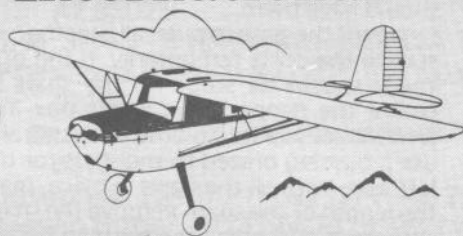


Cessna 120/140

International



Association

DECEMBER 1981

BOX 92 • RICHARDSON, TEXAS 75080

ISSUE 47

• • • TALE WINDS • • •

by Curley Owen

Last month in this column we had the first of a series of articles devoted to the utilization of our Air Traffic Control system using a limited avionics package in a VFR environment. In other words, flying like the big boys without being saddled to the systems as they are in their million dollar oil burners. This month let's discuss Flight Service Stations (FSS).

How do you contact them? What services do they provide? The radio call is the name of the facility plus "radio," for example, "Morgantown Radio, Cessna 3603V listening 122.6." You are expected to identify the frequency to which you are listening because the FSS operator has several he is working.

The FSS frequency is printed on your navigational chart adjacent to the nav-aid box and in many other places such as "Sky Prints." As you know from ground school, it is printed in blue for VHF facilities. In the Canadian north and some other remote areas of the world, you will find voice communications indicated in the magenta colored boxes associated with low frequency homers. It is important to have a current chart because radio frequencies change regularly; but in the event you do as I do and sometimes fly with a worn-out map, there is an almost fail-safe crutch and that is the frequency you should remember if you forget all the rest! Remember **122.1** on your transmitter and listen to the VOR on your nav set! Most VORs have voice capabilities.

Years ago FLYING magazine published an article in which the writer was questioning why so many non-instrument airplanes of our type crashed in inclement weather without the pilot ever asking for assistance of any kind from the FSS. It was implied that many pilots suffered from mike fright and just didn't use their radios. This may have been far from the situation and could be due to scud running at low altitude. You all know that at low altitude you have little range with your VHF communication set, which is line of sight. If you do get in trouble and try to call somebody on the emergency frequency of 121.5 in many cases you will be out of radio range and you can call until doomsday, if you have that much gas, and no one is going to hear you! Again, remember the frequency 122.1.



Curley Owen

The reason you can transmit communications on 122.1 and receive on the VOR frequency when it is impossible to transmit and receive on 122.6, 123.5, 121.5, 123.65, which are some standard FSS frequencies, is because if you are in the vicinity of a VOR station, the antenna for the voice communication is located at the VOR site with ground lines (wires), as opposed to radio waves to the FSS which may be many miles distant. With frequencies like 122.6, 123.5, or 123.65, you are transmitting all the way from your aircraft to the antenna located at the FSS. As FSSs are being closed in the economic cutback by the Feds more communications are being remotored. Look at any sectional chart and you will see several VORs with a name in brackets underneath indicating the FSS servicing that VOR, such as Gordonville, VA, being serviced by Washington 90 miles to the northeast. You can see that it would be very unlikely you would be able to talk to Washington FSS on 122.6 from that VOR at 800 ft. but transmitting 122.1 and receiving 115.6, the VOR frequency, would work just great with only a few hundred feet to transmit. Be sure to turn up the volume on the nav section of your radio. There is nothing that will irritate a FSS operator more than repeated responses to you while your volume is down.

FSSs are most commonly used for getting weather reports and for filing and closing flight plans. On a recent flight eastbound and approaching the Appalachian Mts., we received some superb handling from Morgantown FSS. Prior to our departure ample weather was checked and

assurance was given that we would encounter excellent visibility and high ceilings for the entire trip. We were quite surprised when we called Morgantown Radio and were informed that no one had crossed the mountains VFR that day! All the little ones had turned back—good for them! It was now 4:00 p.m. It seemed there was light rain and short visibility in a narrow band for many miles along the ridges and positioned directly across our route with no weather reporting stations in that area. We were impressed by the professional attitude when the operator at the FSS volunteered to call the managers of two airports along our route and have them go outside and take a look at ceiling and visibility. With those reports the flight was continued through weather which was not good but not uncomfortable when armed with the information received from all those very helpful people. Our aircraft was the first through that day—VFR. Induction icing was encountered, (not airframe icing - if it had been we would have gotten out of the area fast) and after 50 miles the weather was nice. Reports concerning the icing and flight conditions were made to Flight Watch and the FSS. Flight Service really went out of their way to be most helpful.

