

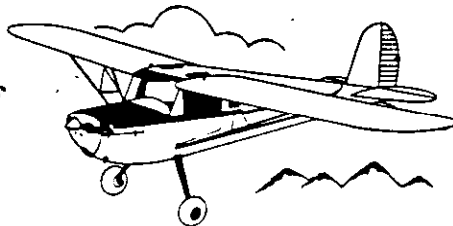
The Grass is Greener at

# ANDERSON

October 9-10-11

International

Cessna 120/140



Association

SEPTEMBER 1981

BOX 92 • RICHARDSON, TEXAS 75080

ISSUE 44

## LATE HORN POINT UPDATE

Curley & BeBe Owen  
East Coast Coordinators

"I feel that we owe our newsletter editor an apology for not getting a report to him sooner. Putting out the newsletter is a big job and if the coordinators do not report on activities in their area, the job becomes even greater.

"Here is a brief report on the success of the 13th Annual Antique Aircraft Association Fly-In near Cambridge, MD during May. The turnout of antique and classic aircraft was very good including some rare and different airplanes. Twenty 120s and 140s arrived which was the largest number of any one type. New members were recruited and we wish to welcome them. Plans had been made to park all 120/140s together, but after several foul-ups, the next airplane sent our way was an L5 Stinson. Seems the volunteer help didn't know a Cessna from a Stinson with military paint. So what do you do?

"The Cessna 120/140s were judged by a qualified non-Cessna owner and a trophy was awarded for the Best 120/140 to Fred and Sue Lagno, Queenstown, MD for their beautiful restoration, N4086N. The trophy for Longest Distance was awarded to Dick Jensen, Maywood, NJ in N72280, 225 miles. We awarded the trophies on Saturday evening at the banquet featuring Maryland crab cakes and Eastern Shore fried chicken.

"We are looking for ideas for an East Coast Fly-In this fall so feel free to contact us."

## • • SIGN IN PLEASE • •

Just a tad more than a month before the big  
**AFFAIR IN ANDERSON !!!**

Sign in now before there are no more motel rooms or tenting areas to put your sleepy head!!

October 9, 10, 11 are the days to make your appearance at the  
**SIXTH ANNUAL CONVENTION AND FLY-IN OF THE INTERNATIONAL  
CESSNA 120 / 140 ASSOCIATION.**

Location: **ACE AIRPARK, ANDERSON, INDIANA.** E-W 4000 ft. grass runway 120 ft. wide! 80-87 octane fuel, mechanic on duty, bus transportation free, cafe on field! How can you beat that?

We will be electing new officers for next year's business so you need to have some nominations in mind. There will be a meeting of the board of directors. Your suggestions for methods, direction, and means for the Association's future are needed. It is your Association and your participation is needed.

ACE AIRPARK is on the Chicago sectional, five miles south southwest of Anderson Municipal, 40 miles northeast of Indianapolis. The VOR's are: MIE 226 degrees, 17 nm; OKK 147 degrees, 34 nm. The runway is 4065 ft, grass, 910 MSL, traffic pattern is left hand at 1700 MSL. There are pole lines E & W.

Our headquarters will be located at the Sheraton Motel, (317) 649-0451. The Holiday Anderson (317) 644-2581 is right next to the Sheraton. Also the Motel 6 is next door to the Holiday Anderson and its phone is (317) 642-3333! So call 'em now!

Frank Hancock says that he needs some help with registration, parking planes, driving the bus, and someone to man or woman the reception table at headquarters. If anyone could arrive Thursday, October 8, or bright and early on Friday the 9th it would be greatly appreciated.

**SEE YOU THERE !!!**

# SKY CRUISING TO OSHKOSH '81

Curley & BeBe Owen

BeBe and I got to spend a week doing what we enjoyed most - traveling cross-country in our '48 Cessna 140, 3603V, the Silver Wich, as our friend, Gene affectionately calls it - (Wich - short for Wichita.) To add a little variety to the Oshkosh trip, we rendezvoused with Gene in his 140HP, silver Luscombe 8F in New Jersey. Our route to Oshkosh took us up the Hudson to Old Rhinebec Airdrome where we made a surprise attack on Cole Palen and his World War I airplanes. We caught them all out on the field and their heads spun around in amazement as two silver bullets streaked by, on the deck, at red line speeds! As we disappeared up the Hudson we could hear Cole Palen saying, 'Who da hell was dat masked man and Indian companion?'

"Enough hassling and back to the 105 mph indicated and some beautiful scenery

headings to our destination. We logged 7 hours-21 minutes flying that day. A hot shower would have felt great but due to a convention in town, the camp gear was put to the test as we spent the night under the wing.

"In Escanaba we met a Canadian couple from Eastern Quebec who were on their way to 'Mecca' and also spending the night on the field. Over hot coffee the next morning we discussed getting into Oshkosh. Our formation of two became a flight of three. 3603V would be 'Gaggle' leader with our new Canadian pilot as 'Gaggle two' so he couldn't break formation and Gene in his Luscombe as 'Gaggle three.' We communicated on 123.45, an uncluttered flight test frequency.

"Northeast of Appleton we contacted Oshkosh tower as a flight of three and they came back, 'continue for the airport.'

familiar territory with good tail winds. We passed over Chicago O'Hare at 9500 ft. again on the radar scope for traffic advisories through this busy area. We were in the clear with unlimited visibility, well above the top of the haze layer at 4500 ft. with widely scattered clouds below. Surface visibilities were 4 and 5 miles in haze. Three hours 21 minutes from take-off we landed in Mansfield, Ohio, 437 miles down line; and the 'Wich' took 18 gallons of fuel. Mansfield to home base was 2 hrs and 37 mins at 7500 ft above scattered clouds and we consumed 15 gallons of fuel.

"For those who like statistics, the entire flight was 19 hours and 51 minutes, 2093 miles, average ground speed was 105.4 mph, average fuel consumption was 5.65 gph, and the airplane consumed 3/4 quart of oil!

"Just can't beat it. The 'Silver Wich' does it again. See you all in Anderson. (Anyone interested in sky cruising to Quebec City this Fall?)"

