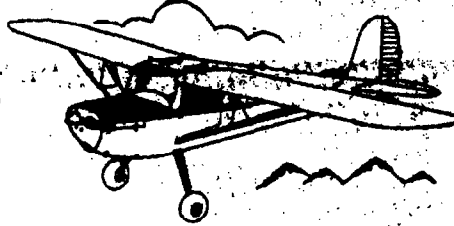


International

Cessna 120/140



Association

FEBRUARY 1981

BOX 92 • RICHARDSON, TEXAS 75080

ISSUE 39

• • • Coming Events • • •

CLEAN 'EM UP AND GET 'EM OUT!

May 15, 16, and 17 - Cambridge, Maryland, Horn Point Aerodrome

Curley Owen, your Eastern Coordinator sez that all eastern seaboard 120/140s should make this one. It is the 13th Annual Antique Aircraft Fly-in at Horn Point and has been sponsored by one of the largest AAA chapters in the country, and has been very successful in the past. It is held at a beautiful grass field with three runways on the scenic eastern shore of Maryland!

Curley says he would like to have more 120/140s there than any other type. You will have your own parking area and campers are welcome.

(Ed Note: We have said on several occasions that our birds can do more than putt around the patch. They are decent X-country machines and economical transportation. Our coordinators are going to do their best to have fly-ins so that you don't need to travel over a couple hundred miles to make them. We realize that Newton, Kansas, was a 'fur piece' for most of the membership and that the farther you must fly the greater chance for weather to affect your plans. We hope that this year's national fly-in in Indiana will allow more of you to make it. Remember, we can't survive by newsletter alone. We need to meet one another and see other's machines and swap information and experiences.)

For further details please contact Curley Owen, 525 Lakeview Circle, Severna Park, MD 21146, or call (301) 544-0122. Let's make this a big 120/140 fly-in.

* * * * *

May 17, 1981 - Canton, Illinois, Ingersol Airport

The Fulton County Flying Club has extended a special invitation to 120/140 and 170 club members to attend the Annual Fly-in Breakfast. Tickets are \$2.50, and breakfast will be served from 7-11 a.m. Four awards will be given: Best 120 or 140, and Best 170; longest flight for a 120/140 and 170. This will be a good chance for midwest 120/140 Association people to get together. There will be an aircraft parts "flea market." Contact Jack Poppenhager, (303) 647-9308.

* * * * *

June 20-21 - Fredericksburg, Virginia, Shannon Airport

14th Annual Antique Aircraft Fly-In and Air Show. Good fly-in for East Coast 120/140s.

* * * * *

August 1-9 - OSHKOSH

* * * * *

October 9-10-11 - Anderson, Indiana

THE INTERNATIONAL CESSNA 120/140 ASSOCIATION ANNUAL MEETING AND FLY-IN

Ace Airpark, 4065 feet of blue-grass, 80 octane fuel, uncontrolled, 910 MSL, bring your own tiedowns. VORs MIE 114.4 226 degrees 17nm, JKK 109.8D 147 degrees 34nm. Motel Six, Holiday Inn, Sheraton, within 1/2 mile. Food at the port, or in town. Make your own reservations—phone numbers in next issue. Be sure to attend this special gathering!!!

• HELP - HELP •

Jerry Vaught, 516 N. Franklin, Marshall, MO 65340, is looking for a 11 140AII. Can't stay away from 140s eh Jerry? Drop him a line if you know of such a machine for sale.

Horst Bittner, Huffer Strassa 54, 4400 Munster, West Germany needs help finding an engine mount, upper and lower cowling, and exhaust system for his C-90-12F. Horst owns a 1946 140, c/n 10385. His phone in Munster is 0251-82137.

Ed Rusch, Box 462, Put-in-Bay, OH 43456, writes: As a new member of your fine organization, I can only say that I am very much impressed. The volume and quality of information I have received in just the few weeks I have been a member has far surpassed my expectations.

I have a question concerning the lift struts on my 120. The left strut is the good old standard one with the ball joint on the forward upper attachment point. The right one is a different type with an all welded, much heavier end at this point. The rest of the strut seems to be identical to the ordinary one. Is this possibly a later model or a heavy duty strut?

I am an A & P but can't seem to find much on it. It seems to be a much stronger unit.

To Ed from Ed; to paraphrase Cessna Service Information Bulletin L. L. 140-1, Date 5-11-56, Subject - Wing Fitting Inspection Model 120 and 140:

It seems that after finding several strut fittings cracked or excessively elongated Cessna decided the ends should be replaced or changed, so they said, "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."

You have a genuine welded attachment, of which there are not many around! Congrats!

(Cont. on page 2)

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• • FOR SALE • •

Cessna 140 seaplane experienced hard landing. Did not sink. Parting out. Floats and one wing damaged but repairable. Complete firewall forward. Conversion to LYC 029002 with all logs, STC, etc. No damage and 100 hrs. since chrome major. Will take 85 hp in trade. Dave Wiley, 2603 S.E. Grand Ave., Portland, OR 97202, (503) 234-5361.

