



BOX 92

RICHARDSON, TEXAS 75080

SEPTEMBER, 1980

ISSUE 34

\* \* \* OSHKOSH 80 \* \* \*  
The Merwins

The first week in August again found the 120-140 Association at the Annual EAA Convention in Oshkosh. Association Headquarters was located in a tent in the Antique/Classic Area. Frank Hancock, Tom, Jan, and Jane Norton, along with Jim and I greeted fellow owners, welcomed new members, renewed memberships, and sold quite a few patches, T-shirts, and belt buckles. Most of the time was spent, however, talking about our planes.

On the first Friday of EAA week the West Coast Cessna Club flew in as a group from their last stop in Monticello, Iowa. It seems the good people of Monticello treated them so well they were reluctant to leave. We enjoyed visiting with this enthusiastic group. Our hats off to the original 11 who came all the way from the coast!

Sunday morning's Forum was again very well attended. Frank Hancock (who had flown in for the week-end) and Tom Norton presided. A variety of items was discussed, including an update on the Wichita Fly-In in October, advisory on strut bolts, moving the battery to the firewall, 150 seats, seatbelts and harnesses, adding an electrical system, and--tail-wheel shimmy. These items will probably be addressed in future newsletters.

On Thursday, Dick and Rochell Harden's beautiful 140 represented us in the "History of Flight" portion of the air show. I have to admit, it was the prettiest plane in the parade! But then, I'm a little prejudiced!

By the end of the week 141 owners had stopped by the tent to register. The breakdown by type was 75 140s, 37 120s, 15 140As, and 16 who did not indicate a type. Of the total registrations over half flew in, so you can see our type was well represented on the field.

Every year we journey to Oshkosh we come home with renewed enthusiasm for our plane and flying in general. In strolling around the grounds we observed the 120s and 140s we saw were in better shape than ever before. Many new paint jobs to dazzle the eye and new Air-Tex interiors. Just when you thought you had seen the ultimate machine, another cream-puff would roll in. The number and condition of these planes show the tremendous interest and pride of ownership that grows year by year.

If you didn't make it to this year's EAA, promise faithfully to make it next year. The Association has more activities planned for 120-140 owners. Information will be coming to you in newsletters before next year.

\* \* \* BLAKESBURG \* \* \*  
The Teegardens

Despite excellent Southern Iowa weather the activity built slowly during the early part of the session. Official first day opening was Sunday, August 24. By Fri-

day morning there had been nine 120/140 arrivals. Bud Sutton from Oklahoma City has completed his major overhaul and had his shiny bird there. Bud and Mary were both very much in evidence driving the "people puller" and working in the ladies Bazaar. Jerry Vaught had his "flying mirror" there--at least it was Jerry's until about Wednesday when a couple of partners from Peoria, Illinois bought it from him! We didn't get to meet the owner of N78547, but he is to be commended for the beauty of his 140. It's painted in shades of yellow and orange. We saw it at Oshkosh too. It's a much photographed airplane. We met Bill Hyatt of Boulder, Colorado who has made his own wheel fairings, strut cuffs, etc. Bill claims 3.6 gph at 2200 rpm, allowing him to make it non-stop Boulder to Blakesburg, 22.5 gallons. (Whew!)

Bill has taken as much weight out of the pure white (not a speck of trim) 120 as possible. He reworked his seats with lightweight foam and plans to remove his starter! A restoration project flew in from southern California, mostly stripped and the tailfeathers had been re-painted white. Traditionally Friday, Saturday, and Sunday are the big days with many arrivals, but we had to leave Friday. Hopefully many more 120/140's arrived because by Friday the Luscombes made our numbers look puny. Those Luscombe drivers really get out and fly their birds!

Let's hope all the 120/140 people are saving up for Newton, Kansas October 16-19.

Blakesburg's Antique Aircraft Association annual fly-in is a rare and unique treat. We plan to make it again next year for a relaxed non-commercial week of viewing fantastic airplanes and visiting with very nice, interesting people.

