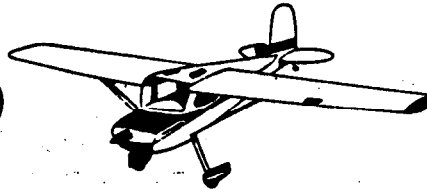


# Cessna 120/140



# Association

BOX 92

RICHARDSON, TEXAS 75080

AUGUST, 1980

ISSUE 33

\* \* \* OCTOBER FLY-FEST \* \* \*

Time for the FIFTH ANNUAL FLY-IN & MEETING is fast approaching! The dates are:

- October 16 Arrivals.
- 17 More arrivals and Cessna Plant tour.
- 18 Flying events, cocktail party, banquet, speakers.
- 19 Departures.

Just in case you may have lost your Newsletter #31 we will repeat some of the information.

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. The VOR's are: HUT 116.8D 075 degrees 31 NM, and ICT 113.8D 014 degrees 21NM. The runway is 7000 feet of concrete, and the field elevation is 1528 with a traffic pattern at 800 ft or 2300 MSL. Newton was Jim Bede's factory location you know.

The flight from Newton to the Cessna Plant at Wichita will require some planning. Not that it's difficult at all, only that the procedures must be followed as outlined in the AIM, as well as in Cessna's information booklet. We will, of course have several briefings at Newton before blasting off for the Pawnee Division Delivery Center. The main thing is altitude, can't be more than 1900 MSL within 5 miles of McConnell, and must be no more than 1700 MSL (300 AGL) within 1½ miles of McConnell A.F.B. All arrivals and departures must be to and from the EAST.

For those who don't want to fly to the Plant, we will have transportation in the form of two 15 passenger vans.

All arrangements for motels and attendance should be made through our prez, TOM NORTON, 8117 Hemingway Ave, Cottage Grove, MN 55016. Phone is (612) 459 1423. Our main motel will be the Newtonian Motor Lodge. Phone is 1-800-328-5511, or (316) 283 6500. There is a Best Western Red Coach Inn. The rates at the Newtonian are \$18 single, \$21 for one bed, two people, \$23 two beds, two people, \$29 two beds, more than two people. The Red Coach Inn is \$20 single, one bed two people \$24, double, two beds two people \$26, and \$2 per additional person.

Please get in touch with Tom Norton now so that you won't miss out on a place to stay. Also, your early reservations will help in planning the banquet. And you won't want to miss it! We plan to have two excellent speakers, one an expert on Continental engines, and the other one of the Cessna test pilots who flew the 120, 140 and 140A's as they came off the production line!

Jim McFarlane, the airport manager for the City of Newton, will have plenty of 80 octane fuel on hand, 10,000 gallons last week, he said. Jim said that we can use the main hangar for getting in out of the sun, and for general loafing and flying. For those who might need to get their bird inside the fee is \$2.00!!!

One more thing, bring your own tie-downs. There is a lot of concrete parking but how many will be available at fly-in time no one knows. Newton is a ferrying point for Cessna so there are at least 100 new machines there most of the time. We will most likely park on the grass on both sides of the taxiway. Sharpen up the points because the ground is like concrete. We promise to have some sledge hammers available!

We will have as part of the festivities our annual business meeting. The minutes of our last meeting will be read, a budget report will be given, and our elections of new officers will be held. The elections mean nominations, so why not be thinking about whom you would like for your president, vice-president, and treasurer for the coming year? To help out please bring the following ballot with you.

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NOMINATIONS FOR CESSNA 120/140 ASSOCIATION OFFICERS 1981

PRESIDENT \_\_\_\_\_  
VICE-PRESIDENT \_\_\_\_\_  
TREASURER \_\_\_\_\_  
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Please give your serious consideration to what you would like to see the Association do for the coming year, and also what you might do to make it better. All suggestions are and will be welcome. Also, contributions to the Newsletter are needed. If anyone would like to be an associate editor of a region let us know. OR, if someone would like to be the editor, speak up!

\* \* \* HOT BATTERY? \* \* \*

Forgot to include in the hot weather tips in the last newsletter that one of the most vulnerable pieces of equipment in your machine is the battery. In the winter when temperatures are below freezing an uncharged or very low charge battery can freeze. And that's the end of that one.