1946 Cessna 140. From the photo it appears to be clean, all polished metal, fabric wings, Grimes landing light, aluminum wheel pants. Warren L. Davis, 2710 Templeton Gap, Colorado Springs, CO 80907, (303) 634-7636.

From C. R. Sanford, 448 West 70th Terrace, Kansas City, MO 64113, (816) 361-9356: "I have a pair of Cessna 140 wings that are in generally good condition, minor damage in the tip area of each one. They both have fuel tanks with quantity gauges, but no flaps or ailerons. The wings are stored in my hangar, out of the weather. I will take \$400 for the pair, 'as is, where is.'"

Terry Batchelor, 69660 Christiana Creek Drive, Edwardsburg, MI 49112, says he has a set of 600 x 6 wheels and brakes (good condition) for \$75. And a Prestolite starter p/n M24214 in good condition for \$100. And an electric turn and bank model /RCA12F65E1S, 12 volt with yellow matte face.

Bobby Webb, 4542 E. Turtle Creek, Apt. 101, Memphis, TN 38116, (901) 396-2890, writes: "I have two wing struts, complete main landing gear, two doors, left and right fuel tanks, dual leading edge landing light assembly, plus other misc. parts for a 1946 Cessna 140." He will sell or trade for some parts he needs that are listed in •••HELP•••.

This from Willard J. Langdon, Route 5, Box 361, Gainesville, GA 30501:

We enjoy your publication so very much and share the love of other 120/140 owners for our 'birds.'

I presently own a 120 and a 1947 Aeronca Champ. However, we have found one of the sharpest 140s I've ever seen and need to sell the 120. We would appreciate it if you could print our ad in your publication. We are selling it ONLY because we are buying the 140 (I've always wanted one!). I have taught my wife to fly in the 120 and her heart will probably break when we sell it.

Cessna 120 - 1947, Cont. C-85-12, 2898TT, 765SMOH, Fresh Annual, Metal w/Razor-back Wings, New Headliner, Wheel Pants, Gear Extensions, Kiddy Jump Seat, Red/White Paint, KX 150B, Full Gyros, Fully Electric, Nav. Lights, Excellent Condition--\$6,500 Firm. Reason for selling: own three airplanes. Home phone after 4 p.m. (404) 532-0566, wife at work (404) 967-6181, Ext. 105."

Cessna 140, c/n 10167, 1946, 1400SMOH, polished aluminum with blue trim, new interior, Cleveland brakes, metalized wings, 5500TAF, Genave A200, October annual. \$7,500 or trade up for Cessna 180 or 195. S.S. McDonald, Rt. 7, Cumming, Georgia 30130, (404) 889-1486. (Also has a 1909 Detroit Electric for sale.)

• ALSO FOR SALE •

Dear Sirs: Recently while reading through Trade-A-Plane I noticed your ad for the International Cessna 120/140 Association. I would like to make it known to your members that I have 2 NEW Goodyear Wheel Assemblies, part number 95-34725. These units are new and are still packaged in the original box from the factory. If anyone is interested in one or both of these please contact me by mail or phone after 5 p.m. I will sell at far below Goodyear's price. Happy Flying. Alan J. Loupe, 720 Lake Ave., Metairie, LA 70005, (504) 833-8890.

HELP - HELP

(Cont. from page 1)

Gary E. Schulz, 1807 E. 9th St., Merrill, WI 54452, writes: "I wanted to tell you that I have been finding your Newsletters very informative since I joined earlier this past year.

In an earlier letter I requested some help via the Newsletter and got immediate results. I had requested some help locating parts for my 1950 140A, N9629A. We are still restoring now and are in the process of installing a jumpseat, original wheel pants, ski fittings and skis, winter kits, 150 seats, paint touch-up, etc. Next spring I hope to have work completed on an instrument panel and interior original restoration. N9629A is the most enjoyable airplane I have yet owned.

My wife and I had the airplane to Blakesburg for the 4th of July Pig Roast, and for the first week-end of the AAA-APM Annual Fly-In. Due to professional scheduling we had to leave on Tuesday before things really got going good. With more restoration completed next year we hope to attend more events.

I would like to make one more request of the Association's Newsletter. It would be very helpful if anyone having installed the Cessna 150 seats could send me a copy of their Approved 337 Form. It could be for either a 140A or 120/140." (See page 3)

David Farrell, 2125 N. McBride, Indys, MO, wants to know if anyone has installed 1960-64 or 62 Goodyear wheels and brakes on a 140, and if so is there an STC to use or should one make out a 337?

Some time ago asked if there was an airframe useful life determined by the FAA for the 120/140. Don't know! We know for sure of at least one machine used as Mobil pipe line patrollers that have in excess of 14,000 hours. This is an interesting question that needs an answer. We will write to Cessna first chance.

