

Cessna 120/140



Association

MAY 1981

BOX 92 • RICHARDSON, TEXAS 75080

ISSUE 42

COMING ATTRACTIONS

June 12-14 - DENTON, TEXAS

Texas AAA Chapter. Contact Robert W. Landrum, Fly-in Chairman (214) 946-7864. Must be a National member to compete for awards. This is a great fly-in for all local 120/140 people. Let's have a good turn-out for this one. We'll be there with awards for our own judging. See you there!

The Unicom is 122.7 at Denton. Traffic advisories will be given. Watch for the flag men! Green and yellow flag means proceed at your discretion. A black flag means return to the ramp--possible mechanical problems. Bring tie downs. There will be special parking places for Classic and Neo-Class parking so keep an eye out.

June 19-20-21 - PAUL'S VALLEY, OKLAHOMA

Fly-In sponsored by the Greater OKC Antique Aircraft Association. Paul's Valley is 60 miles south of Oklahoma City on I-35! Bud Sutton (the challenger for the lowest c/n with 8096) is our contact there. His phone is (405) 392-5608. This is another great fly-in for southwest 120/140s. Again, we will have awards for our type. Hope to see you there! Motels are: Valle (405) 238-6406; Plaza (405) 238-2712; 4 Sands East (405) 238-3321. Transportation will be furnished. Bring tie-downs.

June 13-14 - OWOSSO, MICHIGAN

5th Annual EAA Michigan Chapters Regional Fly-In. This also sounds like a great one for Mid-West 120/140s. There is a motel right on the strip, and a Cafe.

June 20-21 - SHELBYVILLE, INDIANA

4th Annual AAA Fly-In and Air Show at Shelbyville Municipal Airport. Contact Bernard E. Waldon, 302 S. Emerson St., Indianapolis, IN 46219.

June 20-21 - REDERICKSBURY, VIRGINIA

Shannon Airport. Another good one for you folks along the eastern seaboard. Why not make this one and send us a report!?

June 26-28 - CALGARY, ALBERTA, CANADA

Airdrie Airport 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. Contact George Pendlebury, 304 Manora Road N.E., Calgary, Alberta, T2A 4R6 - (403) 4383.

June 27-28 - FLINT HILL FLYERS FLY-IN

Contact Charles L. Hall, 531 Wickham Rd., Manhattan, KS 66502. How about it you Jayhawkers? Why not overwhelm the place with 120/140s?

FOR SALE

From Arthur T. Robinson, South Hero, Vermont 05486. (802) 372-4343 days, 372-6622 nights.

- 1 Aileron-left, 1 flap-left
- 2 Top Engine Cowlings-1 fair, 1 good
- 1 Bottom Engine Cowling-poor but fixable
- 1 Rudder Assembly-excellent
- 1 Elevator Assembly, both excellent
- 1 Cabin Assembly-excellent
- 1 Stabilizer Assembly-excellent
- 1 Fuselage Aft Section, Station 95.00 aft-excellent
- 2 Gas Tanks, 1 left, 1 right-good.
- 1 Left Gear Box-good
- 1 Right Gear Box-good

- 1 Firewall and Fuselage Front Section-good
- 1 Lower Skin Aft Section, Station 56.69 thru 95.00-good
- 1 Control Tee Assembly
- Numerous Small Parts

120, 1947, 400 SMOH, polished, no damage, 50 amp alternator, Stits fabric, King 360 Chan. radio, VOR, G/S, Airtex interior, \$7,500. Alex Whitmore, (817) 648-2624.

120, 1946, 460 SMOH, TT 2500, wheel pants, spinner, elec. system, landing light, strobe, \$6,500, McKinney Aviation, McKinney, Texas.

PLAN AHEAD

October 9, 10, and 11 are the days to be set aside for the **SIXTH ANNUAL CONVENTION AND FLY-IN OF THE INTERNATIONAL CESSNA 120/140 ASSOCIATION** !!! The weather and fall colors should be gorgeous. The trip, from wherever will be exciting! We should have 100 machines or more come in!

Of course we will be electing new officers for the next year's business, so you should be deciding your nominations for President, Vice-President, Secretary/Treasurer. Also there will be a meeting of the members of the board of directors. Any suggestions anyone may have for methods, direction, and means for the Association's future should be considered and presented at the meeting. This is your association so your ideas and needs are requested in order to make it serve better. The meeting is the time to present suggestions for discussion. Let's make it a good one by having a large turnout.