The hot summer is quite another matter, however. If your temperatures have been like ours in Texas, forty some days in excess of 100, it is tough to keep the water level up. The lower the charge level the more water required. Trouble is that unless one flies early in the morning, sunrise that is, or at sundown when it is somewhat cooler, the result is that it is difficult to keep the battery charged. If you are not going to fly for some time maybe it's best to take the battery out and keep it where it is cooler. If you choose not to remove it, be sure the water level is up and the terminals are spotless. Don't let the heat wreck your electric plant!

\* \* \* COMMENTS \* \* \*

Is a flight refresher for all tail-dragger pilots to be the next rule imposed by the FAA? Will spin training be required for all new private pilots? Will an annual flight review rather than a biannual one be forced on us? Collision avoidance equipment?

An airline captain/ex-military pilot enjoyed flying his PT-23 . He liked to bore down the runway at about five feet and haul her up into a chandell over the main shop hangar. One hot afternoon, 110 degrees, he took off and did his customary chandell over the hangar. This time the PT 23 snapped over and went straight in in the field across from the airport. He got up to about 200 AGL and was in a 90 degree bank when it happened.

A Waco was making fly-bys down the main runway, many fly-bys with a new passenger each time. A Luscomb was balloon busting off to the left down the parallel grass strip. The Luscomb decided to land and just pulled over to the right as the Waco went by. He went

over the top of the Waco, hitting the rudder lightly and the right wing tip. The Luscomb spiraled into the ground, the Waco got down with about 500 feet of runway left and nosed over on it's back in the ditch. Both pilots and passenger walked away! The FAA watched the proceedings.

An instructor of considerable experience had installed in his 145 hp Swift a 7 gallon fuel tank in the keel space. That made three tanks. He was visiting a grass strip one nice bright day and on leaving he forgot to switch tanks, got a couple hundred feet in the air, the engine crapped out and blam, down went the Swift like an anvil! The instructor was o.k., just totally unprepared. But the Swift was all done!

All four craft were tail-draggers, yet the tail wheel had nothing to do with the incidents. Two of the accidents involved stalls and partial spins but neither were stall-spin caused accidents. One was a mid-air collision but no amount of equipment could have prevented it. The next fly-in was again well attended by the FAA and fly-bys were done at pattern altitude which took most of the spunk out of that procedure.

These episodes could have been easily prevented. Pilot proficiency comes from flying regularly, airwork practice, and probably most of all from knowing the machine you are flying. There seems to be no way to prevent just plain damn foolishness and carelessness, but to sharpen one's skills and understanding of one's machine is a different matter.

Do you know the stall speed of your bird? What are the effects of different angles of bank? What do your flaps do to the stall speed, at both power on and power off states? Have you familiarised yourself with the best glide speed? Do you plan ahead every time you take off? And how about overshooting your final from a base leg? Just give her a little rudder? How about undershooting--just warp 'er in?

Do you have a set procedure you follow when you are on downwind? Do you consistently touch down where you want to, or does your bird pick the spot?

The FAR's--do you know them? At least enough so that you can fly cross-country a couple hundred miles without violating a dozen or so? Do you keep the right papers in the ship and what about your gross weight, do you know what it is? And the center of gravity limits fore and aft?

We probably are our own worst enemies. As we have said before on several occasions use your fuel for improving your skills. We need to keep our safty record high!

One other thing some may have noticed when planning a x-country flight. Has the weather bureau been discouraging you? Have you felt that your briefings missed the mark? We have discussed poor briefings with several people and have come to think that we are given only the poorest weather that we will meet enroute and nothing else unless we press hard for details. Be sure you get the information you want and need, regardless of whether you like it or don't like it.

Above all, fly within your limitations. You know what they are!

\* \* \* COMING EVENTS \* \* \*

August 24 thru September 1. AAA National Convention, Elakesburg, Iowa, Antique Airport. Contact AAA, Box 172, Ottumwa, IA 52501, (515) 938 2773

August 17, Stevens Point, Wisconsin, 6th Annual Summer's End Celebration Fly-In. Contact 715 341 1196.

August 24, Weedsport, New York. EAA sponsored pancake breakfast. Air Show. Whitfords Airport.

(4)

August 31, Tulare, California, 4th annual EAA Fly-In and Air Show. Contact 209 688 0669

September 1, Point Pleasant, West Virginia, 6th annual Labor Day Fly-In Breakfast and Open House. Mason County Airport.

