

BOX 92

RICHARDSON, TEXAS 75080

MAY 1980

NEWSLETTER

ISSUE 31

* * * OCTOBER FLY-IN & MEETING * * *

The dates for our fifth annual bash are:

- October 16th Arrivals & Cocktail party
- 17th Cessna Plant Tour & Cocktail party
- 18th Flying Events & Cocktail party
- 19th Departures

As you know our base of operations will be at the Newton, Kansas City-County airport. Newton is just a stone's throw north of Wichita Mid-Continent airport, say 25-27 miles or so. To be exact the VOR's are: HUT 116.8D 075 degrees 31 NM, and ICT 113.8D 014 degrees 21NM. The runway is a 7000 footer, with concrete everywhere! Field elevation is 1528, traffic pattern is 800' or 2300 MSL. Wichita APC is 134.8 at 010 to 180 degrees, and 126.7 at 180 to 010 degrees. The FSS is Wichita.

The flight from Newton to the Cessna Plant at Wichita will require some planning. Not that it is difficult at all, only that the procedures must be followed as outlined in the following information. It was given to us by Robin Passley at Tahlequah last fall, and is grafted from the "Cessna Aircraft Co., Pawnee Division Delivery Center, Arrival and Departure Information" booklet, and goes as follows:

....To make your visit by air as simple and safe as possible, this booklet has been prepared to provide you some easy to understand rules that must be followed during your arrival and departure.we urge you to take a few minutes to study its contents.

As you will note from the map on page 5, (to follow) the Pawnee Division Delivery Center is located on the perimeter of McConnell Air Force Base, and is just 3 miles South of the Beech Aircraft Corp. Airport. This results in some rather congested airspace at times.

We have shared the airspace with McConnell and Beech for a number of years and have developed an outstanding flight safety record by requiring strict adherence to our designated flight levels and traffic patterns, and through the continuing vigilance of our visitors.

While our McConnell A.F.B. neighbors fly a very regimented traffic pattern, their aircraft design and flight configuration during take-off and approach to landing make their peripheral vision very limited, and an aircraft straying into their flight pattern could be in a very hazardous position. We emphasize, however, this is no problem for you provided our designated traffic patterns are followed.

FLIGHT LEVELS The Pawnee Division Delivery Center has been assigned a flight level of 1700 feet MSL (500 feet AGL) within $1\frac{1}{2}$ miles of McConnell A.F.B., and no more than 1900 feet MSL (500 feet AGL) within 5 miles of McConnell. This provides a vertical separation of 700 feet and 900 feet respectively from any military aircraft which are in their traffic pattern at the same time you are in the Cessna pattern.

TRAFFIC PATTERNS The chart on page 5 illustrates the recommended Cessna traffic pattern along with the standard McConnell traffic pattern. Due to the proximity of McConnell A.F.B. and the Beech Airport, no straight-in approaches or departures are allowed at Cessna from either North or South, and no turns to the West are allowed as this would take your flight path directly across the McConnell A.F.B. traffic pattern. Just remember this simple rule: All arrivals and departures at Cessna must be to and from the East.