Again, I would like to ask that all questions and comments concerning this series be sent directly to me for answers and publication in this column for the benefit of all. Next month I am really going to ramble on. We are going after the Center, Approach and Departure Control, TRSAs and TCAs.

• NOT SO HOT •

CAUTION! OWNERS AND MECHANICS! At least one company has been advertising for sale, "... overhauled aviation spark plugs." This company at one time did apply for repair station certification to overhaul spark plugs, but that certification has not been granted. Aircraft owners and maintenance facilities who buy and install unapproved parts are reminded that they must assume the responsibility for determining the airworthiness of such parts. (From the DOT FAA Flight Standards publication.)

• HELP • HELP • HELP • HELP •

We have help at last for those of you who need the paint scheme details for 120/140s. The model years are for '46-'47. Drop us a line and we'll send a sheet along. It's too large to reduce properly for the newsletter.

We need help from the membership for a bit of patience and understanding. N.J.R. Epson, 15-15A St. Matthew's St., Ipswich, U.K., 1P1 3EL says: "Is a lousy sticker and a membership card all I get for my \$12? How about some back issue newsletters if no current ones are forthcoming? Cheers-J."

The news would really like to hear what's going on in the U.K. with 120/140s. How about a contribution from you, J.? We're all volunteers, you know!

R.G. Beicker, Rt. 2, Box 326, Seguin, TX 78155, sez he has acquired N2240N, a 1947 140 and is in trouble right off! He needs the entire leading edge and lift struts for his right wing.

(Ed: Don't know about best price, Glen, but try Univair. Also, keep looking in TRADE-A-PLANE.)

Incidentally, the wing leading edge landing light installation was printed in Newsletter #40, March of 81. If you need it let us know and we'll send one out.

If you are having trouble with the old carb heat box, listen to this from Bill Rhoades, Rt. 3, Box 89B, Northfield, MN 55057.

"Next time annual comes around take a close look at your carburetor heat box. More than likely you will find the shaft and bushings worn. There are two ways to solve the problem. Wag Aero sells a ball bearing replacement kit in their catalog that is a bolt on replacement. The other is to replace the bushings. I prefer the bushing replacement. Besides being cheaper, bearings like to rust where bushings just get sloppy.

'First of all, you will need to find a friend with a welding torch. All the heat boxes I have done have been brazed together. A little easier than welding. Remove all the old parts, shaft, arm, bushings, and flapper valve. If the bushing hole has elongated more than 1/8" it might need a repair. The lip of the replacement bushing is only 1/8 inch. Next take a look at the shaft. I used one that will never wear out. I used a 1/4" extension drill. This is a standard 1/4" drill that

is 12 inches long. Most hardware stores should have them.

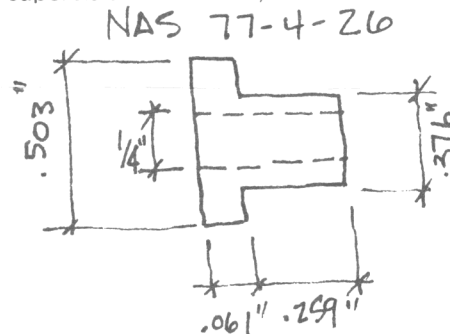
"Now is the time to put it all together. Install all the parts temporarily in the box. There should be stops on the shaft to center the flapper valve in the box. The arm will act as a stop on the right side and use a bushing brazed to the shaft for the left side. With all the parts in place, mark the length of the shaft. Remove the shaft, shorten it and braze the bushing on the end. Reinstall the parts. Tack them in place and adjust them until the flapper moves freely. Finish the brazing and the job is done.

"The bushing is an MAS77-4-26. It is a cadmium plated steel bushing with the dimensions shown below. I don't know the exact cost but it should be under a dollar each. I got the bushings from Tri-Star, Inc., 4505 S.W. 36th St., Ft. Lauderdale, FL 33314. They have a catalog with AN and NAS listings and descriptions of their products. The cost of the catalog is \$5.00 plus shipping.

"If the receptacles for the air filter fasteners need replacing the part number I have is 82-35-302-15. I have been told that Burbank A/C Supply, P.O. Box 99379, Marina Del Ray, CA 90299 has them.

"Good Luck with your 120/140."

(Ed note: Please do all work under the supervision of an A & P, or AI.)



Joe Eastburn recently purchased Pat Piper's '47 120. "The plane was damaged by high winds during Hurricane Frederic in 1978 and has been stored since. Damaged were both wings and the rudder. If anyone is parting a 120 out please let me know."