September 5-7, Marion, Ohio, 15th annual Mid-Eastern regional Fly-In. Campsite, air-show. 513 849 9455.

September 6-7, Fort Collins-Loveland, Colorado 2nd annual EAA Rocky Mountain EAA Fly-In. 303 226 2151.

September 12,13,14 Alberta, Canada. Alberta's 75th Anniversary as a Province. Diamond Jubilee Antique/Classic Fly-In sponsored by the Airdrie Country Club of the Air. Airdrie Airport, 8 miles north-northeast of Calgary International Airport. All aviators, enthusiasts, and aircraft are welcome. Contact Airdrie Airport, 304 Manora Road N.E., Calgary, Alberta. T2A 4R6. (403) 272 4383. George B. Pendlebury, V.P., Publicity Chairman.

September 14, Danville, Illinois, 3rd annual air show, EAA Chapter 622, Vermilion County Airport, (Clarence Carter Field). Food on field. (317) 793 4028, or 793 4158.

October 16-19, Newton, Kansas, International Cessna 120/140 Annual Convention and fly-in. Tom Norton, (612) 459 1423.

\* \* \* WANTED \* \* \*

Frank B. Houghten, Qtrs 8SE, NUSC, New London, CT 06320, is looking for a set of wheel pants. Doesn't say if they must be metal originals. If not, Wag-Aero, Lyons, WI has an excellent fiberglass replica that is reasonable in price.

Tom Flickinger, 3680 Annandale Ct., Walnut Creek, CA 94598 is looking for a new tail wheel, or rather a tail wheel. He wonders which one he should get, a Maule or a Scott. Any recommendations? We strongly urge the Scott original tail wheel, the 6 inch one. While it is probably the most expensive we feel it is the best one. How about it folks?

\* \* \* ALL ABOUT A CABLE \* \* \*

John J. Binkley

My son purchased a Luscombe 8A and the plan was that I would take him in my Cessna 140 to pick up the Luscombe and we would fly formation back so I could be with him if his machine developed trouble. As it happened, the 140 broke the elevator trim tab cable while in formation. I had no trouble remaining in formation or with the landing. The trouble was in trying to make the repair.

The break was in the long cable at the 90 degree pulley in the left horizontal stabilizer at the point where the cable passes over to the right side. The cable had rusted through.

The local Cessna dealer was no help when it came to the 140. He couldn't even recommend a place to have a new cable made up, or if parts were available from Cessna. So, I headed into the dark to find out for myself. After spending considerable time flying here and there in a Grumman Tiger and my son's Luscombe, I found many shops that could swedge a one sixteenth cable but none had the fitting that was on the cable from the 140. I tried several used parts firms and one had a cable with a kink in it, another had just gotten a wrecked 140 but couldn't part it out because the insurance hadn't cleared to release the plane to him. My friends in the Air Guard tried to help and it was always the same problem, the connecting fitting.

About this time I came across a Cessna 140 parts catalog from Univair and found that Cessna did have parts for the elevator trim system and in checking with the local dealer he varified that the part numbers were good numbers, but it was a different system. At this point I had to make a decision to (A) keep the same trim tab system or (B) change over to the new system which would take a bunch of new parts. I chose to keep the original system.

So here I am five weeks into this problem and still at square one!

I found out that Univair could make a new cable if I sent them the old one as a pattern. But begin on the east coast I thought there just had to be a place I could get this cable made up. And my son found that place, Air service Caravan Co., New Bedford, Mass. They not only make them for the 140 but also the 170 and they say my problem is common on both machines. They knew the correct length, fitting hole to fitting hole, 18 1/4 inches, and even sent two sets of new connecting links to attach the cable ends to the bicycle chain at the trim tab and the trim wheel in the cockpit floor.

The cable was replaced with ease in about 2 1/2 hours by one big man, me, and a skinny man, the A & P who had the job of going down the fuselage to set the stops and adjust the turnbuckle on the other cable. Lesson learned; pay constant attention not to get the cables crossed during installation and the the best chance for this to happen is where they pass through the horizontal stabilizer. There is quite a distance that you can't see the cables. Most of all, check these trim cables for rust at inspection, particularly where they pass through the horizontal stabilizer.

I hope someone can profit from my problem and not have their bird down for six weeks!

\* \* \* HOT ITEM \* \* \*

This from the EAA DAILY NEWS, Monday, August 4, 1980, Oshkosh, Wisconsin.