(Ed Note: Thanks to Curley & BeBe, Jim & Betty Merwin, The Trumbolds, Tom & Jan Norton for all the work at the tent. We had the only "type club" tent in the park. One hundred twenty three folks registered with us from Saturday through Wednesday noon! Can't say how many flew in, quite a few, and we were glad to see them all. Wouldn't it be great to have that kind of turn-out at Anderson?

Because eight years had passed since our last Oshkosh trip we were unprepared for the magnitude of the scene. The EAA says that 500,000 plus people walked the grounds. There were 10,000 machines and 1,600 showplanes. 1340 visitors from 59 countries, and 700 news people were there. Not a sour expression to be seen. No doubt the greatest conglomerated mass of 35 mm SLR cameras the world has ever seen! Also a stupendous assortment of elongated butts caused by the vacuum hoses of the "honey trucks" cruising the long white lines of "Porta Pots." A truly impressive affair!)



Oshkosh '81 as seen from Curley Owen's 140.

as we passed over the Adirondacks and Lake Champlain. A light drizzle was falling with 20 miles visibility as we landed at Dorval International Airport for the night. We saw the sights of Montreal the next day as the front passed through giving us superb weather for a morning departure the following day.

"All across Quebec and Ontario visibility and scenery were perfect with stops in Ottawa, North Bay, Sudbury, Elliot Lake (uranium capital of the world), and then into old Kincheloe Air Force Base to clear customs. After customs, a pit stop and a Coke, we were ready to press on for Escanaba. With all that concrete at this ex-Air Force base we just couldn't resist a take-off from the ramp, straight away into the setting sun and smooth, still air at 4500 feet. Over desolate territory we stayed in radar contact in the event of a problem, so enroute to Escanaba we had a nice chat with Minneapolis Center - seems he liked old airplanes - and he provided us with traffic advisories and radar

About a mile out they cleared us to land, we dumped, and we landed straight in on runway 18. No Ripon, no Fisk, no hassle and 1 hr 50 mins from Escanaba to Oshkosh on Friday, the day before the start of the convention.

"If numbers are a measure of success the 29th annual convention must have been the biggest success ever. We took some friends for rides at Oshkosh and the aerial view of Wittman Field with over 10,000 airplanes on it never ceases to be overwhelming.

"We are not going to ramble on about the experimentals, antiques, airshows, etc., but do want to mention the good times experienced with old friends and new friends from the 120/140 group. The Forum was very successful, many new members were recruited, and there was a constant question and answer session at the Association tent. Much good information was passed from one to another.

"The trip back to Annapolis direct Chicago, direct home base, was over old

## MORE ON PARTS

Curley & BeBe Owen, 525 Lakeview Circle, Severna Park, MD 21146 (301) 544-0122 have sent us the following:

Avmat - 20, 1-800-238-6816 (WATS), Memphis, TN. Curley says "Avmat is the BEST parts supply house I know, has all kinds of supplies, terrific service with a discount, UPS to your door, fast on most items, and accepts phone orders."

Mr. Paul Nuwer, Taurus Aviation, Box 185A1, Route 2, Hurlock MD 21634, (301) 943-4001, "Has some 120/140 parts he wants to sell. They have been in a hangar for years. Has some formers, tail leading edge, '46 cowl, etc. Mostly sheet metal parts."

W. Scheive, Box 301, Warwick, RI 02887, (401) 737-2939. "No info on this one."

Thanks much for this material Curley & BeBe.

## • AD-AD-AD-AD •

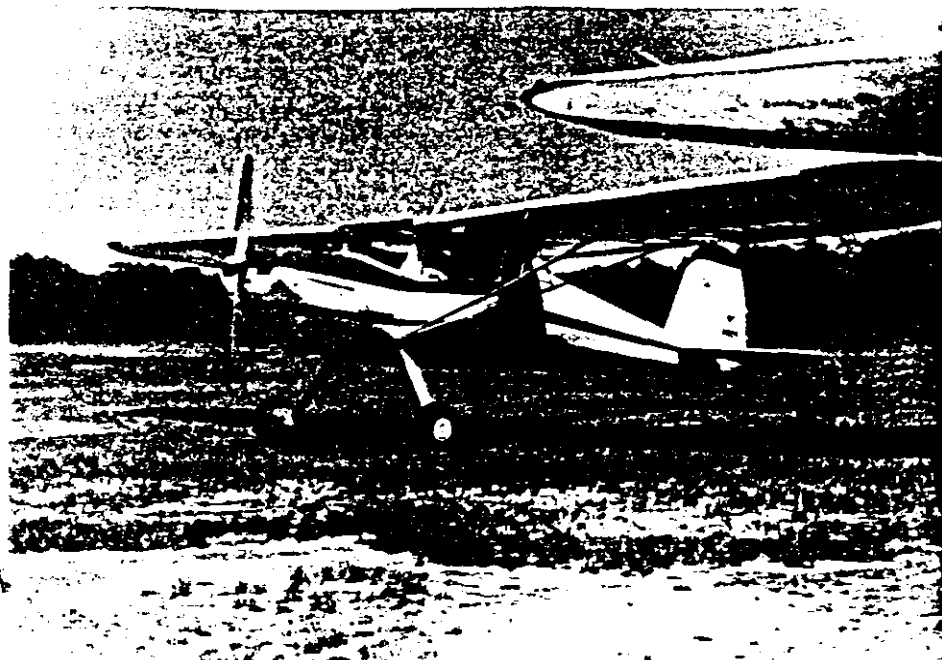
The AD covering the engine inlet air filter made by Brackett Aircraft Company, Inc., (AD 78-25-05, Amendment 39-3365) is superseded by a new AD 81-15-03. 78-25-05 called for inspection and eventual replacement of inlet air filter retainers made with aluminum mesh screen, installed in accordance with STC SA71GL on various models of Cessna and other aircraft. Brackett reported failures of the aluminum air filter retainers which has allowed filter element particles to enter the carburetor throat resulting in partial or complete loss of engine power. Also, cracks have been found in the weld areas where the retainer is welded to the frame. The retainer keeps the filter element from entering the engine air induction system. After issuing AD 78-25-05, the FAA has determined, through further study of maintenance and difficulty records, that the applicability must be broadened to include various models of Beech, and Consolidated Aeronautics (Lake) aircraft, and more models of aircraft identified in AD 78-25-05, for which installation of the Brackett air filter assembly is authorized by STC SA693-CE. The replacement compliance time must be shortened since records reveal that several filter retainers have failed in less than 525 hours in service and one failed at only 185 hours. It is also necessary to require that gasket retainers be incorporated. These actions are necessary to preclude the ingestion of particles of the filter element, the retainer and the gasket into the carburetor. There are numerous different engine inlet air filter modifications eligible for installation by STC SA71GL and ST SA693CF on various models of . . . Cessna . . . Brackett Service Bulletins No. 3 and No. 6 identify aircraft model designations affected by this AD. Brackett Aircraft Co. has developed and marketed replacement filter assembly kits for each of the affected assemblies. Brackett Service Bulletin No. 5 recommends installation of gasket retainer strips on certain filter assemblies to prevent gaskets from entering the engine induction system.

