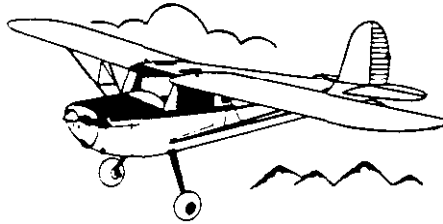


# International

## Cessna 120/140



## Association

JUNE/JULY 1981

BOX 92 • RICHARDSON, TEXAS 75080

ISSUE 43

# ANDERSON NOW!

**October 9, 10, 11**, are the big days for the Anderson, Indiana, Annual - the sixth - Fly-In, meeting, Period, and soiree, the conviviality one can only imagine! Frank Hancock says the latchstring is out and that the Association - that's you all - expects over 100 machines to parked on the green grass of **ACE AIRPARK** at Anderson.

The runway at ACE AIRPARK is **4065** feet long (got it right this time), 9-27 headings, 910 ft MSL, 80 octane fuel. The VORs are: MIE 114.4 226 radial 17nm; OKK 109.8D 147 radial 34nm. There are jumpers and balloons flapping about on occasion so keep an eye out for this nefarious activity!

You need to do some heavy thinking about a slate of officers for the coming year because, as you know, we will be having an election! Here's your chance to throw the louts out and get yourself elected. And while we're at it - a new news editor would be a great thing because the tank is running dry! Not bathos! We need to have an open meeting with plenty of ideas on what you all want the Association to do for you, and (I hate this) . . . what you can do for the Association. Remember the purpose of our endeavors: Preservation of the Model, Further enjoyment of fly-ins and aviation fellowship, Exchange of maintenance ideas and information on modifications and availability of parts, Provide incentive for restoration of 120/140s, Provide incentive for ride in ownership thereby assuring a continued increase in the value of our machines. We have all joined to participate and share in promoting these aims. We need to discuss these aims and try to determine how our efforts may be enhanced. So come prepared!

You need to make your reservations now. Our headquarters will be located at the Sheraton Motel, (317) 649-0451. Other motels are: Holiday Anderson, (317) 644-2581; Motel 6, (317) 642-3333. Bus transportation will be furnished between the field and the motels, all of which are just a couple blocks walking distance for those who want to hoof it. There is a cafe at ACE AIRPARK. Oh yes, be sure to bring your tie-downs with you.

Come early and stay late. See you all there!

## FOR SALE - FOR SALE

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

Gene has for sale the following: 1 elec. turn coordinator; 1 set original metal wheel pants; 1 rotating beacon; 2 coils for Bendix magnetos; wheel extension plates for left and right gear.

Arthur T. Robinson, South Hero, Vermont 05486, (802) 372-4343 days, 372-6622 has for sale: 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, excellent; 1 fin assembly, excellent; 1 stabilizer assembly, excellent; 1 fuselage aft section, station 95.00 aft, excellent; 2 gas tanks, 1 left, 1 right, both 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 aft, 95.00, good; 1 control Tee assembly; numerous small parts.

McKinney Aviation, McKinney, TX, has a 120, 1946, 460 SMOH, TT 2.500, wheel pants, spinner, elec system, landing light, strobe, \$6,500 for sale.

This from Tom Marsh, Marsh Aviation Maintenance, Inc., 4661 MacKenzie Rd., Oscoda, MI 48750:

Gentlemen; I am the owner of a 1947 Cessna 120 in need of some repair and find I do not have the time to work on it. Therefore, it is for sale and perhaps a member . . . would be interested in it.

The plane has been flipped over on its back but appears structurally sound. It needs a propeller (can possibly have the present one repaired), new windshield, minor repair to new Stits on wings, vertical fin and rudder repair.

It is fully electric and in addition to new Stits on wings, has a new generator, mags, harness, plugs, voltage regulator and Cleveland brakes. 300 hours since major. Asking price \$4,500.

The plane is presently hangared at Iosco County Airport, East Tawas, Michigan. It can be reached by phone at the airport, most days 8:30 to 4:30 EDST, phone (517) 362-5832. My home phone is (517) 739-4977.

## AD-AD-AD-AD-AD

We have had two requests for a list of ADs that require periodic inspection only. After searching the lists we have, here's what we have found. If there are others that you members know about please let us know.