Route 2, Box 151-G, Gulfport, MS 39503.

Joe Schilling, P.O. Box 5256, Jacksonville,

AR 72076, gave us a couple photos at the Talequah, OK, fly-in this fall, Joe's machine is polished. He wraps the fuselage with old fashioned table-cloth from Sears, "oil cloth" it used to be known as. Joe says the shine is maintained beautifully with no moisture problems... hangared of course.

Also, the fresh air outlets in the wing-roots on Joe's plane are loose and tend not to stay in place. Joe fashioned a clamping device from a hose clamp and a thumb screw. In the photo you can see the clamp holding a small aluminum plate with a threaded hole and thumb screw. Very simple and easily installed.

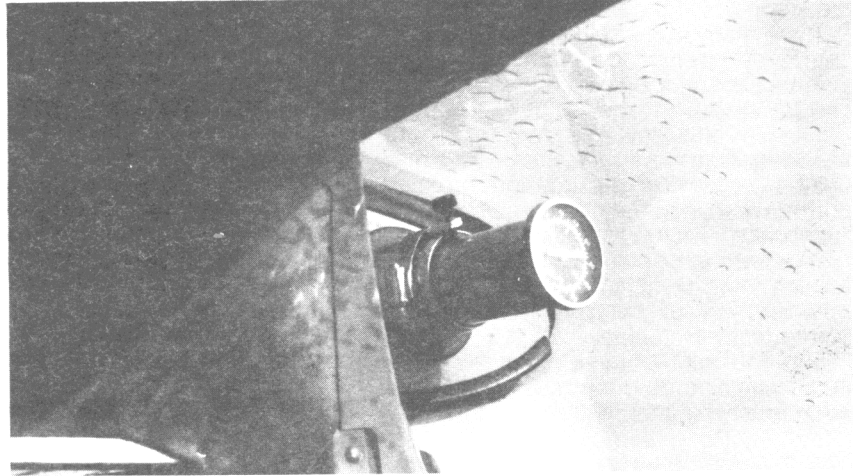
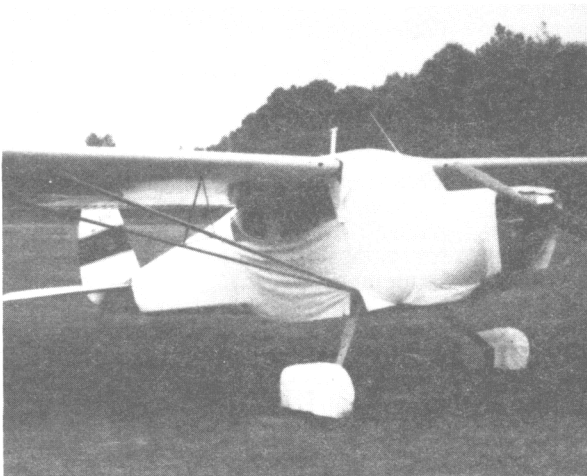
Thanks much, Joe.

George F. Hobbs, P.O. Box 156, Lourdes du Blanc Sablon, Duplessis, Quebec, G0G 1W0, says that a crack has developed in the FRONT MAIN SPAR (cabin area), left side just inside where the doorpost connects with the main spar. Geo asks if this can be repaired by welding. If not, and it has to be replaced, where can he find a good one?

(Ed note: George, a welding torch around monocoque structure is not a good idea. Generally speaking, cracks must be repaired with backer plates riveted in regular, properly spaced patterns. If this cannot be done in accordance with the FARs, the part, or skin, must be replaced. Sent George drawings from issue #39. You will notice, George, that the drawing shows a doubler repair for the upper door post and not the main spar. If we understand you correctly this would be the front carry-through spar, a hat section die stamped.. An AI might be able to recommend a repair for the crack. At any rate accept nothing other than his recommendation. As you know, this carry-through is an extremely vital organ. If, however, the crack is in the upper door post the drawing will help.)

If anyone has a schematic drawing for a NARCO VOA-3A your Ed could sure use a copy! NARCO sent us the 'Maintenance and installation' manual, but they have nothing on the VOA-3A. If anyone hears us, please send to Box 92.

And another thing, does anyone have a 337 for the installation of the horizontal stabilizer stiffener channel. We have had several requests, and have asked before, but so far have had no response.



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, 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 assembly, 1 set rudder pedals, 1 right door, 1 left door, 1 set brakes, 1 set landing gear, 1 control lock, 1 tail wheel, 2 gas tanks, 1 landing light, 1 log for 1946 C-120 plus misc - lots of parts to numerous to mention.