Therefore, AD 78-25-05, Amendment 39-3365 is being superseded by a new AD, which requires inspection and eventual replacement of the air filter retainers made using aluminum screen with air filter retainers made using steel screen and installation of gasket retainer strips for aircraft listed in Brackett Service Bulletins.

. . . good cause exists for making this amendment effective in less than 30 days.

Please check the rest of this AD with your AI. The effective date is July 10, 1981, and compliance is required within 25 hours . . . the rest is another 2-3 pages.

See You At  
**ANDERSON**  
October 9-10-11



Mary Hutchins, 33 Foxhurst Rd., Huntington Sta., NY 11746. White w/Blue & Yellow under a Stinson Reliant V77.

## • • • OVERDUE!! • • •

Our apologies to Ed Tilgner. After all our moaning about getting info from the membership we have failed to do right. Perhaps this will make amends. Ed's letter came to us after the Newton fly-in last year!

"Having seen some of the nice 120s and 140s at the Newton fly-in last October, I decided that when annual time came around, I was going to upgrade the airplane's aging interior. I had also decided to put in a new windshield and now recommend Cee Bailey's Aircraft Plastics of Long Beach, California. After pricing the local aircraft upholsterers I decided to look into Airtex Products, Inc. I talked with Don Stretch of Airtex and was assured that reupholstering would not be all that difficult. Airtex supplies you with a free catalogue and samples upon request. I re-did the interior of the airplane including side panels, door panels, baggage compartment, carpeting, seats and headliner. I can say that everything fit precisely and the workmanship was quality. Installing the headliner was the most difficult and took some consideration and ingenuity. The end result was good!

"The new windshield won me a dollar bet with the mechanic who was doing the annual. He claimed he had never installed a windshield that didn't need trimming. Cee Bailey's fit precisely on the first try. To avoid frustration, order the upholstery a couple of months before you want to do the work!

"The last few years at annual inspection time I have taken a week off and have assisted the mechanic. It has saved me a lot of money, plus I am there when ques-

tions arise regarding parts and repairs. I also learn a lot about my airplane.

"If any of you folks plan trips into New Mexico, be aware that **no** 80 octane fuel is available in the entire State! Also, for people not accustomed to flying at high altitudes, hot days and mountains, it would be a good idea to familiarize yourself with density altitudes and mountain flying techniques.

"There are a couple of places in New Mexico that make very good weekend flying vacations. Carlsbad Caverns near White's City in southeastern New Mexico has a strip there with tiedown facilities but no fuel or services. It's good to call the couple of motels at White's City for reservations. They have rental cars. The caverns are vast and spectacular. Another fun trip is to Durango, Colorado, in the southern part of the state. There is a narrow gauge railroad which follows the river up into an old mining town in the mountains. Durango is a quaint town close to skiing and you won't want to miss staying at the turn of the century Strater Hotel. There are two airports at Durango; the Animas Airport is the closest to town and car rental is not necessary. Close by, out of the Cortez Airport, is Mesa Verde National Park, the most spectacular Indian cliff dwellings in the country.

"Anyone stopping through Albuquerque, please give us a call at (505) 294-6464. So long from New Mexico."

Cee Bailey's, 2855 Junipera Avenue, Long Beach, CA 90806.

Airtex Products, Inc., 259 Lower Morrisville Road, Fallsington, PA 19054.

## • HELP-HELP-HELP - HELP - HELP •

Need Cleveland Brakes for a 120. Harold Kind, Waukesha, WI (414) 968-3640.

Need a right wing strut for my 140. Wind damage! Gary Jones, Jones Aviation Service, inc., P.O. Box 13043 Airgate Station, Sarasota, FL 33578. (813) 355-8100.

Steve Scarce, 821 Southern Air Drive, Jefferson City, MO 65101, (314) 634-5045 is trying to locate a source for the generic engine baffle cowl seal welding material that Cessna used on the 120/140. (Cessna p/n 0450234 @ \$9.70 a ft!)

Mike Roberts, 7552 Placita de Teresa, Tucson, AZ 85704 (602) 744-2337 needs a pair of rag wings and a set of lift struts! Mike has some parts he can trade such as a pair of damaged metal wings and a set of tail feathers! He would hope to find something in the Arizona area.

Also, Mike would like to install an O-200 mill in his 140, and wants to know what must be done to the engine mount and the cowling. What kind of performance can he expect from this engine.

Here are some STCs for the O-200 installation. We can't vouch for their age, or if the holders are still around, but here they are.

SA2675W Continental O-200 engine and McCauley 1A100 MCM prop. by S & S Pipeline Patrol, P.O. Box 787, Dickinson, TX.

SA547EA Continental O-200 Engine and McCauley 1A100-MCM 6952 prop., John T.

## • • CRAZY? • •

Do you have vinyl-surfaced windscreen covers? Is your windshield CRAZED? An article in the July issue of **Aviation Consumer** says: . . . "We turned up a small but vociferous cadre of pilots who claimed the covers had caused windshield crazing on their aircraft, and we received corroboration from engineers that an agent in the vinyl covers could, indeed, cause the plexiglass to craze, in time, under conditions of heat and moisture."

