International

Cessna 120/140 Association

NOVEMBER 1981 BOX 92 • RICHARDSON, TEXAS 75080 ISSUE 46

• • • TALE WINDS • • •

Well, another annual convention has come and gone. Those of you who were unable to attend missed a wonderful fly-in and we hope to see you next year or at a local event. We had a large turnout but with 650 members we are expecting a bigger convention next year in Atlanta, Georgia.

I would like to thank the many people who donate their time, money and effort to make this non-profit organization a success. The goals of the organization are to promote the safe flying, preservation, and improvement of the Cessna 120/140. It is the combined efforts and input of all members and officers that help us achieve these goals.

As your new President, I have been asked by our newsletter editor to contribute a monthly column. It will consist of a series of articles on various aviation subjects. I solicit your comments and input on the subject matter you would like covered. I can expound on the topics to considerable length and detail, and that will be governed by your suggestions and comments. Also, I would like to shoulder any questions you may have. Please send the questions directly to me in Maryland and they will be printed along with the answers in this column.

Let's address the subject of utilizing the benefits of the Air Traffic Control System. As taxpayers we are paying for many services that we may not be utilizing and the cost of these services may be increasing. Even with our small airplanes and with minimum radio we can take advantage of many services offered. Most of us have a communications transmitter and receiver, a navigation receiver, and a transponder. If you don't have a transponder, I highly recommend one. It is light weight, and draws very little amperage and is quite reliable. A few years ago I could see no need for one. I felt it was something to benefit the Air Traffic Control and of no benefit to me as the pilot. I was miserably wrong.

With this simple radio package you can get such information as real time pilot reports, fuel information, traffic separation, weather, navigation, ground speed, search and rescue, and answers to most any question pertinent to your flight. It keeps you out of trouble with the increasing number of Terminal Radar Service

Curley Owen

Areas (TRSA) and Terminal Control Areas (TCA).

First, let's explore EFAS - Enroute Fight Advisory Service - commonly known as Flight Watch on 122.0 MHz and the service it offers. It is probably the best thing the FAA has done for cross country flying in many years.

What are real time pilot reports? These are pilot reports of current flight conditions as opposed to a weather sequence which may be outdated or not available for the particular area. It is quite useful in areas that do not have reporting stations such as the Appalachian Mountains or other isolated areas, and for getting current winds aloft information or during times of rapidly developing thunderstorms. These reports are available on 122.0. Many of these stations are in prime geographic locations throughout the country and more are being added to provide pilots with correct, useful information.

An example of the radio call on 122.0 would be, "Indianapolis Flight Watch, Cessna 3603V." After establishing radio contact you would give your location and state your request. If you are not sure which Flight Watch is available in your area, just call "Flight Watch" on 122.0 with your identification to establish communication. Pilots are encouraged to report weather encountered.

With our desires to operate on 80 octane fuel and with the knowledge concerning fuel availability problems in some areas of the country, frequently Flight Watch can supply that information. You can see how well this works because the Flight Watch operator has a host of information because he has the ability to talk to any aircraft monitoring his frequency. Thus, many questions pertaining to your operation may be handled through Flight Watch or Flight Service Stations.

In subsequent months we will cover other phases of the Air Traffic Control system, such as Flight Service Stations, approach and departure control and the Air Traffic Control center as they apply to our VFR operation.

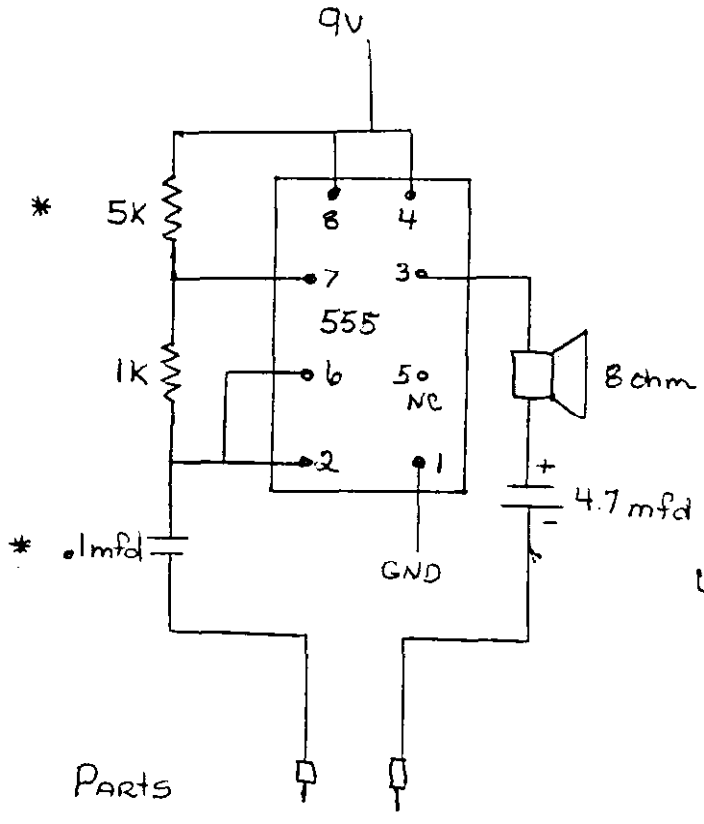
Please send questions and comments to: Curley Owen, 525 Lakeview Circle, Severna Park, Maryland 21146.

