

# Cessna 120/140



# Association

MARCH 1981

BOX 92 • RICHARDSON, TEXAS 75080

ISSUE 40

## • • • COMING EVENTS • • •

### May 15, 16, 17 - Horn Point Aerodrome near Cambridge, MD 13th Annual Antique Aircraft Fly-In

Beautiful grass field with three runways on the scenic Eastern Shore of Maryland. This Fly-In is sponsored by one of the largest AAA Chapters in the country. Contact Curley Owens, Eastern Regional Co-ordinator, (301) 544-0122, or 525 Lakeview Circle, Severna Park, MD 21146. Everybody out there makes this one! Wish we could be there because it sounds ideal.

### May 17, 1981 - 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. This is a good chance for midwest 120/140 Association people to get together. There will be a parts "flea market." Contact Jack Poppenhager, (303) 647-9308.

### June 26, 27, 28, 1981 - Airdrie Airport "Diamond Jubilee Antique / Classic Fly-In"

Located eight miles north-northeast of Calgary International Airport. This Fly-In was so great last year that the Airdrie Country Club of the Air is sponsoring a "Wild Rose Antique / Classic Fly-In." How's about all you Snow Birds making this one and someone write us a report! Contact George Pendlebury, 304 Manora Road N.E. Calgary, Alberta, T2A 4R6 (403) 272-4383.

### June 27-28, 1981 - Orange, Mass. 5th Annual Fly-In

Sponsored by the Athol-Orange Aero Club. Trophies for the best homebuilt, antique and classic, oldest pilot and greatest distance flown. Food and fuel. Parking are restricted to pilots and guests.

### August 1-9 - OSHKOSH !!

### Sept. 25, 26, 27, 1981 - 24th Annual Tulsa AAA, EAA, Fly-In

Tahlequah, OK. Contact J. C. Treager, Rt. 1, Box 406, Sand Springs, OK 74063, (918) 245-6910.

### Sept. 30 - Oct. 4 - TULLAHOMA, TN

October 9, 10, 11, 1981

### International Cessna 120/140 Convention and Fly-In !!!

## TAX

Washington, D.C., February 26, 1981 - The General Aviation Manufacturers Association (GAMA) has called for early renewal of Airport/Airways legislation in the 97th Congress.

Testifying before the Senate Aviation Subcommittee Tuesday, GAMA said an Administration proposed 20% aviation fuel tax would be a "disproportionate" and "devastating" levy which the industry could not absorb at this time. (The new taxes would constitute a 450% increase over former tax levels and a 1000% jump above the current interim tax rate of four cents per gallon.)

GAMA was encouraged, however, by Administration testimony that the unprecedented new tax on aviation fuel was not "locked in," in the words of Deputy Secretary of Transportation Darrell Trent. Subcommittee questioning, citing the detrimental impact of such taxes on general aviation, was also encouraging.

GAMA Chairman Edward B. Moore and President Edward W. Stimpson said tax levels should be determined commensurate with budgeted air safety spending in light of the existing \$3.7 billion surplus of user taxes already paid to the government for airport/airway improvements.

GAMA testified for early enactment of a renewed airport/airway bill providing enhanced safety and traffic capacity, especially at reliever airports. New navigation and instrument approach facilities are especially needed at relievers around metropolitan areas where traffic can be diverted from the busy hub air terminal.

The organization appealed for joint civilian-military use of non-strategic, underused military Airports near metropolitan areas. GAMA said opening of these often inactive facilities would offer an immediate solution to traffic and capacity problems in many locations.

(Ed: Just that you might be interested in the above pow-wow.)

## • • • Goodies • • •

Our new super decal T-Shirts are on sale for \$5.00 each, or two for \$10.00! Small, Medium, Large, and Extra Large - they shrink a bit you know. Beautiful Brass Belt Buckles for only \$7.50 each. Seven inch oval Back Patches for \$7.00 and small patches now for \$3.50. Send your requests to P.O. Box 92, Richardson, Texas 75080.

## DEAD BEAT ? ?

Repetition is a news editor's license so--- Have you paid your dues? Frank Hancock, our hard working Treasurer contends that there are those of you who have not! He has sent out a bunch of dinners with little success. Please don't be a **DEAD BEAT** and cough up. We can't survive without you members doin' yer duty!

The INTERNATIONAL CESSNA 120/140 ASSOCIATION NEWSLETTER is published monthly by the International Cessna 120/140 Association, Box 92, Richardson, TX 75080. Application to mail at Second-Class Postage Rates is pending at Pontiac, MI. POSTMASTER: Send address changes to INTERNATIONAL CESSNA 120/140 ASSOCIATION, Box 92, Richardson, TX 75080.