Let's all meet at: **Ace Airpark**, Anderson, Indiana. Beautiful E-W 400 ft. grass runway 120 ft. wide at an altitude of 910 MSL. 80/87 octane fuel is available and Frank Hancock says there is a mechanic on duty should he be needed. There is need to keep an eye out for Jumpers and Balloons that flutter about on occasion. Oh yes, be sure to bring your tie-downs! Frank says there is a good cafe located right on the field!

Our headquarters will be located at the Sheraton Motel. (317) 649-0451. The address is Sheraton Inn, 5901 Scatterfield Rd., Anderson, IN 46013. Rooms there are: \$31.20 single, \$36.40 dbl., \$3.00 for each extra person.

The Holiday Anderson, (317) 644-2581, 5920 Scatterfield Rd., charges the same as the Sheraton.

Motel 6 rates are: \$11.95 single, \$15.95 double, \$18.95 for 3 to 4, and the address is: 5810 Scatterfield Rd., same town, same zip. Phone is (317) 642-3333.

Frank Hancock says that bus transportation will be provided from the strip to the motels and that he has most of the arrangements under control. He cautions that we make our reservations now. The Sheraton will hold 50 rooms until Sept. 25.

Frank says he needs help from all members in and around Indiana, so volunteer now!

See You There !!

Just wait until the war is over - Put your order in now - There will be a plane in every garage - The thousands of military fliers will be flying their own airplanes after the war." Such statements were common during the closing months of World War II. Manufacturers promised private planes for the average man-in-the-street for \$1,000 to \$1,500. Aircraft would be easy to purchase and fly. For the most part, the industry had serious plans along this line and made a valiant attempt to produce just such an airplane. Elaborate drafts were made and hopes ran high. Practically all major aircraft manufacturers and dozens of other concerns concentrated heavily upon the post war boom.

The race was on by mid 1945 when Allied victory seemed assured. Various civil types were designed and in most cases prototype demonstrators were produced. The low price tag became a myth and a more realistic figure of \$2,000 to \$2,500 appeared.

Unfortunately the full impact of that boom never came about. Reconversion from war to peacetime production was not a simple task. The problem facing manufacturers was one of which way to turn and where the post war market would be. Also, there would be thousands of government surplus aircraft on the market and to compete with these could prove disastrous. Price wise there would be no competition but operational economies could balance the scale and perhaps weigh in favor of the new post war airplane. There was no serious depression following the war and business economies survived well in spite of adjustments into an uncertain peace.

As with many other manufacturers, Cessna Aircraft Company faced the future with determination to produce a product the public wanted and could afford. As early as the Spring of 1944 Cessna began engineering development of a "Family Car of the Air." This new design and concept would be long in the development stage. By mid year things looked better on the battle front and for fear the war might end before this design would be ready for the market, another project was undertaken; one that would provide a commercial market for the company in the least amount of time. This project became the model 190. It utilized the old

"Airmaster" configuration with metal wings and tail surfaces, fabric covered steel tube fuselage but dimensionally larger. The engine cowling was from the T-50 "Bobcat" as well as the engine and propeller.

The 190 prototype emerged in December, 1944. One great change had taken place. The main landing gear was of one piece chrome vanadium spring steel. The first Cessna to employ this revolutionary fixed gear design. Negotiations were made several years earlier with Steve Whitman,

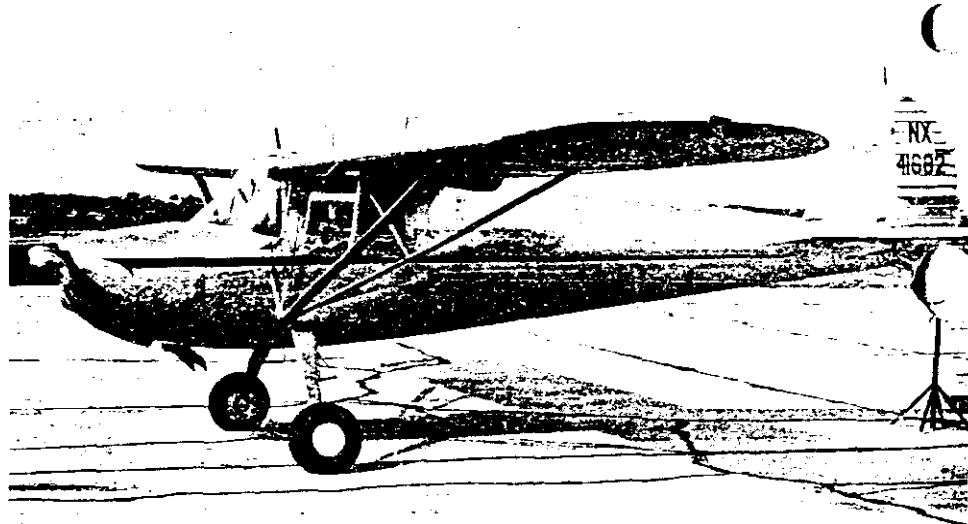
who originally designed and patented the gear. Cessna bought the exclusive patent rights from Whitman and further developed it to its present state. Cessna manufactures the gear in the Wichita plant.