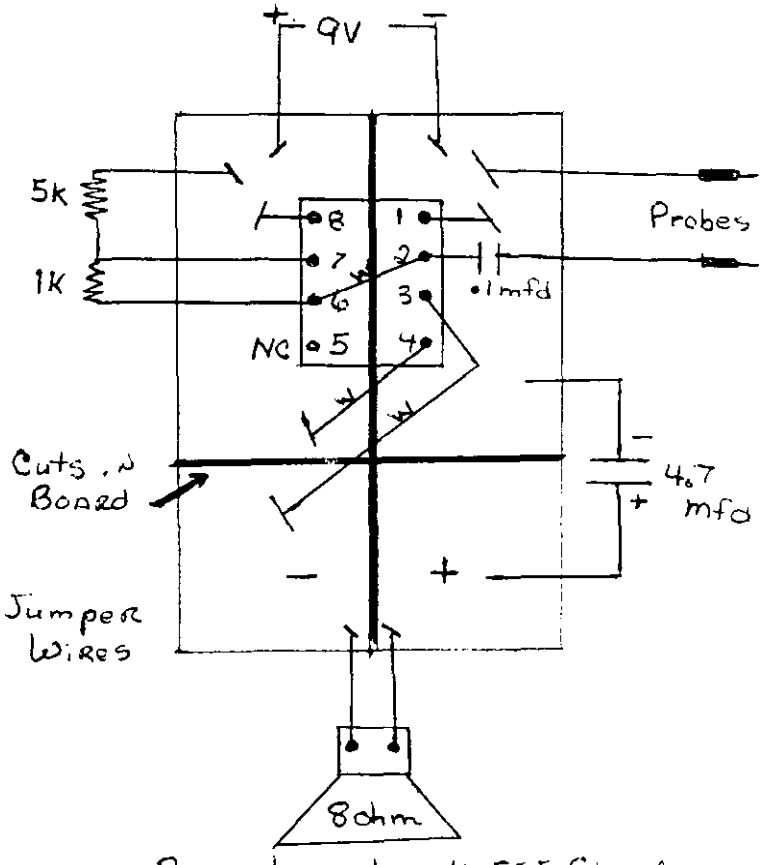
• • HELP • HELP • •

Ronald N. Vecchioni, 4504 Sleaford Rd., Annandale, VA 22003, writes: "With the recent time change and winter coming I can no longer make it out to the airport after work before sunset. I would like to continue flying during the week and build some night VFR time. Unfortunately, my C-120, although equipped with an electrical system, does not have a landing light. I haven't had too much trouble landing without it, but I recently taxied into an unseen drainage ditch at an unfamiliar field. No damage to the plane, but it scared the hell out of the pilot! Also my FBO has warned me that they have had a problem with deer grazing on the runway at night. I've decided that before I bust the airplane, I want to install both landing and taxi lights. Everyone I've spoken to locally says the old motor driven lights that grind down out of the wing are miserable, and are useless anyway when the airplane was flared for a 3-point landing. I've seen a number of 120s and 140s with leading edge landing lights similar to what one finds on a C-150. Is there a kit available, or an STC for installing the C-150 light assembly."