# C/N - Excerpts from CESSNA GUIDEBOOK and FLYING

The Cessna Guidebook written by Mitch Mayborn and Bob Pickett has everything your heart desires about the birth and evolution of Cessna 120s, 140s, and 140As. We trust Mitch and Bob won't object if we graft a little from the Cessna Guidebook.

"Cessna management noted that the first requirement of the returning serviceman (WW II) would be inexpensive flight training, and thus the P-780 project (a fabric covered fuselage prototype of the Model 190/195 series) was itself shelved in favor of the new model 120/140 two-seat lightplanes.

"All metal (except for fabric covering or the wings) the 140, and the economy 120 were just what the market needed, and over the next several years a total of 7601 were built in several versions.

"The two place market eventually became saturated by the large number of 120/140s sold, and the score of other light plane manufacturers trying to take advantage of the expected post-war aviation boom. When the boom did not develop as expected, sales fell off. Production of the 120/140 (on the same assembly line) fell from 30 airplanes a day to five per day.

"As the two-place market filled up, Cessna management had the 190/195 ready, together with an all new four-place personal airplane, the Model 170.

"A return to the two-place trainer market was made in 1959 with the new Model 150.

"Three prototypes for the postwar 140 were built . . . ATC A-768, 1945 . . . (c/n 8000, 8001, 8002). The first, (c/n 8000, NC 41682) flew for the first time June 28, 1945, and was used to prove the airframe and flying characteristics of the all-new type. The second and third airplanes were refinements to production standard and differed in that they had a new engine cowl arrangement, an additional set of side windows and a redesigned tail cone . . . The second and third airplanes were flown in the fall of 1945. The prototype 140 was the first Cessna to incorporate the later famous 'spring steel' landing gear leg. The 140 prototypes were powered by the Continental C-85-12 engine.

"The two-place 120 (ATC A-768, 7172 built, 1946-1949) was an economy version of the 140. The two types shared the same ATC number, the same production line, and their construction-numbers (c/n) were comingled. The 120 did not have the wing flaps, additional side windows, or electrical system (except as an option) of the 140. The prototype which was completed December 1945, there were 2172 of the 120 built between June 1946 and May 1949. Dimensions and performance were similar to the 140 series; wingspan was 32 ft. 10 in.; length 21 ft. 6 in.; height 6 ft. 3/4 in.; empty weight was 785 lb. (the 140 was 890). Performance showed a service ceiling of 15,500 ft. and top speed of 120 mph. Engine was the C-85-12 of 85 hp.

"Selling for \$3385, the 140 (ATC A-768,

4904 built, 1946-1949) was built as a low cost, all metal, two place trainer and sport airplane from May 1946 until April 1949, when it was succeeded by the 140A. Production of the 140 was on the same production line as the 120 series, and their c/n are comingled (c/n 8000 through 15075). The last 140 was c/n 15074. The total 140 production of 4904 includes the three prototypes. Engine of the 140 was the Continental C-85-12 of 85 hp. until the 1948 model was introduced at which time the engine was the C-90-12. External appearance was the same . . . top speed 120 (125 mph in 1948) and cruise speed 105 mph.

"The 140A was a refined 140 series airplane incorporating an all metal wing replacing the 'ragwing' of the 120/140 series. The first 'all metal' Cessna, the 140A was offered with a choice of engines. The 85 hp Continental C-85-12 140A version sold for \$3495 and there were 124 built. The 90 hp C-90-12 powered 140A sold for \$36.95 and there were 401 built. Production of the 140A included c/n 15200 through 15724 and was produced from May 1949 through March 1951. Sales of the 140A were sluggish due to the acceptance of the larger and faster 170. Top speed of the two-place 140A was 125 mph, cruise was 110 mph and it had a range of 500 miles with an endurance of 4 hours and 30 minutes. Empty weight was 900 lb. The 140A was ATC 5A2."

As long as we're lifting material from others we have an article sent to us by Scott Littfin, N4112N, 923 Dodd Rd., West

St. Paul, MN. Scott went to the Hennepin Co. Library to do some research work. The library is one of a huge system of three buildings, each of them three stories high. He looked back to 1946 in the Reader's Guide and found an article on a "Cessna 140" listed under "Aircraft, light." The article was in the **June 1946 issue of Flying**, the second in a series designed to help the pilot and prospective airplane owner evaluate aircraft then on the market.

Here are some of the highlights of the article Scott sent us.

"Cessna has visions of cornering the lightplane market with this deluxe lightplane and its stripped-down trainer counterpart, the 120. If the Wichita manufacturer is able to produce, distribute and service these two models on the large-scale basis it now plans, the 140 and 120 will be a good deal better known in aviation than are a number of famous old lightplanes currently on the market.