**47-26-2 AD 768-4, Note 10:** Cessna 120/140, S/N 8000 to 13777 inclusive. Pending compliance with this note the following placard shall be installed immediately on the instrument panel: "**ALL ACROBATICS PROHIBITED. REDUCE CRUISING AIRSPEED IN ROUGH AIR.**"

Here's one for which we don't have a number or date because the top of the page was cut off along with the heading. "Inspect the wing leading edge for indications of buckling in the skin which may result from failure of the spot welds attaching the skin to the nose ribs. If there is any buckling of the skin at the ribs, other than at the extreme nose radius, the fabric should be cut open on the bottom surface just forward of the front spar for thorough inspection of the affected nose ribs. Any buckled nose ribs should be repaired or replaced. Upon completion of the above the following reinforcements should be accomplished: . . . goes on to tell how to install Cherry rivets in the leading edge skin.

**47-43-1 AD 768-5 Note 13**, applies to 120/140 s/n 8001 to 8480 inclusive, compliance required prior to Jan 1, 1948: To eliminate the possibility of confusion in the operation of the fuel selector valve, remove the embossed pointer from the selector valve handle and ascertain that the selector valve handle is installed so that the handle indicates correctly the position of the selector valve as shown by the valve placard.

**47-43-6 AD 768-5 Note 4**, 120/140 s/n 8001 through 10209: Inspection required whenever airplane is tied down in high winds without controls locked and upon each 100 hours of operation until Cessna parts 0422200-2 and 0422200-3 are installed.

Inspect the aileron support ribs for indications of buckling or cracking, particularly in the narrow part of the web at the aft edge of the lightening hole and in the top flange just forward of the doubler plate. Any damaged support rib should be replaced with Cessna parts 0422200-2 (left) and 0422200-3 (right) which are made of 0.051 inch material and have a shorter lightening hole.

# STRANGE INTERLUDE

"I had an experience recently with my Cessna 140 which might be interesting to other club members. My son had flown the aircraft to an FAA GADO to take a test and parked it near the GADO. Admiring inspectors gave it the once over initially, but one eager inspector decided to give it the microscopic treatment. The result was that he summarily grounded the proud old bird and left my son afoot. It seems the inspector grasped the horizontal stabilizer by the extreme end and pulled up on it sufficiently to determine that there was insufficient stiffness in the leading edge portion, which in turn signified to him that the leading edge stiffener, Part No. 0432160, was cracked.

"This left my son with two alternatives; catch a bus home or get a ferry permit. After quite a hassle, he obtained the ferry permit and with dampened spirits returned home.

"Being an IA and having flown and inspected my bird for over three years I was outwardly indignant but inwardly embarrassed that I should have let such a thing slip by me. I quickly removed the horizontal stabilizer, drilled out the rivets in the leading edge, and removed it for an anxious look at the subject of my dilemma. To my astonishment the stiffener which the FAA inspector had so specifically identified as the subject of his grounding was not installed! After careful inspection of the structure, I determined that the stabilizer was made that way at the factory. In an effort to be completely objective, I went to a spare stabilizer that I have and performed the same surgery on it - with the same results! A check with the FAA inspector who did this number on me verified that he was as amazed as I.

"After my emotions settled and the real world reappeared, I did a careful analysis of my stabilizer. Fact is, there was a dimple, or pinch if you prefer, in the leading edge curvature about twelve inches from the fuselage. In my stabilizer the leading edge is the only stiffening structure in the forward portion and a dent in the curvature markedly decreases its stiffening quality. The dimple or pinch in both my stabilizers was just about where a person would reach if he were to push or lift the bird by the tail. (No one does that - right?) I ordered the stiffeners and installed them along with the reformed leading edge using Cherrymax rivets, with FAA approval. I venture to guess that there are a group of 140s around with the same condition as mine.

"Although I could find no AD, service bulletin, or letter on it, somewhere along the line Cessna recognized the problem and added a stiffener. It's right there in the parts catalog!

"The moral of this story, if you haven't guessed; don't lift your bird by the tail feathers unless you are prepared to drill out and replace 212 rivets. Or better yet, don't park in front of the GADO!"

