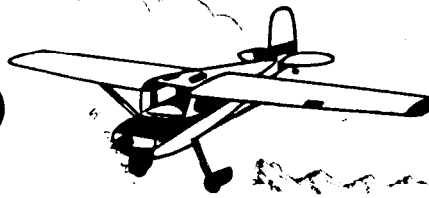


Cessna 120/140



Association

BOX 92
RICHARDSON, TEXAS 75080

FEBRUARY 1980

NEWSLETTER

ISSUE 28

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Flying my 140 gives me more pleasure than I can withhold. Over the past few years I've been very fortunate to be able to use N1654V to commute to work during the milder weather here in New England. Starting in early spring until late fall I base at Sterling airport, 30 air miles west of Hanscom field, Bedford, MA., where I work. Sterling is one of those quiet little airports in a beautiful New England setting of rolling hills, large bodies of water, and evergreen trees. A good many mornings I'm the first one in the air to enjoy winging my way over the colorful countryside and looking down at the same roads that I routinely ply my way to work in the off-days and winter months. My rapture of flight is a bit changed when I raise the tower at Hanscom for landing instructions. Taxing up to the hangar ramp I dismount my trusty 140, quickly tie her down and reach my desk in minutes refreshed and ready to start my day selling Beechcraft to those ever-narrowing few who can afford such luxury. Secretly, I await the end of the day to climb back into the little 140 and once again feel the real sensation of true flight well above the hum-drum traffic, red lights and speed traps. I'm alone in a world only understood by 140 owners.

Sincerely Yours, Clint Brown, 64 Newton St., West Boylston, MA 01583.

Thanks Clint. Very nice, indeed.

* * * * *

This note from A. Schoenmaker, Iowa City, IA.

This past week I ran into a new problem. Field mice set up housekeeping in the right wing of N76093! Are they lousy housekeepers! They took the insulation from behind the instrument panel and built their nest beside the gas tank. I pulled out about a quarter of a bushel of nest. The stench was terrible-could have used a gas mask. Having once seen what mouse urine can do to aluminum, I took off the inspection plates and the strut fairing, and cleared all the nest by hand. Then I hosed down the inside of the wing and kept the drain holes open while the water ran out. The mice also ate half way through the old cotton seat belt in the jump seat area. It looks to me like they came in via the tail wheel, up the body, into the cabin area, and then followed the cables up to the wing. The plane had been sitting from Nov 24th to Dec 21st. I would suggest installing Decon and mouse traps inside the plane during winter tie down if the plane is not used very much. I'm sure glad I looked in on the old bird since it would have been a real mess by next spring had I not caught on to the game!

(Ed's note: The moral to this story is fly regularly after a careful preflight!)

* * * SHOULDER HARNESS * * *

We seem to have amassed considerable data from various members in response to our quest for

a method by which to install shoulder harnesses.

Noell Wilson, Rt 1, Box 514, Carrollton, GA says that he wrote to Cessna about his 120. They recommended FAA Advisory Circular AC 43.13-2, plus GADO approval. Noell also wrote Pacific Scientific Co., Anaheim, CA 92803. They made the same recommendation. They also make a super nice 5 point inertia reel harness with a single point twist release.

The AC 43.13-2 covers general mounting configurations, belt angles, etc. It also gives various methods of attaching to different parts of the airframe. It's still up to you, the AI, and GADO to fit them to your particular aircraft, says Noell.

Ron Degan, 462 Fairview Ave, Canfield, OH 44406 says that the parts manual for the early straight tail 150 shows a harness installation. It is listed as an optional accessory for the 150. Part numbers, parts, installation, the whole works is there, and what's more parts might even be available! Ron has struck a nerve!

Wolfgang D. Schuele, West Germany has sent for our records drawings of an excellent harness installation. We will make copies available for those who need them.

* * * SEATS AGAIN * * *

Again we must state that we do not have drawings or suggestions for the installation of 150 seats in your birds. We have asked the membership for such, but none have been forthcoming. There is no STC for this installation that anyone can find. Those who have installed them have had their AI's blessing, and have submitted the proper paper work.