The article goes on to say that the manufacturers of the vinyl and the companies that market the finished covers, which have cotton flannel underneath, claim the crazing problem is not related to the use of the canopy covers. Some owners said they could find no crazing along the edge of the plexiglass that was not covered by the vinyl. It seems that the cotton under-surface picks up moisture during the night, and during the day the moisture gets boiling hot in the sun. This not only damages the plexiglass but raised Cain with the old paint job.

We know specifically of two members who have had painful experiences with the flannel lined vinyl covers. Both have replaced their windscreens and have changed to internal reflective sheets. Linda Wackwitz has a neat set she got from Wag-Aero that has a reflective sheet cut to fit each window, the skylites, and two for the windscreen. They are attached internally with velcro strips! Tom Teegarden uses a section of reflective "space blanket." Good idea.

Lucas & M. David Emmett, RD #2, Emporium, PA 15834.

These STCs no doubt have all the information one needs for the installation of the Lord type engine mount plus operational figures.

Does anyone have performance figures they may have developed on their own O-200 or other engine installations? The O-200 must give better climb, take-off roll, and a bit better cruise at some sacrifice in fuel consumption. What about this? Help-Help-Help!

This from Bruce Lane, Rt. 2, Box 149, Palm Bay, FL 32905:

"In the way of a 'change' to our Cessna 140, we would like to install float mounting hardware and of course a set of floats. We are, therefore, in the market for used but serviceable floats and mounting parts."

How about someone in Canada or Alaska—any ideas? There are no doubt several 140's on floats. Can you help?

This from Reid Wilson, 160 Sans Souci, Waterloo, IA 50701 (319) 235-1811: I recently purchased a beautiful Cessna 120. After owning the aircraft for less than one week and within three hours following its annual inspection, the air filter element was ingested into the engine causing a total engine failure. I am now trying to determine the type of air filter that was in the aircraft. All that remains of the filter are the two side rails fastening the filter to the box. The FAA thinks the remaining side rails were to a Donaldson air filter. I would appreciate it if anyone who is replacing their paper type Brackett air filter to please send it to me COD. I would like to know if anyone has had the experience of a bird going through their propeller, striking the air filter and causing the air filter element to be ingested into the engine. I would also like to address those readers having the necessary back ground and qualifications as to the probability of the preceding situation. At the time of the accident I was being checked out in the aircraft by a CFI. We were in the cruise configuration, RPM 2400, and altitude 800 AGL. Neither the CFI nor myself heard or saw anything that resembled a bird strike and the investigation revealed no remains of a bird. I would appreciate your comments and information as soon as possible.

## COMING EVENTS

**September 25, 26, 27 - Talequah, OK**  
24th Annual Tulsa Fly-in, AAA, EAA, IAC Chapters. This is a great event, good food, good hangar flying, good events, and most important—good friends! Motels are: Tsa-La-Gi (918) 456-0511, Oak Park 456-2751, Tullahoma 456-2558, Hillcrest 456-6124, Smith 456-3621, Lakeway 456-3551. Also, Northeastern Oklahoma State University has dorm rooms, single and double, plus cafeteria; contact Laronda Pease, Housing Coordinator, University Center, NEOSU, Tahlequah, OK 74464, no later than Sept. 15, 1981.

See you there!

## • WELCOME

- Mike & Karen Roberts - N7250
- Mike Kaplan - N120MK, 10129
- Lyle A. Gerdes - N72202, 24060
- Jim Rea - N2605N, 2013 71st Av
- Bill Wheadon - N2330N, 2720 N
- Joe Gauthier - N55825, 9 Kowz
- Connie & Arthur Schmidt - N4-  
Beach, FL 33062
- Mark W. Bell - N77021, 717 Wo
- William B. Harvey, 131 Deerfie
- Bruce Lyon - N2298N, BOX 344I
- John B. Nader, 502 S Quentin I
- Herman W. Rose - N826RA, 205
- Thomas V. Sahlstrom - N2648N  
IL 61103
- James E. Comley, Jr. - N2783N,  
IN 46112
- Vincent B. Jackovich - N72742.
- Edward E. McKee, 1604 West 2
- Charles Wieland, RR #1, Oakley
- David Lowe - N2216N, 246 Sac
- Aubrey W. Dun - N2154N, 102 C
- Fred & Sue Lagno - N4086N, RR
- Ronald E. Russell - N2414N, G2
- Gottfried Schiller - N72255, 60  
MI 48837
- Tom Dinndorf - N2815N, Box 1
- Ellie Wissman, 4544 58th Av
- Andrew Baughman - N3579V,
- John Meek - N90159, RR #1, Ric
- Jerry J. Adams - N81054, 1470 I
- Quinten M. Schiffer, 3348 Mart
- Richard E. Barry, 20 Park Aven
- Rich Harris - N9467A, 178A Will
- Carl W. Bellman - N2200N, Rt. #
- Michael H. Wells - N76273, 112E
- Jim Howerton - N1901N, Rt. 16
- Richard R. Landes - N90035, 32I
- Robert J. Hamp III - N3756V, 88
- Tom Jackson - N89349, 15918 V
- Gary D. Lynch - N4185N, P.O. BC
- Dan M. Royall, Jr. - N81051, BOX
- Bert J. Thibodaux, 3632 W. Larl
- David W. Hash - N2546N, 7107 K
- Deborah L. Jesewitz - N1999V,
- Kenneth Liebergen - N2077V. E

# GC

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Super decal T-shirts, \$5.00,  
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small patches now for or  
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# W MEMBERS

De Teresa, Tucson, AZ 85704  
 Norridge, CA 91324  
 ngton, Ave., Murrieta, CA 92362  
 eley, CO 80634  
 ak Drive, Danville, CA 94526  
 , Cromwell, CT 06416  
 420 E. Terra Mar Dr., Pompano

r Dr., Marietta, GA 30067  
 e, Fayetteville, GA 30214  
 l, Marion, IL 62959  
 atine, IL 60067  
 in Ave., Loves Park, IL 61111  
 N. Greenview Ave., Rockford,

50 S and Road 287 E, Danville,

th St., Bettendorf, IA 52722  
 . Sioux City, IA 51104  
 748

to, KY 42372  
 ., Monroe, LA 71203  
 x 69, Queenstown, MD 21685  
 illage, Nantucket, MA 02554  
 rd River Drive, Grand Ledge,

