Merry Christmas

and to ALL Good Cheer and HAPPY LANDINGS!

from your

International Cessna 120/140 Association

officers:

President, Jerry Vaught; Vice-President Bill Cardiff; Secretary/treasurer, Frank Hancock
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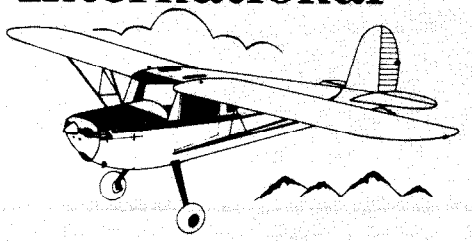
International Cessna 120/140 Association



DECEMBER 1980 BOX 92 • RICHARDSON, TEXAS 75080 ISSUE 37

• PEREGRINATIONS •

Big word, long trip! Joe and Frances Rostron from Clemson, SC, have sent us a most interesting account of their summer trip. They have agreed to share their experiences with us.

"We left home Saturday, August 2, and made it to Bloomington in about four hours where we spent the weekend with members of our family. Monday a.m. after the clouds lifted to 500-800 ft. we took off for Oshkosh, arriving there about 3:30 p.m. We had heard tales about how much traffic there was going in and out, but we picked a good time to arrive as the weekend rush was over and most people who were staying the whole week had already arrived. Actually it was not as busy as some big city airports I have been in, such as Elmonte, CA, or Palm Beach International. However, during the peak exodus for the weekend Oshkosh controllers flagged off one plane every 5 seconds for a period of about two hours Sunday afternoon!

While in Oshkosh, we stayed in a University of Wisconsin dormatory room ($14/night) and parked the airplane in the middle of the antique/classic section which was quite handy to most activities. We had thunderstorms and rain off and on, but the weather improved enough to have the regular three hour air show every afternoon. It rained most of Thursday so that day I took the charter bus to the EAA Museum to see the exhibits there. One antique on display there was the sister ship of our old Velie Monocoupe, NC7808. Ours was NC7809. After a very enjoyable week we headed for Salina, Kansas, to visit more family.

The weather for this leg was low ceilings with occasional showers but good enough to fly VFR. We stopped along the route at Marshalltown, Iowa, to see an old friend who taught at Clemson. We next landed at a grass field near Auburn, Nebraska, where the FBO, Fred Farington was kind enough to drive out from town after hours to top us off with 80 oct. fuel. He took us back to town to a motel and then took us back to the airport the next morning, Sunday. You can't beat that for service. He wouldn't take any payment for the taxi service, saying that as an old time pilot and owner of a Cessna 120 we didn't look like wealthy executives who might be flying a turbo-charged Centurian!

We got away from Auburn before threatening thunderstorms caught up with us and arrived at Salina, Kansas, about noon, August 10. It was hot, 100°, and windy, 25-30 knots but we had no problem in landing on about 300 feet of the short 3500 ft. runway. This airport is an old SAC base with a 13,300 x 300 ft. main runway on which, if necessary, I could have landed cross-ways! After a week in Salina we took off for Dallas, Texas, to visit our daughter and landed at Dallas North airport near Plano, about eight miles from Richardson. While in Richardson we met Glenn Usher, editor of the newsletter. We had a chance to join Tom and Beverly Teegarden and Glenn for dinner one evening. They park their planes near where we parked our bird.