I visited the Cessna plant recently to fly the 140. While it is preferable that FLYING'S test flights be made in production airplanes picked at random, the only 140 that was flyable at the time was the original prototype, NC41684. If the production 140s perform as well as this airplane, Cessna can well be proud of its product.

"FLYING'S test flight was made from the Cessna airport in Wichita. The temperature was 66 degrees, dew point 37, altimeter setting 2999, and the wind was 10 mph from the west. At take-off our gross weight was 1424.5 pound, 25.5 short of maximum.

(Continued on Page 5)

## Convention Time

October 9, 10, 11, 1981

### Ace Airpark, Anderson, Indiana

910 MSL, 4000 x 120 ft. of grass, 09/27, 80 Octane fuel, mechanic on duty, bring tie-downs.

### Para Jumpers & Hot Airs • Cafe on Field

Headquarters: Sheraton Motel - rooms are \$31.20 single, \$36.40 double, \$3.00 each extra head.

Address: Sheraton Inn, 5901 Scatterfield Rd., Anderson, IN 46013, (317) 649-0451.

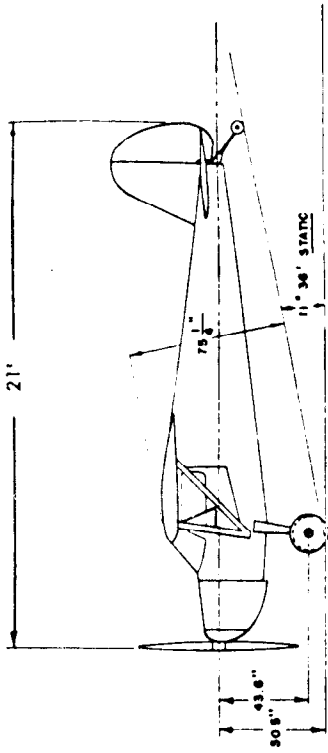
Holiday Anderson, same rates as Sheraton; Holiday Inn, 5920 Scatterfield Rd., Anderson IN 46013, (317) 644-2581.

Motel 6; \$11.95 single, \$15.95 double, \$18.95 3 to 4 heads; 5810 Scatterfield Rd., Anderson IN 46013, (317) 642-3333.

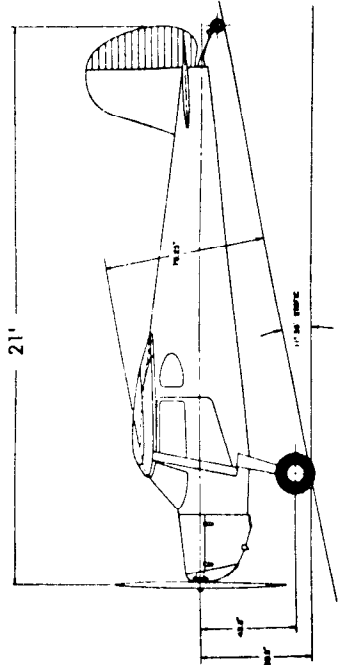
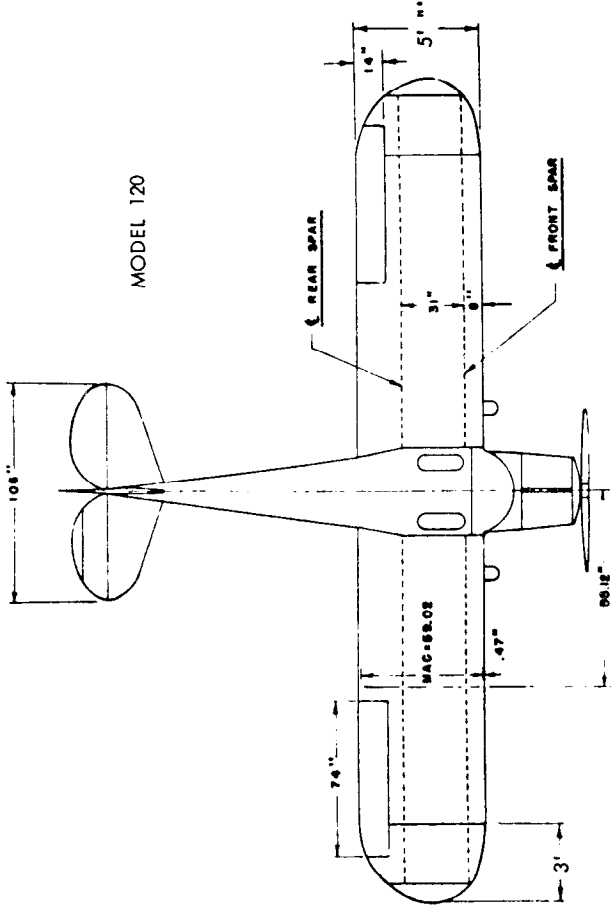
Frank says the Sheraton Inn will hold 50 rooms until Sept. 25, 1981, so get reserves in ASAP! You can make reservations through any Inn by Telex you know. The Motel 6, however, one must call or write to Anderson.