The first spring steel strut, as on the prototype 190, is basically the same as used today on all fixed gear Cessna models. When first introduced it caused a certain amount of distrust with fliers and other manufacturers. This fear was soon dispelled when a machine was designed to simulate constant rough ground landings. Developed by Cessna, the simulator was put on public display at Cleveland, Ohio, in November, 1946. Later, after the convention had closed, the entire unit was

vived, the 190 was shelved for the future and all engineering efforts were directed toward development of a two-place airplane.

Design started on the Model 140 in January, 1945. In June the prototype emerged and made its first flight on the 28th. The 140 was not too far a departure from the 190. Smaller, more compact, with an 85 H.P. Continental C-85-12 engine, it was all metal except for fabric covering the wings the first Cessna built with an all metal fuselage. The prototype 140 received licence NX41682 and its ATC No. A-768 or March 21, 1946.

In the meantime two additional prototype 140s were built and flown in the



- "Original Photos" courtesy of Cessna

set up for display at the St. Louis Air Fair. By May, 1947, 4,525,165 landings had been made with no damage to the gear or any attachment points. This demonstration more than proved the reliability of the design. Except for isolated cases, there has never been a failure of the gear in normal operations.

Early in 1945 Congress passed the G.I. Bill of Rights enabling personnel of the armed forces to get financial aid for educational purposes after their discharge. Flight training was one of the programs approved. This provided a great incentive to aircraft manufacturers. The potential market was for thousands of ex G.I.s who would want to learn to fly. It appeared to Cessna that the trainer market would hold the greatest immediate demand and be of the greatest value. "The Family Car of the Air" was cancelled, never to be re-

fall of 1945. Several modifications were made, including a new fuselage to simplify production, new tail cone, rear window and a redesigned engine cowling. In its class, the 140 was a deluxe airplane. It incorporated metal wing flaps, mechanically actuated from the cockpit by a lever dual wheel controls and pedals, steerable tail wheel, engine mufflers, sponge rubber non-sagging seats, complete sound proofing, heater, cool air ventilators to operate hydraulic brakes and complete electrical wiring systems, including a generator and self starter. A fixed pitch or metal propeller was optional.

Two versions were offered, the 140 and Model 120. The 120 was identical to the 140 but was a "stripped-down" version making it essentially a high favorite on the trainer market. Electrical systems were optional and the upholstery

ORY

Jl R. Matt, 1965, P.O. Box 33/5220 Camera Ave.,
CA 95780

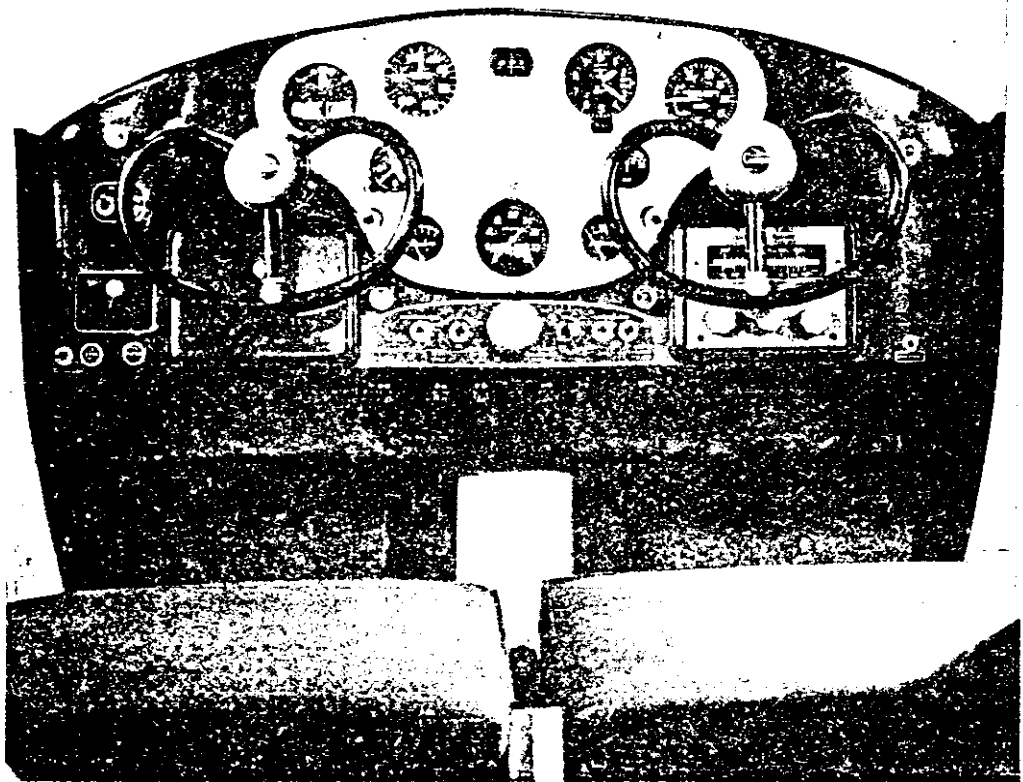
was simple but functional. The 120 did not have wing flaps nor rear windows although these windows were added on later models. In all other respects the 120 was the same as the 140. The prototype also served as prototype for the 120, thus this same data applies to both machines.