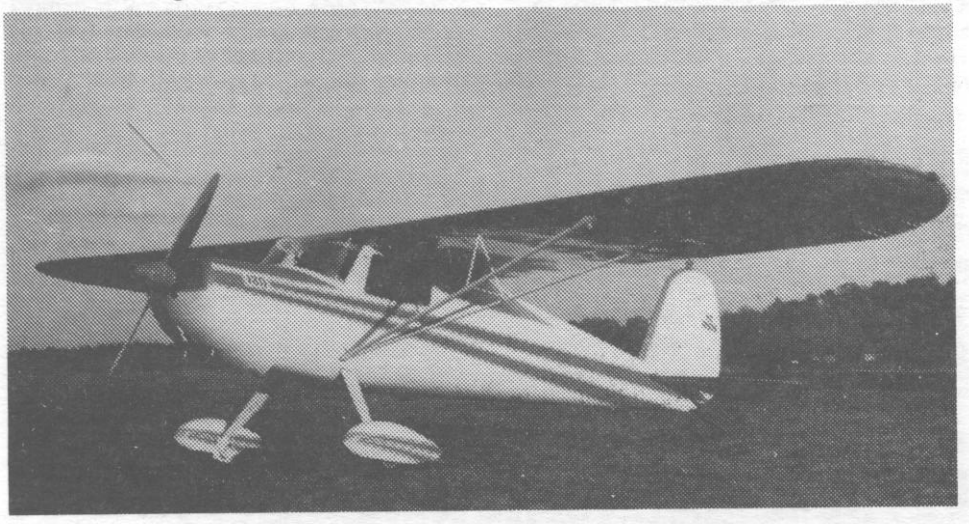
After our stay in the Dallas area we headed for N.E. Arizona spending Thursday night in Albuquerque. Albuquerque airport is a combination air base and civilian airport with a 13,400 ft. main runway, the longest we encountered anywhere. Edwards AFB is 15,000 ft. and, as far as I know, the only one in the country that is longer than Albuquerque. We stayed at the Gaslight Motel which furnished a courtesy car for airport pick up. For departure the next day the tower gave us an intersection take-off from the longest runway allowing us only about 4500 ft. to get off at 5350 MSL with a density altitude of 8500 ft. The radar controller, however, was very helpful and allowed us to fly up the Rio

(Continued on Page 6)

Two in the Hand

Two in the hand is worth one in the bush, or is it . . . ? Anyway, Frank Pavliga, Canfield, OH, has sent us an excellent pattern for the strut cuff. Thanx very much Frank. The pattern was made from Ron Degnan's two-time Oshkosh award winning 140. (If we remember correctly, the fire wall and engine baffeling was made of titanium when Ron rebuilt the machine.) Frank says the plane is up for sale, and he feels it is the most thorough, most complete restoration in the country.

The following from Frank's letter: Enclosed is a picture of my Cessna 120. Although it was originally rebuilt a couple of years ago, we did it over again and made it a safe airplane. The first time, rebuilt legally in every respect, it was an unsafe airplane, believe me! But that's a story in itself. The second time Ron Degnan got involved and what had been passed off to us as being proper, performed according to the "system," was done over again, and there-in lies my tale of woe!



There are so many examples of airplanes that are legal, that were restored, or maintained, by persons vested with the authority to do such work, that should be grounded! What would you think of a plane in which two such persons were involved where a friend of mine discovered the absence of nuts on bolts holding the 'I' strut to the lift strut? Or how about a leaking fuel shut-off valve that was filling the belly of a 120 with fuel - it was said to be OK. Can you imagine the potential hazard with the old Cessna 120 exhaust so near? We all have to be especially careful in inspecting work that has been performed for us. Don't take it for granted that because the person involved in the work is an A & P, or an I.A. that the work is done correctly! I've had a real education in the last few year, a really costly one at that. Had to get a zero time engine because on the last go-around my engine was ruined due to faulty and incompetent work which was clearly obvious **after** damage had already been done.

Our plane today is a dream to fly. All ADs have been complied with, they hadn't been before. Control movements are as smooth as can be, with the nylon bushing used where the control wheel shafts pass through the instrument panel bulkhead. (They're worth the bucks, folks--Ed.) The tail wheel, 6 inch, provides taxiing that is virtually comparable to that experienced on a milk-stool type, just a little tap on the rudder pedal and you taxi without unnecessary zig-zagging. We used seats from a Cessna 150 and I'm able to see over the nose beautifully, and the seats are much more comfortable than the single seat originally in the 120. The use of an exhaust system from a Cessna 150 0-200 makes a world of difference! The engine sound is certainly different. It's quieter and conversations within the cabin are much, much easier. One of the greatest benefits is on a cold day when the old exhaust system with its heat muffs would hardly provide enough heat. In fact it just wouldn't, or couldn't provide enough. Well, I'll tell you, we really have heat now! Unbelieveable! The spinner is a beauty also. It came from Aircraft Spruce & Specialty, and it's STC'd for the 120/140, has a serial number and is of better quality than spinners I've seen purchased from other sources.

Though I've rambled on here with sporadic thoughts I've had such an experience in the rebuild of the 120 that I think I could write a book. All the thanks goes to Ron Degnan who have so much time, so much thought and effort to seeing to it our plane is safe. I feel there are very few, if any, persons in this country who have analyzed all aspects of the Cessna 120/140 as thoroughly as Ron has. I know this guy could conduct a forum that would prove enlightening in some way to every person there.

