T. will then check whether the design features meet their standards and what changes, if any, need to be made to suit their rules.

Yesterday, I called the Australian Cessna distributor and found the General Manager most cooperative and enthusiastic about getting a 140 out here. He is requesting the design data from Cessna in the U.S. That material will be sent to our D.O.T. and at the same time I will make application to import an aircraft.

As I understand it, our D.O.T. people think that a 140A would be acceptable but that other 120/140 models might not. I am not yet familiar with the objections to the 120/140 but will discuss that with you as the picture becomes more clear.

A key thing with this certification business is that Cessna's design data will never be made known to me or any private individual. That information is apparently a "trade secret" with the manufacturers forced to share with government aviation authorities in order to get their airplanes certificated.

In the last few years, our D.O.T. have become less bloody-minded than they used to be and today anyone wanting to import a classic aircraft is given an easier time than a manufacturer who wants to launch a new model on the Australian market.

Another thing going for us is that I am well known in sport aviation circles in this country and they would find it harder to turn me down than they would most other individuals. (Ed: Tony is President of EAA Australia, I believe).

Tom, you will no doubt be surprised and perhaps a little annoyed that some other country wants to go back to square one with the 140 when so many of them have been flying for so long in the U.S. I think, however, you will understand that since Cessna never had the 140 certificated in this country, our bureaucrats will want to do some checking before they will allow us to go ahead.

A positive aspect is that once we get our machine through, others are likely to follow since the 140 will then no longer be a "first of type" in Australia. And, I can guarantee you that the owner of every 140 coming into Australia will become a member of your association!

If you are willing to help with this project, I would appreciate a photocopy of any data you have on the 140A and anything you have showing the differences between the 140A and other 120/140 airplanes. Naturally, I will keep you up with the saga as it progresses. In the end, we could fail but given the cooperative attitude I have found so far on this project, failure is most unlikely.

Kindest regards, Tony Stinson

* * * PAID UP? * * *

Have you paid your dues? If not, don't be a "dead beat" 'cause we would hate to lose you. We cannot for long survive without you members doin' your duty! SO--PLEASE-- Don't leave us!!

* * * TAXES? * * *

It seems as though the IRS is on the rampage -- going to collect that \$25 for each of us for using the airways. Of course, if you don't fly your bird and can prove it you don't have to pay.

The "Federal Use Tax on Civil Aircraft" paid with "Form 4638" started in 1970 and has been rather feebly enforced, the vast majority of owners knowing nothing about it. Regardless, the sum over \$4 billion has been collected and segregated and unused, and continues to grow.

The law states that if the previous owner of your machine did not pay the tax, you are liable. So if you have bought or plan to buy a machine check into the tax history. You will be assessed late charges and failure to file fines for the other guy's neglect.

Watch it!

* * * NOT COMFY * * *

John Binkley says that he would like to improve the direction of the pressure exerted on his buns while on a cross country cruise. We started it all by stating that some you have installed 150 seats, and also stated that we understood that Grumman Yankee seats could be installed. John needs help. Does anyone have a sketch or would someone make one and send it in or to John so he can relieve the pressure? Thanks.

* * * 140T? * * *

Ray Johnson, Sulphur Springs, Tx. sent us a copy of an article from an issue of "Plane and Pilot" magazine, perhaps some of you have seen it. At any rate it is contended that Cessna modified a 140 with an open cockpit with dinky little headrest and windscreen. The article says that flight schools were "wildly enthusiastic" about the 140T because two students could ride in front while the instructor sat in the open cockpit. It seems as though a former Battle of Britain pilot was hired to test the machine and after a few "little difficulties", the ultimate test took place. Two students piled into the front and the Battle of Britain pilot hopped in back. Everything went along fine for seven hours of instruction. The instructor announces that it is now time to show the students some unusual attitudes, and some mild aerobatics, like a loop or two. Of course in those days they all wore chutes. Well, the nit-wit instructor falls out at the top of the first loop and as the bird levels out the students are holding their stomachs. They try to reach the instructor via the intercom but instead notice that the guy has bailed out, "hit the silk", as it were. Guess what! The fledglings also "hit the silk" and while all three are fluttering to the firmament, the 140T, stable as it is, drones off into the setting sun and out over the blue Pacific. Scratch the 140T, and all the files with it! H m m m m m .

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* * * INTERNATIONAL ? ? * * *

These comments from Wolfgang Schuele, West Germany:

In Newsletter #22, I read about your proposal of reorganizing the Association as "The International Cessna 120/140 Association". I am of the opinion that one international association could bring more advantages for all members than it is possible with two different associations or clubs. Each member gets all information available in lieu of the partial information provided by only one club. The aims of the two are the same but together as one "International Cessna 120/140 Association", we could be much stronger. I am a member of the "West Coast Cessna 120/140 Club" also, and I enjoy being a member of both but most of all I'd like a combination of the Association and the Club.

The addition of the word "International" is another very good idea. Enthusiasts in Europe usually don't join American clubs because they don't feel themselves as members of it. It is a foreign club, not theirs. The names "Cessna 120/140 Association", or "The West Coast Cessna 120/140 Club", don't tell them anything. The name "International" would really improve that feeling.