D. J. "Bud" Sutton, 2924 Mockingbird Lane, Midwest City, OK 73110, desperately needs a left wheel pant-speed fairing-of the original aluminum type! Bud's phone is (405) 732-5919, and he says you can call collect if you have one for sale.

Dear Sirs: Happy to join the Association. A little background: I'm 47 years old and am learning to fly in my first airplane.

I have the only Cessna 140 at my airport, therefore I have trouble finding maintenance experience. I am interested in maintenance and parts availability. I have a few questions: Does any member know of a vacuum pump that will fit a C-85-12F? The models I've seen are too big for the space provided in a Cessna 140; I need an original fuel tank gauge, mine is inoperative. Thanks, Donald D. Burroughs, 11011 N. Kendall Dr., Apt. F-104, Miami, FL 33176, (305) 596-6659.

Coming Soon . . .

Leading edge landing light installation and how to move the battery box to the firewall.

Check This Offer

Dear Ed: I am writing to you at the request of Dick Wagner following our telephone conversation with him earlier today. Following is information that we hope you can include in the next issue of your publication.

Save 25% by taking advantage of this special offer now!

Now you can own brand new facsimile copies of the Cessna 120/140 Operator's Handbook and the Cessna 120/140 Parts Catalog. These exact reprints of the original editions are being made available to you by Wag-Aero, Inc., with an exclusive offer for members of the International Cessna 120/140 Association.

Cessna 120/140 Parts Catalog List Price \$20.00

Cessna 120/140 Operator's Handbook List Price 4.00

SAVE 25% - BOTH FOR ONLY \$17.95

Order your copies today from:

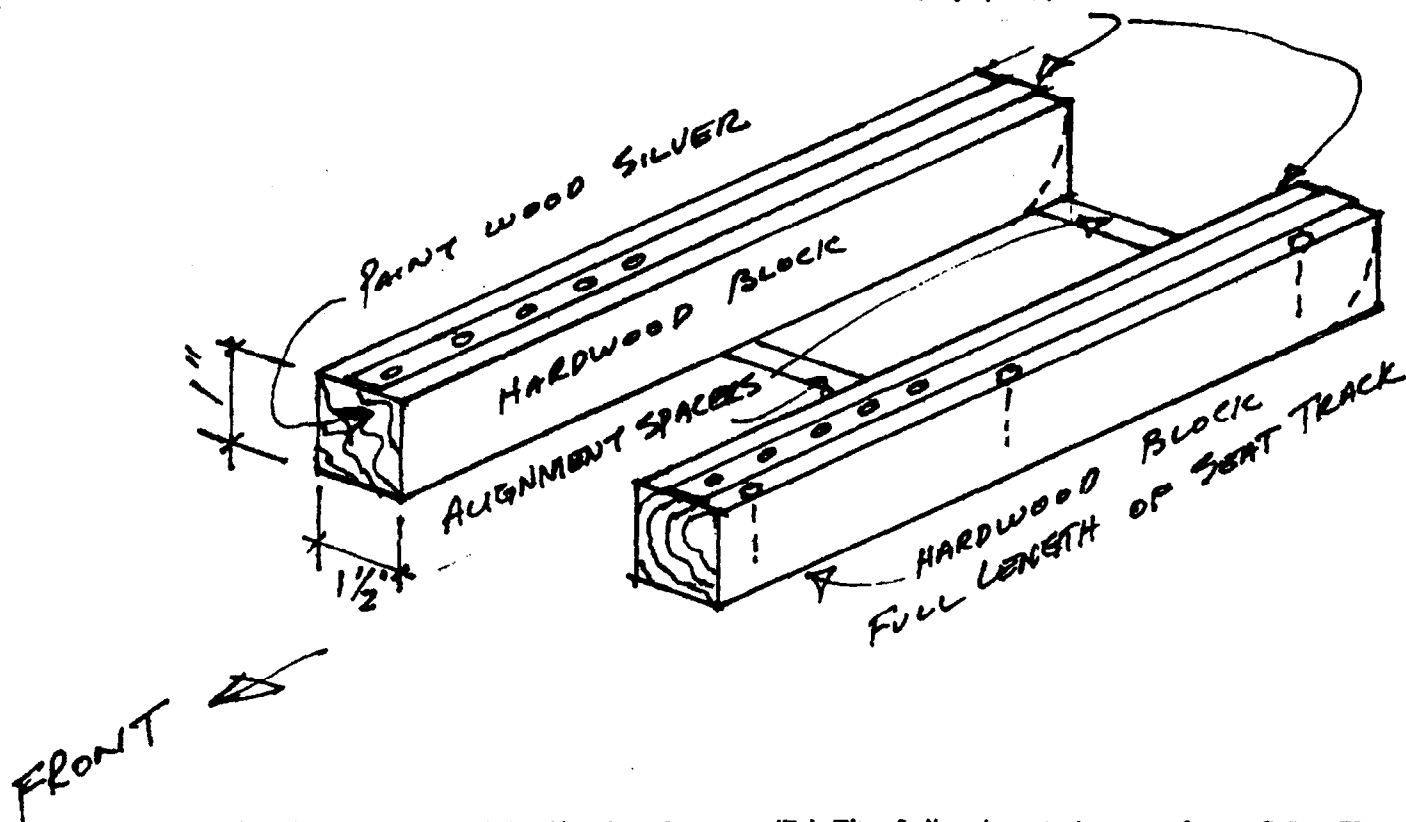
Wag-Aero, Inc., P.O. Box 181, Lyons, WI 53148

We are pleased to make this special offer to your members. Sincerely, Wallace B. Black, Marketing Manager.