1, Baudette, MN 56623  
 Brooklyn Center, MN 55429  
 Jefferson City, MO 65101  
 , MO 64481  
 ve., Omaha, NB 68114  
 , Omaha, NB 68112  
 npton Plains, NJ 07444  
 n, Mount Laurel, NJ 08054  
 n, OH 43506  
 rt Rd., Loveland, OH 45140  
 i. Shari Lane, Tulsa, OK 74131  
 n St., Telford, PA 18969  
 Hibbons Rd., Ft. Worth, TX 76180  
 leadow, Dallas, TX 75248  
 Sanger, TX 76266  
 alakoff, TX 75148  
 ge, TX 77630  
 ak Lane, Manassas, VA 22110  
 : 802, Lake Geneva, WI 53147  
 enleaf, WI 54126

- George Shamiske - N76576, 3109 Windsor Dr., Racine, WI 53404
- Martin Brody - N76404, 1508 Barclay Road, Oklahoma City, OK 73120
- Richard Menold - N90028, 1614 Judith Lane, Girard, OH 44420
- W. E. Griswold - N1646V, 1500 Quebec St., Champlin, MN 55316
- William Hennings - N89786, RR #1, Box 278, Frankfort, IL 60423
- Thomas E. Ledgerwood - N2588N, 10 Allison St., Beaver, PA 15009
- Robert J. May - N9455A, 912 E. 20th St., Owensboro, KY 42301
- Walt Gallaway - N76180, 1800 Christy Ct., Ft. Worth, TX 76112
- Walter A Szczepanik - N4984E, 626 Hazel, Vassar, MI 48768
- H. W. Heffernan - N2736N, 6725 E. Gail Rd., Scottsdale, AZ 85254
- Sidney D. Pool - N2136N, 2400 Hackett #187, Houston, TX 77008
- Bruce R. Parker - CF-PJQ, RR #1, Centre St., Murillo, Ontario, P0T 2G0
- George F. Hobbs, P.O. Box 156, Lourdes du Blanc Sablon, Duplessis, Quebec G0G-1W0
- Philip A. Blinn - N76079, Box 626, Lake Placid, NY 12946
- Brian McDonald - N72721, 7534 Carefree, Whitehall, MI 49461
- Jean-Marc Pache - HB-CAD, Faverges - 2, Lausanne, Switzerland CH1006

### Change of Address

George & Rose Wamser, 320 Vista Drive, Bloomington, IL 61701  
 Bill Grahn, 242 So. Shore Rd., New Durham, NH 03855  
 Kenneth Lifland, 4449 Ringgold Lane, Plano, TX 75075 (was FL)  
 Dale Johnson, c/o Cadillac Gage Co., 25760 Groesbeck Hwy., Warren, MI 48089 (was Jordan)  
 David G. Chalmers, 2000 Westpoint Dr., Apt. 207, Pittsburgh PA 15205  
 James A. Sprigg - N2440V, Rt. 2, Box 135H F2, Dade City, FL 33525

### New N Number

Thomas Agin - N76341, 176 Capricorn Dr., #14, Sommerville, NJ 08876  
 Keith M. Henry, Jr. - N2813N, 68½ Outer Drive, Oak Ridge, TN 37830

## 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**

# IES

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 and Back Patches for \$7, and  
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Jim Sprigg-SE, Ken Scott-Denver Area, Jim Merwin-North,  
 Don Murphy-Indiana Area, Ed Tilgner-West, Curley Owen-Eastern Area,  
 Gene & Nancy Hyatt-Northeast, Charlie Wilson-Atlanta Area,  
 Tom & Bev Teegarden-Texas Area.

Newsletter Publisher-Joy Warren, Newsletter Editor-Glenn Usher

## DOUBLE TROUBLE

As you know metal to metal seat belts are in order. In fact they must be installed by December 31, 1981, per FAR 91.33. We are not advertising for anyone but at Oshkosh we found that Barry Jay Products, 1401 10th Ave., Menominee, MI 49858, (906) 863-4478, has metal to metal latching safety belts for \$18.80 postpaid. The belts are 61" long for floor attachment. Triangular end fittings with 3/8" diameter hole for a standard anchor bolt. The belt buckle assembly is FAA approved TSO c22f. Their price is good through Oct. '81.

Russell A. Kuhlén-N89205, 5465 Park Vista Ctr., Stow, OH 44224, sez: "My partner and I own a 140, c/n 8225, which has a single seat belt installation. We would like some information about how to mount a center safety belt anchor. Because our machine is an early c/n it has the old style flap actuator housing that prohibits the use of the factory belt anchor or bracket."

Has anyone with a machine with c/n 8001-10199 installed dual safety belts? If so how was it done? We sure would like to have a sketch explaining the method used. The parts catalog shows a dual installation, however, the earlier models 8001 through 10069 have a flap handle system that seems to preclude the double seat belt attachment similar to that used on models 10070 and up. It would be surprising if the parts for the later flap system were available from Cessna. There may be, however, some old fuselage cabin sections in a boneyard somewhere that may hold up what is needed.

Any help would be greatly appreciated.

## • • FOR SALE - FOR SALE • •

From Joe Robinson, 1422 Kokoma Rd., Fremont, CA 94538, (415) 651-8393 or (408) 438-6921:

1 top cowling; 1 vertical fin-for parts; 4 stabilizers; 1 stabilizer for parts; 2 elevators; 2 elevators for parts; 4 ailerons; 1 wing strut-repairable; 1 left wing for parts; 1 flap; 1 wing tip; 1 battery box; 3 bulkheads; 1 generator; 1 firewall & fuselage front; 1 control tee assy; 1 set rudder pedals; 1 right door; 1 left door; 1 set brakes; 1 set landing gear; 1 control lock; 1 tail wheel; 2 tas tanks; 1 landing light; 1 log for 1946 C-120. Misc-lots of this.

Fiberglass wheel pants. Original 140 design. Were on 140 with gear extenders. Excellent condition. \$100.00. Dave or Scott Littfin, West Saint Paul, MN (612) 451-9324.