1946 140, N89318, C/N 8346, 880 hrs. on chrome major, 3350 TTA. FGP, clock, Hobbs meter, strobe, volt meter, wheel covers, good rubber, excellent glass all around, upholstery very good, paint good - can use some on the tail feathers, large Scott tail wheel, Narco Mk 3. Wings are metalized on the top side and new (June 80) Ceconite on the underside. Wings were stripped, cleaned with WO #1, Alodined, Zinc Chromated, sealed, primed and painted with ployurethane catalyzed Acrylic enamel. I need more hauling capacity. Aircraft is hangared at Scherдин Airport, Houston, TX. G. W. Putney, (713) 297-2202, 238-3668 bus.

These items from Gene Bohl, 102 8th St. N., Northwood, IA 50459, (515) 324-2314. 1 left aileron-very good \$110; 1 carburetor for 90 HP Stromberg-good-\$75; 1 alum. left wheel pant-fair \$50; 1 pair gear extension plates \$40; 1 original small Scott tail wheel-new condition \$100; 1 set log books & Data Plate-1948 \$80.

Gene says he missed Anderson--(We noticed, Gene!). He was going to put in new rings before the trip but found loose rod bearings when the jugs were off. (A flimsey excuse!). "The 140 has only 720 hrs TT, but too much sitting around since new. It was majored--two months and much bucks. The crank was turned down .010 and the case line bored. All new parts were installed so the engine should be good for years. I removed my gear leg extensions last spring to install my original wheel pants and can say that I don't see any difference in landings. I've been flying in some snow and rough grass strips," says Gene.

WHAT HAPPENED TO DECEMBER?

As you now know, it finally has arrived. Maybe we can all enjoy it more now that the busy holidays have passed. The following quote is from a letter I received from Glenn Usher, our witty and indefatigable editor: "Sorry to be so slow getting this copy to you but you know Xmas! Had a cataract removed about three weeks ago and am now the proud owner of a new 16 power plastic lens implant. Probably be scared to death of what I wasn't seeing! At any rate, I am seeing 20/40 now and improving--the left eye that is. The right is 20/20 and fogging! Keeping my fingers crossed."
JW, Publisher

• • • WELCOME NEW MEMBERS • • •

Denise & Billy Mitchell - N4275N, 511 West Gibraltar Lane, Phoenix, AZ 85023

J. M. Streit - N1863V, R. 1, Box 11A, Hanson, KY 42413

Francesca McRae - N72203, 6 Brooks Park, Apt. 29, Medford, MA 02155

J. Brundage & Harriet Parsons - N76697, 295 Mason, Ann Arbor, MI 48103

Joseph M. Eastburn - N2127V, Rt. 2, Box 151-G, Gulfport, MS 39503

Melvin Huber - N2429V, Rt. 5, Perryville, MO 63775

Donald D. Sayman - N67867, 939 Scottsville-Chili Road, Scottsville, NY 14546

Edward J. Fitzpatrick - N2490N, 7476 Havens-Corner Rd., Blacklick, OH 43004

Chris R. Broadt - N5604C, RD #2, Box 225, Selinsgrove, PA 18705

James R. Smith - N2297V, 4468 Wyandot Tr., Green Bay, WI 54303

Kight's Air Parts, 4530 S. Country Club, Tucson, AZ 85714 (looking for machine)

Alfred & Esther Long - N76154, 2338 So. Lima St., Aurora, CO 80014

Robert E. Toole - N76478, 6207 Truman Drive, Temple Hills, MD 20748

Thomas Ruggles - N76735, 315 West Street, Three Rivers, MI 49093

Lt. Col. Walter G. Palmer, USAF ret. - N2166V, 1438 So. 133rd East Ave., Tulsa, OK 74108

Derwin Bolton - N72464, Route 2, Jacksonville, TX 75766

Larry Husby - N1672V, Rt. 1, Knapp, WI 54749

Jay Baeten - N2077V, Rt. #2, DuPere, WI 54115

Max D. Hall, 1130 Linn Rd., Williamston, MI 48895

Myron L. Schmidt - N2219V, 300 West 11th St., McCook, NB 69001

CHANGE OF ADDRESS

Don Mather, 402 Cove St., Sandusky, OH 44870 (Was Sandusky OH)

Francine D. Stout, P.O. Box 1733, Palestine, TX 75801 (Folsom, LA)

AOPA Ed Tripp, "Pilot" Editor, Box 5800, Bethesda, MD 20814 (Was Washington D.C.)