In March, 1946, the first 140 and 120 was delivered. The Cessnas proved an immediate success. By late 1946 production reached thirty airplanes a day. 3,788 Model 120s and 140s were built by the end of the year. 2,422 were built and sold in 1947 and 835 in 1948. Between March 1946, and August, 1950, when the last 140 was delivered, 7,045 120s and 140s were built. Of these 2,164 were model 120. The last 120 was completed on December 15, 1947, serial number 14336. Standard price was \$3,247 F.O.B. Wichita for the 140 and \$2,147 for the 120.

To prolong the life of this basic design the Model 140A was introduced, making its first flight in January, 1949, and receiving ATC 5A2 on April 8, 1949. It had a metal covered wing of slightly different configuration but with this exception it was basically the same as the deluxe 140. Optional engines were offered on late 1948 140s. Either the Continental C-85-12F/14F or the 90-12F/14F could be installed. The C-90 was standard on all 140A models. With the introduction of the metal wing 140A, the 120s, 140s and early 170s were commonly called "Rag-wing" Cessnas, as they were the last fabric covered wing models produced. 525 Model 140As were built. The last was serial number 15724, and was produced in March, 1951.

In spite of the upward surge in two-place light aircraft enjoyed right after the war, the market declined by the end of 1947. The overabundance of manufacturers had saturated the market. Many concerns discontinued production altogether. At this time Cessna production was down to five aircraft per day integrated with the 120, 140, and 140A models were the 190 and 195s which provided additional sales. The need became apparent in 1947 that the real market lay in the four place aircraft. A new market opened with business and executive type aircraft. It was in September, 1947, that the four place offspring of the 120/140 series made its first flight - the Model 170. Fortunately, the 170 changed the concept of post war private and business flying and continued the demand for Cessna Aircraft.

In producing the 120 and 140 series the Cessna design survived the post war acid test. This basic design was nothing new but the counted heavily upon providing the buyer with as much airplane as possible for his money. A policy which proved a sound investment for both manufacturer and consumer.



• • • WELCOME NEW MEMBERS • • •

- ✓ Tony Stein - N3565V, 912 Sedgefield Dr., Sylacauga, AL 35150
- ✓ James E. Bell - N5673C, 3851 Cedar St., Apt. 10, Riverside, CA 92501
- ✓ Mark E. Healy - N81097, Rt. 2, Box 71, Alachua, FL 32615
- ✓ Garrett Gill - N2806N, 202 W. Main St., St. Charles, IL 60174
- ✓ Glenn E. Warren, Sr., 204 S. 11th, Wymore, NB 68466
- ✓ Michael Dix - N76336, 211 E. Seaview Ave., Ninwood, NJ 08231
- ✓ Jonathan C. Neff - N4242M, 1346 N. Santa Fe., Tulsa, OK 74127
- Norm Cooper - HC-GVCS, P.O. Box 30, St. Lazare, Quebec, Canada JOP 1V0

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

ED??