* * * HELP * * *

Thomas Chase, Box 1954, New Britain, CT 06050 is rebuilding his 140, N3602V after having been damaged in a wind storm back in '69! N3602V was built in 1947. Tom needs a right hand wing strut. He says that he has two left hand wing struts as well as many other 140 parts from a 1946 model. Maybe a swap can be worked out.

Peter Alfonso wonders where the best place for his anti-collision light would be. We feel they should be installed on the top of the fuselage just behind the trailing edge of the wing. This location may not meet with everyone's approval but seems to work well being visible from all quarters from slightly above the aircraft. Any other suggestions?

Jim Ohlert wants to know about the installation of an EGT combustion analyzer on his C-90. (Jim, look through the STC in this issue. There are several installations shown.)

* * * PARTS PARTS * * *

Billy James, 2300 W. Gambrell, Ft. Worth, TX 76115, 817-923-4624 is parting out an undamaged 1946 120, N1761N. He has all the paperwork. It has a fresh chrome C-85-12 with 10 SMOH with new Bendix mags and harness. Full electrical system, nav lgts, strobe, ELT, metal wings, installed Cleveland brakes, and original brakes with wheel extensions. NAV/COMM. Engine (Firewall forward) @ \$3750. Wings & Struts per side @ \$1600. Fuselage, excluding NAV/COMM @ \$1850. OR as is \$7750.00. A/C has six year old paint.

George P. Remhof, 1904 N. Superior, Appleton, WI 54911 says that due to circumstances beyond his control and the rising costs of sole ownership of an airplane, he is forced to sell his cherished 140! The airplane is a 1947 ragwing with 1500 hours TTAf, 1100 TTE. The engine is a C-90-14. Wings are ceconite. It has a Genave radio, ELT, OAT, dual strobes, winterization kit, wheel extensions, new tires, new battery, T & B, new altimeter, and a July annual. It has always been hangared, and for \$7,500 George will deliver it almost anywhere in the lower 48.

1950 140A, TTAF 4150, SMOH 1779, Escort 110, full panel, cyl hd temp, large Scott tail-wheel, Cleveland brakes, April Annual, Met & Paint, new rubber, very clean \$8000.00 or best offer. Bill Byars, Rt 1, Box 279K, Okmulgee, OK 918-756-4010, or 756-3292.

For parts be sure to give Cessna in Wichita, KS a try. They have many left. You may not like the price they ask, but sometimes a part is a part. Univair, Denver, CO has parts also, and the prices are high. Morey Airplane Co, Middleton, WI still has parts and the prices are about right. Try your local Cessna Dealer, he may be able to help. Then, try your Cessna 120/140 Association, our members are fabulous!

* * * FULL RPM? * * *

From Gene Bohl, Northwood, IA 50459.

"I had something happen to my 140 on the way back from the Mid-West Fly-in at Burlington, WI. We were in a flight of six aircraft with Tom & Jan Norton leading. We all stopped at Madison, WI for 80 octane fuel.

"On departure I was last to take off and just after lift off I wasn't getting full RPM from my engine--about 1600 RPM-- and all gauges were normal. Then a squeaking set in so I aborted flight and was able to get to a taxi-way on roll out and off the runway.

"The minute I closed the throttle--in the air--the engine died! My luck was holding because Tom & Jan, son Scott, Dick & Rochell Harden all returned to help push me in to a tie-down and look things over. The prop was stuck like a frozen bearing or rings. It was late Sunday afternoon so we couldn't get an A & E out. So, we tied it down and divided up between the 3 140's and made 3 place aircraft out of two and everything else we loaded in number 3 and took off with no problem and flew to Rochester, MN. I rode with Tom and Jan sat or squeezed in behind the seat so I owe her a good highball!

"I flew back later in the week after calling out Monday and had it looked into, thinking the worst. LUCKED OUT AGAIN! The A & E couldn't find anything wrong on Tuesday. The prop was free and started okay. He said the only thing that could have happened was a stuck starter clutch.

