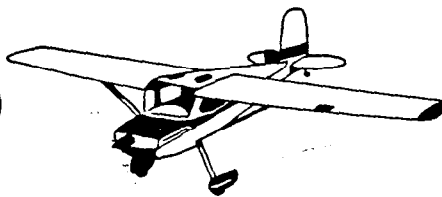


Cessna 120/140



Association

BOX 92
RICHARDSON, TEXAS 75080

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NEWSLETTER

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* * * OLYMPICS ? ? * * *

We received this from the WORLD AEROBATIC CHAMPIONSHIPS, INC.

"I just received the following letter from Mr. V. Naumkin, Secretary of the Soviet Aeronautic Sports Federation. (Quote) 'The Federation of the Aeronautic Sports of the USSR advises that unfortunately on account of technical reasons we are not in a position to participate in the forthcoming World Aerobatic Championships. The Federation of Aeronautic Sports of the USSR wishes you every success in organizing and holding the Championships.' (end quote)

"Earlier I received a similar message from the Czechoslovakian team indicating that they could not attend because of 'financial' reasons.

"Since this is the first world championship ever held in the United States in the competition's 20-year history, and because we have twice gone to Czechoslovakia and the Soviet Union for previous world championships, we are especially disappointed that the Soviet Union and Czech pilots will be denied an opportunity to compete in this great event in our country.

"Meantime, we are certain that the world's best pilots from nations such as Great Britain, France, West Germany, Switzerland, Rumania, Canada, Italy, Spain, Australia, and the United States will provide aerobatic thrills and excitement. Thousands of spectators will watch them soar for the gold at the EAA Convention site in Oshkosh, Wisconsin this summer."

How about that?

* * * SLATER REPORT * * *
Jerry Vaught, V.P.

Well--let's hear it for the Cessna 120/140 Association at the Slater, Missouri joint fly-in of the Cessna 120/140 Assn, Cessna 170 Assn, and the Luscombe Assn, held May 24-25-26. We beat the other two groups in total registered attendance with numbers like these; 15 20/140 fly-ins and 1 drive in, (guess who?), 10 170 fly-ins, and 9 Luscombe fly-ins. Also signed up four new 120/140 members and sold a bunch of T-shirts, patches, and all the new brass belt buckles that Frank Hancock, our Sec/Treas drove in from Anderson, Indiana. Here's a list of our fly-in roster of 120/140 pilots that attended.

Edward Graf, Mexico, MO, Ronald Kramer, Pella, IA, Gene Swartzendruber, Hesston, KS, Graves Welford, Moberly, MO, Richard Akins, Raymore, MO (Central Mo. Chapter Award winner), Keith Hudson, Kansas City, MO, Glenn Usher, Richardson, TX, Edward Lang, Louisville, KY, Rocky Mapes, Norton, KS, Frank Rittersbacher, Lees Summit, MO, Steve Swinney, Raytown, MO, Bob Swinney, Blue Springs, MO, Mike Rose, Independence, MO, Ralph Campbell, Kansas City, KS.

Frank Hancock, Anderson, IN (Guess what?), Jerry Vaught, Marshall, MO.

There you have it, not a bad turn out for a Cessna 120/140 fly-in considering the weather wasn't the best over the Memorial Day weekend. The fly-in schedule went something like this: Sat May 24, arrivals all day after the fog burned out around 9:30 AM, hangar talk and looking over other members 120/140's and lot's of enthusiastic response about the big International 120/140 Fly-In at Wichita, KS this October. Soon the day had slipped away and after the supper meal some 120/140 flyers retired to their tents pitched out by the plane, while others were taken to motel accommodations. Sun May 25, the flying contests were held in the morning but our big brothers, the 170's took the STOL awards but not by a great margin. The highlight of the day was when all of us took to the air for the 12 mile flight over to Marshall, MO. Everyone followed the leader and inside of 10-15 mins all of us 120/140's, 170's, and Luscombes were flying spaced about a ¼ mile apart downwind, base, and final to runway 17 where a great smorgasborg noon meal awaited on the field, along with \$1.35 80/87 octane for our birds. Back to the 30 some planes converging on runway 17, that was really something to see, everyone spaced about 1000-1200 ft apart and not a single go-around, every one was on the numbers and off the active before the next plane touched down. I couldn't help but think of the Sundays I've been at the same airport and watched two modern weekend flyers get in each others way, or the one that really takes the cake was the day I saw a spam can overshoot the same 4000 ft we use three times!