RAMBLIN'S

Dorchen Forman

We have had sev-
eration about the va-
No perhaps some u
reason for the extensio

According to the Cessna
Catalog the original Cessna
sembly had pucks about . . .
dollar on gear legs that ha
ward cant. Evidently it wa
that this size was necessary
to put a stop to the bird
in a reasonable distance
and that setting in windy
weather would be enhanced
by a positive brake. It
turned out, however, that
they had built in a contin-
uing market for cowling
bottoms, gear boxes, prop-
ellers, and a variety of
other items needed to re-
pair the bird after it had
been tipped up on its nose!
With the large brake puck
a machine could be up-
ended if one really stood
on the binders, a frequent
occurrence with a skit-
tish student at the wheel.
The larger puck, or lining,
part numbers 95-4484 for
the piston side and 95-4508
for the stationary side,
was installed on all 120/140
models having Serial Num-
bers 8001 through 9124.
The wheel allowed one to
use two kinds of anti-rattle
clips, the snap in type and
the type that was held in
place by a spring rivet.
The latter kind would turn
about 45 degrees when the
rivet fell out and would
grind a nice notch in the
brake casting.

Because of many up-
endings Cessna decided
that some method to move
the c.g. back was required.
Rather than change the
gear leg angle they added
a bit of metal, a foot, on
the end so that the axle
could be moved ahead
about six inches. Just the
ticket for keeping the tail
down! Some feel that the
nose is lowered slightly,
allowing for better visibil-
ity, an additional benefit.

Models from Serial Num-
ber 9148 on were outfitted
with a modified Goodyear
brake casting that required
a smaller brake lining,
about the diameter of a
quarter. The smaller
lining reduced the braking
area so that the danger
of up-ending was reduced.

smaller lining, however,
came the of tipping in
the casting. The piston
was small and square,
so that the lining got
thin it would tip and
lock, or wedge between
the and the disc. The
piston nubbin rounded
on the end allowing the
liner to rock rather than
wedge. This put a greater
assymetrical load on the
disc, so the snap in anti-
rattle clip came along.

The next change started
with Serial Number 14163
and up. The gear box was
rotated aft so that the
gear legs were canted
slightly forward provid-
ing about the same wheel
axle position as the gear
extension. Finally the
right combination!

We have wheel exten-
sions with the small
brake linings, so feel
comfortable knowing the
likelihood of up-ending
is remote. Plus the fact
that the brakes now need
new "O" rings, a project
put off because we have
a set of 150 Cleveland
to install when the weath-
er is right. The wheel
extensions will come in
handy then!

When the 120 was first
purchased the brakes
bled because of pits in
the cylinders. The ma-
chine had not been flown
or moved for some time,
water got into the system
causing corrosion. We
took the castings to a
friend and had them
bored out about 15 thou-
sandths, had new piston
made, installed new "O"
rings and they've worked
fine ever since. The total
cost of the repairs was
about \$50. We are, never-
theless, looking forward
to the Cleveland brakes!

Incidentally, there is
no noticeable difference
in handling with or with-
out the extensions.

BUCKLE UP

Federal Aviation Regu-
lation (FAR) Part 91.33(b)
(12) requires that after
December 4, 1981, all
powered civil aircraft
must be equipped with
approved safety belts
with metal to metal fast-
eners. You should plan
for this change.

(Thanks to Frank Rittersbacher)

Had a nice reception at
the new McKinney, Texas,
where I met Rich Morgner
who has just bought a rag-
wing '47 140-nicely painted
N1710V. He's taking flying
lessons in it and has bought
a ranch and is putting in
a strip north of there. He's
enthusiastic about joining
and having all the 140s
come over for a fly-in.

Also the FBO at McKin-
ney, George Schuler says
his parts man, Ron Roland,
bought up parts from Sky-
port Aviation at Addison
and has almost everything
for 140s. He has some
sheet metal parts, like a
cowling or two? George
said anytime we want to
fly in as a group the Herd
Natural History Museum
would pick us up for a
tour. He says there's a
great Chinese eatery, Kam's,
there in McKinney, and a
taxi!

Now that Daylight Sav-
ings Time has arrived you
can take your passenger
and her wine bottle to
Neal's Place, a good pasta
joint. Neal's is just 6/10
ths of a mile down the dirt
road by the Marina at Lake
Dallas.

For those of you who go
all the way with barbecue
is a spot that's been
around for a while, since
1947 in fact. Metzler's,
in Lindsay, Texas. Park
your plane at the Gaines-
ville terminal and walk
across the golf course
nine-tenths of a mile to
Metzler's on the highway.
Good way to build muscle
tone while filling up on
Bar-B-Cue! Of course the
hike back to the plane is
much harder, at least ten
miles!

Will have a report on
Shangri-La at Grand Lake,
Afton, Oklahoma later.

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