\* \* \* OUR VEEP GOES HEAVY \* \* \*

Jerry Vaught, our Association Vice President has sold the "flying mirror" to partners in Peoria, Illinois! Yes, N89385 will no longer be based at Marshall, Mo. Jerry and Carol bought a Cessna 190 at Paul's Valley because they are now a family of four. Jerry has painted the 190 in the traditional scheme, yellow with black trim over white. It was with great reluctance that Jerry parted with his beautiful 140. Grand Champion at Oshkosh and Blakesburg. Thousands of hours were spent polishing, shining and reworking every part and piece to perfection.

We got a demo ride in the 190 and the big bird is truly an "air liner".

Thanks to Jerry for inspiring us all to improve our machines and for his many contributions to the Association. We hope Jerry and Carol bring the 190 to Newton for all to see, and to join us in what should be our biggest bash of all. After all it is a Cessna!

(From Tom Teegarden)

\* \* \* EARLY START INVITE \* \* \*

John and Dorchen Forman have invited all those flying to Newton, Kansas for the big conclave to join them for coffee and dough-nuts at Lakeview airport, Lake Dallas, Texas. Then depart from there for Newton, en masse!

The date; October 16, time; sunrise @ 7:33 CDT. The place; Lakeview Airport, Lake-Dallas, Texas, Dallas/Ft.Worth sectional, Low Alt L12, Lat 33.08, Long 97.00, Elev-535, 1 mile NE of city of Lake Dallas. The strip is on a slender isthmus north of the dam at the south end of Lake Dallas. The runway is paved 17-35, 2800 ft, and they land on the grass when it's there! Mr. Welch, the operator says they will have 80 octane for visiting 120/140 owners! Phone is 817-4974343.

Dorchen says that past history indicates the weather should be partly cloudy with temperatures 40 to 60 degrees.

(3)  
It should be great fun to fly together to Newton! Let's get a big turnout for the Forman's coffee and dough-nut starter. See you there.

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

1946 Cessna 120. "0" hours since top; 100 octane valves; recent ceconite; fresh annual, new battery, wheel extenders, new paint, polished aluminum, full electric; nice clean airplane. Robin Passley, Wichita, Kansas. (316) 688 1217.

Charles W. Reddel, 910 Royal St., #5, New Orleans, LA 70116, (504) 522 3131 says that he as gotten himself jammed up on rebuilding his 140 and he needs out! Lack of space and maney have put him way behind schedule. Rather than have it sit, Cahrlie would rather some member have it and get it flying again.

1946 140 for sale. 4040 TTAF and sound throughout. Fuselage completely stripped and ready to paint and the wings are ready for recovering. Two gyros and all instruments are good. It has an Escort 110, strobe, new tires, new glass, and a fine interior. Also headphones, push-to-talk set up. The C-85 is being majored and is separate. Must sell, urgent, asking \$1,800--make offer.

\* \* \* PRIME TIME \* \* \*

I experienced loss of prime in the oil pump on my 85 hp Continental. I tried the remedies in the June-July issue #32. The trick that finally worked was; prime the pump via the thermal bulb hole in the oil strainer cover, LEAVE THE THERMAL BULB OUT, start the engine, the pump will prime itself in about 10 revolutions, shut down, insert the thermal bulb, and you're on your way. This trick allows the pump to quickly purge itself without having to force all that air through the engine.

QUESTION: Where is the best place to and the place not to install a venturi on a 140? I have an 8 inch super venturi installed on the left side of my 140 between the engine cowl and the door. At 100mph it will draw 4 inches of vacuum while driving a turn and bank, an artificial horizon, and a DG. Any info that you have would be appreciated.

Charles Cole, 702 Wilson Ave., N. Cape May, NJ 08204.

(Ed note) Sounds as though you have enough vacuum to give those babies a whale of a spin! You might check with your local A & P about the amount you should have to each instrument. Generally you will need a regulator somewhere in the line. If your gauges are twitchy you know they are overspinning, if sluggish just the opposite. If you feel that you are falling out of the saddle something is hung up!