"Now, after all the years I've been flying I have never heard of a starter clutch locking up. Since this happened I've talked to two old-timers who said it was vary unusual, but, it did happen. After the clutch cools down it realeases! I checked it out and flew home with no problem. Of course I pulled the started and checked it out. The gear on the end was chipped but no damage to the accessory case.

"I would recommend 120/140 drivers to keep the cable well lubed and free to prevent this. Also install a small return spring on the starter lever."

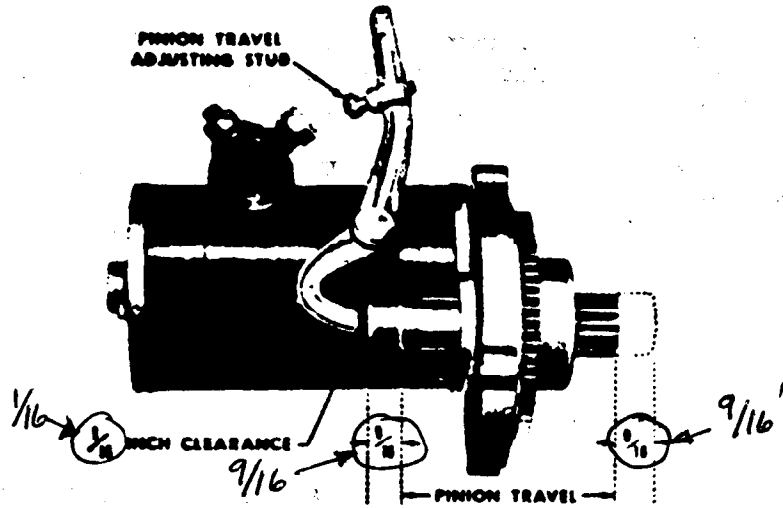
Gene has the following for sale: 1 set log books and data plate for 1947 Cessna 140. 1 left aileron, polished. 1 rudder, painted. 2 orig. instruments, T & B and Tach. Gene knows of a good set of tail feathers for sale, and one pair of gear legs, 1947. Gene Bohl, 102 8th N., Northwood, IA 50459, 515-324-2314, after 5:00.

As a follow-up on Gene's problem we have a Continental Aircraft Engine Service Bulletin, M64-4, January 30, 1964, Subject: Delco-Remy Starter Adjustment, C75, C85, C90, O-200.

"To help eliminate possible starter gear failure, we off the following instructions: Make certain all switches are in the "off" position, then adjust pinion adjusting bolt to where the starter gears are fully engaged before the electrical contact is made in the starter switch.

The adjusting bolt on starting lever must be adjusted to provide 9/16 " travel on the pinion when starter switch is fully closed. The lock nut on adjusting bolt may have to be moved to the other side of the lever to obtain this adjustment.

(4)



* * * FLY-IN NEWS * * *

Here's more news about the big Annual Meeting and Fly-In at Wichita, Kansas. As you know, our base of operations will be at the Newton, Kansas, City-County Airport. It is located directly north of the City of Wichita, about 27 miles. In fact, 21 miles out of the ICT VOR on the 014 Radial. The runway is adequate what with 7000 feet of 100 foot wide concrete. Just don't get lost! The airport manager is Jim McFarlane, P.O. Box 426, (316)-283-8457, Newton, KS 67114.

The dates are; October 16th Arrivals & cocktail party
17th Cessna Plant tour & cocktail party
18th Flying Events & cocktail party
19th Departures

What is planned is to fly to the Cessna Plant in Wichita for the tour and return to Newton. Robin Passley has provided us with a chart for entry and departure to the Cessna strip. It will be put in the News in a future issue so that you won't lose it.

Again, we hope to have at least 100 planes come in! It would be great to meet all of you and to personally thank those who have contributed to the News.

* * * NEW NEW NEW * * *

We will be pushing a couple of new items that Tom Norton and Frank Hancock have arranged for edification.

A dandy new patch to go on the back of a shirt or jacket. It is oval, about 9 x 5 inches, with a 140 in silver on a light blue background, and lettered "Int. Cessna 120/140 Association. These will sell for \$7.00, and a bargain at that!