(Ed note: Yes, Ron, there is an STC. How about--SA1-436 leading edge landing lights in left hand wing, held by Skycraft Design, P.O. Box 67, West Tranton, NJ; or--SA99EA, ammended 2 July 1970, metalize wings, wing landing/taxi light installation, held by W. F. Robison, Valley Air Service, P.O. Box 241, Lanett, AL 36863. And then how about this from Bill Rhoades, Rt. 3, Box 89B, Northfield, MN 55057? We printed Bill's STC in Issue 40, March '81.

TIMELY TIMING LIGHT

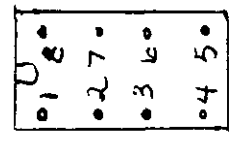




Parts Layout with 555 Glued to pc board with pins up

Parts

1. 555 Timer
2. 1K Resistor
3. 5K Resistor Optional 100K Adjustable
4. .1mfd Capacitor Optional from .1 mfd to .001 mfd
5. 4.7 mfd Electrolytic Capacitor
6. 8 ohm Speaker
7. 9 volt Battery



555 Timer Pins with Legs Down

"I needed a timing light and since my other part time interest is electronics, I looked for a circuit that would be both cheap and easy to build. Below is what I came up with and used on my last 140 annual.

"The construction is fairly simple using copper clad printed circuit board. The box was purchased from the local Radio Shack store. It is a 4 x 2-7/16 by 1-1/16 board with vertical slots in it for the circuit. I cut the board to fit the box and also cut the copper coating to divide the board into four parts. The leads of the 9 volt battery are connected to two of them and speaker leads to the other two. The 555 timer is glued, pins up, to about the center of the board.

"The following connections are made:

1. Jumper wires
   A. Pin 2 to Pin 6
   B. Pin 3 to negative speaker connection
   C. Pin 4 to 9 volt positive
2. 5k resistor from 9 volt to Pin 7
3. 1k resistor from Pin 7 to Pin 6
4. Pin 8 to 9 volts
5. Pin 1 to ground
6. No connection on Pin 5
7. 0.1 mfd capacitor from Pin 2 to probe
8. 4.7 mfd electrolytic capicator, negative lead to ground, positive lead to positive speaker lead
9. One probe lead comes from ground and the other comes from the 0.1 mfd capacitor
10. If your speaker comes marked positive and negative, connect it up that way. I tried the wires both ways on my speaker and it didn't seem to make any difference.

"The value of the 5k resistor and the 0.1 mfd capacitor can be changed to vary the pitch and tone. It the on and off switch is not used the battery must be disconneted when not in use. The timer operates all the time but the tone is generated only when the leads are connected. An old transistor radio is a good supplier of parts. A small 30 watt pencil type soldering iron should be used since the 555 timer is small and delicate.

"Since there isn't a light this should be called a timing indicator but the operation is the same. One lead goes to the magneto points and the other to ground. I use the mag filter for a connection to the points. Much easier to get at. One big caution; if the points are disconnected from the magneto switch for any reason the mag is operational and the engine could start. **Use CAUTION!!** The tone will start as soon as the leads are connected. As the engine is turned over, the points will open and there will be a definite change in pitch.

"For those people not interested in projects, Radio Shack stores sell a code socillator module that should do the same thing. It is powered by a 1½ volt battery so it will not be as small and compact. For this timer all you need is the module, battery, and a speaker. Any problems with construction or locating parts, drop me a note. Also, I have a supply of circuit board, if needed. All I need is a case and the size of the board.

"GOOD LUCK" Bill Rhoades, Rt. 3, Box 89B, Northfield, MN 55057.

• AD • AD • AD •

Don't get excited! Just a couple AD notes by special request.

47-13-5 Cessna (Was service Note 3 of AD-768-5.) Applies to 120 and 140 Aircraft Serial Numbers 8001 to 13780, inclusive.

Inspection required upon each 100 hour 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 ½ inch in length are found a reinforcing channel, Cessna P/N 0434151 at the outbound 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 ½ inch the spar should be replaced and the reinforcing channels added.

48-5-3 Cessna Applies to All 120 and 140 Aircraft.

Inspection required each 100 hours of operation.

Inspect wing drag wire system for loose or broken drag wires and inspect ribs for damage. Inspection openings should be installed aft of the rear spar just inboard of Rib 5 and just outboard of Rib 10 if not already installed. Drag wires should be rerigged if loose, or replaced if broken, and drag ribs should be repaired or replaced if buckled. No. 6 drag wires in the outer wing panel found broken are to be replaced with No. 8. Buckling of the intermediate rib flanges at the spar cutouts does not render the wing unairworthy; however, reinforcement with Cessna P/N 10004-58 is recommended. If the flanges are cracked the reinforcement should be installed. (Cessna Service Letters 27 and 39 cover this same subject.)