Most of the arrangements have been made. A bus will be provided for transportation between the field and motels.

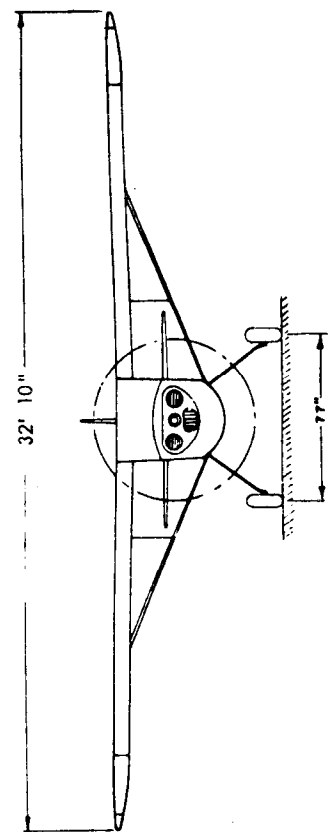
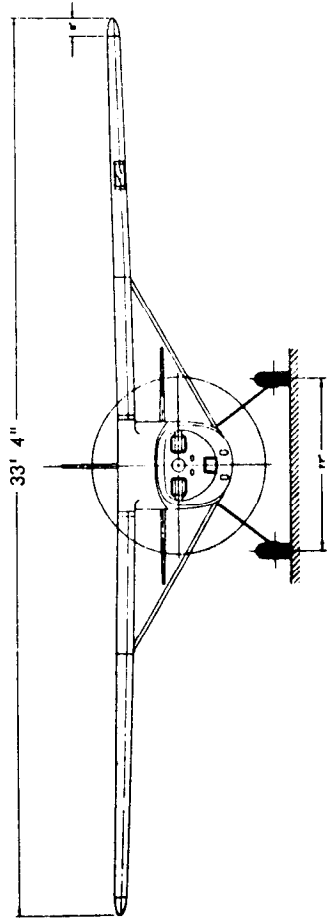
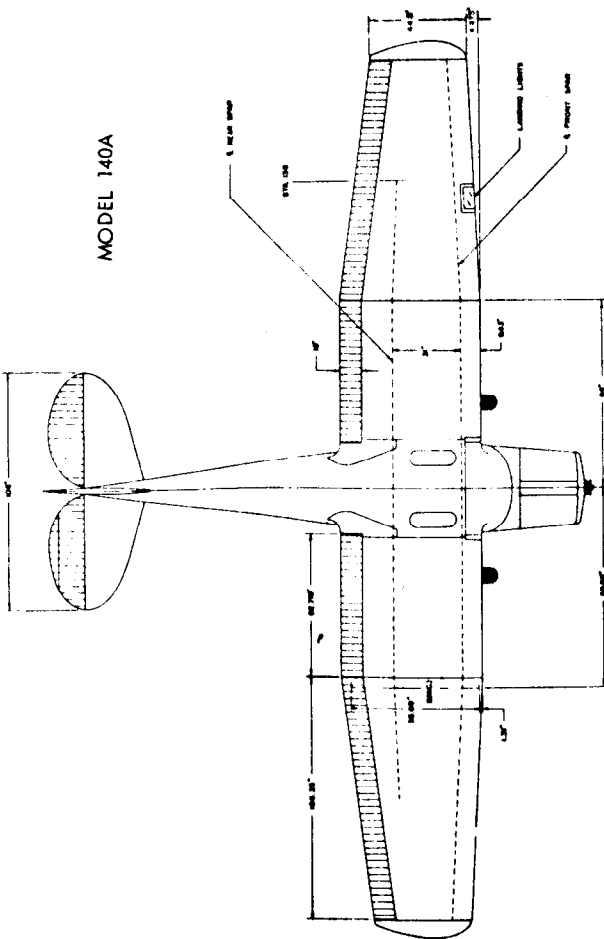
Frank asks that we please help him to make this a great Fly-In. Get your reservations in early. Frank will be asking help from all members in and around Indiana, because one person can't make it work, **so let's all pitch in and volunteer now!**



MODEL 120



MODEL 140A



# HELP — HELP — HELP — HELP — HELP — HELP

We own a 1946 Cessna 140, c/n 8671 which we purchased and are restoring. We have, however, come upon a problem and request your help. We have located a crack in the right door post. There is an AD on the door post, number 47-06-11, which calls for replacing the door posts if cracks are found. Since our project is almost completed and we cannot obtain a replacement doorpost from Cessna, do you know of any field repairs that have been made according to regulations on any Cessna 140s affected by the AD 47-06-11? Our A & P mechanic considers the repair of the small crack in our post a minor repair. We would like to know if others have made similar repairs and have not encountered any problems. Can you shed any light on this for us?