140 Wings-one set; lift struts-one set; a few misc parts. Dale Cretes, 804 Ridgewood Dr., Waukesha, WI 53186, (414) 542-3050.

Rt wing, no aileron, w/tank, has Ceconite in the green. Call (502) 459-5751 at any time-just keep trying. Ed Lang, 1325 Cherokee Rd., Louisville, KY 40204.

140 1946 N89343 TTAF & E 700 hrs more or less, Mk 12, new paint. Tom Jackson, 15918 Windy Meadow, Dallas, TX (214) 661-1502.

140 1947 NC3121N. TTAF 2950, C-85-12F TTE 1230, Compr 75, 75, 72, 78. Completely

restored 1979 with Ceconite wings, leading edge landing lights, new or overhauled instruments including azimuth type DC, elect T & B, VVI, Cleveland wheels and brakes, extensions, new door glass, Airtex interior, 3 color paint, Escort 110, ELT, new tires, battery, carb overhauled. \$6,950. W. Thomas, 1501 Fishburn Rd., #5, Hershey, PA 17033 (717) 534-2016, 9:00 to 11:00 ET.

140 1946 2257 TT, 525 SMOH, high comp., restored 1980, all metal and 3 color Imron, polished prop and large spinner, new glass, best Airtex interior and headliner, new tires, battery, Alpha 200-B, metal wheel pants, some new and rebuilt instruments. A very beautiful airplane, sold with new annual. Hangared and located on Long Island, NY. \$8,500. Call after 6:30 p.m. weekdays. (201) 762-7959. J. Edward Breuer, 13 Scotland Rd., South Orange, NJ 07079.

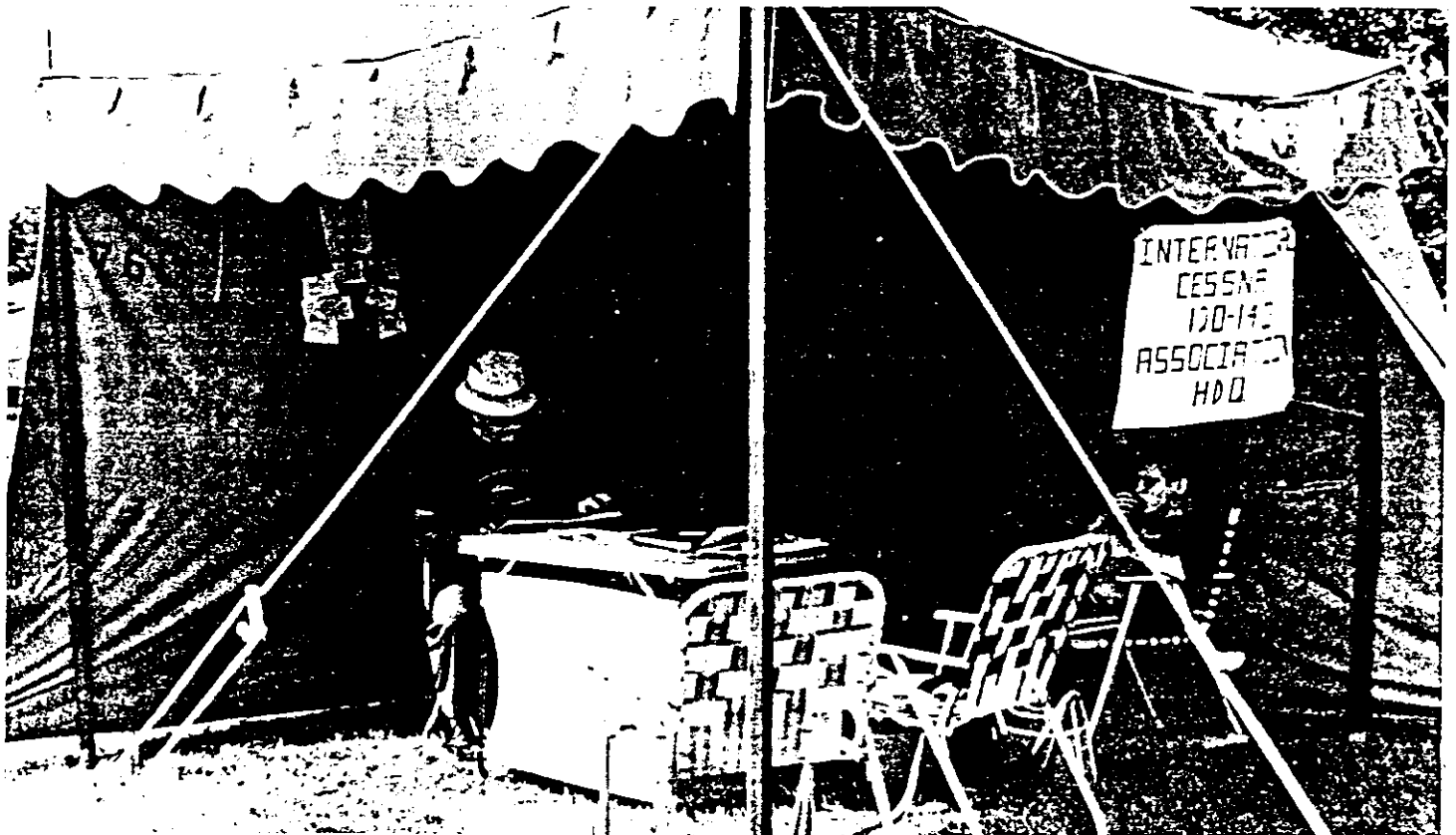
140 Rt. wing, Dick or Chuck Shreeve, Portland IN (219) 726-4398 or 6216.

Front cabin section including firewall, Bob Geary, Rt. 2, Fairbank, IA 50629, (319) 638-7741.

Parts for 120s and 140s, C. R. Auten, Box 193, Dearborn, MO 64439.

140 N12BLY, Call Al Blind, (616) 422-2290, Berrien Springs, MI.

140 Fuselage and other spare parts. Lonny Davis, Box 229, Alba, MO 64830 (417) 525-6188.



A quiet moment at International Cessna 120/140 headquarters at Oshkosh!