1981-82 OFFICERS

President - Curley Owen
Vice-President - Frank Hancock
Secretary - Betty Merwin
Treasurer - Jim Merwin

Regional Coordinators

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

LET'S GO FLYING

Curley's maintenance tip of the month: Putting a new tire on that old crate? Bead of the tire stuck to the wheel? Don't use a screwdriver and damage the magnesium wheel. Just pour a little gasoline around it. Works like a charm!

FROM THE EAA . . .

HALES CORNERS, Wis. (October 1, 1981) — FAA representatives from Washington and Chicago were given some tips this week on how to fly a light airplane on automobile fuel.

Paul H. Poberezny, president of the EAA, told a meeting of FAA officials at the Great Lakes Regional Headquarters in Chicago that phase one of EAA's year-long auto fuel test had been successfully concluded.

He said EAA had requested the meeting to present its case for a supplemental type certificate that would permit the use of automotive gas in the Cessna 150 aircraft used in the testing program.

"Although we expected no major decisions to come out of this initial meeting, we were assured by Tom Horeff, FAA Washington representative, and Walter Horn, the Great Lakes Regional Director, that EAA's flight test results would be handed to the decision makers in Washington," said Poberezny.

. . . "We left with the distinct impression that FAA is more than willing to work with us and are looking forward to the results of further testing being conducted by EAA," said Poberezny.

. . . EAA began testing auto fuel in 1976 as an alternative to dwindling supplies of aviation gas. While all tests have been successful, EAA and FAA caution against the use of auto fuel in aircraft other than those granted a supplemental certificate.

Oshkosh '81 records: more than 500,000 people attending a sporting event; 325 exhibitors in 165,000 square feet; 130 pay phones and 82 business phones; 464 prota-potties; 3,875,000 feet of toilet paper; 100 tents totaling 40,000 square feet; 11,000 plus airplanes on one airfield; 1600 plus showplanes in competition.

Oshkosh '82 dates are July 31 - August 7.

••HELP • HELP••

Gary Jones, P.O. Box 13043 Airgate Station, Sarasota, FL 33578, says he would like to install a STALL WARNING system on his 140. We noticed that this device is an optional piece of equipment shown in the 120/140 parts catalog. It shold not differ much from the unit used on 150s. Has anyone installed one? If so, why not drop Gary a line?

The Newsletter has had many requests for an STC to install an ALTERNATOR. We don't have one, nor is there one that we know of. Surely many have been installed. Earl Zimmerly, 727 E. N 12th, Abilene, TX 79601, has one on his bird, and some time back sent info about it. We found the dope in our files but it was scattered about so don't know what goes with what! Also, Frank Rittersbacher, SGS-5-LK-Lotawana-Rt 1, Lees Summit, MO 64063, knows about the installation. Would someone be good enough to send us the dope so we can get it in the Newsletter?

Also, we have discovered that the wiring on our machine is in various states of decay causing strange flickerings of needles, smells, and rundown batteries. We would have more luck restringing a 400 string banjo than rewiring the system—unless we had a schematic more clearly delineated than the drawing in the parts catalog. Our bus bar, a wire about the size of a Kenworth truck axle, has gotten pretty loosey-goosey! A good place to start. A good schematic would be a **major** contribution.

• • • WELCOME NEW MEMBERS • • •

W. H. Leff - N2950N, 1104 Lakeland Ave., Valdosta, GA 31601
Kenneth Cross - N89814, Box 370, Chester, MD 21619
Frank Parent - N72733, P.O. Box 775, Hampton Bays, NY 11946
Don & Cindy Swick - N76137, 681 West Columbus St., Pickerington, OH 43147

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

(Subscription rates $5.00 per year included in the annual membership dues)

• • • CHRONICLE • • •

In 1975 and early 1976 three of us, two 140s and one 120, all based at Dallas North Airport began swapping and seeking mechanical and technical advice from one another. We also did a lot of group flying, visiting with other 120/140 owners at other airports. Invariably someone would ask if anyone had ever heard of a 120/140 club. No one had. "Well, someone should start one!" was the usual answer.

Between us we took over thirteen aviation periodicals not one of which made mention of a 120/140 club. The EAA didn't know of one either. So, in early 1976 we did start one! The first four members were Tom and Beverly Teegarden, Glenn Usher, and Garland Haskell.