Cessna 150 Seat Installation

C. R. Fowler

SEAT TRACKS



The tracks should be screwed to the hardwood blocks and aligned with the seat before installing. Make a set of spacers so that when you install the tracks they will be lined up properly or you will have a lot of grief.

When you are ready to install the seat rails, remove the temporary screws holding the rails to the wood blocks and drill through rail, wood, and floor, all at one time. This way you are assured of all the holes lining up properly.

Be sure to use your spacers, removing them when you have everything drilled.

Also, you will find that you must remove the latch fitting on the rear door post that is used for adjusting the old seat backs. No problem, just drill out the rivets. By the way, cabinet shops are a very good place to get the hardwood that you will need.

(Ed: The following notes are from C.R.'s 337 under "Description of work accomplished.")

"Removed original factory installed Cessna seat. Installed two Cessna 150 seats. Installation consisted of two Cessna p/n 0411545-1 out-board seat rails, two Cessna p/n 0411545-2 in-board seat rails, one Cessna p/n 040018-65 and one p/n 0400118-66 seat assembly.

The seat rails were installed on top of Oak wood blocks, 14 $\frac{3}{4}$ " long, 1" high, and 1 $\frac{1}{2}$ " wide, contoured to the existing floor.

The rails are secured to the floor assembly with AN 3-14 bolts, eight bolts per rail, with AN 970-3 washers and AN 363-1032 nuts, a total of 32 bolts for the four rail installation.

Weight and Balance revised in Aircraft Log." We thank you again C.R. for this contribution.

Officers

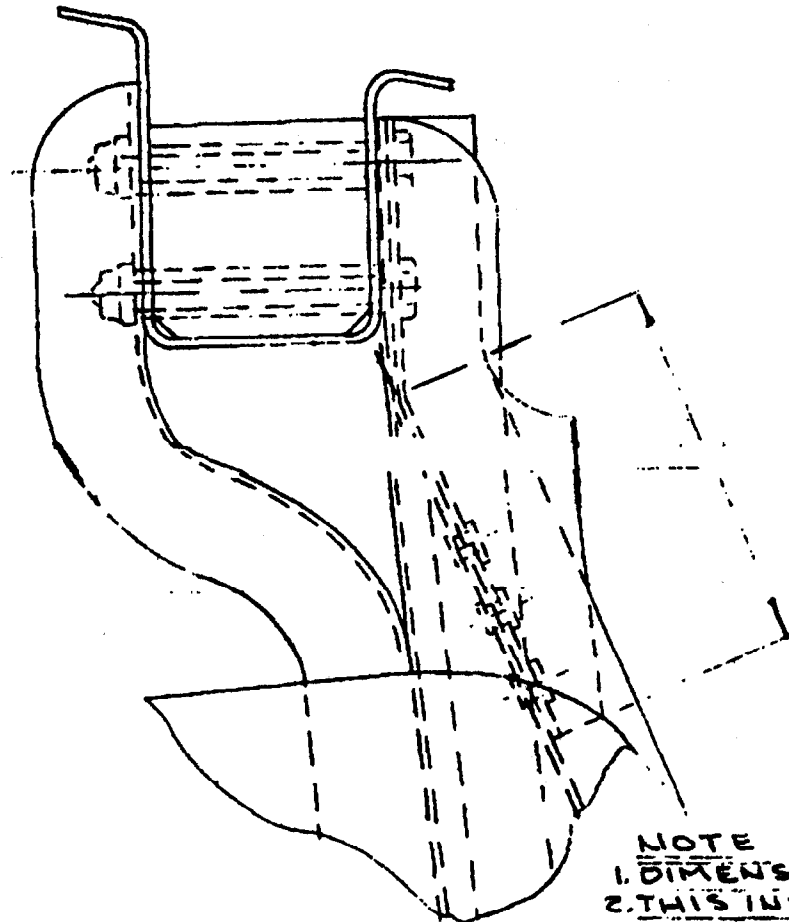
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Don Murphy-Indiana area - Ed Tilgner-West area
Curley Owen-Eastern area - Gene & Nancy Hyatt-North East area
Charlie Wilson-Atlanta area - Tom & Bev Teegarden-Texas area