According to the 150 service manual it sounds like you have the venturies in the correct location. They should be in smooth air. You may get some burble if they are mounted directly behind the cowl latches, however. Do you mean the venturies are eight inches long or eight inches vacuum? The vacuum range should be 3.8 to 4.2 inches of mercury, either by dual venturies or one large one. Sounds like you are doing o.k.

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

October 1-5 Tullahoma, Tennessee--2nd annual EAA National Fall Fly-In. Don't miss this one. Contact EAA, Box 229, Hales Corners, WI 53130

October 4-5 Redding, California--9th Annual Octoberfest Fly-In and Campout, EAA Chapter 157. Contact Curley Medina, 1156 Lake Blvd., Redding, CA 96003.

October 16-19 Newton, Kansas--International Cessna 120/140 Association, Inc. Annual Convention and Fly-In. Contact Tom Norton, 612-459-1423.

October 10-12 Tahlequah, Oklahoma, Tahlequah Airport, 50 miles ESE of Tulsa. For Dorm reservations contact Eve Kurtka, Conference Coordinator, University Center, NEOSU, Tahlequah, OK 74464, or Oak Park Motel, 918-456-2571, Hillcrest 456-6124, Tsa-La-Gi 456-0511. This is a great fly-in folks, the 23rd annual AAA, EAA, IAC chapters affair. See you there. Better make your reserves now, or you'll be out of luck!

October 24-26 Alvin, Texas, Outlaw Aerobatic Contest sponsored by Chapter 12, IAC.

October 25 Warner Robins, Georgia Fly-in Picnic sponsored by EAA Chapter 38, Warner Robins Airpark (6 mi so. of Lewis B. Wilson airport, Macon.)

November 2 Toledo, Ohio, EAA Chapter 149 Fall Mini-Chili Fly-In.

November 22-23 Miami, Florida, Antique, Classic and Custom Built Exhibit and Fly-In.

August 1-8, 1981 Oshkosh, Wisconsin.

We would like to make our apology to Merle J. and Kitty Sanders and the gang at Horse-shoe Bend, Texas. We did not get notice of your Fly-In on August 16 in time to get in the appropriate news-letter. We sure would have made it as would others in the area had we known.

Please send your announcements to the International Cessna 120/140 Association, Box 92, Richardson, Texas 75080. The Horse-shoe Bend notice came after the fact. In fact the date on it was July 29, so it would have been tough anyway.

We try to get a news-letter out each month. The August issue was put in the mail around mid-month. This means that if you want a notice in the news-letter we should have it the month before the date. It takes a couple of weeks to get an issue together, so for an August Fly-In we should have the word by the first of July.

Again, we're sorry Sandy & Kitty.

\* \* \* ONCE OVER LIGHTLY \* \* \*

TIME FOR THE FIFTH ANNUAL FLY-IN IS ONLY \* F O U R \* WEEKS OFF ! PLAN AHEAD ! !

October 16 Arrivals at Newton. Texas flyers don't forget Do-Nuts & Coffee at Lakeview Airport at Sunrise!

October 17 Arrivals at Newton. Depart Newton for the Cessna Plant 9:30 to 10:00. Plant tour about 10:30.

Hangar forums at Newton. Experts will be on hand for questions and answers .

October 18 Flying contests. Hangar forums with guest speakers. Annual meeting, election of '81 officers. Banquet, awards, door prizes!

There will be Attitude Adjustment periods between 4:30 and 6:00 each evening.

October 18 Departures.

As you know our base of operations will be at the Newton City-County Airport, Newton, Kansas. Newton is just a tad north of Wichita Mid-Continent airport, 25 miles or so. The VOR's are: HUT 116.8 075 degrees 31 NM, and ICT 113.8 014 degrees 21 NM. The runway is 7000 feet of concrete and the elevation is 1528 with a traffic pattern at 800 AGL r 2300 MSL.

There will be briefings for the flight from Newton to the Cessna plant and we will have local charts on hand. For those who choose not to fly to the Plant, we will have ground transportation available.

