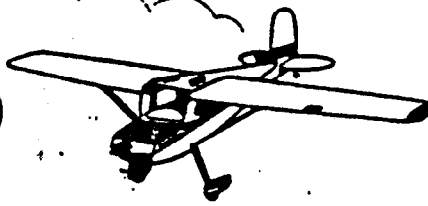


Cessna 120/140



Association

BOX 92

RICHARDSON, TEXAS 75080

DECEMBER 1979

MERRY CHRISTMANS AND A HAPPY NEW YEAR TO ALL*****

ISSUE 26

* * * EUROPEAN FLY - IN * * *

From Wolfgang Schule comes the following report:

In June we had our first European Cessna 120/140 Fly-In. Unfortunately we had very low ceilings and minimum visibilities that week-end, but in spite of it we had four 140's and one 120 in attendance. We'll try again next year.

During a vintage airplane fly-in in Denmark, (one week before ours), there were five 140's and one 120. Three of them were members of the Association! Rolf Sauter and myself.

Just yesterday a colleague of mine bought that 120, the only one in Germany. Of course I gave him an application for membership.

From May 27 to June 10 we flew to the North Cape, the most northerly point in Europe. The round trip started at Tannheim in South Germany. The aircraft were one "Emeraude", a homebuilt, one C-120 and two C-140's, (HB-CAG and my D-EBEX.)

Due to a cold front only three of us arrived at Kassel where we had planned to land for fuel. Despite the marginal visibility we flew to Flensburg the same day. Flensburg is a small town near the Danish border. The next day we waited for our No. 4, Rolf Sauter in his HB-CAG. When he didn't arrive in the early afternoon we left for Copenhagen via Sønderborg. On the third day HB-CAG arrived at Copenhagen just before we left the Copenhagen-Skovlunde airfield again. Rolf and his wife preferred to stay another day there but we decided to continue our trip as long as the weather was good. So we flew to Höganäs, Sweden and after a short stay departed the same day for Norrtälje, Sweden. There we could camp on the airport near our planes as we did at Copenhagen and several other airfields.

From Norrtälje our route lead us across the Gulf of Botnia to Helsinki, our first stop in Finland. On the same day we left the Helsinki-Vantaa Int'l airport to fly to the smaller Helsinki-Malmi airport where we again were all to tent, "where you want but not on the runway!" In the afternoon we took a bus to the Helsinki downtown for a sight-seeing tour. Helsinki, unlike most other European capitals is a relatively silent city where people seem to have more time. The only problem we had was language because only a few people speak English or German. All the way from Flensburg we had nice weather, so we had a beautiful flight from Helsinki to Oulu and from Oulu to Ivalo also. In Ivalo we landed at midnight. Ivalo is north of the Polar Circle so we could see the sun 24 hours a day. They call it the time of the nightless nights. From Ivalo across the Inarijärvi, (Lake Inari), we had reached the most beautiful part of our route on the way to Kirkenes, Norway which is only about two miles from the Russian border! Since the weather was good we continued the flight that day. First we flew to the North Cape where we circled for at least 20 minutes to take a few pictures. From there we headed southward to Alta which is a small town in a pretty landscape with high mountains and Fjords

between. The next day when we tried to fly to Dodø I got into a layer of very cold air and high humidity. Because I had severe carburetor ice we had to return to Alta again. On the next day, June 6, we decided to fly to Bardufoss, but due to the low ceilings in that area we had to fly in the valleys between the high mountains. On the same day we left Bardufoss for Mo-I-Rana, but south of Narvik we got into a region with very low stratus clouds, 100 feet and less! Therefore we had to land at Evenes near Narvik.

On the way to Evenes we lost our No. 3, the 120 which landed at Narvik. Because I had been No. 1 I always asked for landing clearance for all three aircraft. At Evenes I didn't notice the loss of No. 3 so I reported D-EBEX, D-EHIQ, and D-EJWA turning long final for 18. Evenes tower however, had been informed by Narvik tower D-WA so they surprised me by saying, "D-EBEX and D-EHIQ cleared to land. Your No. 3 has already landed at Narvik." Since No. 3, the one with least flight experience, couldn't fly to Evenes because of the poor visibility we flew the Emeraude and my 140 to Narvik the next day. Because of the low clouds we didn't see much of Narvik. We had to stay there another day. The only way to fly was back via Sweden. The guy with the 120 tried to get us to fly home with him via Sweden but we preferred to stay at Norway because of the very beautiful countryside. After a long discussion we finally left Narvik for Kiruna, Sweden but turned back to Norway without landing at Kiruna after circumflying the low which had blocked our way.

They have a lot of fees in Sweden and Norway. Landing fees are usually about \$8, and in addition at every airport they charged us an "Enroute Fee", of \$10 for each flight. This was for the possible use of navigation facilities. In Sweden we had to pay \$18 per each plane for emigration and customs entry and again some \$ when we left the country.