(Ed note:) Back in Issue 14, November,

1978, Ron Degnan, Canfield, OH asked if anyone knew at what c/n Cessna started installing the stiffener discussed by Bob Ray. We commented then that you could check for the stiffener by squeezing with your hand about six inches from the fuselage. If you can deflect the metal readily you do not have the reinforcement, and the stabilizer will "oil can" loudly. The denting is really a stress dent caused by deflection of the stabilizer by rough taxiing, rough handling, or unusual air work. The reinforcement can be obtained from Cessna and can be installed with a reasonable amount of care. It is interesting that Bob Ray did not mention that he found no cracks as indicated by the GADO inspector. Of course there are other ADs having to do with the horizontal stabilizer and its attachment to the fuselage. For example:

**47-13-5 Cessna** (Was Service Note 3 of AD 768-5.) Applies to 120 and 140 aircraft S/N 8001 to 13780, inclusive. Inspection required upon each 100 hours of operation until reinforcing channels are installed at all hinge fittings.

Inspect for fatigue cracks in the elevator spar web at the hinges. These cracks start either at the rivets or at an edge of the fitting and progress around the fitting until the elevator breaks loose from the hinge fitting. If cracks less than 1/2 inch in length are found a reinforcing channel, Cessna P/N 0434151 at the outboard hinge or 0434152 at the inboard hinge, should be installed on the aft side of the spar with the flanges riveted between the spar flanges and the skin with two AN 455AD3 rivets per flange. Four AN 442AD4 rivets should be used to attach each fitting to the spar web and reinforcing channel. If any cracks are longer than 1/2 inch the spar should be replaced and the reinforcing channels added.

**47-50-2 Cessna.** Applies to 120 and 140 Aircraft Serial Numbers up to and including 14289.

Inspect the lower right-hand corner of the cutout in the fuselage rear bulkhead for cracks which usually extend down to the rivet holes at the nearest anchor nut. If cracks are found, install the new type bulkhead with reinforcement channel added per Cessna Drawing No. 0412169. (Cessna Service Letter No. 46 dated July 31, 1947, covers this same subject.) Sorry, but SL No. 46 does not cover this subject!

**48-7-1 Cessna.** Applies to 120 and 140 Aircraft S/N 8001 through 14329. Compliance required by May 1, 1948, and at each annual inspection thereafter.

Inspect the two bolts attaching the horizontal stabilizer to the fin post for tightness and proper length. If no bolt threads extend through the fiber lock rings of the anchor nuts inside the stabilizer attachment fitting, or if the bolts show any indication of having backed off when checked with a wrench, they should be replaced with AN 4-5A bolts on Serial Nos. 10091 and up, or AN 3-5A bolts on earlier

serial numbers. In making the tightness check use caution to avoid stripping the threads in the anchor nut. If the new bolts do not develop at least 3 inch-pounds torque in the anchor nut, AN4-H5A or AN3-H5A (drilled head) bolts should be substituted and safetied together with wire. Check the clearance of the elevator horn and horn bolts with respect to the cutouts in the fin spar and increase it to a minimum of 1/8 inch wherever necessary. (Cessna SL No. 52 covers this same subject.)

Sorry to carry on about all this but lest you become sanguine about your horizontal stabilizer's prospects check out the attachment bolts; look for dimples (a flex bend really) and listen for oil canning. If it is loud and the stabilizer flexes up and down radically do something about it, have the stiffener channel, part number 0432160, installed!

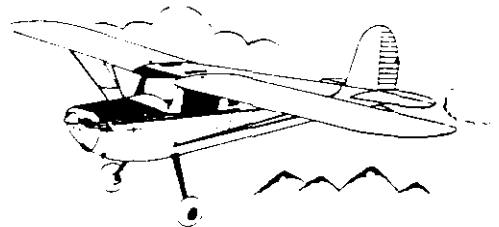
(Ed note:) P.S. - Interestingly enough, the West Coast Cessna 120/140 Club had an article about this same anomaly. They have written to Cessna for an explanation of all this. We haven't.

- Ah - one more thing - this from General Aviation Airworthiness Alerts, Alert No. 27, October 1980 - sent to us by Frank Rittersbacher, 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."

If you remove the empennage fairing assembly you can see the square peek holes at the leading edge of the stabilizer behind the fuselage attachment bulkhead. This is where the above cracks were found. Your AI can prescribe a fix - like a doubler.

