

# International Cessna 120/140 Association

BOX 92 • RICHARDSON, TX 75080

## •• TALE WINDS ••

by Curley Owen

Let's discuss TRSA, TCA, and other trivia.

A TRSA is depicted on the sectional in magenta with floor and ceiling given for the various sectors. Technically you may fly through the TRSA without a clearance, but you must have a clearance to fly through the Airport Traffic Area (ATA) within the TRSA. The ATA is the non-depicted area of a five statute mile radius around the airport with an operating control tower. The ATA airspace extends from the surface up to, but not including, an altitude of 3000 feet above the elevation of the airport. If you are passing through the TRSA but not through the ATA, why not contact the radar facility? It is there to serve you. The airport information block on the sectional will give a frequency for Automatic Terminal Information Service (ATIS) and by listening to it you should receive frequencies for the sector you will be entering.

A Terminal Control Area (TCA) is more restrictive than a TRSA. There are several types of TCA; Group I, II, and III. Group I is the most restrictive and requires equipment most of us don't have. As I have mentioned earlier, however, I frequently get a clearance through Group I, Washington TCA, with only a 360 comm and transponder. That is, traffic and workload permitting. The consensus of opinion is that as the airspace becomes more crowded TRSAs will become TCAs.

Now, let's review Unicom. You've all heard someone say something like, "Cherokee N1234P, downwind runway 23 ..." No airport name given! It is extremely important to identify the airport - every airport in the midwest has a runway 23! And then there's the fellow who reports downwind, base, and final, and never mentions the runway or airport. Not much assistance! The EAA at Oshkosh, with more airplanes over one piece of real estate at one time than anywhere else in the world, requests that aircraft identify themselves by type and color. No "N" number is used. What good is it to say "Cessna 43N, downwind, runway 30, Gaithersburg?" This doesn't identify the machine. You may be looking at but don't know that it's 43N. It would be much better to announce, "Silver Cessna 140, downwind," or "red and white Cherokee downwind, runway 30, Gaithersburg." Just think about it. I feel

## ••• COMING EVENTS •••

### May 28-30 - Annual Kansas City Antique Airplane Association Chapter Fly-In

Amelia Earhart Memorial Airport, Atchinson, KS. Contact Bill Hare, 6207 Ridge, Mission, KS 66202.

**June 4, 5, 6 - West Coast Antique Fly-In Silver Anniversary**  
Merced Municipal Airport. Contact Dee Humann, P.O. Box 2312, Merced, CA 95344

**June 6 - EAA Chapter 241 and MST Aviation Annual Fly-In**  
7 a.m. - 1 p.m., DeKalb, IL Municipal Airport. Contact Marlin Crown, (815) 895-6856.

**June 18-20 - Oklahoma City Chapter AAA Fly-in at Paul's Valley, OK**  
60 miles south of OKC. Type club awards at banquet. Call Don Keating (405) 321-8042, or Bud Sutton (405) 392-5608.

**June 27-28 - 6th Annual EAA Michigan Chapters Regional Fly-In at Owosso, MI**  
We'll have a 140 award! More details later.

**July 16-18 - EAAC Orillia Sport Aviation Convention**  
Orillia Airport, Orillia, Toronto, Canada. Contact W.A. Tee, 46 Porterfield Rd., Rexdale, Ontario, M9W 3J5 Canada.

**July 31 - August 7 - OSHKOSH!**  
**October, 1, 2, 3 - 6th Annual INTERNATIONAL CESSNA 120/140 ASSOCIATION FLY-IN AND CONVENTION**  
at Callaway Gardens, 40 miles SW of Atlanta, GA. Plannnnn NNNow!!! (Pine Mountain, Callaway Gardens, Harris Co. Atlanta Sectional - 125° radial of LaGrange, 23 mi. SE)  
**A must for all 120/140s!**

it is something all pilots around the country should be using.