Anyhow, after the Sunday smorgasbord at McKays Wings on the field and the awards presentations we returned at our leisure back to the Slater airport. Glenn, our News Ed, rode back with me in my 140. Boy, did I impress him landing. First, I gave it one of those "take that earth", followed by a series of crow hops landings. I told Glenn I was just proving that there's nothing wrong with the old metal to web style seatbelts. (Ed--I was impressed Jerry!)

Mon May 26, most everyone cleared out early to give them time to return home. All in all a real good Cessna 120/140 Association turn-out. It was fun!

Ed's note: Jerry and Carol Vaught put on a great Fly-In. They literally do it all themselves. We all owe them a big "THANKS" for a wonderful time. We always enjoy seeing them, and really enjoy the green, plush grass runways, the excellent food that Carol prepares, and a very relaxed and congenial atmosphere. We agree, it was fun!

* * * STRUTS * * *

Robert MacLaughlin A & P
USAF F/O Med Retired
Indianapolis, IN

I have a C-140, 1946, s/n 20768. According to the logs and my experience with the airplane (another long story) the last probable time the wings were off the ship was in 1963. The forward struts have always had a good coat of paint and in the three years I have had the plane have noticed only a slight rust stain so have not been too concerned.

After reading the several reports of the accident I pulled the struts and stripped and ZyGloed all the welded areas at the ends and checked the rest. No problems, EXCEPT the right spherical rod-end was very deeply corroded. Two places appeared to have gone almost through to the bearing race in a narrow area on one side of the end plus two ¼ inch spots on the top edge which were at least a third of the way through with just visual inspection. The left forward end was slightly rusted but usable. I changed it any way. Both back ones were OK.

The right bushing which on mine is a part of the tie-down ring had a hole worn in it and was generally very thin, although no outward movement was indicated at the strut attach point. The left bushing was still good.

I was able to obtain the new bushings and new-type separate tie-down rings from the local

Cessna dealer at a total cost of \$42, \$12 each for the rings, and \$8.50 for the bushings. I think I got taken, but got the parts while I could. Cessna wanted \$26 each for the rod ends, but didn't have them in stock. UNIVAIR, Denver, CO, had them for \$15 each. Probably could have gotten the whole mess for \$55 to \$60 rather than \$75 had I bought everything from UNIVAIR.

Since I have two boys flying this 140 about 200 hours a year, I'm glad the word was put out about the rod ends so that I would check them as I did. I have metalized wings and since there was no other indication I may never have had a reason to check them. Very sorry of course for the way it had to be brought to our attention. Sure wouldn't want to lose one or both of my boys for something so small, or even myself since they do let me fly once in a while!

I would strongly suggest that the proposed AD be treated as the real thing and anybody with these types of fittings check them ASAP. From my experience, I would say that you have to pull them and strip them clean to really tell anything. Also, to my knowledge, my ship was not hangared for the past twenty years.

* * * INVITATION * * *

We received a nice note from Andy and Jane Holmes, Clovis, California and members of the West Coast Cessna 120/140 Club. Andy and Jane made it to our Rough River, Kentucky fly-in last year. We would like to invite the Holmes and all other members of the West Coast Club to our Newton-Wichita, Kansas Fly-In this year.