## • • • SPECIAL • • •

We received from Cessna Aircraft Co., Wichita, KS, a copy of their drawings for the paint layout for the original 1946 scheme. It has all the dimensions needed for laying out the stripes, their widths, and positions on the fuselage. We are presently trying to get the drawing reduced to a manageable size so that it can be sent in the mail. This paint scheme along with the "Blue Magic" and you NMF's should be all set!



## APOLOGY APOLOGY

We have been missing some important matters in the news lately, such as failing to enter in our calendar coming events sent in by the members--as we have promised to do on several occasions. Also because the news has been rather sporadic in its timing many of the fly-in dates in the coming events column have been after the fact. Also, due to the press of time our proofing has also been sporadic thereby leaving some readers in the dark about the meaning of things. Our syntax generally is not the greatest but then what do you expect. Shakespeare? We apologize for our errant ways and promise to do better. Hopefully this catharsis will not be required at regular intervals!

While the above is due to those of you who have been slighted let us hasten to state that the Newsletter should not be the only activity of the Association. We have included the coming events in order to encourage you all in attending fly-ins in your localities and to call around or send out flyers to those members in your vicinity. Two machines makes a fly-in you know. Meet for breakfast, or for some hangar flying, or to organize some contests like flying poker, flour bombing, spot landings, or whatever you wish. If there is an EAA or AAA Chapter fly-in near by get the locals to meet at these ready made affairs. Present some awards for the best, or the worst, or the farthest, or the most difficulty. The awards can be a can of oil, or two cans of oil, or a ribbon, or a plaque - the Association will pay for them if you send your bill to Frank Hancock, or to the Box 92 address.

And after you have done all of this tearing around, how about a contribution to the Newsletter? A little something about who showed up, what you did, what people are doing with their machines would be greatly appreciated. Of course, as noted above, we may flunk on occasion on getting it in the news, but we'll sure try.

'Nuff said.

## • LATE NEWS •

Gene and Nancy Hyatt, Richmond, Mass., reported some time ago (see above apology) report that their fly-in held April 4 at the Great Barrington Airport, Great Barrington, Mass., had a showing of seven planes and sixteen people. Four 140s, one 190, one 170, and a Citabria. The second day was rained out.

Then on April 12 three 140s, one 140A, and one 120 along with a Decathlon flew in, in spite of the windy, overcast skies. A good showing.

They had an airplane "Handi Unit" donated by Charlie Aids Co., Palmerton, PA, but Gene and Nancy have put it away for the next fly-in because the weather precluded giving an award for their spot landing contest. They are planning another fly-in, date to be announced later.

Gene and Nancy would like to thank all those who flew in to Great Barrington.