It was our intention to go to Wichita, very definitely, but the actual outlay of cash for the trip kind of shook us up, with fuel being what it is. Then the uncertainty of weather would provide us with no assurance of getting back here when we had to be back. Hope it was a really great and enjoyable gathering for all who attended.

PS: I guess I ought to mention that our 120 took first place in the Classic Division at the Mid Eastern Regional Fly In at Marion, Ohio, in September. It was the first time we entered such a competition, and haven't had any others to go to since.

Thanks very much Frank for the letter and kind words about the newsletter—ED.

Yea Team!!

I was sad to hear that Jerry Vaught sold his 140 but happy to know that some friends of mine in Peoria, Dave and Sarah, bought it. It's a real beauty!

Here is a drawing on doorpost doublers from Cessna, and is an approved repair by Transport Canada, so it should be FAA approved. The following are recommendations from Engineering: (Apparently from Cessna's engineering.)

A review of the Engineering Drawings indicates four variations of front doorposts for the 1946-1947 Model 120-140, any one of three could be installed on Serial Number 10948. The doorposts differ slightly in the area where Mr. Fancy indicates he has found cracks and the method of repair will vary somewhat for each doorpost. However, the attached drawing 10008-9, describes a typical cracked doorpost repair generally applicable to the Model 120-140.

There are four 8½ x 11" pages that comprise the one drawing 10008-9. We will be glad to send copies to those who can use one. This fix is for the upper post connection to the front cary-through spar.

Sincerely, Bob Nethercott, 345 Palmerston St., Sarnia, Ontario, Canada N7T 3N8.

(Ed Note: We noticed in the November issue of the International Aviation Mechanics Journal in "Inspection Aids" that one inspection of a C-140 found "right bottom spar in front fuselage center section cracked." This is pretty vague because there are no spars in the front fuselage center section. Perhaps they mean that the right inboard floor board bulkhead. Good idea to check all center section floor bulkheads, 'cause they sort of hold the front end of the dang thing together!)

Bad Luck!!

Dear Sir;

November 16, 1980, I purchased my first airplane, a 1946 Cessna 120, after 10 years of flying experience. Because I had purchased a 120 I planned to join the 120/140 Association. The Saturday following my purchase I was practicing takeoffs and landings with an instructor. I had never flown a taildragger and wanted some instruction.While practicing the engine quit running. We spotted a sandbar along the river approximately 1000 feet long. After trying for a restart I began a glide for the sandbar. Upon approach a power line suddenly appeared in front of us and in order to avoid it we had to crash into the water.

The FAA later determined that the air filter had separated, blocking the carburetor air intake.

The Cessna, according to its former owner, won 2nd at Oshkosh in 1978 for most original. It had metal wings with an electric landing light. The C-85 engine had a total time of 1950 with 50 hours since major. It had a new crank, rods, Bendix mags, pistons, cam, and all gears installed in 1978. The engine has now been disassembled and preserved. Everything from the prop to the rudder, except the left door, is available. I will sell all or part out. I would appreciate a quick offer. I really don't like looking at it.

Sincerely, Reid Wilson, 160 Sans Souci, Waterloo, IA50701, (319) 235-1811.

P.S. The plane is polished aluminum and has never been painted.

A Flap

We received this letter from a person unknown because we can't make out his signature, and doggon it, threw out the envelope!

"Does the Association have available any information on providing an acceptable fix for the flap torque tube problem at the wing root. This is where Cessna used a ¼ inch indexing bolt to transmit operating torque into the flap. The slot in the tube at this connection theoretically starts out operating at infinite stress, until the bolt upsets enough slot material to provide itself some bearing area. The fit of the bolt in the slot then becomes excessively loose. Both my 140 and 140A exhibit this problem. Any help in this matter would be appreciated."

• HELP HELP •

Last year I purchased a 1946 140, N72300, s/n 9477. The aircraft has performed well and I have been greatly pleased with it. The annual expired at the end of November and in the course of trying to get the aircraft serviced and signed off my mechanic and I have been unable to locate a service manual. Can the News be of assistance? Rodney E. Horton, 8713 NW 87th, Oklahoma City, OK 73132.

(Ed. note: We have been unable to unearth a Service Manual for the 140s. We have, however, learned from Cessna that the Service Manual for the 100 series, 1962 and prior, covers most all of the features of 120/140s although it gives information for 150s, 172s, 180s, and 182s. We have used it in conjunction with the ADs and the parts manual. There are members in your area who may be of assistance to you, Rod. D. J. "Bud" Sutton, 2924 Mockingbird Lane, Midwest City, OK; Joe a Combs, 2705 Queensbury Rd., Moore, OK; Larry Cole, 6205 N.W. Grand Blvd., Oak City, OK.)