In Europe we don't have enough of these venerable birds to form a separate club, and in addition, I don't consider it necessary because I prefer to unite all C-120/140 enthusiasts in one big international organization. For that reason, I usually put an application for membership form into every 120 or 140 I can find. I put a form into a 140 in Finland, one in Sweden, and gave one to owners in Norway, Denmark and Germany. You meanwhile got responses from Denmark and Switzerland, and I hope you'll get some more in the future. This past spring I put several forms in 140's at the Atlanta FTY airport when I was there.

Thanks very much for your comments Wolfgang!

* * * FOR SALE * * *

Paperwork for 1946 C-140. Will sell or trade for paperwork for a 1948 C-140. Top cowling for 1946 C-140.

George Brooks, 383 Rock Meadow Drive, Stone Mountain, Ga. 30088

C-120 wings, lt. & rt., "Brand New," no cover, one wing with tank. \$1500 or best offer. Phil Schadler, c/o Schadler Farms, Mazomanie, Wis. 53560 (608) 795-2689

1947 C-120, C-85-12, 55 hr. SMOH, 2166 TTAF, many new parts, Airtex Int., Strobe, new tires and tubes. \$5,500.

Steve Threadgill, P. O. Box 59, Lexington, Tenn. 38351, (901) 968-2864

C-140, 1947, 3 yr. old three color Stits poly paint, airtex interior, 550 SMOH, ceconite, \$6,800.

Bill Grahn, 9 Chase St., Lynn, Mass. 01902, (617) 595-8602

1946 C-140, 1712 TT, 795 SMOH, 252 STOH on C-85. 360 Nav-Comm, Scott Tail wheel, all metal. \$5,900.

Bill Daughenbaugh, 39 Hope Corson Rd., Ocean View, N.J. 08230 (609) 398-4464

(7)

140 Lt. wing, for parts, w/tank
140 Rt. wing, for parts
120 Rt. wing, for parts, w/tank
Left aileron
1 Lt. flaps
140 landing light, complete

Chuck Levsen, Rt. 1, Donahue, Iowa 52746, (319) 843-3545

1948 C-140, 1450 TT, 225 SMOH on C-90-12, Mark III, 100 Oct. valves, strobes, Imron, fresh annual, outstanding bird.

David & Nancy Wilson, Galesburg, Ill. (309) 342-9939

* * * HELP !! * * *

Need a C-140. Francis E. Hamele, 1210 Wellington Cr., Faribault, Minn. 55021 (507) 334-2311

Need a - 12 accessory case and oil pump gears, for C-85 (Check Fresno Air-Parts, in "Trade-a-Plane") Ray Rocque, 432 Emily Dr., Lilburn, Ga. 30247

Need 1948 C-140 paperwork. Need engine mount for 85 hp 1948 C-140. George Brooks, 383 Rock Meadow Dr., Stone Mountain, Ga. 30088.

* * * WELCOME * * *

Michael S. Sager, 7000 Cedar Ave. South, Richfield, Minn. 55423

Richard I. Jenson, 648 Edel Ave., Maywood, N.J. 07607

Jim Ladwig, 5354 Newton Ave., South, Minneapolis, Minn. 55419

J. Dan Vickers, 1211 Tellico Ave., Athens, Tn. 37303

John A. Myrick, III, 8155 Jefferson Hwy., #1105, Baton Rouge, La. 70809

Tim Mc Vary, 309 Willow Grove, Rochester, Michigan 48063

Richard D. Starks, 7906 N.W. Potomac, Parkville, Mo. 64152

James C. Schock, 155 Little Robin Rd., Amherst, N.Y. 14228

David Olson, Box 8, Craig, Nebraska 68019

Jimmy Turnipseed, Rte. 1, Box 181, Winster, Ok. 74966

Steve Threadgill, P.O. Box 59, Lexington, Tenn. 38351

Thomas Ricchio, 1232 Arthur Ave., Racine, Wis. 53405

Richard D. Witt, Rte. #2, Box 128, Edgerton, Wis. 73534

Ronald A. Lee, P.O. Box 154, Lignite, North Dakota 58752

* * * CRAZY? * * *

Crazed windshields can be caused by products with ammonia, "Windex" being one such. "Fantastic" or "409" are too strong for most paints, included "Imron". "Spic and Span" is also very tough on paints - O.K. to take exhaust stains and the like off the belly, but notice how it will soften the paint! According to the manual, flush dirt, dust, etc. with clear water, rubbing the bugs off with your hand or fingernail. Don't use a plastic scouring pad! Do use a little soap and water to get things clean. A chamois is the ideal thing with which to wipe off because there is no electrostatic charge created. In general, check what you use on the plastic and paint surfaces or your bird. Don't use anything with grit in it. Amazing how many people use "Ajax" to clean bugs off the leading edge!

For polishing the windshield use a wax designed for the purpose. Some have used "Pledge" with success - no bad effects. A good coat of wax will fill in minor scratches and make them almost invisible.

(New Members continued)

Adrian Schoenmaker, 27 Leamer Court, Iowa City, IA 52240
F. Griffin, P O Box 22546, Minneapolis, MN 55422
Dave Anderson, 1070 Hathaway Lane, Fridley, MN 55432

New Addresses: James C. Schock, 43 Bow St, Millis, Mass 02054
David Austin, Box 188, Carrollton, TX 75006

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____, poshished Al____.

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

Fly-Ins____, Others(specify)_____

Annual Dues: \$10

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Cessna 120/140 Association
BOX 92 RICHARDSON, TEXAS 75080