Newsletter Publisher-Joy Warren
Newsletter Editor-Glenn Usher

#12 (.189) HOLE 4 1
-3 PLATE 4 ARE
PLATE TO MAT
0911131 IRON



TYP CRACK
STOP DRILL #30617

NOTE
1. DIMENSIONS ARE ALONG CONTOUR
2. THIS INSTALLATION IS TO REPAIR 09111
STIFFENERS THAT DEVELOP CRACKS 1

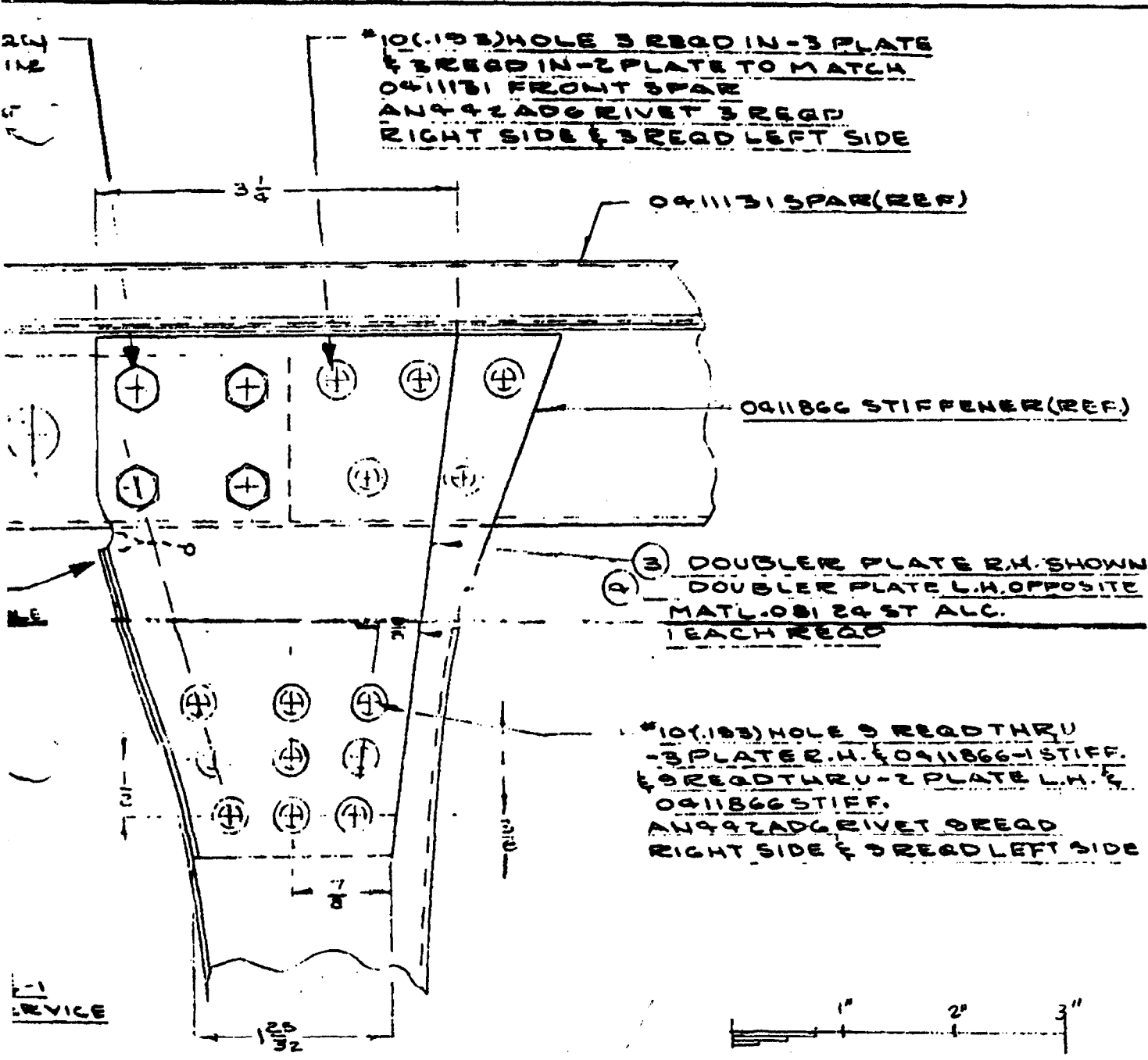
Keeping Posted

Bob Nethercott, 345 Palmerston St., Sarnia, Ontario, Canada, has sent us some drawings for door post repairs. Bob says these drawings for doorpost doublers are from Cessna, and are an approved repair by the Transport Canada so should be FAA approved.

This is an inter-office communication.

Subject: Model 140 Cracked Doorpost Repair:
The following are the recommendations from Engineering:

A review of the Engineering Drawings indicates four variations of front doorposts for the 1946-1947 Model 120-140, and 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.