Dear Sir; I have really enjoyed all the information in the News. However, I have written to the STC holders for leading edge landing light installation only to find a "Return to Sender" in the mail! Please list under "HELP" to anyone with information as to an STC or 337 on such an installation to contact me. I will be recovering my wings in the next couple months and would like to install the light then.

Also, I am looking for a pair of wheel fairings and a bullet type spinner to get the most economy and efficiency out of my bird. It has the 3" wheel extensions on the gear legs which I will have to remove to install the nut plate for the fiarings. I have Cleveland brakes. Sincerely, Gary Schultz, 629 3rd Ave. So., So. St. Paul, MN 55075.

Dear Sir: Have recently purchased N72492, originally a 120, now converted to 140 status with metalized wings and a 108 hp engine. I need information of any kind, especially concerning parts access, interior (headliner) replacement, and ideas about stripping and polishing vs. painting. Sam R. Zimmerman, III, 30 Memorial Medical Dr., Greenville, SC 29605.

• A-L-E-R-T •

The following items were taken from General Aviation Airworthiness Alerts, Alert No. 27, October 1980. They were sent to us by Frank Rittersbacher. We wish to thank Frank for his continuing support of the Newsletter.

The Alerts are published by the U.S. DOT, FAA Flight Standards National Field Office.

Cessna Model 140. Horizontal Stabilizer Bracket, P/N 0423116. The forward center bracket was found cracked at the right access hole. The cracks progressed through the upper surface of the bracket from the front to the back. This bracket carries the load of the front spar to the tail bulkhead. Approximate aircraft hours - 3,000. (We thought there was and AD on this problem but cant find it in our stuff.)

Cessna Single Engine Aircraft. Turnbuckle Barrels. Small longitudinal cracks have been found in some AN155 brass turnbuckle barrels used in the cable control systems. Exhaustive testing has shown that these cracks do not create an unairworthy condition; however, any turnbuckle barrels found cracked during routine inspections should be replaced.

Please submit an FAA Malfunction or Defect Report whenever a cracked turnbuckle barrel is found.

Cessna Single Engine Aircraft. Main Landing Gear Legs. (Flat Spring Type.) To preclude fatigue failures of the landing gear legs at the fuselage outboard supports, it is recommended that the portion of the gear leg which comes in contact with the support structure be examined for signs of chafing, rust pits, and corrosion. Any gear leg which is found with signs of rust pits or severe chaving should be replaces. Minor surface corrosion should be removed and the leg primed and refinished in accordance with procedures in the Cessna Service Manual for the aircraft affected.

Aircraft Preheat. "During winter preheat, the plastic rubber coating on the mixture and carburetor heat cables melted, causing the cable to seize. Normal heat was applied."

This report is typical of several received each winter season relating to preheat of aircraft and engines. Advisory Circular 91-13C, Cold Weather Operation of Aircraft, provides background and guidelines relating to operations of aircraft in the colder climates. The following recommendations regarding aircraft preheat are from AC 91-13C:

1. Preheat the aircraft by storing in a heated hanger if possible;
2. Use only heaters that are in good condition and do not refuel the heater while it is operating;
3. Don't place heat ducting so it will blow hot air directly on combustible parts of the aircraft;
4. Don't leave the aircraft unattended during the heating process. Keep a fire extinguisher handy;
5. When using a "fire pot" (salamander) for heating, it is suggested that wire mesh be inserted in the ducting between the pot and the entine to stop flaming pieces of carbon from entering the aircraft or engine compartment.

NOTE: It is not advisable to use automobile exhaust for preheat. The contaminates in automobile exhaust can be damaging to fuel and oil hoses, coverings on controls, and corrosive to metals.

Unapproved Replacement Parts. FAR 21.303 states that no person may produce a replacement part for installation on a type certificated product unless the part was produced in accordance with a Parts Manufacturer Approval (PMA). It is common knowledge that there are a multitude of replacement parts available which are directly interchangeable with the original manufacturer's parts, and these have no FAA approval basis. For the most part, the parts are supposedly made for use in homebuilt aircraft projects.

All owners/operators of standard category aircraft should, once again, be cautioned against the use of unapproved replacement parts and the potentially serious adverse effect on the continued airworthiness of the aircraft created by the use of these parts.