Arrangements for motels and attendance should be made through our prez TOM NORTON. Phone is (612) 459 1423, and address is 8117 Hemingway Ave, Cottage Grove, MN 55016. Our main motel will be the Newtonian Motor Lodge, (800) 328 5511 or (316) 283 6500. The rates at the Newtonian are \$18 single, \$21 for one bed -two people, \$23 two beds-two people.

Your early reservations will assure a room and will help in planning the big feed. We are estimating 100 machines will come in for the affair, and we sure hope you are there!

Be sure to bring tie-downs. Remember Newton is a little short on rainfall this year so you will need to sharpen 'em up or bring a sledge along.

Bluff Aircraft Inc., Council Bluffs, Iowa, the Munciple Airport operated by Jim Methe says he'll give Cessna 120/140's an 8¢ per gallon discount if you mention that you are on the way to the Newton Fly-In! How about that?

SO--COME ONE, COME ALL TO NEWTON OCTOBER 16, 17, 18, 19.

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

Frank B Houghten, Qtrs 8SE, NUSE, 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, and includes the mounting plates.

Tom Flickinger, 3689 Annandale Ct., Walnut Creek, CA 94598 is still looking for a new tail wheel. We recommended the 6 inch Scott, however, Wag-Aero also has a 6 inch Maule that is equally good, and much more reasonably priced!

C. R. Baker, 510 Rivera Dr., St. Simons Island, GA 31522 has just joined the Association and is rebuilding a '48 140. He says he will have it flying this fall, after 5 years, since all the major parts and work is just about done. He sure could use some help finding the following parts:

Strutcuff or pattern, part #0422279 and -1  
 Stall warning indicator, kit # 52-3-119  
 Control lock, or drawings to make one, part # 0413243  
 Lug-Mooring, part # 0422315  
 Nut strip-Tinnerman, part #A6221-82-8-D, cowl to fuselage  
 Decals- for entire plane.  
 ELT, Beacon, Cleveland Brakes, Scott 3200 tail wheel, Strobes.

(Ed Note) We have appealed for a pattern for strut-cuffs for some time. If you have a buddy maybe you could make a pattern from his cuffs, or with some imagination dream one up by trial error.

Glen Qualls, 18851 Greeley, Detroit, MI 48203 has asked about the 150 seat addition to his 140. Let us say again that there is no STC of record covering this installation. The best thing is to work with your AI or A&P and put 'em in. Then file a #337 report and you are in business. We have tried in several issues to see if someone would send in a sketch of how they did the modification, but so far no luck. As soon as we get something we'll sure put it in the news.

\* \* \* NICE LETTER \* \* \*

For a fellow who doesn't like to write, I'm extending myself for you and yours, (the Assoc.) You said the magic word "Incorporated" which no one had said before. There may be others who are reluctant to commit themselves to anything not incorporated, and if I had known earlier, it would have saved at least one letter. Thanx.

Am now returning check and application for membership. I had wanted to get your newsletters in any event and that was the reason for my oblique approach previously.

Checked out some of the STC holders: Anti-collision lights-SA800EA-Whalen-answered. O-200-A SA267SW S & S Pipeline, Answered from Stevens Pipeline Patrol, box 51283, Tulsa, OK 74151.

Landing Light-SA1-436 Skycraft, Box 67, Old Star Airport, Langhorn, PA Bad Address. Aux. Tanks SA2-119 Vincent Aeronautical --Bad Address.

O-235 SA4-95, SA4-376 Rubert--No answer or return.

Will try a few more of the holders and forward response, or lack of one, for your information.

Yours, K.M. Henry Jr., 68½ Outer Dr., Oak Ridge, TN 37830

(Ed Note) 'Preciate your concern.

\* \* \* AND THIS ONE \* \* \*

I'm a new member to the Association, and I enjoy the news-letters, particularly the June issue, that had the wing strut note in it.

I have a 1947 140, NC1720V. When I read Robert MacLaughlin's article on the struts I thought I should check mine. Of course like every one else I like to save money, so tying my bird up with a mechanic to have the strut ends ZyGlowed I bought two new ones from Univair and replaced them myself. The mechanic watched of course. It took me one hour to change both ends. The old ones looked ok, but for \$30 it was worth doing.