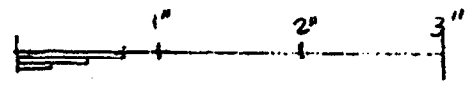
10(.188) HOLE 3 REQD IN -3 PLATE
 & 3 REQD IN -2 PLATE TO MATCH
 0411131 FRONT SPAR
 AN 4-2 ADG RIVET 3 REQD
 RIGHT SIDE & 3 REQD LEFT SIDE

0411131 SPAR (REF)

0411866 STIFFENER (REF)

3 DOUBLER PLATE R.H. SHOWN
 DOUBLER PLATE L.H. OPPOSITE
 MATL. 081 24 ST ALC.
 1 EACH REQD

10(.188) HOLE 3 REQD THRU
 -3 PLATE R.H. & 0411866-1 STIFF.
 & 3 REQD THRU -2 PLATE L.H. &
 0411866 STIFF.
 AN 4-2 ADG RIVET 3 REQD
 RIGHT SIDE & 3 REQD LEFT SIDE



SCALE

VIEW LOOKING AFT. ON RIGHT SIDE OF SHIP

ISS SPECIFIED		CESSNA AIRCRAFT CO	
1 00	SCALE PRINT	WICHITA KANSAS	
2. LIMITS	FRACTIONS: 32	DOUBLER - DOOR POST	
	DECIMALS: .003	STIFFENER	
NO. REQD/SHIP: 1	DRAWN: J. LAWRENCE	SCALE:	
MATERIAL: NOTED	CHECKED:	DATE: 9-29-55	
ASSEMBLY:	10008-9		
MODEL: 20-100			

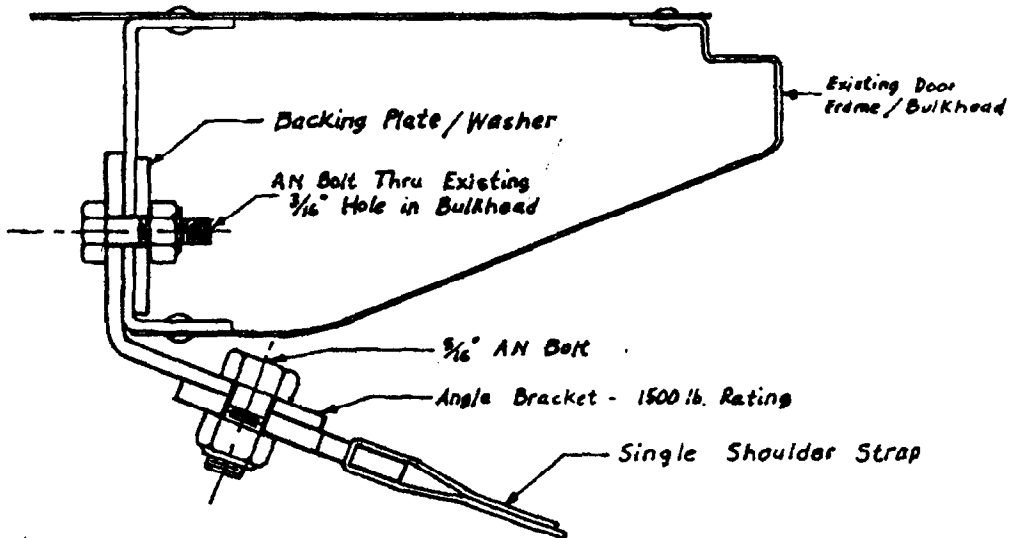
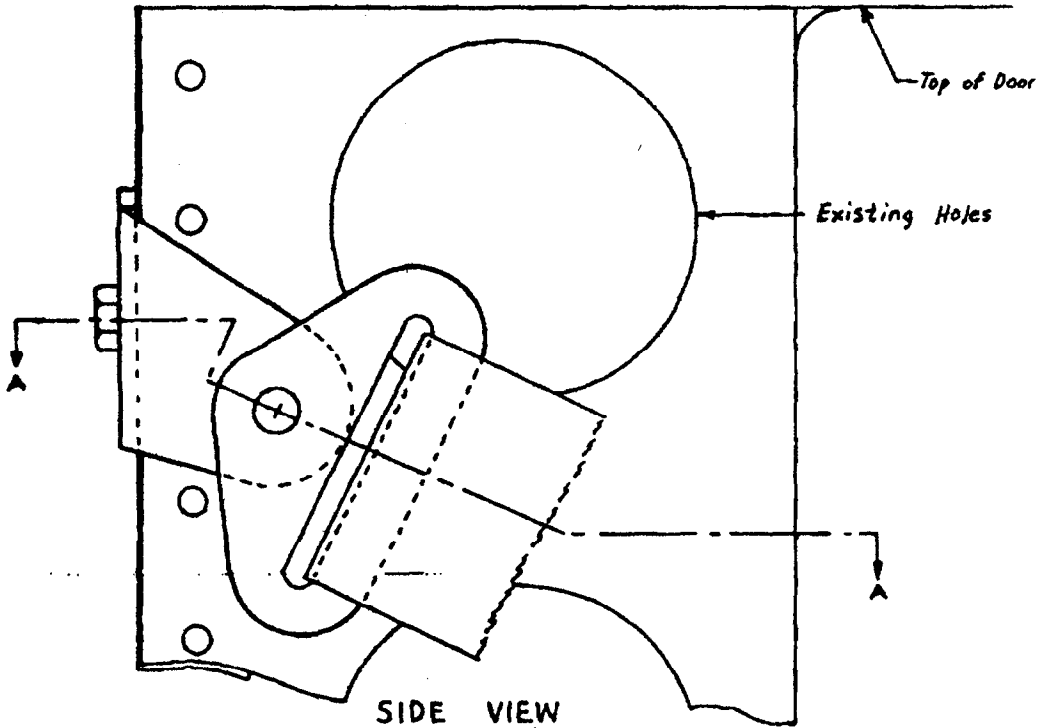
17
12
12