From John J. Keefe, Omega Aero Inc., P.O. Box 4213, Kenmore, NY 14217.

Many requests come in for paint scheme photos and drawings. The truth is we don't have same. We do have the names of the colors that are given in the Parts Manual. There are many photos in publications, some old and some new, that give a good view of the original schemes. If someone who has refinished their bird could send us a sketch with some measurements for stripe locations we would put it in the News for all to see. We will also write to Cessna, they may have a diagram.

## • • • FOR SALE • • •

C-85-12, 400 TT, 1200 SMOH, 500 STOH, compression 78-77-78-73. Uses 1 qt. oil in 8 hours. Standard size crankshaft. With carb, gen, starter, overhauled mags, new shielded harness. Running strong when replaced by new C-90. All logs. \$2,000.

New Excello (Amer. Bosch) fuel injection system for C-85, C-90, 0-200. With pump, intake elbows, manifold, fuel lines, etc., \$500.

Bendix shielded ignition harness, almost new, complete with all hardware including mag covers, \$65.

Sperry AN directional gyro, recently completely overhauled and certified by FAA licensed shop, excellent, \$95.

D. Edward Cleary, D.M.D., Concord Professional Center, 747 Main Street, Concord, MA 01742.

David A. Kasprzyk, 2788 Viking Dr., Apt. 3-A, Green Bay, WI 54304, sez: "I own a 1946 Cessna 140. I wish to pass along the specifics on my aircraft in the event there may be an interested party wanting to purchase a 140. I am asking \$7,000.

1946 C-140, 2450 TT, 75 SMOH, excellent condition, hangared, Ceconite wings, new windshield and head liner, tail strobe light, dual brakes, newly rewired circuit breaker panel, KX 150A radio, Scott tail wheel. Pictures available. (414) 494-2324 at work, or 494-2547 at home evenings.

1947 140, c/n 12658, 1675 TT, 200 hrs. on factory reman. C-85. NDH, all metal, ADs complied with, Sept. annual. Narco 360 Mk 12 with VOA-4, Edo-Air Txpdr, top and bottom strobes, ELT, Scott tailwheel, exterior rudder and aileron locks. All new:

A. Amsden, 983 Grandview W., St. Paul, MN 55113, says that N2307 is a basket case and that he could use a firewall and instrument panel and a lower left cowling. Allen is writing to Cessna for parts also.

Allen has some spare parts for the left wing, like ribs and so forth, he says. Also, he asks if homemade instruments can be used rather than the manufactured kind.

We know that according to the FARs your machine is certified to operate VFR with certain instruments; altimeter, compass, airspeed indicator, tachometer, and oil pressure and temperature gages. You must fly your bird in its certificated configuration; anything other is in violation of the FARs. At annual time your machine is not considered airworthy with any of the required instruments missing or malfunctioning. It may be that "homemade" instruments are operable but what about reliability? Of course radios are not instruments, but if they are kit made they must function within the same frequency limits as the store bought kinds. The FARs say so and so does the FCC station license that you display in your cabin.

Steven T. Ort, nephew of Ralph Campbell, 2029N, would like to build a scale model of a Cessna 140. Steven needs some plans or drawings to work from so that he can make an RC model! Does anyone have drawings from which such a model

venturi system, DC, AH, T&B, ROC, 35 amp gen., 35 amp/hr Gill battery, Dorne and Margolin Nav antenna, Genave Com antenna, D. Clark boom mike and headset with push-button on hoke, shoulder harnesses, wheel pants. \$8,500 firm. (203) 259-5204 days only. George C. Wiswell, Jr., 1280 Post Road, Southport, CT 06490.

Michael Chauvin, 405 Beth Drive, Franklin, LA 70538, has a pair of 120 metal wings collecting dust and would like to sell them. They need a good cleaning up and the gas tank fillers on both tanks need changing. Also, Mike has both the ailerons that are included in the deal. The wings will be sold 'as is-where is' for any reasonable offer. Call Mike days at (504) 385-2676, nights (318) 828-0529 and leave name and number if he is not in.