Concerning microphone techniques: When acknowledging instructions and communications - you must acknowledge, you know - simply use "Roger" or "Wilco," followed by "Cessna 03V." Don't repeat your entire "N" number. This keeps the communication brief, to the point, and opens the frequency for someone else. Don't jaw the frequency. Listen before you talk. If you are using a hand mike place it directly in front of your mouth and speak clearly. Remember, low altitude can be a factor when you have poor reception. Repeated calls without an answer may be caused by your proximity from the ground receiver antenna. If you are just too far out and you call a couple of times and no reply, proceed on course, or select a new facility to receive, or a closer VOR.

Another point that might be brought

out for general knowledge: All VHF communication frequencies are between 118.000 and 135.975. All navigation frequencies are between 108.00 and 117.975. These navigation frequencies are used for VOR, ILS localizers, VOR test frequencies, etc.

I would like to point out that I am not advocating that we become radio operators. I'm not advocating that we lose the tranquility of flying around in our nice airplanes. I am just pointing out a few of these things so that as the TCAs and TRSAs increase, we will be able to operate easily and safely in the Air Traffic Control system as part of it, rather than to encounter trouble with control zones or control space violations. I am mentioning this as a method of flying our airplanes and enjoying them in a safe, comfortable, easygoing manner.

I solicit your questions and comments. Thanks for lis'nin'.

# ••• HELP - HELP - HELP - HELP •••

Bernie Funk, 1770 Hillmeade Sq., Frederick, MD 21701 needs help with ADs on drag wires and hinge bracket doublers on the horizontal stabilizer.

We submit the following dope:

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 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.

48-25-3 Cessna Applies to all 120 and 140 Aircraft.

Inspection required each 100 hours of operation.

Inspect wing drag wire systems 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.)

Service Letter 46, 7-31-47, SUBJECT: Special Inspections at 100 hour periods. Elevator Spar at Hinges, s/n 8000 - 13780.

Scattered reports have been received of cracks in the elevator spar at the elevator hinges. These cracks appear underneath the elevator hinge and apparently start at the rivet holes. Beginning with Serial No. 13781, we are installing a double channel in back of the spar.

At each one hundred hour check it is recommended that this point be visually checked. It is not necessary to remove the elevator.

If cracks are found, we recommend that a reinforcement channel such as is now used on production airplanes be installed. It can be inserted by drilling out the spot welds in the trailing edge of the elevator or by removing the elevator tip. The channel can then be installed in place using hinge rivets through the spar and tying the flange of the channel into the top and bottom skin. Rivets can then be used to fasten the elevator trailing edge or cherry rivets to replace the elevator tip if it is removed. The channels are part No. 0434151 for the outboard ends and 0434152 for the inboard ends. The price of them is 15 cents each. (Get that will ya!)

Date 1-8-47 S.L.N. 27 SUBJECT: Wing drag wires.

We have had an occasional question or request for information on wing drag wires and rigging of them on Cessna Model 120 and 140 airplanes.

These drag wires have been properly set at the factory and normally should require

no tightening or inspection. The wire is tight enough for structural purposes if there is no end play in the wire, that is if there is no clearance between the nut and the drag wire fitting. There is only one way to determine looseness in a drag wire. No personal opinion is to be used to decide that a particular wire "feels" loose. End play in the wire itself is the only criterion.

In the event that a drag wire does have end play it will rattle in the fitting and thereby make itself known. There is no inspection necessary to look for loose drag wires. When a wire does have end play and rattles in the fitting it should be rerigged. In that event the following procedure should be followed.

1. If the wing is covered, cut an inspection opening through the fabric aft of the rear spar at the drag wire station.

2. Remove the hexagonal jamb nut on the end of the wire and loosen the drag wire nut.

3. Tighten the drag wire nut finger tight; then tighten not more than two additional full turns. (The drag wires should not be overtightened.)

4. Replace the jamb nut running it snug against the drag nut with the fingers, then tighten an additional 1/12th turn.

CAUTION: Overtightening this jamb nut will break the drag wire. Extreme care should be used to avoid overtightening the jamb nut against the drag nut.