Fuel Tank Check. There have been reports of fuel thieves operating again. THe targets are light aircraft and the problem appears to be in all parts of the U.S. So far, there have been no reports of fuel theft causing accidents but the possibility exists. A visual check of all fuel tanks prior to takeoff is doubly important as long as fuel thieves are on the loose.

(Ed. Note: We are always a bit suspicious of motorcycles putting around "just looking at the planes." Our lineup of four 120/140s has had several tanks emptied during the past couple of years. We were shutting the selector off so that the thief would be more visable draining a wing tank, but then we forgot a couple of times. We had about enough fuel in our lines and bowl to taxi out and start down the runway before crapping out!. Sure makes one's hair stand on end!)

• • • HELP HELP HELP • • •

We have had several requests for leading edge landing light installation drawings. We don't have one in our files, unfortunately. If anyone has same we'd sure appreciate having a copy.

Also, Craig Elvers, 3516 So. 90th St., Omaha, Nebraska, needs specs for rigging the elevator, rudder, trim tab and ailerons. (Craig, your Owner's Manual shows cable routing, and the degrees of deflection for all the control surfaces. The parts book gives some exploded views of the connections.)

Steve McDonald, Rt. 7, Lanier Drive, Cumming, GA 30$30, needs a right door, and says he would prefer a busted up door that can be used for aerial photography. That is, the upper half of the door can be missing, but from the latch down should be there.

Steve also needs an operable AN 5736-1 gyro. He has two that are semi-operative for trade-in. (ED; Does not semi-operative mean that they need overhaul?) He has spare carbon mikes and headsets.

• • • HEAR THIS • • •

Walter B. Thomas, III, 1501 Fishburn Rd., #5, Hershey, PA 17033 sez:

Reference C120/140 Association Newsletter #34, September, 1980.

I have information on the STCs for the Lycoming 0-235 and 0-290 conversions for the C120/140. I had written Mr. Rubert, the STC holder of record, and received the enclosed infromation some three months later. The STC is evidently held by McKenzie Flying Service, Inc., 90600 Greenhill Rd., Eugene, Oregon 97402. I would be glad to forward this information to any member for .75 to cover my duplicating and postage costs.

I also had used STC SA1-436 to install a leading edge landing light when I restored N3121N, a 1947 140. This particular STC had been purchased in September, 1947, from a Mr. Albert Shyder, SKYCRAFT, P.O. Box 123, Robbinsville, NJ 08691. I have no more recent information on this STC. However, a gentleman from Washington state whom I met at Oshkosh said that one can purchase a leading edge landing light for a 1959 C-150 from Cessna and install it on a 140.

Could you put me in touch with Bill Hyatt of Boulder, CO, who was mentioned in the September newsletter? I too am interested in airframe modifications to make the 140 a more efficient performer and would like to ask him about his wheel-fairings and strut cuffs.

I am wondering if 120/140 pilots from the Northeast who are planning to attend Oshkosh 1981 would be interested in traveling out together like the West Coast Club did this past August? If there is any interest, we probably should start planning for the trip about January.

Sincerely, Walt.

(Ed note; Unfortunately Bill Hyatt has chosen not to respond to our overture for his membership in our outfit. The result - no address to give you. Perhaps he will see this issue through a friend and get in touch.)

How About This?

Pair of **Exhaust Stacks,** p/n 0450290 left, and 0450295 right. 0 time since overhaul by Wag Aero. $190. (402) 392-1375 after six, Craig Elvers, 3516 So. 90th St., Omaha, NB.

2 right wings C140, 1 very good, 1 minor repair, $550 and $450.
4 Horizontal Stabilizers, 3 very good, 2 repairable, $250 and $175.
4 Skins Horizontal Stabilizers, very good.
3 pair 46 landing gear legs, $150 per pair.
4 Top Cowls, 3-47, 1-46, 2 very good, 2 minor repair, $125 and $100.
1 Right Cowl Door 46, very good, $50.
1 Tail Cone Assembly, very good $50.
2 Vertical Stabilizers, extensive skin corrosion, $100.
1 Vertical Stabilizer Spar, very good $40.
3 Carry Thru Spars (forward, very good $50.
2 Carry Thru Spars (rear), very good $50.
3 Top Cabin Skins, repairable, $40.
2 Bulkheads (aft cabin spar), very good, $50
2 Skin (forward of tail cone assembly), very good, $35.
2 Door Post (1 rt., 1 left), very good, $75.
1 Instrument Panel (stationary), very good, $35.
4 Floor Board Assembly lft. and rt. landing gear cover, very good, $50.
1 Fuselage Front End Section, (dash w/ hand holds), very good, $50.
5 doors, 3 lft., 2 rt., very good $50.
1 Wing Section rear spar and aft, no false spar, very good, $100.
8 Flaps, very good $75, repairable $60.
12 Elevators, very good and repairable, $125.
2 Control Yokes, very good, $40.
8 Ailerons, very good, and repairable, $200.
4 Seat Backs, need upholstery, $20.
4 Seat Bottoms, need upholstery, $20.
Numerous misc. fairings, brackets, etc.