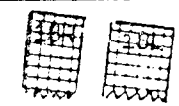
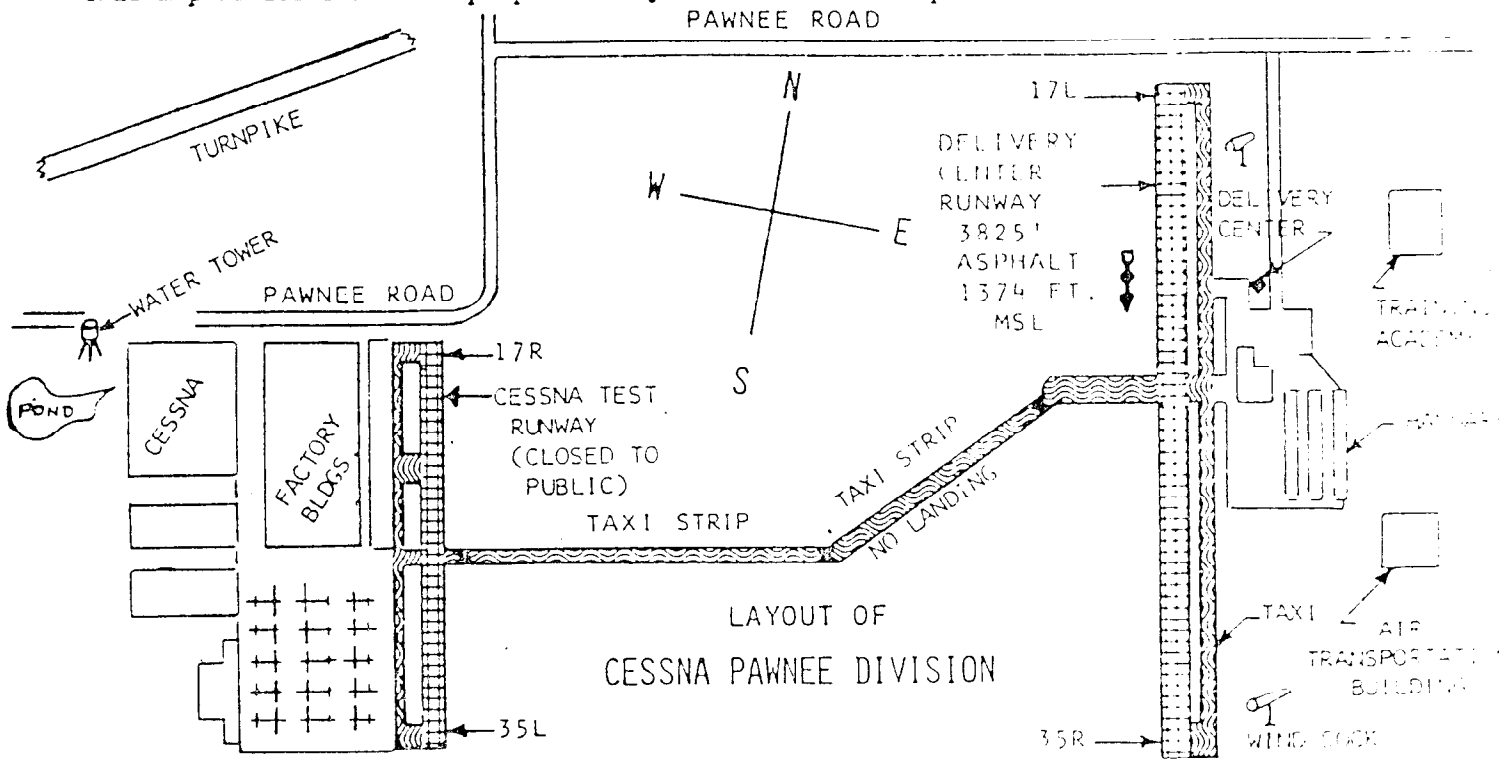
When departing to the South (Runway 17L) a left turn should be executed near the end of the runway, and when departing to the North (Runway 35R), a right turn out should be executed near the end of the runway.

RUNWAY DESIGNATION The Delivery Center runway is designated 17 Left and 35 Right. There is only one runway at the Delivery Center, but the left and right designation is required since there is another runway at Cessna located near the main plant, approximately 1/2 mile west of the Delivery Center runway. This runway is used for flight test only, and is closed to the public.

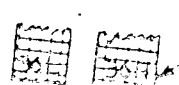
COMMUNICATIONS The Pawnee Division Delivery Center transmits and receives on the Unicom frequency of 122.8. All aircraft arriving or departing are requested to call "Cessna Unicom" on this frequency for an airport advisory. Up to the minute weather information is provided by telewriter from McConnell A.F.B. and will be relayed upon request. A convenient 3 x 5 card containing most of the local radio frequencies is available upon request at the Delivery Center counter.

FLIGHT OVER ADJACENT HOUSING To avoid unnecessary annoyance to our neighbors near the Delivery Center, such as the McConnell A.F.B. Base Hospital (which is an H-shaped building with a red cross on its roof near the East perimeter of the Base), we request that all arriving and departing pilots select a route that will avoid flight directly over buildings whenever possible. Remember, your traffic altitude is only 300 feet above the ground.

RECOMMENDED DEPARTURE ROUTES. We receive many questions asking what the best route is away from the Delivery Center, and to assist in answering these questions, we have included a map of the Wichita area which has several recommended departure routes marked on it. This map is for reference purposes only and will not be up-dated.



McCONNELL A.F.B.



McCONNELL A.F.B. RUNWAY



WATER TOWER

Of course we'll have a briefing at New York before leaving for the Cessna Plant and arrangements will have been made with Cessna so there's nothing to worry about.

All arrangements for motels and attendance should be made through our prez, TOM NORTON, 8117 Hemingway Ave, Cottage Grove, MN 55016, phone (612) 459 1423.

We hope to see you all there! ! !

* * * PARTS PARTS * * *

For sale: 1947 Cessna 140, 1200 SMOH, 90hp, FGP, Escort 110, Fresh Annual, Mike Even, 12 Rumford, Folling Meadows, IL 60008, days (312) 825 3166.