In the evening we arrived at Trondheim with an intermediate stop at Mo-I-Rana where we had to land for fuel. At Trondheim we met a few mechanics, EAA members who told us about a small private strip only about 20 minutes from there where we could camp. Very late that day we flew there. The only plane that usually lands there was a C-185 so a lot of people from the nearby village came out to see us. They even asked for an interview and took some photos for the local newspaper!

On the next day we returned to Kopenhagen-Skovlunde via Oslo. There I had problems with my engine. One valve had stuck in the open position so we couldn't fly. Fortunately I always take my tools with me so I was able to repair the valve myself. In the afternoon we made a sightseeing tour through the city of Kopenhagen. When we returned in the evening we found HB-CAG, Rolf Sauters, who had arrived. The next morning we took off together but we lost one another, so I climbed to fly over the tops. From there I called the others and told them that I would land for dinner at a small island I had visited several times before. After dinner we flew to Stauning to take part in the "Antique-Classic Fly-In" of the "KZ & Veteranfly Klubben." Unfortunately the weather was very bad the next day so the competition flying part of the rally was scrubbed. The main purpose of the meeting is to make new friends and see old friends again. In the evening there is always dancing and a lot of talking, after a big rally dinner.

The next morning we planned to fly back via Kassel which is about halfway from Stauning to our home airfield. It was our last day out. The girl who had accompanied me as my co-pilot had lost her sun-glasses at Flensburg two weeks before at the first day of our flight, so I decided to land at Kassel. From Flensburg to our home airfield I flew non-stop in 5 hours and 13 minutes landing with about 25 minutes of fuel remaining!

The total flying time was 50 hours 31 minutes and our way lead us through five countries, Germany, Denmark, Sweden, Finland, and Norway. The distance one way is about 2/3 of the longest line across Europe from northeast to southwest. I am already looking forward to my next long distance flight in my trusty little bird. As soon as I have something to write about I'll send it along.

(Ed Note: Wolfgang's flight and others we have put in the news-letter substantiate our belief that 120/140's are excellent transportation. So get your "bug-smasher" out of the local patch and stretch your wings!)

* * * QUICK DRAIN? * * *

We got an "Owner Advisory" the other day from Cessna. It said, "Starting with the 1975 model year, fuel quick drains were made standard equipment on all Cessna single engine aircraft. Accessory kits are now available to install fuel quick drains on all earlier single engine aircraft. For further information, contact your Cessna Dealer referencing Service Information Letter SE 79-45."

If you don't have quick drains on your wing tanks we encourage you to install them. This is the time of the year when water condenses in partially filled tanks, and makes it even more important to drain the sumps during your preflights.

* * * WINTER REMINDERS * * *

If you are unable to tip your tanks after each flight be particularly wary of condensation. After you have installed the quick-drains mentioned above, use them! You know that the condensed water is supposed to run down the curve of the top of the tanks into the sumps. If, however, your tie-down is not level the water may run to the down-hill side of the tank so that when you drain it--nothing. In the air you find that all's not well. Carb heat, no help! Water in the fuel, yes. It may be cold enough so that it can freeze in the lines causing severe stoppage of the fan and sweating starts. If you are lucky the old C-85 will blunder through your carelessness and spit out the water. But, you will be swimming in it! Hopefully switching tanks will alleviate the problem. If not, get on the ground while you have a choice.

Remember that those long ground warm-ups are not necessary. If you have good oil pressure and the engine takes the throttle ok you are ready...even at zero you can overheat the rear cylinders. It is best to install some kind of cold weather gear.

In the absence of a regular kit, 200 mph tape will do a good job of covering the cowling openings in front of the lower case--the two little oval ones. You may find it necessary to close off part of the cylinder head intake grilles just enough to allow the oil temp to get up around 150-170 degrees. If you have an asbestos sock to put around the oil sump use it. You may even want to install asbestos cuffs around the intake manifold tubes. This procedure tends to keep the intake air warmer permitting better vaporization of the fuel. Don't fly around with the oil temp needle on the bottom peg! Depending on the OAT and the accuracy of your gauge you may not know if the oil is congealed. If your gauge is showing a good temp and begins to drop it may be telling you that the oil is congealing. There is no way to break it loose in the air so get down. You might also notice an increase in pressure as the thickened oil begins to bypass at the regulator.

Check your manual for the proper oil viscosity and for cold weather flying tips. And of course, don't forget about carb ice, particularly on the warmer winter days when the dew-point spread is small. The colder it is the dryer the air the less carb-ice. Just the reverse is also true.

And don't get casual when pulling the prop through to break the oil loose! Missing digits and broken bones hurt even more when it's cold. Good time too to check for exhaust leaks that can infiltrate that enclosed and sealed cockpit. Those little test squares are a good idea. Hopefully they will turn blue before you do!