Call for price and availability on any 120/140 part. Ray Rocque, 432 Emily Drive, Lilburn, GA 30243, (404) 923-5248, or George Brooks, 383 Rockmeadow Dr., Stone Mountain, Ga, (404) 469-3046.

"I have really enjoyed the newsletter since becoming a member of the Association this last summer. I have found many useful and informative articles and letters from other members which have helped me with my basket case.

The 'CRAP Sale' item in the October issue sounds like a good idea to me. I know since starting to rebuild my C-140, N89348 in July, 1979, that I have accumulated some surplus parts which I would like to sell or trade. Also, I am still in need of a few items myself, especially one set of wing root cabin ventilators. Mine is an early '46 and didn't have them installed from the factory.

Attached is my list of used parts. I hope everyone else who has any sends in their list also."

John Nesloney, 7410 Preston Trail, San Antonio, TX 78244, (512) 661-8980.

2 Doors, left, $20 each
1 Door, right, $20
2 Flaps, 1 rt., 1 lft., $35 each
2 Ailerons, 1 rt., 1 lft., repairable $50 each
1 Elevator, lft., $75
2 Brake Master Cylinders, Goodyear, for parts only, make offer
1 set Goodyear wheels and brakes, parts only, $50

(Continued on Page 5)

• • • OLD FUEL • • •

Thes Owner Advisory from Cessna: Fuel contamination is usually the result of foreigh material present in the fuel system which may consist of water, rust, sand, dirt, microbes, or bacterial growth. In addition, additives that are not compatible with fuel or fuel system components can cause the fuel to become contaminated. The following information provides recommended procedures to discover, remove and/or prevent fuel contamination.

Before the first flight of the day and after each refueling, use a clear sampling cup and drain a cupful of fuel from the tank sump quick drain valve to determine if contaminants are present, and that the aircraft has been fueled with the proper grade of fuel. Also, the fuel strainer should be drained by pulling out the strainer knob for at least four seconds. (On our birds that is the gascolator valve.)

Aviation Grade Fuel	Color
80/87	Red
100LL	Blue
100 (Formerly 100/130)	Green

If fuel tank drains are not installed, at least one quart of fuel should be drained from the strainer with the fuel selector in a position to assure each tank is draining fuel.

NOTE: Service Information Letter SE79-45 announced the availability of Accessory Kits to intall fuel quick drains on aircraft manufactured between 1946 through 1947. (See Issue No. 35, October, 1980, Newsletter.)

If contamination is detected, continue draining from all fuel drain points, including drain plugs until all contamination has been removed. If the aircraft has been serviced with improper fuel grade, defuel completely and refuel with the correct grade. **Do Not** fly the aircraft with contaminated or unapproved fuel.

In addition, if you are not acquainted with a particular FBO you should be assured that the fuel supply has been checked for contamination and is properly filtered before allowing the aircraft to be serviced. Also, fuel tanks should be kept full between flights provided weight and balance considerations will permit. This will reduce the possibility of water condensing on the walls of partially filled tanks.

To further reduce the possibility of contaminated fuel, routine maintenance of the fuel system should be performed in accordance with the aircraft service manual. Only the proper fuel as recommended in the Owner's Manual or Operating Handbook should be used, and fuel additives should not be used unless approved by Cessna and the FAA.

For additional information concerning the above, contact your Cessna dealer referencing Service Information Letter SE80-97/CPC80-5/AG80-4.

(Ed. Note: This information may seem a bit redundant, yet it is the straight dope! For those who have had troubles with water and other nasty junk it is pretty good reading. And now that winter is upon us, condensation in partially filled tanks is an ever present danger. The old gas auger will swaller a little water but takes some alarming gulps in the process! The trouble is that if the little droplets freeze in the line you will do some pretty fancy gulping yourself!

Perhaps even more to the point, those of you who may be using a u t o g a s should beware because it may not be as clean coming from a jerry-can. So, please use a filter and good judgment.)