For Sale: 1946 Cessna 140, TTAFE 2425, SMOH 518, Ceconite wings, White, Bronze, Dark Brown clean, new glass all around, Clevelands, Scott, D.G., Altimeter, King 720 comm and oand, red beacon on top, large venturi, batter, mike--all new. Overhauled, Escort 110, 8 day clock. Has late Cessna control wheels, dual brakes, left door window swings, vents in both doors, leading edge landing lights, oil changed at 25 hours, hangared--\$8,000. C.B. McGown, Jr., 1201 Garden Lane, Bryan, TX 77801 Nights & weekends (713) 779 2856

I need help finding a new home for 1822V. It's a fine old bird that has given its pilot many happy memories, but the modern day economy isn't allowing as much flying as it should have. 1822V is a 1947 with metal wings and a C-90 with 933 SMOH. It's got Cleveland brakes, new glass, new carpet, and a new 150 exhaust system. She's in good shape and hangared. Steve Lekwa, R R 1, Ames, IA 50010, (515) 232 2516.

For sale: one left hand 140 metalized wing complete with light, tank, flap, aileron, with FAA 337 form, \$500. Both left and right struts complete with rod ends and jury-struts, \$125 each. Gary VanFarowe, 1460 Ottawa Beach Rd, Holland, MI 49423, (616) 399 4621

These parts from George N. Brooks, 383 Rock Meadow Dr, Stone Mountain, GA 30088, (404) 469 3046: 1 pr C120 Wings w/tanks--v.g. no fabric, 2 ea right wings C140--1 good no/fab, 1 minor repair, 4 ea horizontal stabilizers--very good, 4 ea skins horizontal stab--very good, 3 pr 46 landing gear, 4 ea top cowls (3-47) (1-46)--2 very good, 2 minor repair, 1 ea right cowl door 46--very good, 1 ea tail cone assembly--very good, 2 ea vertical stab--extensive skin corrosion/scar ok, 1 ea vertical stab spar--very good, 3 ea carry thru spars(forward)--very good, 2 ea carry thru spars (rear)--very good, 3 ea top cabin skins--repairable, 2 ea bulkheads(aft cabin spar)--very good, 2 ea skin(forward of tail cone say)--very good, 2 ea door post(1 rt, 1 lt) very good, 1 ea instrument panel (stationary) very good, 4 ea floor board assembly L & R landing gear cover--very good, 1 ea fuselage front end section(dash w/hand holds)--very good, 5 ea doors 3 lt/ 2 rt--very good, 1 ea wing tip, 1 ea Wing section rear spar & aft/no false spar--very good, 8 ea flaps--very good/repairable, 12 ea elevators--very good/repairable, 2 ea control yokes--very good, 8 ea ailerons--very good/repairable, 1 ea 46 original control wheel--very good, 4 ea seat backs--need upholstery, 4 ea seat bottoms--need upholstery, numerous misc fairings/brackets etc. A VERITABLE BONANZA ! ! !

Racway Equipment, R.D.2, Box 92K, Horton Ave, Riverhead, L. I., NY 11901--Sirs; We might be of help to your members as we have about five 120/140's in parts, wings, engines, tails etc, etc. We are in the Air Salvage business.

For sale; 140A less engine, cleveland brakes, strobes, red and white inron, new tires, glass, Scott tailwheel, ELT, wheel pants, Mk II, Lear ADF, \$3,000. George B. Walls, 245 17th St, Surf City, NJ 08008 (609) 494 7779. George says he can't find a crank-shaft and a camshaft so he has decided to retire from flying after 42 years of the great life!

For sale: 140, s/n 1462B, c-85-12 in good cond. 377 SMOH, Narco Mk III, Superhomer, dual strobes, Maul tail wheel, new upholstery, nice paint, new volt reg & overhauled gen. Paul Hedrick, P.O. Box 234, Georgetown, KY 40324 (502) 863 3321 or (606) 846 4621

C. R. Auten, Box 193, Dearborn, MO (816) 8845 is parting out one 120 and two 140's and one 150 at reasonable prices. (From Frank Ritterbacher)

For sale: Brand New complete 120 wings, no fabric \$1200 or best offer. Phil Schadler, 6104 Hwy 78, Mazomanie, WI 53560

* * * HELP HELP * * *

Richard English, 164 S. Nancy Dr, Port Clinton, OH 43542 writes: "I have a 1946 140 on Edo 1650 floats. It has a 90 HP Continental and it performs very nicely on floats. I can't help but believe, though, that a 115 HP engine would do a better job. I keep the plane at my home on the Portage River, four miles west of Port Clinton, and extend my invitation to anyone on floats or any of our 120/140 association members coming thru the northern Ohio area to stop by."