We feel that the Fly-In will be well attended and that it will be a great time. A good program is shaping up. We hope to have a Continental Motors rep and a Cessna test pilot there to speak to us about their experience with our engines and 120/140's.

Remember to get your reservations in so that you'll have a place to stay. The Fly-In dates again; October 16, 17, 18, 19. Call Tom Norton, 8117 Hemingway Ave., Cottage Grove, MN (612) 459 1423.

Come and see Frank Hancock's bird. He promises to fly in to this one just to prove he really does have a 120!

* * * BROKEN HEARTED * * *

This from Wes Beery, Urbana, Ohio. " I have been reading my 120/140 newsletter with a great deal of interest lately. It breaks my heart to see letter after letter stating they are selling their 120 or 140 because she is too slow or fuel is too high. At 5 gpm and 102 indicated with an 85 hp Continental purring along is why I bought 76071! Fuel efficiency and speed are the embodiment of the 120-140. I have spent three years rebuilding my 140 and a week ago had a terrific surprise.

Cessna in Wichita called me concerning a part I had requested! The lower panel decal showing the fuse sizes and switches is about shot, so after trying to order one from several dealers I sent a letter to Wichita. A very friendly and interested man gave me the part number, 0411071 and I ordered it through the local dealer. I one week I had the decal, and it was \$4.95. I had a good talk with the man at Wichita and he was aware of the Association and it's purpose. So, Cessna knows we are out there happily flying some of the best aircraft they ever made! Keep the wings on top!

Thanks for the letter, Wes. We are proud to know that Cessna knows about us and is giving a helping hand. Robin Passley is working hard.

* * * TIPS & TIPS * * *

Randy & Lori Brooks

Dear Members: We just recently joined the Association and loved the first newsletter we received.

There seems to be a lot of ups and downs on selling the 120/140's. I feel bad for those who have and those who don't. The don'ts dream about owning one, the haves, well a lot of them want to sell--because of gas! What a poor reason. How else can you cruise an honest 100 mph on 5 gph? Surely not the family sedan, or the \$8,000 to \$9,000 sports car. Those who sell probably will not continue in general aviation.

We have pondered this situation for a long time. For our particular situation, a new baby, we traded our hat rack for a jump seat. A good trade. Now the 140 will serve our family for some time to come. You say you can't put much back there? Well, we recently made our third trip to Denver from Kansas City and we had two small suit cases, couple of blankets, baby's car seat, the two of us, baby and baby needs, swing, our lunch and the usual maps and plotter and computer. With full fuel we were 20 pounds below gross. Not bad! For a fast, economical two-place the 140 is hard to beat. Of course when the family grows, we might have to reconsider!

We would like to shed some light on the fabric clips used when recovering. Throw them away, unless you are a purist. J. W. Flanagan, 20224 R.D. Mize Road, Independence, MO. is the owner of an STC using screws to fasten the fabric to the ribs. Mr. Flanagan is an AI and specializes in older aircraft.

NO PHONE LISTING

We covered the wings with Ceconite last year, and after fooling around with the clips we bought the STC. The screw system is fast and turns out a good looking job, especially when you use a bias-cut surface tape.

Hope the above helps. We try to help general aviations chosen few--120/140 owners. They are fun folks!

* * * HELP * * *

Frank Hancock, 3941 W. Cross St., Anderson IN 46011 would like to find a 140 baggage shelf to install in his 120.

Thomas Wilkerson, P.O. Box 314, Riley, KS 66531 needs help with upholstery patterns for his 120, headliner, and side panels. Does anyone have same? Incidentally Tom, UNIVAIR, Denver CO has the stuff you are looking for, all made up, ready for installation. Might try them

Bill Grahn, 9 Chase St., Lynn, MA 01902 is looking for the following: A.D.F., 360/200 Nav Comm, and an ELT.

Glen Qualls, 817 E. 7 Mile Rd., Detroit, MI 48203 needs help installing leading edge landing lights, a stall warning unit, and shoulder harness.