Mike says that he has a McKenzie conversion on his 120 floatplane and that he loves it. It's like flying a 180 around. He put the Lycoming O 290 D2 (135 hp) in because it is basically the same weight as the 115 hp model. Along with a vacuum pump, new instruments, and a new interior, the old bird has a new image. He will be more than glad to answer any questions on the conversion.

1947 Cessna 120, 135 hp Lyc., 1086 TT, 461 STOH, new prop, Edo 1650 floats, good paint, New interior, vac. pump, DC, A/H, Alpha 200B, KT76 Xponder, real showpiece, March 81 annual. \$16,000. Day (504) 385-2676, night (318) 828-0529. Mike Chauvin. Mike is a member but finds it necessary to sell his bird because of other interest. 405 Beth Dr., Franklin, LA 70538.

could be made. If so, contact Steven at 21 Apple Tree Lane, E. Peoria, IL 61611. (See insert)

If any of you have sketches, ideas, plans, or prose that you would like to offer to the News it would be received with great thanks. Of course we can't guarantee just when we can get you in print but we'll do our best. The last issue was made entirely of membership contributions, and we believe you must agree it was one of the best. The News always needs all the help it can get from all of you. So, do your best. With Joy Warren doing the putting together most anything can be printed.

Garry Carvalho, 157 McKinley Avenue, Kenmore, NY 14217, is looking for information about auxiliary fuel tanks. Is there an STC for long range tanks? (Ed: Garry, we show an STC SA2-428, 7.5 auxiliary fuel tank, held by Vincent Aeronautical, Rt. 1, Longview, Texas. There must be other holders around the country because many pipe-line and oil companies use 140s for patrollers. Check your local GADO office, they should be able to help you.)

W. L. Mabry, Jr., 130 Pecan Ave., Wilmington, NC 28403, is looking for a 1947 C-140 with a run-out engine.

Bobby Webb, 4542 E. Turtle Creek, Apt. 101, Memphis, TN 38116, (901) 396-2890, is rebuilding and needs a rudder, lower cowling, engine mount, left wing strut, and landing light assembly. He has for sale or trade, two wing struts, complete main landing gear, two doors, left and right fuel tanks, dual leading edge landing light assembly, plus other small parts for a 1946 C-140.

Jim Speer, Rt. 2, Box 32A, Boonville, NC 27011, is also rebuilding a '46 140. He is hoping to install an original type instrument panel. The part numbers are; 0411871 stationary panel, and 0411159-5 panel cover. Jim has a good pair of metal wings for a 120 that he would like to sell, or trade, for fabric wings.

Ronald F. Smith, 817 W. Pine, Deming, NM 88030, is looking for some things for his 140A. He needs an engine winterization kit, patroller doors, wheel pants, an 8 day clock, and a vertical velocity indicator-rate of climb.

The winterization kit, or part of it, can be obtained from Wag-Aero. They have an asbestos woven bag that fits around the oil sump as well as wrappers of asbestos for the cylinder intake sleeves. These items help maintain oil temperature and assist in fuel vaporization. Metal covers for the lower crankcase can be made and held in place with spring clips. Also, flat metal covers for the cylinder intake grilles can be held in with spring clips. Of course, the cylinder opening can't be closed off completely. The amount of opening depends on the OAT. For parts of the country where the cold weather hangs on for three to four months, winterization is important. Figure 64, page 122, in the Cessna Parts Catalog shows quite clearly what the metal covers look like. They

(Continued on Page 6)

## C/N (Continued from Page 2)

"The 140 took off from the rough sod field in approximately 10 seconds from a standing start. Its most efficient climb is to be had at 70 mph IAS at 2,250 rpm. I made several climbs from 2,000 to 3,000 ft. msl, the average rate of climb working out to 650 fpm. (Cessna claims 680 fpm at sea level.)

"To check the 140's cruising speed, a two-mile course lying up and down wind was chosen. The up-wind leg was flown at 1940 MSL at 2,450 rpm at 104 mph. The down-wind leg was flown at 1820 MSL and 2,450 rpm at 124 mph. This works out to an average of 114 mph. Cessna's advertising claims 'over 100 mph' for cruising, and Cessna officials insisted that they would only claim 105 mph and that my figure was too high.

"The 140 has excellent stall characteristics. Using power but no flaps, I pulled the airplane up steeply and held it until it broke at about 42 mph indicated. Power off, the 140 stalled out at 50 mph without flaps. With flaps down and power off, the 140 should meet Cessna's advertised landing speed of 41 mph. I was able to maintain altitude at 55 mph indicated, and 1450 rpm.

"Even when completely stalled, the 140 has excellent aileron control, despite the fact that the wing is not slotted. The nose drops straight ahead, but not steeply. I am told the airplane can be spun but that it is quite difficult, the pilot having to force it to do so. The CAA, however, stipulates that 140 is 'not to be spun with flaps down.'