Incidentally, Paul Harris wrote asking for info about floats, saying that he awaited a membership blank with baited breath. Don't have his address 'casue he dint join up.

Your information and invitation is gratefully acknowledged.

Wanted: C-120/140 basket case or flyable, needing work. Stan Dothard, 906 Ninth Ave, Arab, Al 35016, (205) 586 4652. Stan says that he sold his pride and joy during one of his weak moments. That's pretty weak, Stan ! Shouldn't 'a done that.

* * * FOR SALE ? ? * * *

We have had several members write in ads to sell their planes, and there are a couple at our airport who say that the fuel costs are putting them out of the flying business and that they should sell their 140's. We must admit that the fuel cost/shortage specter grows larger each week it seems. Steve Lekwa and George Walls find that it is necessary for them to sell their birds. We have discussed using auto gas rather than aviation fuel for which our machines are certificated so that we might cut cost and at the same time use unleaded fuel rather than 100 octane. We work hard to keep engines and carburetors tuned for the best consumption and we are proud of the fact that we can operate on 5 gallons per hour or so. When you look over the calender of flying events for this summer and fall it would appear that those who can attend must be living in a different world!

When we purchased our 120 nine years ago we laid out \$2200! Fuel was 40¢ or so here in Texas, and one could buy a brake puck for 45¢ rather than \$4.00! Since that time 120/140 tabs have steadily increased. We hope that the Cessna 120/140 Association has not contributed to the popularity and thereby the prices we see today. We will admit to working to get more 120/140's in the air, but our primary objective has been to bring owners together so that experiences and knowlege and parts information could be shared. The larger the membership the greater chance one member would have of obtaining spares and advice. In this regard we feel we have succeeded to some degree. We had a sort of rule that we would not put ads in the newsletters for aircraft sales feeling that Trade-A-Plans did a far better job. We have broken the rule because we have some members who are looking for a 120/140 and quite correctly they feel they will do better buying from a fellow member.

In fact, we are a non-profit organization, and accordingly feel that anything purchased through an ad in the newsletter should be purchased at a fair price. We don't propose to provide a vehicle by which something a member has can be sold at outrageous figures. Our purpose is to do just the opposite. We do not wish to imply that items should be given away, only that we recommend some thought about what you would like to pay for the item you are selling. Let's not wipe each other out! Our hope is that if we work together we can keep our birds safely in the air.

October 1 - 5 Tullahoma, TN EAA 2nd National Fall Fly-In/Convention at Soesbe-Martin Field, Tullahoma TN. (615) 455 1941. For complete info EAA, Box 229, Hales Corners, WI 53130, (414) 425 4850.

September 12, 13, 14, Alberta, Canada. Diamond Jubilee Antique/Classic Fly-In at Airdrie Airport, 8 miles north-northeast of Calgary International Airport. All aviators, enthusiasts and aircraft welcome. Contact Airdrie Airport, 304 Manora Road N.E., Calgary, Alberta, T2A 4R6 (403) 272 4383, George B. Pondlebury, V.P. Publicity Chairman.

* * * BAD NEWS? * * *

How's your newsletter been making the trip. One member sent in an envelope the remains of his--just the address and stamp! We've had several complaints about this, and would like to hear if our system, such as it is, is not working.

The last mailing had quite a few blank sheets. The printer didn't weed 'em all out and neither did we! Got to clamp down on that bird. We have a good time colating, folding, stapling, addressing, and stamping. I hope the Post Office doesn't mutilate too many.

Is anyone out there interested in writing the newsletter next year? I hope so because we could use some relief. Please keep this idea in mind for the big meeting when we vote and approve volunteers.

Also, we sure could use some cards and letters about your activities and interests. Whatever you have send along so's we can get it in the next issue.

By the way, has anyone tried the great Chicken and Rice recipe we stuck in the membership list put out last January? You really should.