I hope the proposed AD will be treated as the real thing. My 140 is the cheapest and best tail dragger around. It is a fun plane. I would hate to have a simple thing like that strut end spoil all my fun.

Gene E. Hyatt, Richmond, Mass.

\* \* \* NOTHING NEW ! ! \* \* \*

This from a Cessna Service Information Bulletin:

Date: 5-11-56

S. L. 140-1

SUBJECT: Wing Fitting Inspection Model 120 and 140.

A thorough inspection of the strut fittings, both at the wing attachment as well as at the fuselage, is important during all inspections on all airplanes. Because of a recent reported failure of a front strut rod end fitting on a Cessna Model 140, and also due to the age of some of the airplanes involved, it is suggested that a special check be made on front strut fittings on all Model 120 and 140's within the serial range of 8001 and 14955. Any airplanes that have been involved in a turn-over accident should be checked immediately, and all other airplanes at the next inspection. All rod ends or strut fittings found to be cracked or excessively elongated should be replaced immediately. This inspection should be made with the strut removed from the wing.

On all airplanes after Serial 14955, the front strut fitting was changed to a welded attachment, which other than the periodic inspection needs no special attention.

\* \* \* AND FURTHERMORE ! ! \* \* \*

## Another Bulletin:

Date 5-11-56

S. L. 140-1

SUBJECT: Front Fuselage Center Section Spar Inspection Model 120 and 140.

A few scattered reports have been received of cracks appearing in the front fuselage center section spar, part number 0411131 (Figure 18, Index 6-140 Parts Catalog). Reports indicate the cracks have appeared at either end of the cabin spar where the door post attaches, and can only be observed after the upholstery and headlining are removed from this area.

It is suggested that all Model 120's and 140's be checked for this condition as soon as possible, and no later than the next 100-hour inspection. Any spars found to be cracked should be replaced.

At the same time, any door posts found to be cracked at the spar attachment should be repaired or replaced. Minor cracked door posts can be repaired by simply installing a doubler plate over the cracked area. Doublers and installation instructions are available from the Cessna Spare Parts Department of immediate shipment under part number 10008-9-3 left hand, and 10008-9-4 right hand, and sell for \$2.55 each, Code "S."

\* \* \* MORE TO COME ! ! \* \* \*

DATE 7-31-47

S.L.N.-46

SUBJECT: Special Inspections at 100 Hour Periods or After Severe Windstorms.

A little over a year of service experience on Cessna 120 and 140 airplanes, now numbering about 6,000, has supplied information on points which are worthy of particular scrutiny during one hundred hour inspections. These points would normally of course, be inspected during each one hundred hour check, but as service reports on each item have been received it is felt worthwhile to give detailed information on these particular points of inspection. The service numbers merely indicate that service experience developed changes at these particular points and any airplane above the highest serial number mentioned should still have its regular inspection at each one hundred hour check.

(These inspection reports will be in subsequent issues so stay tuned!!)

\* \* \* SAY AGAIN \* \* \*

Gene E. Hyatt, P.O. Box 32, Richmond, MA 01254 asks if the Association would sponsor a fly-in up his way.

We should say so! In fact we have been encouraging regional fly-ins but evidently have met with little success. Anytime two or three get together you have a boni-fide fly-in. Why not try to meet somewhere for breakfast or lunch or dinner? Or how about a cook-out at some small strip? Do your state parks have facilities such as we have down here?

It is not necessary to have a big bash with contests, awards, and all that. It is enough to get together in any numbers that you can manage. Of course it takes a bit of organization, such as putting out some kind of flyer with location and date, getting to local airport bulletin boards. If you have a copier, print up a mess and mail them to the members in your locality you think might be able to fly in with out too much of a hardship distance wise. Check your membership list for the locals. We hope you keep your list current with the new members in each newsletter.

We try to put in each issue Fly-Ins of local interest. Of course they are sponsored by the EAA or the AAA or some local chamber of commerce that might be dedicating a new airport or a rebuilt runway or some such. Watch for these in the news, or check flying magazines for their calenders. Then get out a flyer urging participation in that fly-in.