Robert Noyes, RR #1, Box 58A, West, MS 39192 got hit by a taxiing aircraft and lost his right wingtip and nav light. He needs parts.

* * * FOR SALE * * *

Cessan 440, 1946, 1880 TT, 600 SMOH, 70 STOH, fresh annual, all metal, white with blue, Edo Aire 553, ELT, strobelights, polished prop, Goodyear brakes, orig pants-non extended. This plane has always had excellent care and shows it inside and out. Interior, glass, paint, tires, brakes, Scott tail wheel and springs, etc are all recently new. It needs someone who will appreciate it. Jay Merrill, Ottawa, KS. Tel (913) 242 8850 eves.

1947 120, TT 2188, 70 SMOH, Metal wings, Alpha 200B, Airtex Int, Full elec, new cam, lifters, Bendix mags, Tires, tubes, Plugs, Battery. All logs & clear title. Looks & fly

Welcom New Members continued.

Joseph W. Braswell, 101 Springdale Rd, Statesboro, GA 30458, N2066V
 Steve Ginther, 3112 Dee Drive, Quincy, IL 62301, N2115V
 Kenneth W. Johnson, Box 119, Route 2, Lockport, IL 60441, N89245
 Gerald M. King, 1554 Notre Dame Ave., Crete, IL 60417, N89264
 Wayne McCann, 4101 Carl, Woodburn, IN 46797, N89458
 R. A. & Rona Mapes, Rt 1, Norton, KS 67654, N76060
 Thomas Lee Wilkerson, P.O. Box 314, Riley, KS 66531, N1775N
 Gene E. Hyatt, Box 32, Richmond, MA 01254, NC1720V
 John M. Brommer, 10617 Queen Ave. So., Bloomington, MN 55431, N72648
 Richard Akins, 522 Washington St., Raymore, MO 64083, N2185N
 Bernie Haas Jr., 5445 E. 27 Terrace, Kansas City, MO 64128, N76679
 Keith W. Hudson, 3720 N.W. 56th St, Kansas City, MO 64151, N76249
 Craig Elvers, 3516 So 90th Street, Omaha, NB 68124, N2812
 Ben H. McCaslin, Rt 1, Box 500, Lexington, OK 73051, N3080N
 Walter B. Thomas III, 1501 Fishburn Rd., #5, Hershey, PA 17033
 Max Dugan, 813 Lux, Waco, TX 76706, N89111
 John S. Nesloney Jr., 7410 Preston Trail, San Antonio, TX 78244, N89348
 Glen W. Putney, 131 Blossom, Lake Jackson, TX 77566
 R.G. Higginbotham, 16903 Cypress Rose-Hill Rd, Cypress, TX 77429, N2391N
 We hope to see you all at the BIG WICHITA FLY-IN ! ! ! !

* * * HOT ? ? ? * * *

Oil Temp REDLINE=225 degrees! Cylinder Head REDLINE = 540 for a C85 and 525 for a C90.
 RPM REDLINE = 2575 for a C85 and 2475 for a C90, with a take-off RPM of 2625 on the C90
 only! Oil pressure for cruising is 30 - 60 psi, and min. at idling speed is 10 psi.

Protracted ground runs are hazardous to the health of your Continental. If you have no
 cylinder head temp gauge you can't tell if your head temps are at or near red-line with
 an oil temp of just over 100 degrees. Remember there is considerable lag in the oil temp
 needle.

When the ambient air temperature is above 40 F use S.A.E. No. 40. Some of you may be using
 S.A.E. No. 50. Multi-viscosity grades will do nothing for you now. Be sure of the proper
 grade.