Have you had a brake freeze up on a wet snowy runway? If so, you know that wheel pants only contribute to the difficulty. Might want to remove them for the winter. If by some remote possibility you have parking brakes, don't use them; they freeze solid.

But, by all means, fly. The cold air and clear skies make for the most pleasant flying of the year, and the old bird really perks up and takes notice. Invigorating!

* * * FAIR WINDS * * *

V.P., Jerry Vaught writes: "Not very often do we fly our birds on a round trip cross county flight and have the wind on the tail both ways! This past October I had one of these rare flights to Tahlequah, OK in my 140 and the numbers are as follows: Saturday morning, 6:30, pushing the 140 out of the hangar at Marshall, MO, temp 28 with a slight northerly breeze, destination, Tahlequah 250 miles south at 210 degrees. The take-off roll began at straight up 7:00 and at 8:55 the 140 was on the downwind leg at Tahlequah! The return trip was made the next day after an overnight wind shift in equally good time. After returning home Sunday, the tach showed 4hrs 10min total elapsed time for 500 miles of flying, an average of 120 mph. Fuel consumption 5.8 gph at 2400 rpm, which by the way is one full gph over the Owner's Manual for the C-85-12."

"Anyhow, the Cessna 120/140 is still a good little x-country, economical airplane in these days of ever increasing fuel prices. Long live 80/87 aviation fuel since my engine has decided it wants an extra gph of the stuff. After all, isn't a Cessna 120/140 worth it?"

"Merry Christmas Everyone."

* * * MEMBERSHIP LIST * * *

We propose to make the January 1980 issue the new membership list. We have been getting some issues returned each time because of incorrect addresses. If you know anyone who has not been getting their news-letter please drop us a line. Also, we would like to compile another list of N numbers in sequence. Here, however, we are in trouble because we have quite a few who have not submitted their number with their application form. If you see a blank by your name you will know why it is there. If you have some suggestions on how the lists might be improved, again, please drop us a line.

* * * FOR SALE * * *

Original 1946 120/140 control wheels with red plastic centers in exc. cond. plus new chromed control rods. (\$125) 170/180 control wheels. (\$25). Hat/Baggage shelf (\$15). Rotating Beacon (\$40). 120/140 Illust. parts catalog (\$15). Misc used instruments. Bernard M. Funk, 11234 Cherry Hill Rd, #204, Beltsville, MD 20705.

1946 Cessna 120, 85 Cont, Chrome, 295 SMOH, McCauley climb prop, new annual, Stitts fabric, new windscreen and skylights, tires brake disks, fact recond Narco 110, transponder, anti-col lights, 140 hrs, brass venturi, gear extensions, hangared. (\$7500) Also have numerous parts available should the buyer wish to purchase separately. Dale Koehn, P.O. Box 353, Katy, TX 77450, (713) 371 0421, 464 6266 days.

One factory new passenger side exhaust stack. Steve Scearce, 201 Townes Rd, Columbia, S.C. 29210.

* * * HELP * * *

Due to oil starvation I now need a crankshaft and accessory case for C-85-12F. Marcus D. Smith, 1120 S. Newport, Tulsa, OK 74120.

Ronald G. Martin, Box 288A, West Lake Rd, Geneva, NY 14456 needs information about where he can purchase new hardware for his 140 restoration. (Ed; Check with your Cessna Dealer, Ron. Most of the bolts and nuts are standard AN items and can be obtained from any aircraft parts shop.)

Robert E. Kesel, 455 Oakridge Dr., Rochester, NY, 14617 is looking for a "legal" spinner

for his 140--can't find one. (Ed; Wag-Aero should be able to fix you up, Bob. The original spinner was a "Skull Cap" type and is available through Wag-Aero. Some are added in Trade-A-Plane.)

James M. Johns, 1454 Laverte Cir, Mableton, GA 30059, desperately needs front and rear bulkheads for the landing gear supports for his 1947 120, c/n 12119. Help! Help!

We all need help on a good method for installing shoulder harnesses. Does anyone have a sketch or an STC for same? If so, please send in and we'll put it in the next issue.

Also, we again have had several requests for 150 seat installations. Does anyone have a sketch for this, and a method for the correct paper work?

Pratt Air, Inc., Box 404, Pratt, KS 67124 needs a horizontal stabilizer, or parts #0432107-1 spar r/h, 0472110 bracket and 047211 bracket. (Ed; you might try Cessna, Whichit a for the parts, Morey Airplane Co, Middleton, Wis for the stabilizer, or Univair in Denver.) PrattAir's phone is 316-672-3601 if someone has the above items or parts thereof.

* * * WELCOME NEW MEMBERS * * *

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