"Maneuverability in the air is unusually good. All controls are equipped with ball or needle bearings, making the 140 one of the easiest airplanes to maneuver. The airplane is easily trimmed; the controllable tab on the elevator is operated with a small plywood wheel just to the right of the pilot's seat and near the floor. The tab is quite large and thus sensitive, the airplane responding quickly to only slight turns of the tab wheel.

"... A faired-in wide-angle rear view mirror, like those used on our Army and Navy fighters, would help cut down the 'blind' areas of a high-winged monoplane.

"... The 140's flap gives it a steep glide, an excellent feature in a landing, particularly from the standpoint of visibility. The flap can be lowered at a maximum air speed of 82 mph. . . I had the 140's flap suddenly pop up during a couple of landings because I had not twisted that hand grip properly. However, the 140 proved a pleasant surprise in this respect; a sudden retraction of the flap during a landing or take-off - an accident that would turn a pilot's hair white in some airplanes - has very little effect on the 140. The nose drop is barely noticeable.

"In several landings I deliberately leveled off high so as to let the airplane drop in hard on its novel chrome-vanadium steel landing gear. It hit hard and you expect it to spring right back up in the air. Instead, the landing gear has a pronounced ten-

(Continued on Page 6)

## • • • WELCOME • • •

Roman Gray - N77607, 2011 Hilling St., Fairbanks, AK 99701  
Jim Denly - N72484, 437 Alpine St., Longmont, CO 80501  
Robert G. Ray - N89968, 349 Sharon Drive, Niceville, FL 32578  
Earl J. Evans - N9498A, 3773 Finger Creek, Lilburn, GA 30247  
Blake A. Hubbard - N89307, 220 South Vine, Nokomis, IL 62075  
Al Hourigan - N72660, 839 N. 6th St., Vandalia, IL 62471  
Virginia Rabung - N77272, R R #2, Box 372, Mundelein, IL 60060  
Don Putnam - N2164V, 9127 Somerset Dr., Overland Park, KS 66207  
Edwin Kirschner - N72248, Rt. 1, Box 677K, Covington, LA 70433  
Francine D. Stout, Rt. 4, Box 90N, Folsom, LA 70437  
Michel J. Litalien - N110X, 3572 Pheasant Run, No. 7, Ann Arbor, MI 48104  
Nelson Aviators (Bill, Dave, Bob), Stanton, MN 55081  
Clarke McNeace - N77244, 7920 N. W. Barr, Kansas City, MO 64152  
Robert G. Prescott - N90019, 671 Rimmon St., Manchester, NH 03102  
Donald Kline, 6605 Co. Rd. 11, Risingsun, OH 43457  
Fred G. Smith - N4122N, 32 Fallenrock Rd., Levittown, PA 19056  
Michael L. Bien - N77079, P.O. Box 1456, Ozona, TX 76943  
Charles R. Hofacker - N90093, 10002 Sage Canyon, Houston, TX 77089  
Wm. H. Williams - N76841, 6202 So. Mayfield Lane, Mechanicsville, VA 23111  
Clarence Nordin - N76025, Rt. 3 Railroad Ave., Viroqua, WI 54665  
Rejean Bergeron, C.P. 173, Temiscaming, Quebec, Canada J0Z 3R0  
Julio A. Fuentes - N1951V, Box 4045, Carolina, P.R. 00630  
Todd Wilson - N1122D, 567 Forrest Ave., Fayetteville, Ga 30214

### Change of Address

The Porterfield Club, Chuck Lebrecht, Pres., 3121 E. Lake Shore Dr., Wonder Lake, IL 60097 (was CA)  
Michael Chauvin - N3161N, 405 Beth Drive, Franklin, LA 70538 (was LS)  
Randy & Lori Brooks - N3532V, R R #2, Box 140, Blue Springs, MO 64015 (was MO)  
Thomas Chase - N3602V, Box 104, Ripon, WI 54971 (was CT)  
F. Griffin, 2232 W. 94th St., Minneapolis, MN  
Adolph Brocato, 104 Marilyn Drive, Covington, LA 70433 (was LA)  
John Schauer - N1739N, 249 S. Royal Poinciána Blvd., Apt. 102, Miami Springs, FL 33166 (was MN)  
Ed Fischer - N5264C, 103 Cherokee Drive, Webster, MN 55088 (was MN)  
Hunt Dowse, 217 Marlboro Rd., Sudbury, MA 01776 (Had him in Maine!)