# ICE ANYONE?

While at Oshkosh we heard many comments about carburetor ice, its treatment and cure. After poking around in the mail bag we came up with some pertinent dope about the problem. This info was in an ad by Avemco Insurance, called **Pilot Bulletin**. We will paraphrase a bit on the lower powered engine dope.

"Losses resulting from carb icing can be reduced by greater awareness and vigilance by pilots. Unlike mechanical failure, over which the pilot has little in-flight control, carb icing can be avoided.

"... It is important for pilots to know the three categories of carb ice and the manner in which each is formed... Impact ice is formed by the impingement of moisture laden air at temperatures between 15°F and 32°F, onto the elements of the induction system which are at temperatures below 32°F. Under these conditions ice builds up on such components as the air scoop, heat valve, carb screen, throttle, and carb metering elements. Pilots should be particularly alert to such icing when they are operating in snow, sleet, rain, or clouds. The ambient temperature at which impact ice can be expected is about 25°F when the super-cooled moisture is still in a semi-liquid state...

"Fuel ice forms at, and downstream from, the point at which fuel is introduced when and if, any entrained moisture reaches a freezing temperature as a result of cooling of the mixture by fuel vaporization. This cooling process takes place in the aircraft induction system when the heat necessary for fuel vaporization is taken from the surrounding air. Then, because the cool air can hold less water vapor, the excess water is precipitated in the form of condensation, which then freezes. When any structure, such as an adapter elbow, lies in the path of the water, ice develops on that structure. If no anti-icing action is taken the ice build-up can increase until the obstruction throttles the engine.

"Visible moisture is not necessary for fuel icing. Fuel icing can occur even at high ambient temps. This is sometimes difficult for a pilot to believe unless he is fully aware of the fuel icing process. It can occur in scattered clouds, or even in bright sunshine with no sign of rain.

"The usual range of ambient temps at which fuel icing may be expected is 40°F to 80°F, although the upper limit may extend to as high as 100°F. The minimum relative humidity generally necessary for fuel icing is 50%, with the hazard increasing as the humidity level increases.

"... Throttle ice is formed at, or near, a partly closed throttle (butterfly) when water vapor in the induction air condenses and freezes, due to the expansion cooling and lower pressure as the air passes the restriction imposed by the throttle. (The venturi, that is). The temperature drop normally does not exceed 5°F. When the ambient temperature is above 37°F, then the pilot need not be concerned with

throttle icing as long as only air passes the throttle.

"When there is a fuel-air (that's us) mixture at the throttle, however, any ice formation would be attributable to water vapor freezing from the cumulative effects of the fuel ice and throttle ice phenomena. (Ah Ha!) Icing at the throttle then can occur at ambient temperatures much higher than 37°F...

"... One reason it can be important to use carburetor heat as an anti-icer rather than a de-icer lies in the 'vicious circle' aspect, especially in fast-forming conditions and when the ice buildup might not be diagnosed at an early stage. An uncorrected carburetor ice condition can mean less power, and thus reduced carb heat which may result in the formation of more ice.

"... Carburetor air heaters in small aircraft (that's us again!) are usually of the exhaust pipe cuff type. The exhaust-heated air is directed into the carb air duct as desired, so that with full carb heat the normal air duct is essentially closed off at the carb heat valve location.

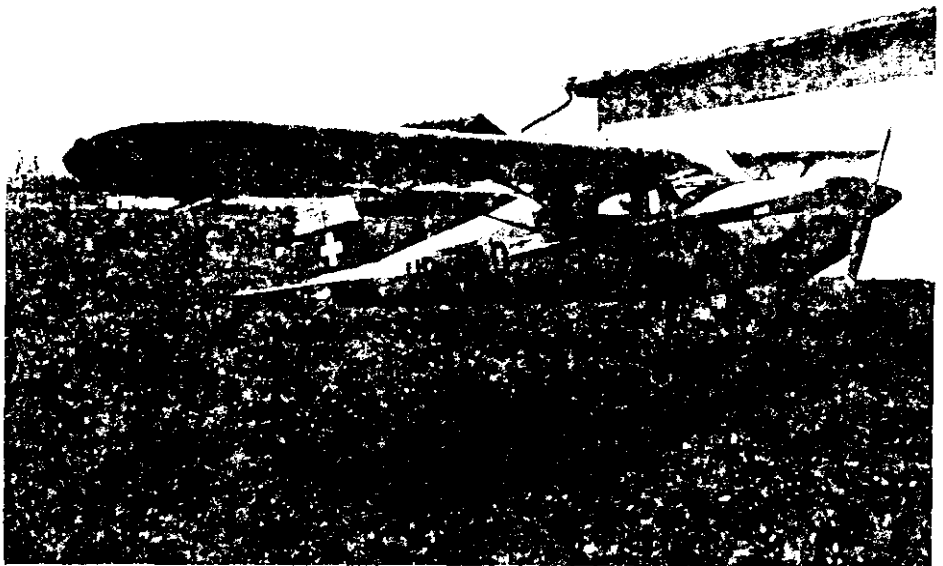
"It should be realized that partial carburetor heat can be worse than none at all under certain conditions. For example, the fuel/air mixture temperature might be at 20°F, with no heat applied, which normally would not be so conducive to ice forming as if the temperature were brought up to 30°F, by means of partial heat. Full heat, of course, could be expected to raise the temperature out of the icing range entirely. At least with the smaller engine installation when there is no carburetor air temperature or fuel/air mixture temp instrumentation, the general rule should be to use full heat whenever any carb heat is applied.

"Notwithstanding the importance of using carb heat when necessary, the importance of guarding against undue over-use should be recognized. This is based on the lower powers and high cylinder temperatures that generally result when carb heat raises induction air temps. For example, the lower power can be critical in case a sudden go-around is required, and full carb heat at high power levels and high ambient temps can cause cylinder overheating and even detonation damage. ... under high power conditions carburetor heat is rarely required.

"... Carb ice should be considered immediately as the possible cause of a power loss. With a fixed pitch prop a power loss is obviously by an engine speed reduction. ... Another way an iced carb condition might be first noted is through development of a slight nosedown attitude. After trim adjustment to level flight an engine speed reduction might then be noticed.

"... Finally, an iced carburetor might cause engine roughness although in some cases roughness might not appear until the engine is close to complete stoppage."