Shoulders Back!!

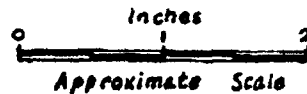
Joe Rostron, 607 Cherry Road, Clemson, SC 29631, says that now that everyone has to replace the old cam-lock seat belts with metal to metal buckles, perhaps one would like to add a shoulder strap as well. Joe sent us the following sketch of a suggested shoulder strap

installation, (Some sketch, Joe!) and has given us permission to reproduce it in the Newsletter. Remember that this is a suggestion and not an approved installation.

(Ed note: we have seen Joe's installation. It is neat, simple and very effective.)



Joe Rostron
Clemson, SC



STC

Please be advised that we have available for owners of the Cessna 140 and 140A, the STC (SA5477EA) covering the installation and modification that permits replacing the Continental 85 and 90 hp engines with the Continental O-200-A, 100 hp and the appropriate propeller. In addition to improved performance, the modification also makes provision for the addition of a dry vacuum system.

A complete package including STC authorization, flight manual modifications and installation instructions is available from either of the following at a total cost of \$75.00.

John T. Lucas
RD 2, Sylvan Heights
Emporium, PA 15834
(814) 483-5301

David Emmett
PO Box 299
Yanceville, NC 27379
(919) 694-9301

LOYALTY OATH

We read in the last APM Bulletin the exploits of the Suttons and Maloys in their attempt to fly a 1937 Taylor Young from Portland, Texas, to Cole Airstrip, Newcastle, Oklahoma. Bud Sutton says that he owns the oldest 140 flying today, yet here he is chasing about the countryside with an even older Taylor Young! Some day we will reveal the c/n (construction number) of his 140 and therewith start off a blockbuster contest to see who can beat him. Then we will demand an oath of loyalty from Bud and Mary.

The Suttons and Maloys are very active members of the Oklahoma City chapter of the AAA. Charlene Maloy made the beautiful commemorative Cessna 120/140 Association pins for Newton, Kansas fly-in last year.

NORTH EAST

Gene and Nancy Hyatt, P.O. Box 32, Richmond, Massachusetts 01254, have volunteered their services as North East coordinators.

They are starting off the year by announcing a fly-in to be held April 4 & 5 with rain dates of April 11 & 12. The place is the Great Barrington airport at Great Barrington, Massachusetts. VORs: CTR 115.1D 267 degree radial 21nm, PWL 112.2D 031 degree radial 30nm. The runway is paved and 2700 feet at 739 MSL, with *80* octane fuel available! This will be a fly-in cook out with starting time 12 noon.

Gene would like to begin making plans for a group fly to Oskosh 81, so it sounds like a great time ahead. We hop you'll have a good turnout. This should be a fine time to unlimber the old bird and enjoy some delightful spring air!

Gene's phone is (413) 698-3478, so give him a growl and let him know you're coming.

• • • New Members • • •

Lorrie M. Hasler, 9325 Cord Avenue, Downey, CA 90240, N2225V
Bruce & Anita Lane, Rt. 2, Box 149, Rocky Point Rd., Palm Bay, FL
32905, N89066

George S. Mennen, 8179 Westmoreland Drive, Sarasota, FL 33580
N5354C

Robert W. Norman, 11337 S. St. Lawrence Ave., Chicago, IL 60628
N90179

Sidney H. Capman, 13257 L. Drive, North, Battle Creek, MI 49017
N76774

Richard W. Walters, P.O. 118, Darby, MT 59829 - N77140

William L. Mabry, 130 Pecan Ave., Wilmington, NC 28403

James F. Pelton, Jr., P.O. Box 2, Deshler, OH 43516 - N2329V

James Yates, Box 75, Roulette, PA 16746 - N1849V

Jimmy Lee Hamilton, 801 Lynnfield Drive, Arlington, TX 76014
N89639

Jerel Twiford, 2861 Walnut Hill Lane, Apt. 1103, Irving, TX 75062
N89715

Leon D. Wilburn, Rt. 1, Box 30A, Waxahachie, TX 75165 - N3752V

Dave & Peggy Weiman, 6031 Lawry Court, Oregon, WI 53757 - N73018

Charles R. Hofacker, 10002 Sage Canyon, Houston, TX 77089 - N90093

Clarke McNeace, 7920 N.W. Barr, Kansas City, MO 64152 - N77244

Change of Address

Delete Robert J. Cronin, 223 Moody St., Waltham, MA 02154, because we have a better address--110 Washington St., Sherborn, MA 01770. (Blush, blush, we misread the state code as ME, but hope we have it straight now.)