### 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**

## FORWARD SHIFT

## C/N

I have enjoyed the Newsletter more than ever lately. The new format looks great and I must confess that seeing some of my "stuff" in print has done wonders for my ego. I am looking forward to the information on the leading edge landing light installation as I had removed the old Grimes retractable light to save weight for our trip last summer. As to the battery move to the firewall, it has been successfully accomplished on my bird using a 337 form stating that the installation consists of a Cessna 150 battery box in the location and manner of the C-150. Jim Thomason, our local FBO and A-I submitted the 337 to the state GADO inspector who approved the installation.

Based on weight and balance measurements I had made a couple of years ago, the battery move would have corrected a somewhat aft C.G., putting it about mid-range of the limits. However, when I test flew the plane after the move, it seemed to be nose heavy. Then I remembered that a pilot at Oshkosh last summer told me that I had forward canting ('48 model) landing gear legs installed in place of my original '47 style. The person who installed the '48 gear failed to enter that fact in the aircraft log and also failed to change the equipment list to reflect the present location of the wheels. Not suspecting this, I had made my earlier C.G. computations (before the battery move) using the wheel location (+2.0") that applied to the original '47 landing gear. My suspicions aroused, I carefully measured the actual location of the wheels which turned out to average -0.2", or 2.2 inches forward of the location I had assumed previously. Thus the actual C.G. turned out to be near mid-range rather than the aft location I had obtained in my earlier computations. The battery move then caused an additional forward shift of about 2" putting the C.G. barely outside the forward C.G. limit with the aircraft loaded for the most forward C.G. condition. To avoid the necessity of putting a lead weight of about 5 pounds in the tail or moving the battery back, I moved my radio power/modulator unit - no easy task - from the fire wall all the way back to the aft bulkhead at the front of the tail. This brought the C.G. back in the

envelope, but the extra radio cable length nullified the weight gain I expected to get by shortening the battery cable. Live and learn!

With new wisdom and understanding, I looked back through my logs and records again, and found that my C-120 was originally the non-electric trainer version and had a mid-range C.G. When a new engine and electrical system were added later, the starter, generator and aft battery weights balanced, keeping the C.G. near mid-range where it remained until the battery move!

Another improvement (minor modification) Jim Thomason and I made during the annual inspection last fall was the replacement of the leaking sky light windows with sheet Al-clad, riveted in place through the screw holes. We also gave the bird a new paint job, retaining the original red trim style.

We hope to see you all in Indiana in October. Joe Rostron, Clemson, SC.

Thanks very much, Joe, for the valuable tips on the firewall battery installation.

## NEW PREZ

Bill Cardiff, P.O. Box 644, Katy, Texas 77450 has, as of March 1, taken the left seat as our new President. We welcome him as our leader! Bill has accepted the duty without an argument and looks forward to the next seven months of service. Congrats, Bill, and thanks.

Jerry Vaught wrote us a note stating that because of business involvements he would be unable to devote the time he felt necessary to the post and therefore feels he must relinquish the office of President. We thank Jerry for his concern for the Association and wish him well in his endeavors. Our association with Jerry and Carol has been rewarding and we hope that it will continue.

Also, we wish to thank Jerry for his many contributions to the Association's well being, and plan to visit with Carol and him this summer at Marshall.

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dency to dampen out such a landing: I was able to make the airplane bounce only when I held the wheel forward. But the gear apparently will stand anything the airplane itself can take. Cessna engineers hoisted a 140 up in a hangar and dropped it from some incredible height just to see what the gear would take in a dead-weight fall. I'm told the gear legs flattened out until the fuselage all but bumped the floor. Then the gear pulled right back into its original shape with no damage whatever.

"The new Goodyear brakes are excellent and are operated by the toes from the rudder pedals. . . . I pulled one parking-brake knob clear out of the instrument panel trying to make it 'take.' . . .

"Altogether, the Cessna 140 and 120 should be given careful consideration by any prospective buyer of a new lightplane in this particular class. It is hoped, meanwhile, that Cessna official will find popular names for their new airplanes; mere numbers, like 140 and 120 are dull and unappealing. This new lightplane of theirs could well be named the 'Challenger,' for that is just what the 140 and 120 should prove to be to their competitors."

This article was written by Max Karant for FLYING MAGAZINE back in June, 1946. The format was "Flying's Test Pilot." Again, we thank Scott Littfin for digging up this material.

## HELP

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should be easy to make. For the few cold days we have we use 200 mph duct tape to close off the openings.

Original metal wheel pants are available but not very. If you really need pants, fiberglass models can be had, again through Wat-Aero. They have the original shape, and Wag-Aero has the attachment kits for them.

Trade-A-Plane has many instrument sales places advertised, new, used and recertified items that are relatively inexpensive. The patroller doors? Another matter altogether. Perhaps a member can help out there.

## International Cessna 120/140 Association

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