Check your engine baffeling to make sure you aren't losing valuable cooling air. The back
 baffle usually does not fit too well, lots of space between the baffle top and the cowl
 doors. Also check the fit of the bottom baffle to the nose bowl of the cowl. Be sure the
 small between jug baffles are in place because these force air to the rear jugs. Do you
 have an oil sump tank baffle plate? This plate picks up air that enters the two small,
 egg-shaped cowl holes, forces it along the bottom of the case and down over the front of
 the tank. If you don't have a blast tube, about a 3/4 inch L shaped conduit running from
 the back baffle to the oil screen case bulge. This tends to take some of the crank case
 heat buildup from the oil temp stick and allows a more accurate reading of the true oil
 temperature. Of course, as Frank Rittersbacher told us earlier this year, check the oil
 temp gauge but lowering an accurate thermometer directly into the sump. You may find your
 gauge is reading 10 to 15 degrees too high!

Most important, watch the oil temp closely. If it just keeps going up, up, start thinking
 about getting down, down. When it goes over 200 do something! Don't just keep thrashing
 along. You will notice that the higher the oil temp the lower the oil pressure. Make
 sure you have at least 30 psi in cruise and not less than 10 psi at idle. If your mach-
 has not been flown for some time, and the temps are up, you may find that you can't get
 oil pressure in the normal 30 second period. DON'T keep running hoping that it will finally
 come up! The pump may have lost it's prime. The reason may be that when you landed after
 your last flight the oil was very hot and very thin allowing it to drain completly from
 the pump gears. Some raise the tail as high as possible to try to get oil up into the
 gears. The easy method is to remove the oil cooler pad cover, squirt some engine oil in

the top hole. This will introduce oil above the pump gears filling in whatever air space there is and will permit the pump to pick up. This is a positive displacement pump of course, but it has some tolerance. If this happens regularly you should suspect that you have bad pump gears, or worn pump shafts, or worn accessory case, or perhaps the pump cover bushings are worn.

Climb-out speeds should be increased to provide more airflow over the cylinders. Once you have reached your initial 400 AGL throttle back. There is no need to keep going at max climb rate just to see the dial turn. Climb out at no less than 80 mph, 85 to 90 is better. This may only get you 300 to 400 fpm but so what? Don't let the rpms get to red-line, 2350 to 2400 is good and keep the engine from lugging. You know that the internal combustion engine is a heat producer, and converts it into energy. Trouble is that of the total heat produced only 25 to 30% is utilized for power output; 15 to 20% is lost in cooling (heat radiated from cylinder head fins); 5 to 10% is lost in overcoming friction of moving parts; and 40 to 45% is blown out through the stacks! Anything that increases the heat content that goes into mechanical work on the piston, which reduces the friction and pumping losses, or which reduces the quantity of unburned fuel or the heat lost to the engine parts, increases the thermal efficiency of your C85. Therefore, the more external cooling you can do through proper management the more your mill will produce.

One more thing on oil. Your sump holds, normally that is, 4 1/2 quarts. Most of us when we change oil add only 4 quarts. Why not when you get to 3 1/2 add one quart, and keep the sump at 4 1/2. The sump has only so many square inches of cooling surface, therefor a greater mass of oil will dissapate more heat! And then, change oil more frequently, maybe every 20 hours.

We talked some time back about hot weather flying, thermals, unstable air, etc. Remember that the ailerons are for leveling the wings, but also for turning. Try not to lean on the rudder too much in order to lift a wing, use aileron. According to Wolfgang L. the rudder should be use to keep the rear end following smoothly around a turn as the banked wing lifts you into the change in direction smoothly. In choppy air excessive rudder work puts unnecessary strain on the vertical fin. Have you checked the fin spar attachment bolts lately? Try to use thermals to help gain altitude in your quest for cooler air. It seems that for every lifter there is a sinker, so take advantage of what you can get.

And of course don't forget density altitude. Use all of the runway! Think, think, think! Airspeed is a must, so keep it up.

Happy Landings, y'all!

International Cessna 120/140 Officers

- Pres. Tom Norton, 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