(Ed note: It may be true that carb ice usually doesn't form at high power settings, however, it is not uncommon for ice to form on climbout under the right atmospheric. If you detect carb ice from reduced rpm don't hesitate - pull full heat. Leave the heat on long enough for the rpm to pick up slightly. There may be a bit of roughness because the moisture must pass through the system, but hang in there until things smooth out, may be as much as three minutes! Then, heat off, watch carefully for the whole thing to start again. If you find yourself tooling along, adding a bit of power, and a bit more; you have carb ice forming. Do something!)



Jean-Marc Pasche, Favères - 2, Lausanne, Switzerland CH1006

# AD - AD - AD - AD - AD - AD - AD

81-16-05 SLICK ELECTRO, INC.: Amend-  
ment 39-4173. Applies to the following  
Slick Magneto models and serial numbers:

## Mag Model Numbers\*

4250, 4250R 4251, 4251R 4216, 4216R  
4230, 4230R 4252, 4252R 6210, 6210R  
4201, 4201R 4281, 4281R 6214, 6214R

\*All 4200 series mags use Slick Coil part  
number M-3114

All 6200 series mags use Slick Coil part  
number M-3009

## Serial Numbers\*

8100000-8109999	9080000-9089999
8110000-8119999	9090000-9099999
8120000-8129999	9100000-9109999
9010000-9019999	9110000-9119999
9020000-9029999	9120000-9129999
9030000-9039999	0010000-0019999
9040000-9049999	0020000-0029999
9050000-9059999	0030000-0039999
9060000-9069999	0040000-0049999
9070000-9079999	

\*\*Year and month of manufacture is given  
by first three numbers of serial number;  
for example 9032576 was manufactured  
march 1979.

The above magneto models are installed  
on, but not limited to, the following  
engines:

## Teledyne-Continental

A-65	C-75	O-200
A-75	C-90	C-85

## Lycoming

O-235-C2C	O-320-A2D	O-235-L2C
O-235-K2C	O-235-H2C	O-320-D1D

To prevent magneto failure due to  
cracked coil, accomplish the following  
within the next 25 hours time in service  
after the effective date of the AD unless  
already accomplished:

A. Remove magneto and visually inspect  
coil for cracks in accordance with Slick  
Electro, Inc. Service Bulletin no. 1-81 re-  
vised June 29, 1981.

B. Replace cracked coils and coils with  
less than 250 hours time in service with  
serviceable coils manufactured prior to  
October 1, 1978, or subsequent to April 30,  
1980. The date of manufacture is stamped  
on each coil.

C. Accomplishment of this Ad should be  
indicated by stamping the letter "C" into  
the metal name plate following the last

digit of the magneto serial number, as  
well as the appropriate logbook entry.

Alternate methods of compliance with  
this Ad must be approved by the Chief,  
Engineering and manufacturing Branch,  
FAA Great Lakes Region.

This amendment becomes effective  
August 6, 1981.

## RAMBLIN'

Just had a marvelous trip flying about  
the country, and here are some of the  
restaurants we liked.

We landed at Toronto Island, just off  
Toronto, Canada, and took the little "free"  
ferry across. We walked left and then north  
from the parking lot to Sgana Cafe facing  
the marina. Lunches ran from \$2 to \$7 and  
one can sit outside facing the lake and  
the boats. The service isn't exactly fast  
but it's a continental sort of place and we  
had delicious mussels.

On our way back from California we  
wanted to stop at San Carlos as we had in  
the past and walk a quarter mile to the  
truck stop for lunch, but CB's were pres-  
sing us on so we landed at Tucumcari.  
Not a vending machine was working! FSS  
said that Clovis was a bigger airport so we  
pressed on. At Clovis there wasn't even a  
broken machine! It was a nice place  
though. I called TCC FSS and gave a pilot's  
report--no food at Clovis. FSS asked the  
type aircraft and said he would put the  
information in PIREPS.

At Lubbock's Town and Country Airport  
the FBO loaned us an old Vega to get the  
kind of food we wanted.

The best place we've found this year is  
the Skyliner Galley in Farmington, NM. The  
king crab enchilada (\$2.75) was perfect!  
However, for good food and more atmos-  
phere try the Tahitian Terrace at Shangri-  
La, Oklahoma. Lunches run from \$3. to \$5  
and when you call on 122.7 they send a  
courtesy car to your plane before you can  
get tied down. Indoor tennis courts are  
\$15 per hour and everyone is extremely  
cordial. You've got to see it to believe it.  
Tiki torches and Pupu trays aside, the Okies  
enjoy Hawaii at a much lower price.

-Dorchen Forman

## CALLING ALL N NUMBERS!

We are putting together a list-  
ing of all our members by N  
number. If your N number is  
not correct in the last direct-  
ory or on your address label,  
missing, or you have a new  
one - let us know. Send to Box  
92, Richardson, TX 75080.

## EXHAUSTED!!

Bill Pancake, Rt. 4, Box 278, Keyser, WV  
26726 (304) 788-1974, says that he is about  
at the end of his tether. His exhaust sys-  
tem on his 1947 140 has been repaired for  
the last time, no more riveting, no more  
welding. Does anyone have a 150 exhaust  
system installed? There is no STC for it,  
but somebody might have a 337 form that  
was used for approval of the set up. The  
FAA says that if they could see an approved  
337 they would go along with this  
installation.

There are several STCs for O-200, basically  
the same engine as the 85 or 90 hp jobs.  
Why would they object to the O-200 ex-  
haust system? Can someone enlighten us?  
If not, please give bill a call. He's trying to  
get ready for the big **ANDERSON, IN IN-  
TERNATIONAL CESSNA 120/140 FLY-IN!**

The International Cessna 120/140 As-  
sociation Newsletter is published  
monthly by Joy Warren, 1009 Porter  
Rd., Milford, MI 48042. Subscription  
rates \$5.00 per year included in the  
annual membership dues. Application  
To Mail At Second-Class Postage Rates  
is Pending at Milford, Michigan 48042.  
POSTMASTER: Send Address changes to  
THE INTERNATIONAL CESSNA 120/140  
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Michigan 48042.

## International Cessna 120/140 Association

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