How About This?

(Continued from Page 4)

2 Control Tee Universal Joint, p/n 0411257, $5 each
1 Wing Lift Strut, right, $100
1 Generator for C-85-12, and 1 Regulator, $30
1 2¼" Suction Gauge, used, $10
1 3¾" Artificial Horizon, $50
1 2-7/8" Directional Gyro, used, $50
1 3-1/8" Manifold Pressure Gauge, used, $30
1 Vacuum Regulator, used, $20
1 Narco Mark V radio with power pac, as is, $50 or best offer
1 VOR Antenna, used, $5

I also have access to a C-140 fuselage for parts. It has a good tail cone, gear box, and cabin parts.

From Gene Hyatt, P.O. Box 32, Richmond, Mass. 01254, (413) 698-3478:

1 remanufacturd electric turn-bank out of C-140, $125
1 new electric turn coordinator, $150
1 new Grimes rotating beacon, $60

And this from V. E. McConochie, 1655 N. Norfolk St., Speedway, Indiana 46224, (317) 241-7014:

This is to advise that I have a nose bowl for a 120/140 in the event that one of the members is searching for one. It is brand new and never used and is minus dents and scratches and is unpainted. Also, included with it is the winterizing kit consisting of cylinder inlet baffles and the lower case opening covers. I'm asking $90 for these items. Shipping charges are extra, of course.

Phil Champaign, 375 Bill France Blvd. #2, Daytona Beach, FL 32014, (904)253-9192, sends this for sale:

1949-50 C140A, SMOH 50, C90, 40 gal. tanks, patrol doors, over $11,000 invested but will take best offer. I need the money to finish school. (Phil is at Embry-Riddle Aeronautical University.)

Welcome New Members

Gerald P. Lowry, N1822V, 3220 Greenbrier Dr., Bettendorf, IA 52722
Logan Reid Wilson, N77351, 160 Sans Souci, Waterloo, IA 50701
Terry W. Batchelor, N89030, 69660 Christiann Creek Drive, Edwardsburg, MI 49112
Edward J. Breuer, N72691, 9 Woodpink Drive, East Hampton, NY 11937
Tom Beaver, N89115, 101 East Ave., Murphy, NC28906
Robert T. Kew, Rural Route No. 4, Thamesford, Ontario, Can. N0M 2M0
Marshall G. Moore, 1017 Bardfield Ave., Garland, TX 75041
Don E. Pruitt, N90063, Box 26513, El Paso, TX 79926
Gary L. Wilner, N72273, Rt. 2, Hwy. 59 West, Milton, WI 53563
Mike Grewe, N5649C, La Due Rd., Hopewell Junction, NY 12533

Application for Membership

International Cessna 120/140 Association

BOX 92 - RICHARDSON, TEXAS 75080

Your Name _____

Street or Box No. _____

City _____ State _____ Zip _____

I am a future owner _____, Past owner _____, Present owner _____.

If present owner please give the following information:

120_____, 140_____, s/n_____, N_____, Year_____, Engine_____

Wings—Fabric_____, Metal. Finish—Painted_____, Polished Aluminum_____.

Your prime interests in joining: Maintenance_____, Engine Mods_____, Parts_____,

Fly-Ins_____, Others (specify)_____

Annual Dues: $10.00

• PEREGRINATIONS •

(Continued from Page 1)

Grande River until we gained enough altitude to cross the ridge on our way out toward Arizona. In two hours we arrived at Chinle, Arizona, which as a one mile dirt strip at an elevation of 5500 MSL.

The next day, Saturday, August 23, our friends took us to see the Canyon De Chelly National Monument. It is a beautiful canyon cut in buff colored sandstone formed from old sand dunes. It is about 1000 feet deep and one to two miles wide, extending 15 to 20 miles with several branches. We approached from the south rim and then took a two-hour hike down into the canyon to see the ruins of an old Indian cliff dwelling. Although summer weather in Arizona is generally dry, it rained hard Saturday night and Sunday morning. Up to this point we had not been held up by weather but we were successful in bringing rain to every place we visited except Texas where it was most needed. We don't claim full credit for the rain in Arizona, however, as the Navajo Indians had just had their traditional summer rain dance.