'Classics Clearinghouses' Aid Oldie Owners  
Bruce Landsberg

The restorers of antique and classic aircraft face a formidable challenge getting accurate information concerning authenticity and where to obtain parts. Antique and classic aircraft associations act as clearinghouses by providing detailed answers to these technical questions.

Yesterday the International Cessna 120 Association held a forum for a capacity crowd of Cessna enthusiasts at Wittman Field. President Tom Norton gave owners advance warning on soon-to-be-published Airworthiness Directive affecting all fabric-wing 120 and 140 models. The detailed discussion of wing attach bolts, proper inspection procedures and replacement parts provided owners who will have an annual inspection soon some ideas on what to expect. Practical pointers, for example, included word that when parts are ordered from the factory considerable delays can be anticipated and that orders should be placed well in advance.

As aircraft get older and parts are replaced, these associations can provide a wealth of know-how on how and where to get the job done. Modifications which improve the comfort and utility without changing the original appearance are much easier to come by through an exchange of knowledge between owners.

One of the most popular mods for the 140 is to replace the bench style seat with Cessna 150 seats. A supplemental type certificate has never been approved but an FAA 337 form for alterations prepared by a mechanic is all that's needed. Details such as how to mount the rails to the cabin floor were discussed at the forum.

Adding an electrical system to allow the use of radios and lights improves the travelling utility of the airplane considerably. Owners exchanged ideas yesterday on how moving the battery from the original position in the baggage compartment to the firewall could be done and how weight and balance would be affected.

Safety improvements such as landing gear extensions, which move the wheels forward to provide a more stable base when using heavily on a taildragger, were also discussed. Practical advice on what to avoid was available from owners who had bought or tried something that didn't work. In attempting to comply with the requirement for metal-to-metal seatbelts, one owner bought automobile belts only to find that the FAA would not approve the installation.

Techniques for flying and ground handling specific models were discussed by experienced pilots. The common problem of tailwheel shimmy could sometimes be solved by relaxing elevator back pressure after landing. Another owner sadly recounted his experience with aging tiedown rings, where the metal band holding the ring to a strut broke and the aircraft was turned over by the wind. He recommended that the aircraft be tied by the strut as well as through the tiedown ring.

The accumulated knowledge on all aspects of aircraft ownership, maintenance, and operation make membership in an association an excellent investment in saving time and money.

Tom and Beverly Teegarden brought the copy to us on their return from Oshkosh. Thanks very much folks.

\* \* \* WELCOME NEW MEMBERS \* \* \*

Larry Fry, 126 Winston Way, Waunakee, Wisconsin 53597  
 Barbara Zinn, 7000 E. Berneil Drive, Scottsdale, AZ 85252, N90075  
 William Murray Bebb, Apt 5-J, 75-10 Yellowstone Blvd., Rego Park, N.Y. 11374  
 Curtis M. Bradford, P.O. Box 158, Arlington, OH 45814 N76171  
 J. D. Ames, 208 N 6th, P.O. Box 639, Thomas, OK 73669, N76915  
 Larry Cole, 6205 N. W. Grand Blvd., Oklahoma City, OK 73118, N4288N  
 Rodney E. Horton, 8713 N W 87th, Oklahoma City, OK 73132, N72300  
 J. L. Gaston Bourassa, 300 Place DesBiens, Cap De La Madeleine, P.Q., Canada G8T 12S, C-FGZZ  
 Keith M. Henry Jr., 68½ Outer Drive, Oak Ridge, TN 37830, N2823N  
 Don V. Cunningham, Rt 4, Box 85-C, Denton, TX 76201, N72804  
 Larry J. McCoy, 238 Outlook, Houston, TX 77034, N76692  
 Orlin Smith, 1408 Sylvan Dr., Flaro, TX 75074, N72394  
 Richard Roth, 1113 W. Frances St., Appleton, WI 54911, N4114N  
 Willard J. Langdon, Er 5, Box 361, Shady Valley Dr., Gainesville, GA 30501, N77254  
 Floyd Maidment, P.O. Box 156, Forest, Ontario, Canada N0N 1J0, C-FDJE

(Ed Note) If anyone knows of anyone who is a member but has not received their newsletters please urge them to drop us a line. Or, if you move, or otherwise change your address be sure to send us a card, keep us posted as it were!