## • • • WELCOME NEW MEMBERS • • •

- ✓ Larry Wilde, P.O. Box 74200, Fairbanks, AK 99707 - NN2870N
- ✓ H. Peter Lamkin, 9891 E. Ohio Ave., Denver, CO 80231 - N5310C
- ✓ Kenneth W. Johnson, Box 119, Route 2, Lockport IL 60441 - N89245
- ✓ Marianne K. Moyer, 5242 Hayledge Ct., Columbia, MD 21045 - N2649N
- ✓ John Hanson, 1400 King George Blvd., Ann Arbor, MI 48104 - N77174
- ✓ David A. Keen, 18025 University Park Dr., Livonia, MI 48152 - N76475
- ✓ Peter S. Smith, 5711 Elizabeth Lake Rd., Pontiac, MI 48054
- ✓ Robert Worden, 1946 Rochester Rd., Troy, MI 48084 - N77166
- ✓ Dean A. Mager, 107 3rd St. NE, Box 498, Harlowton, MT 59036 - N2179N
- ✓ Roy E. Gilmartin, 600 Sunny Ave., Somers Point, NJ 08244 - N9656A
- ✓ Thomas & Paula Humphries, 1612 Delnorte, Grants, NM 87020 - N1722V
- ✓ William E. King, Woodvue Court, Valley Cottage, NY 10989
- ✓ Ronald G. Martin, Box 288A West Lake Rd., Geneva, NY 14456
- ✓ James D. Parker 476 Alandale Dr., Tallmadge, OH 44278 - N2189V
- ✓ Wendell R. Ware, Box 125 Rt #1, Mt. Perry, OH 43760 - N76688
- ✓ Ray Scott & Leroy Tatum, 801 Del Haven, Del City, OK 73115 - N2431N
- ✓ Dick Crenshaw, 2000 Thelon Drive, York, PA 17404 - N201K
- ✓ P. Bayard DuPont, 607 Creek Rd., Kennett Square, PA 19348 - N5319C
- ✓ Ernest R. Jones, 218 Colmar Drive, King of Prussia, PA 19406 - N90167
- ✓ Paul A. Miller, 123 Maple St., Elizabethtown, PA 17022 - N73094
- ✓ David L. Haak, 108 Acorn Dr., Victoria, TX 77901 - N1873N
- ✓ Richard E. Morgner, Rt 2, Box 79E Shadowfox Farm, Van Alstyne, TX 75095 - N1710V
- ✓ H. Walker Decker, 308 St. Davids Lane, Richmond, VA 23221 - N77197 & N1885V
- ✓ Talmadge K. Durham, 9700 Woodward Terrace, Richmond, VA 23235 - N4071N
- ✓ Ray E. M. Forrester, 8111 Maplewood Dr., Manassas, VA 22111 - N72135
- ✓ Joseph J. Kunda Jr., 3703 Maryland St., Alexandria, VA 22309 - N1858V
- ✓ Philip C. Shelton, Clinch Valley College, Wise, VA 24293 - N1708U
- ✓ Georges J. P. Boucher, 7727 Stanley St., Burnaby, B.C. Canada V5E 1V7 - C-FHSL
- ✓ Liardet Marcel, General Guisan 1, Yverdon, Switzerland CH-1400 - HB-CAD

### CHANGE OF ADDRESS

- Larry Lux, 521 South Grant St., Bloomington, IN 47401
- Jimmy R. Bass, 41 Winchester St., Monroe, LA 71203 - N76690
- Bernard M. Funk, 1770 Hillmead Sq., Frederick, MD 21701 (was Beltsville, MD)
- Steve Scarce, 821 Southern Air Drive, Jefferson City, MO 65101 - NC 89382
- Jack P. Smith, P.O. Box 1116, Euless, TX 76093 - N2829N (was Euless, TX)
- Jerel J. Twiford, 219 Stuart St., Lewisville, TX 75067 - N89715 (was Irving, TX)
- Scott Littfin, 923 Dodd Rd., W. St. Paul, MN 55118 - NC4112N
- Robert B. Pereira, 6 Church St., Apt. 2, Scottsville, NY 14546 - (was Victor, NY)
- S. S. McDonald, c/o Henry Johnson, Star Route, Dawsonville, GA 30534 (was Cumming, GA)

### 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:

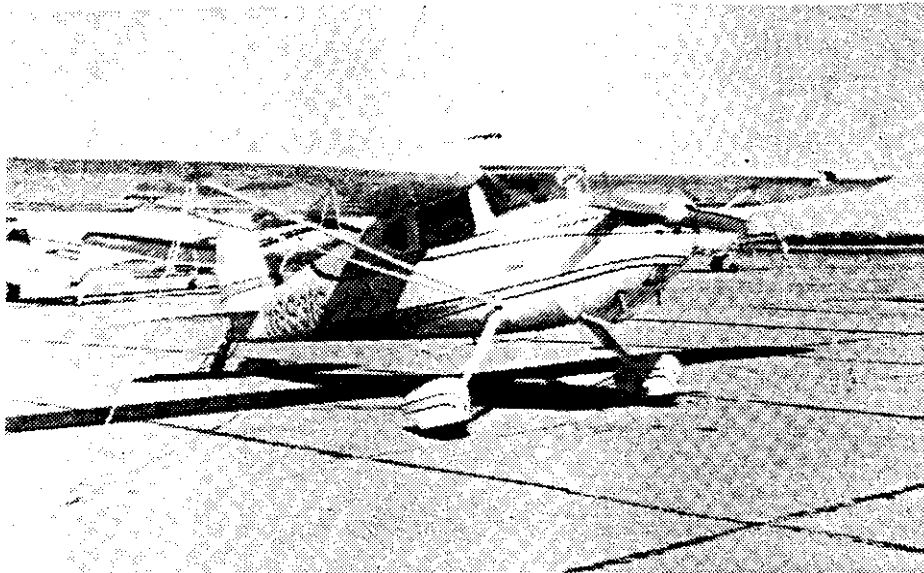
120 \_\_\_\_\_, 140 \_\_\_\_\_, s/n \_\_\_\_\_, N \_\_\_\_\_, Year \_\_\_\_\_, Engine \_\_\_\_\_