* * * WELCOME NEW MEMBERS * * *

Richard P. Cahill, 6956 N. W. 30th Ave, Ft Lauderdale, FL 33309 N89081
Britton J. White, Box 81, Galesburg, KS 66740 N2882N
Glen Qualls, 817 E. 7 Mile Road, Detroit, MI 48203 N1788N
John A. Rouse, 206 Gaines Avenue, Calhoun City, MS 38916 N1771N
Randy & Lori Erroks, 11401 Scarritt, Sugar Creek, MO 64054 N3532V
Francis Michael Rose, 16032 E. 37 Terrace, Independence, MO 64055 N3547V
Steve Swinney, 9610 E. 65, Raytown, MO 64133 N2280V
Bill Mahan, 1004 Juno Circle, Edmund, OK 73034 (looking for a 140A)
James R. Wells, Rt 3, Box 346, Durant, OK 74701 N120RW
David G. Chalmers, 171 Dickson Ave., Pittsburgh, PA 15202 N120DC
Howard T. Gibson, 2804 Jacksboro Hwy, Ft Worth, TX 76114 (Future owner)
Paul L. Tanner, 6125 Ave Q, Lubbock, TX 79412 N77007
Gary A. Thomas, 7102 Pine Grove, Houston, TX 77092 N72632
Gary E. Schulz, 1807 L. 9th St., Merrill, WI 54452 N9629A
Bernie Haas, Jr., 5445 E. 27 Terrace, Kansas City, MO 64128 N76679
Change of address: Jim & Betty Merwin, 663 121st Lane NW, Coon Rapids, MN 55433

* * * MORE ON STRUTS * * *

This from V. L. "Curley" Owen, 525 Lakeview Circle, Severna Park, MD 21146:

"There have been many comments around our area about the forward strut failure on the 1948 Cessna 120. Our 1948 140 doesn't have a spherical fitting on the front strut, but on the rear strut only. It is inside the wing and not readily visible on a preflight, but is protected from the weather. After we purchased our aircraft a couple years ago, we removed the strut, checked that the spherical fitting was free, and greased it with a heavier waterproof grease. It has remained free of rust and looks like new.

"At the present time we are repainting the trim on 1603V to restore the original paint

scheme and will continue to polish the unpainted areas.

"Many times we have noticed requests for parts, and a desire to locate parts which might be obtained from Aviat 20, Inc. We frequently deal with them and highly recommend them. They are located in Memphis, Tenn., and can be reached on their toll free number, (800) 238 6816.

"Speaking of structural failure, corrosion of steel parts, etc., I would like to make a few comments about metalizing wings. I feel there is no reason to metalize perfectly good fabric wings. You are adding unnecessary weight, most of them are not a very smooth job and you are permanently covering drag and anti-drag wires and many steel parts. The wings are very easy to re-cover and with synthetic fabrics and new paints (old butyrate is very durable), fabric wings last a long time. They are smooth, can easily be refinished, and you haven't made it impossible to repair the inside of the wing. I feel that if you have fabric wings now you should consider all factors before metalizing."

Any comments you metalized folks? We have a couple.

No question that the fabric is lighter--my bird has 16 more pounds with metalized wings. The wing is structurally stronger because of the riveted metal rib to rib. And, and a big one is that if you are tied down as we are in Texas, the Sun do take it's share of sap out of any fabric. We have several inspection holes that permit a good look inside. But, we wish we had fabric! Probably from a purist point of view.

* * * AND THIS * * *

From Paul & Jean Walter, W248 S7050 Sugar Maple Dr., Waukesha, WI 53186:

"Enclosed are dues for the organization. We also belong to the Cessna 195 and Airmaster Clubs, so you can see we are really sold on the old Cessnas! Our Cessna 120, NC1985V was our first plane bought when both my wife and I were in school and \$10 bought gas for a whole day's worth of flying. 85V taught both my wife and I how to fly and saved us many times when our foolishness should have cost us greatly. We have put 1200 flying hours on 85V. We are talking of selling her because she is too slow and the children can no longer be with us when we take her. But she is like one of the family.

"Currently we are giving her a face lift, new fabric and interior. Unfortunately we have not been able to locate a vender which sells the wing fabric clips, nor have we found someone who can tolls the correct way to install these clips. Could you offer any suggestions? "

"P.S. Our good friend Bob Pickett, Cessna's historian, has nothing but good things to say about the 120/140 Association."

Thank's for their kind words Paul & Jean. Through Yingling Aircraft Supply, Wichita, KS, you can obtain all the fabric clips you need. Cessna has about 6000 in stock.

Will someone make a little sketch of the clip installation? If not, the Cessna 120/140 Parts Book has a cut-away that shows how.

International Cessna 120/140 Officers

Pres. Tom Horton, 8117 Hemingway Ave So., Cottage Grove, MN 55016

Vice Pres. Jerry Vaught, 516 N. Franklin, Marshall, MD 65340

Sec-Treas. Frank Hancock, 3941 W. Cross St., Anderson, IN 46011

Midwest Coordinators, Jim & Betty Merwin, 663 121st Lane NW, Coon Rapids, MN 55433

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

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