John Van Noy, P.O. Box 117, Mesilla Park, NM 88047

A.R. Seefluth, 102 Finsbury Lane, Troy, OH 45373

DICK Miller, 23300 S.W. 153 Ave., Homestead, FL 33032 - N1046

(was 9251 SW 204 Terrace, Miami, FL)

Michael Chauvin, 405 Beth Drive, Franklin, LA 70538 (was 93 E. Main St., Franklin, LA 70538)

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

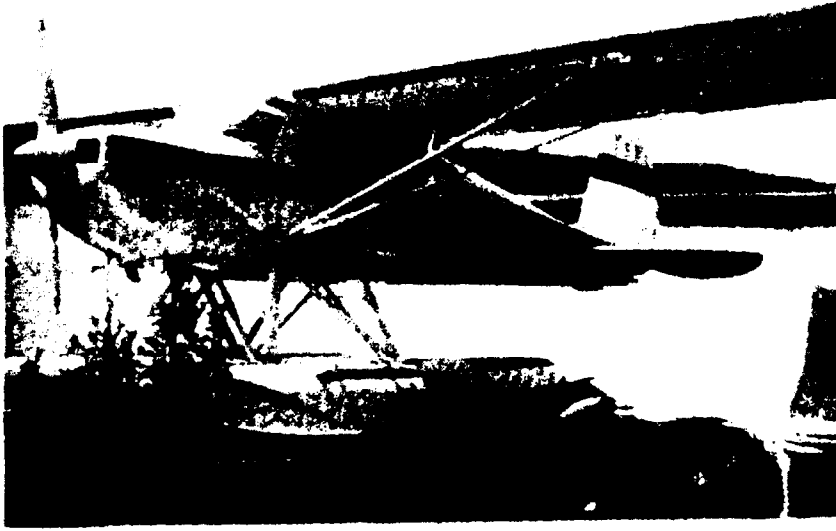
How About This One?

"I own a 1946 Cessna 120, CF-JIS, that has had several modifications: 135 hp Lycoming with electric, EDO 1650 floats, 2000 skis for winter flying, repitched seaplane prop, 140 fabric wings with flaps and lights, Escort 110 & VOR, extended luggage compartment.

I am flying under a private flight permit

Instead of a C of A because apparently the 140 wings and flaps are not approved for the 120. I find this airplane very nice to fly and it performs well on floats. I would be interested in joining your association as well as obtaining any information that is available."

Brian Maynard, P.O. Box 479, Huntsville, Ontario, Canada P0A-1K0.



• • • Missing Persons • • •

In the last Newsletter we said we would give you the names of those for whom we have no current address. Perhaps you can help us out if you know any of the following paid up members.

Jimmy R. Bass, 212 Foster St., Monroe, LA 71203 - N76690

Michael S. Sager, 7000 Cedar Avenue South, Richfield, MN 55423

James L. Tubbs, c/o Daily Tubbs Aero, Inc., 2115 Danbury Drive, San Antonio, TX 78217

Ken Sherman, 272 Pleasant St., S. Berlin, ME 01549

Paul A. Hedrick, RR #2, Gemini Trail, Georgetown, KY 40324

P. W. "Bill" Quinn, 3404 Noel Court, Raleigh, NC 27607

Please let them know we have tried several times to get their news to them without success.

That's the Brakes!

Bill Rhoades, Rt. 3, Box 898, Northfield, MN 55057, sent in the following ideas for fixing up the old brakes:

"If there are any diehards left who are hanging on to their old Goodyear brakes and can't get them to stop leaking, maybe our fix will help.

During the rebuilding of our 140 we managed to acquire quite a few Goodyear housings. Most of them were cracked around the bolt holes or gouged by loose brake clips (the anti-rattle clips that keep the disc level). The best two were found in 'reasonable' condition but had deep pitting in the cylinder walls from moisture. I give my partner the credit for the fix. We cleaned them with a dry solvent to remove as much brake fluid from the housing as possible. Then with a toothpick and two part epoxy we filled each pit slightly over flush. A brake hone seemed like the best way to remove the excess epoxy but that proved awkward so we sanded each pit with 360 wet/dry. Slow, but the epoxy was softer than the aluminum. The rebuild was finished in 1976 and with about 250 hours on it we have had no problems with the brake housings!"

• • Once More • •

Once more out thanks to Joy Warren for the beautiful job done with the Membership list. Just having one's name in it makes it all worth while! And again, we have had many comments about our nifty newsletter, so Joy, take a bow.

PS

Bud Sutton's c/n is 8096. Can you beat it? There will be an award at the Anderson, IN, fly-in for the oldest!

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