Also--we have now at last, directly from the capitols of Europe, a brass belt buckle! Oval, 3 1/4 x 2 1/4 inches, with our International Cessna 120/140 Association logo on it, it is a bargain also at only \$7.50, direct to your door!

Of course we still have the "T" shirts and shoulder patches, and don't forget, the decals.

* * * INCIDENTALLY * * *

Have had no comment about the great chicken recipe put in the last news letter. That baby was direct from Paris, with wine and all! Try it...

* * * STC'S * * *

<u>Model & T. C. No.</u>	<u>S.T.C. No.</u>	<u>Description</u>	<u>Name & Address of Holder</u>
120, 140 C. 722, 768, 799	SA4-1210 Amended 6.30.76	Installation of Eonnex cover on aircraft surfaces.	MONAIR, INC 417 Watts Dr. Bakersfield, CA 93307
120, 140 T.C. 768	SA1351WE (Reissued 6 Mar 69	Replace existing fabric on wings fuselage, empennage, and/or control surfaces with Ceconite 101 Material.	Ceconite, Inc., 4677 Worth Street Los Angeles, CA 90063
120 T.C. 768	SA1-39	Recovering of wings with metal skin, .020" 24ST alclad, except ailerons.	Boone County Aviat. Inc., P.O. Box 6 Erlanger, Kentucky
120-140 Series T.C. 768, 5A2	SA1-259	Wing covering of alclad panels.	Skycraft Design Old Star Airport Langhorne, PA
	SA1-436	Leading edge landing lights in left-hand wing.	Skycraft Design P.O. Box 67 West Trenton, NJ
	SA2-31	Attachment of metal skin to wings.	Clark Aircraft, Inc 1704 E. Crockett ST. Marshall, TX 75607
	SA2-50	Metal wing covering.	Air-Lines, Inc. Brown Airport Tulsa, OK
	SA2-119	7.5 7.5 gallon auxiliary fuel tank.	Vincent Aeronautical Route 1 Longview, TX
	SA2-428	Metal wing covering.	Hudson Aircraft Service P.O. Box 913 Tallahassee, FL
	SA2-457	Metal wing covering	Rome Flying Service Russell Field Rome, GA
	SA2-829	Metal covering of upper surface of wings.	I.C. West P.O.Box 195, Easterwood Airport, College Station,
	SA2-836	Wings modified.	Glen M. Kolley 2331 Debroah Drive Valdosta, GA
	SA3-114	Instrument panel modification.	Weber Aviation Municipal Airport Rapid City, SD
	SA4-89	Recovering of wings with metal .020 alclad 2024T3 aluminum alloy	J.E. Lane, Jr. 3504 Niblick Drive La Mesa, CA
	SA4-95	Lycoming O-235-1 engine.	H.M. Ruberg, 1300 North 28th Springfield, OR. 97477