The first fly-in was held July 17, 1976. We got permission to put it on at Lancaster, Texas, airport, a suburb of Dallas. All thirteen publications were asked to put the event in their calendar, all but FLYING MAGAZINE cooperated. We ran an ad in Trade-A-Plane touting the Association and memberships. We visited airports every weekend, attended every fly-in recruiting members. Each new membership was the result of a real selling job. Such reluctance, and skepticism! The bit Fly-In was actually rained out, but Jack and Joan Poppenhager of Canton, IL, Frank and Etheline Rittersbacher of Kansas City ran the scud in early. Over the two days of the event we swelled our ranks to eighteen. Our primary flying activity was trying to get in and out of Lancaster legally.

The next big bash was the following month at Lake Texoma Lodge in southern Oklahoma. The weather was perfect and we had a real fly-in going with contests, round table discussions, and the beginning of a dedicated group. By this time we had three newsletters out plus one and a half fly-ins and had grown by blood, sweat, and tears to thirty-five members.

About this time Don Herman of California wrote to tell he had gone through this agony a year earlier and his West Coast Cessna 120/140 Club was nearing 100 members. Don and I had more correspondence, comparing notes and in general comiserating with each other. My problem was that all our members wanted patches, decals, T-shirts, caps, the works! With only thirty five members we could not support the minimum purchase required to provide these items. Beverly was doing all the typing, we subsidised the postage, printing, bookings for fly-ins through our business. Don and I agreed that all this was just too much work to be done once on the West Coast, and again in Texas. Don wanted us to take over the whole works, but because of his greater experience and large membership, we felt Don should handle the whole works! Don then decided that he would prefer to maintain the West Coast Club because he had a natural region west of the Rockies. We agreed to cooperate in every way possible. We would try to grow east of the Rockies because we had members in about twenty states. Don's membership would continue to be only West Coasters. Don put us in touch with his west coast patch supplier and suggested we use his art work so that all we would need do is change the name. We agreed that if we received a request for membership from a west coaster we would forward it to Don, and vice-versa. Our ultimate aim was to merge into one larger association of 120/140 owners. When we decided to incorporate we submitted our proposed by-laws to Don for his input before we went ahead. We learned, however, that the West Coast Cessna 120/140 Club had already incorporated, that Don had retired from the club and that it was under new management. So much for that! Later attempts at cooperation were unsuccessful.

Our second annual fly-in and meeting was held at Arrowhead Lodge at Lake Arrowhead in eastern Oklahoma. Before the business meeting I had secured at least two nominees for each office to be voted and officially resigned at "dictator." Explaining that I had only assumed leadership, and that I had used up all of my ideas on contests, fly-ins, a half-dozen newsletters. My aim was to leave the Association with a bona fide democratically organized format. Jack Poppenhager was elected the new president, Glenn Usher vice president, Frank Hancock secretary/treasurer, and Mack Newsom took the newsletter responsibilities.

Moline, Illinois was the site of the 1978 annual fly-in and meeting, our third national one. Tom Norton was elected president, Usher vice president, and Frank Hancock continued as secretary/treasurer. . news editor was to be appointed at a later date.

I've been mostly an observer for the past couple of years and must say that I am overwhelmingly pleased to see how the membership has grown. It is obvious that Tom Norton and Frank Hancock have worked diligently at Oshkosh, Tullahoma, and other fly-ins, and that a regular newsletter very professionally put out - all this has brought our Association to the position it now has. We have many dedicated people working year around promoting it, and we have all benefited.

The turn-out this year at Anderson is an indication that the International Cessna 120/140 Association has arrived! Sixty-two airplanes of one model gathered together for a week-end represents a solid core of enthusiasts. Let's get to work to make the Atlanta Fly-In even better!

CONTROLLED DRONE?

This is not for married male pilots but for C. R. Fowler. At great expense we dug through the old issues and found just what you are looking for!

John D. Lind, Box 206, Essex, IA 51638, has a full set of plans for a Cessna 140 model drawn by Sid Morgan. The scale is 2 inch with a 65½" wingspan. It will handle .45 to .61 cubic inch engine. He says that for model lovers he will get it reproduced at his cost plus mailing!

The International Cessna 120/140 Association 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 ASSOCIATION, 1009 Porter Rd., Milford, Michigan 48042.

International Cessna 120/140 Association

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