By mid-morning Monday we arrived at the Chinle airport hoping to find the runway dry enough to take off for Los Angeles. Except for one mud hole about 2000 ft. from the departure end, the runway was firm. The tie down area along side which was brick hard when we arrived Friday had turned into a sea of sticky, adobe mud. Full throttle was not enough to pull us out on the runway so Oren and Frances pushed, one on each strut and we finally eased out on the end of the runway. Fortunately the temperature had not yet reached 80° and we were about 50 lb. under gross since we had not topped the tanks since back at Albuquerque. Thus we were almost airborn by the time we got to the mud hole which did nothing more than splatter the under side of the wing a little! At this point I was glad we didn't have wheel pants to contend with having sold them a couple of years ago for $50.

After refueling stops at Winslow, one hour from Chinle, and Needles, CA, we arrived at Elmonte airport in L.A. County about 6 p.m. A good part of this route follows I-40 and avoids some of the higher ridges. A cruising altitude of 8500 MSL was enough to clear all terrain by a good margin, although 12,600 ft. Mt. Humphreys lies just to the north of Flagstaff, 7000 ft., which we flew over. I was able to choose airports for refueling where runway length was no less than 1000 ft. plus 0.75 ft. per ft. of field elevation and also having multiple runways surrounded by flat terrain. Thus, cross winds or high temperature did not pose a serious problem. Finding a small airport inside a huge built-up area like Los Angeles with visibility often less than 5 miles is no easy task. A road map of all the main freeways would be a big help. The Secional charts show only a big yellow area with a few multilane roads leading in. I did not have a handy freeway map so, after entering the L.A. basin from the Mojave Desert and passing over Cahon Pass, we flew down the north edge of the build-up area adjacent to the mountains until I spotted the Santa Anita race track. I then turned south toward the Elmonte airport. I soon called the tower and they cleared me for a straight-in approach. Elmonte is unique in that there is no grass on the entire airport. It is completely paved with only runway lights to show the edge of the landing area. I would guess that a good 1000 planes were tied down on the adjacent parking area! It is a Los Angeles County airport and brother Jim R. is proud to have it under his supervision when he was County Engineer.

After a good visit in L.A. we retraced our route to Winslow then straight on to Albuquerque. Saturday we continued on to Dallas North with a stop at Lubbock for gas and an oil change. After a lay-over in Richardson with our daughter Carol we resumed our tour hoping to make the remaining 815 miles the next day, Labor Day. I tried to call Glenn Usher on the phone Sunday evening but failed to get an answer. As we cranked up to take off from Dallas North Monday morning we saw Glenn in his 120 and the Teegardens in their 140 taxiing The two must have been heading for some Labor Day fly-in. At any rate we had our own little fly-out as we took off one after the other, exchanging greetings on the radio and heading for our own respective destinations. We flew on during the day until over northern Alabama we ran into a wall of thunderstorms. Flight Watch, 122.0, suggested we land so I headed for the nearest airport which was Albertville, AL, about 10 miles ahead and just clear of the storm. We spent the night there and made it safely home the next morning. This was the only weather delay we had the whole trip and not bad for an old tail-dragger without much IFR equipment! We put in about 52 flight hours for the trip, 20 on the return leg from L.A. and averaged overall 98 mph! Going out headwinds cut us to 93 mph while returning was made at 106 mph ground speed.

We were rather a curiosity at many airports where we landed. Some pilots we met had flown 120s at an earlier time while others had a present interest in the type. One Flight Service employee at Needles, CA, recognized us as a C-120 when giving our N number during a radio call and came out on the ramp to watch us land. When we rolled up to the gas pump he introduced himself as a C-140 owner who was in the process of rebuilding his bird. We looked over N2683N and then walked over to his 140 while discussing various details of his project.

Frances and I got along very well physically during the trip. She took Bonine tablets flying days and felt comfortable most of the time. Neither of us came down with any ailments so we feel fortunate to have had such an enjoyable, trouble free vacation trip. Old 2683N performed flawlessly also. I feel very lucky to have an understanding wife who is so tolerant of my interest in flying and seems to enjoy sharing these activities with me."

(Ed: We sure did enjoy meeting you, Joe and Frances, and envy you your great expedition!)

Bad Dope

Ronald A. Lee, P.O. Box 154, Lignite, ND 58752 writes that he used the addresses in the STC lists we put out in February Issue #28. He wrote to Weber Aviation on STC No. SA3-114, Instrument Panel Modification, and to Spartacus Industries on STC No. SA331CE, New Base Instrument Panel Incorporation Artificial Horizon. Both companies are no longer in business. Ron asks that we pass this information along so that you can mark them off your lists as kaput.

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Cessna 120/140 Association

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