<u>Model & T.C. No.</u>	<u>S.T.C. No.</u>	<u>Description</u>	<u>Name & Address of Holder</u>
120, 140; T.C. A-768 140, T.C. 5A2	SA798EA Reissued 14 Feb 72	Installation of Monitair exhaust gas combustion monitor kit.	Rosemount Engineering Co. 12001 West 78th Street Eden Prairie, MN 55343
120, 140; T.C. A-768 140A; T.C. 5A2	SA800EA Amended 7.30.76	Installation of aviation white anti-collision strobe lights. Whalen Models A429, A430, A434, and associated power supplies.	Whalen Engineering Co. Winter Avenue Deep River, CT 06417
120, 140; T.C. 768	SA1177WE	WECO Carburetor temperature monitor.	Richard P. Winnen 21318 Grace Avenue Torrance, CA
120, 140; T.C. 768	SA1716WE (Amended 20 Mar 70	Installation of exhaust gas temperature (EGT) System.	Hanna-Aero Corporation 5222 South Holly St. Littleton, CO 80120
140 Series;	SA1-1	Recovering of wings with 24ST alclad skin.	Aircraftsmen, Inc. Zahn Airport Lindenhurst, L.I., NY
	SA2-484	Battery rack.	American Flyers, Inc. Meacham Field Ft. Worth, TX 76106
	SA4-79	Recovering of wings with metal .020 aluminum 2024-T3 clad.	Franciso Ochoa 4836 E. Mercer Way Mercer Island, WA
	SA4-376	Lycoming O-235-C1	H.M. rubert 1300 North 28th Street Springfield, OR 97477
	SA105GL	Install a pitot-static tube	Lowell Kleven P.O. Box 1279 Jackson, WY 83001
	SA175WE	Conversion of aircraft for parachute jumping and aerial photography operations.	Seagull Aviation P.O. Box 104 Brigham City, UT
	SA267SW	Continental O-200-A engine and a McCauley 1A100 MCM propeller.	S & S Pipeline Patrol P.O. Box 787 Dickinson, TX
	SA388SO	Metalized wings per Dwg WF-14OR Wing landing/taxi light instl. per Dwg WF-14OL.	W. F. Robison P.O. Box 241 Lanett, AL
140, T.C. 768	SA1-252	Safety gear Model A.	Geiss Gears, Inc. 3350 Tennyson St., NW Washington, D.C.
140, T.C. 768	SA12WE	Fiberglas wing tips.	Met-Co-Aire P.O. Box 2216 Fullerton, CA
140; T.C. 768	SA124EA	Shur-vent fuel tank filler cap.	Alfred R. Puccinelli 36 Bay Drive East Huntington, L.I., NY
140; T.C. A768	SA596EA	Installation of electronic voltage alarm Dwg No. 80104	McKinley Engineering Corp. P.O. Box 275 Palisades Park, NJ 07650

<u>Model & T.C. No.</u>	<u>S.T.C. No.</u>	<u>Description</u>	<u>Name & Address of Holder</u>
140A; T.C. 5A2	SA547EA	Inst. of Continental O-200-A engine and McCauley 1A100-MCM6952 propeller.	John T. Lucas & M. David Emmett RD #2, Emporium, PA 15834
40A; T.C. 5A2	SA995SW Reissued 2.13.75	Increase wing leading edge radius wing tip fairings, and landing light lens.	AeroSTOL Company P.O. Box 4574 Ft. Worth, TX 76106
140A; 3A17	SA1371SW	Wing leading cuff and upper surface flow.	Mid-America STOL Aircraft, Inc., Box 53 Wichita, KS 67201

Cessna 120/140 Association Officers.

President; Tom Norton, 8117 Hemingway Ave, So., Cottage Grove, MN 55016

Vice President; Jerry Vaught, 516 N. Franklin, Marshall, MO 65340

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Midwest Coordinator; Jim & Betty Merwin, 1227 Arthur Avenue, Racine, WI 53405

Southeast Coordinator; Charlie Wilson, 567 Forrest Ave, Fayetteville, GA 30214

News Editor; Glenn Usher, Box 92, Richardson, TX 75080

* * * P.S. * * *

Now that the weather is beginning to show some signs of improvement, at least here in Texas, it is time to start planning your regional fly-ins. It would seem to us that this is the year to begin more short get-togethers, breakfasts, cook-outs, just plain get acquainted stops. Because of the increasing fuel costs one can't spend too much time augering about looking for an airport with a congenial look about it. So try to plan for close in fly-ins. This may cut down on the number of planes that will show up, but it will keep us in the air and touch.

For those who are planning long x-country hops it is worth an attempt to locate lower fuel prices and 80 octane. You can help cut costs with a little foresight.

Happy Landings!!!

* * * LATE ENTRIES * * *

Top notch Cessna 140, new ceonite, Cleveland brakes & wheels, C-90 engine, 200 STOH, Mark III Nav Com, recent generator and voltage regulator, good paint. Russ Hilding, (517) 323-3084.

Wanted: Good used right wheel Goodyear brake housing, P/N 39530088, or close, for Cessna 120. Max Hall, 1130 Linn Rd, Williamston, MI 48895. 655-3311.