\* \* \* HELP \* \* \*

Help! I have a little problem. I'm 18 and will be going to school this fall. (College that is), I am going to Missouri Institute of Technology in Kansas City, Missouri. That poses a problem. Our family owned Cessna 140 N4112N is here in St. Paul, Minnesota. It would be a little hard to go flying after school since it is a few hundred miles from K.C., to Lake Elmo, MN. I am looking for a gracious, kind, good-hearted soul who would be willing to fly with me in his 120 or 140! I know there are many good-hearted people in this world, but none as good-hearted as a 120/140 owner! I want to continue my flying since I will be in college for four years. Even I might get rusty in that amount of time! I don't have my license as of this date but maybe I'll have it before college in October, 1980. So, to anyone with a 120/140 in the Kansas City area willing to help out, contact me PLEASE. My name is Scott Littfin, 923 Dodd Rd, W. St. Paul, MN 55118. Thanks and keep 'em flying high.

(Ed Note) Scot sent a photo of the family bird, a beautiful polished metal one with original timberline green markings and genuine wheel pants. We would print the photo but there is not enough contrast against the background. Sorry.

\* \* \* FOR SALE \* \* \*

120, 1947, T T 2500, SMOH 770, Ceconite, Clevelands, MK-3, Scott tailwheel, Gear Ext., Full panel, 30 Amp Gen, Side windows, jump seat, looks and runs good. \$5,200. Steve Ginther, 3112 Dee Drive, Quincy, IL 62301, 217-224-3666.

140 Cowl Bottom! \$125, write or Call Frank Rittersbacher, SGS-5-LK-Lotawana-Rt 1, Lees Summit, MO 64063, 816-578-4275

120/140 straight stack exhaust shrouds, both sides, fair condition, servicable, \$50 plus shipping. Glenn Usher, Box 92, Richardson, TX 75081, 214-231-5321, 234-2064.

Wonderful Sheepskin seat covers made from New Zealand wool hides, no summer sweat nor winter ice. \$75. Sheepskin Products Co., Box 733--803 Sherwood Drive, Richardson, TX 75080, 214-234-1789.

\* \* \* SERVICE BULLETIN \* \* \*

M77-19

FAA-DER Approved

August 12, 1977

SUBJECT: Intake and Exhaust Rocker Arm Identification and Application.  
MODELS AFFECTED: C-75, C-85, C-90, C-125, C-145, O-200 and O-300 Series Engines.

Gentlemen: It has been brought to the attention of the Teledyne Continental Motors Aircraft Service Department that on occasion intake and exhaust rocker arms are not being installed in their proper respective positions during servicing of the above mentioned model engines.

We wish to point out that intake rocker arms, Teledyne Continental Motors part number 639614, do not have an oil orifice drilled in the valve stem end of the rocker arm as does the exhaust rocker arm, Teledyne Continental Motors part number 639615. The oil orifice as evident in Figure 1 provides needed lubrication to the exhaust valve stem during engine operation. Caution notes regarding this subject should be placed in your Teledyne Continental Motors Overhaul Manuals Form Number X-30013 dated July 1970 or earlier and Form Number X-30010 dated April 1973 or earlier.

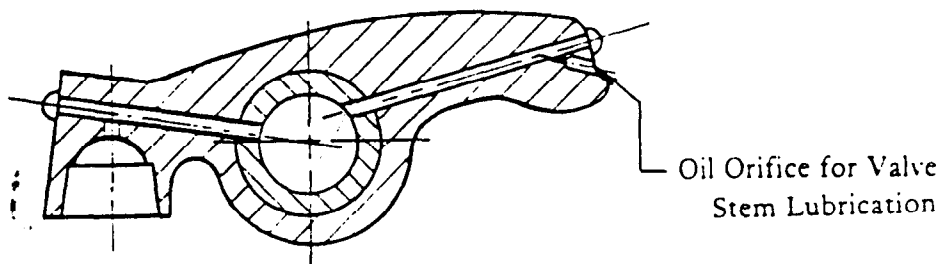


FIGURE 1

Teledyne Continental Motors part number 639615 exhaust rocker arm.

\* \* \* HELP HELP THE NEWS ! ! \* \* \*

Your contributions for the newsletter are needed! This is your newsletter so help us put it together each month. Your ideas, experience, and knowledge are needed, so start the cards and letters coming!