Linda K. Wackwitz, 1137 South Gaylord, Denver, CO 80210 (was Garland, TX)

Ed Rusch, 9744 Jackson St., Belleville, MI 48111

Dennis Cunningham, 35874 N. Marine, Fox Lake, IL 60020

Festus Burchfield III, 5727 N.W. 52 Terr., Gainesville, FL 32601

Gerald Lowry, 3220 Greenbriar Dr., Bittendorf, IA 52722

WELCOME BACK

Jean Simard, C.P. 987 Lebel Sur Quevillon, Quebec, Canada
JOY 1XØ

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)

BRIEF CASES?

"The next time you casually walk out of the FSS thinking you have received a complete weather briefing, consider a recent report by the National Transportation Safety Board. It states that a substantial portion of general aviation accidents are caused by inadequate weather briefings. Not inadequate because of the pilot's fault, but because of a problem behind the other side of the counter."

This is from PILOT NEWS, vol 10, no 7, Dec. 1981. "Of the 940 general aviation accidents in 1980, 72 were weather-related. Of these 72, six were caused by inadequate briefings by the Flight Service Station. The NTSB said this accounted for more than eight percent of weather-related ac-

cidents, a prospect the NTSB termed 'alarming'."

In general the article says that inadequate training, failure to follow FAA procedures for giving all pertinent information about thunderstorms, icing, turbulence or IFR weather, were possible causes for several fatal accidents. The FAA is recommending that all weather briefings by FSS personnel be audio-recorded.

The article recommends that we not be complacent during a briefing. After all, it is easy to get into a mind-set about your own fallibility and the infallibility of the officials in aviation. The 'experts' in aviation can make mistakes, too.

MORE FOR SALE

140, 1946. Will trade C-140 for a good low time Lycoming O-320 engine. If interested or you have knowledge of the whereabouts of a good O-320 crankshaft contact Ted Peterson at (616) 689-1621.

B90 CM7345 McCauley propeller. New condition. Suitable for use on 65 to 90 hp Continentals. Ed McGuire (419) 433-4910 or 483-3939.

Cessna 120, 1946, TTAF 3699.82, paint fair, corrosion superficial, glass good, tires average, upholstery average, panel good with R/C-Artificial Horizon-4 head cyl. temp-Narco Escort 110-ELT-Strob light-post and eyebrow lights, all vacuum. Cont 85-12F with TSMO 202.82 hours, Bendix Mags, Sensenich Prop. Battery excellent. \$7,000. R. W. McCandless, 930 First St., Hermosa Beach, CA 90254, (213) 646-6804 or FR9-9930.

Continental 85-12F, generator, mags, starter, carb, harness, mount and exhaust for a Cessna 120! Removed for more HP. TT 2057, SMOH 605--\$1,850.

McCauley prop IA90 P46 D71 fixed-metal,

\$250 with above engine, \$375 separate. Bench seat and back. \$65.

Paul Porter, 4301 Riverside Ave., Muncie, IN 47304, (317) 288-8802 days, 289-8702 nite.

Mike Streit, Rt. 1, Box 11a, Hanson, KY 42413, (502) 322-8705 or 825-2767 has the following: 140, 1947 about 4100 TTAF&E, 1100 SMOH, 150 STOH on C-85. Escort 110, Collins TXPR, Scott tail wheel, Cleveland brakes, wheel pants, tinted windscreen, keyboard panel, '79 Ceconite and paint.

Joe Gauthier, 9 Kowal Drive, Cromwell, CT 06416, (203) 635-4058 has for sale: 90 HP engine mount, 1946 120 exhaust system-two sets (4 pieces), fabric wings with misc light damage, 1 serviceable lift strut, 1 damaged & repairable, 1 set of jury struts, landing gear legs-undamaged, tailwheel spring-reconditioned, 2 doors, 4 ailerons in fair condition, 1 flap badly damaged, 1 flap repairable, 1 rudder in airworthy condition, fuselage w/ damaged gear box and lower forward skins-tail cone in excellent shape. Many more misc small parts too numerous to list.

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Newsletter Publisher - Joy Warren
Newsletter Editor - Glenn Usher

BIG NEWS! !

The 1982 National Fly-In and Convention is to be held at Callaway Gardens just south of Atlanta. Charlie Wilson, our convention manager will announce a date in due time. It will be, however, late September, early October. Plan now to attend! Nothing like new tires, plugs, polish, whatever your bird needs, as a Christmas present (a late one?) to help get you to Atlanta. Mark out some dates now so you won't miss the time of your life!

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.

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