Wings—Fabric \_\_\_\_\_, Metal \_\_\_\_\_, Finish—Painted \_\_\_\_\_, Polished Aluminum \_\_\_\_\_

Your prime interests in joining: Maintenance \_\_\_\_\_, Engine Mods \_\_\_\_\_, Parts \_\_\_\_\_

Fly-ins \_\_\_\_\_, Others (specify) \_\_\_\_\_

**Annual Dues: \$10.00**



This beauty was at Wichita last year. Will yours be at Anderson October 9, 10, 11, 1981?

## • LOCAL STUFF •

Twenty 120s and 140s blew and slobbered in for the Denton, TX, Chapter AAA Fly-in, literally! The bunch made up 20% of the total turnout. It was great to see all you folks and to cast the old optic nerves on so many fine machines. Tom Teegarden presented for the Association two awards; The Best of Type to Dean Howard of Uvalde, TX, for his jet black and gold 140A N80H, and the Most Original 120 or 140 went to Tom Hyde from Miles, TX, flying a 140 N2064N. The awards were made at the AAA banquet Saturday, June 13.

The following week-end we joined up with Greater Oklahoma City AAA Chapter at Paul's Valley, OK, where Bud Sutton and the AAA gang put on a great show. The weather was beautiful and we had six machines make the trip. At the June 20th banquet Tom Teegarden again presented the awards. The Most Original went to Wendy Cole and Don Singleton and their 140 N76728 from Dallas, and the Best of Type to Ken Dwight who made it all the way from Houston in his 140 N2887N. A delightful time!

## EXCLUSIVE EXCLUSIVE

"I noticed in Issue #41 of your Newsletter an item in the HELP column asking about a California pilot Allan McDonald met who had a way to shine up aluminum. I am fairly sure that he met Rick Paige who was with us on our flight of 21 to Oshkosh '80. Rick, I might add, won 'Best Cessna 120/140.' At our forum there Rick gave hints on polishing and offered free samples of Blue Magic. He is a Blue Magic dealer and has several hints and techniques for polishing. If you have other members like Allan who have problems they can contact Rick as follows: West Coast Cessna 120/140 Club, PO Box 891, Menlo Park, CA 94025. Put 'Attn: Rick Paige' on the envelope."

Thanks, Doug, for this information.

(Ed Note:) We have red hot information that Blue Magic can be obtained at "Target Stores for \$2.99 a tube!" We checked - it's true - works beautifully.

## • FLUSHED? •

Gentlemen: "We really appreciate receiving the Newsletter. I must tell you, however, that the issue which arrived today 26 June, copy attached, is of little use to us insofar as announced 'coming Attraction' is concerned, since each event has passed or is already in progress by the time we get the announcement in the bulletin.

"Now the October convention and fly-in is something else! It has been several years since I flew tactical missions into small clearings. Of course that was in UH-1 helicopters. With a little proficiency we could readily get into and out of areas the width of the beautiful E-W grass runway. 120 feet was ample, and 400 feet was a piece of cake. How with a fixed wing airplane ... even a 140 ... that **would** take some proficiency!

"Seriously though, as a geneticist friend once told me, you never know what will happen when you drop your genes; and I suppose it's just as easy to drop a '0'. Since I couldn't resist pulling your chain on that one, I should also tell you that I enjoy the publication and have been surprised at how many useful items have appeared therein since I joined the organization last year. We would really like to attend some of the get-togethers, schedule permitting, but please, try to make announcements a little more timely!"

Sincerely, Robert G. Sommer - N5619C

(Ed Note) Dear Cap: We agree it's tough to fly back in time, even in a 140! You must admit though that it is even more difficult to drop a zero, but let it be known that it's not the first time! The News has not been noted for its typographic purity.

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## International Cessna 120/140 Association

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