In isolated instances a broken drag wire has evidenced itself by rattling. There is no inspection necessary to hunt for such broken drag wires. The break occurs in the threads at a point approximately between the drag nut and the jamb nut and is the result of overtightening of the jamb nut. The installation of a new drag wire will necessitate cutting an opening in the fabric forward of the front spar. Tightening procedure for the new drag wire is the same as outlined above with one important exception. Shut the drag nut on both ends finger tight and then tighten the drag nut only on one end, the two turns as outlined above. The jamb nut should be tightened 1/12th of a turn on both ends.

## ACHTUNG!

Corrosion, Cessna Models 120 and 140. A Cessna owner, sheetmetal mechanic and Cessna 120/140 club member, reported corrosion has been found on stringers P/Ns 0442112, 0442127, and 0412157 in the tail cone area of several aircraft. He also reported that part of one channel in the inboard end of the left horizontal stabilizer of his aircraft had to be replaced because of severe exfoliation corrosion. The corrosion was found when the skin was removed in preparation to re-skin the stabilizer. It is recommended that these areas be thoroughly checked during annual inspection.

Frank Rittersbacher, Lake Lotawana, MO sent us this from his latest list of Airworthiness Alerts. Thanks again Frank for your continuing contribution.



**C-140, N10464 - Dick Miller  
23300 SW 153 Ave., Homestead, FL 33032**

"I would like to find a stencil (not a decal) of the Cessna 140 logo to paint on my vertical stabilizer. As you can see from the picture, that's all I need to finish my paint scheme. Please let me know if anyone knows where I can find one."

# • • • HOT PROP? • • •

"There were 46 reports of incidents and accidents, some of which resulted in serious injuries and fatalities, related to the aircraft engine starting when the propeller was pulled through by hand."

That was from General Aviation Airworthiness Alerts for October through January, 1981. It went on to relate several incidents.

"The aircraft would not start with the starter. Engine started when prop pulled through by hand. No chocks, no brakes, no one at the controls. Aircraft collided with another aircraft.

"Pilot attempted to clear flooded engine by backing the propeller by hand. Engine fired resulting in multiple fractures and lacerations. The mag switch was 'ON.'

"It was cold and the battery would not turn the engine. The pilot was going to pull the engine through a few times because of congealed oil. Engine fired resulting in serious injuries. Ignition switch was 'ON.'

"Treat all propellers as though the ignition switches are 'ON.'

"Use wheel chocks, parking brakes, or tie downs.

"Allow only experienced persons to pull the prop through by hand.

"Have a reliable person, one familiar with engine and aircraft operation in cockpit.

"Be alert and exercise caution during this operation."

Frank Rittersbacher says that he has had the opportunity to fly with quite a few people in a lot of different aircraft, and without exception he has yet to see anyone do a "Mag off check," prior to shut-down. He says that when he started learning to fly they had to hand crank all aircraft, so that the mag-off check was really pounded into him as a safety item. This assures you there is no defective switch or "P" lead leaving a hot prop. It is part of Frank's check list for shut-down.

The alert item says: "Flight personnel should perform an ignition switch test prior to engine shutdown to detect faulty switches. (Or P leads, for that matter.) The checklist should include an item for that test to be made and an item to assure that the switch is "OFF" before leaving the cockpit."

For those with a Stromberg carburetor, set the rpm at about 650, switch your mags to off. The engine should stop firing immediately. As it winds down advance the throttle to full open to prevent a kick-back, and possible reverse running. If the engine keeps on running you know you have a defective "P" lead. The only way you can stop the engine is to shut the fuel off at the selector valve and let it burn the fuel in the line and bowl. Don't mess with the prop until you have fixed the "P" lead.

If you have a Marvel Schebler carb, you shut the engine off with the "idle cut-off," then you turn the switch off. You have no idea if the "P" leads are intact unless you do a mag-off check. Make your check at about 700 rpm. Turn the ignition switch to "off." The engine should completely quit firing. After a drop of 200 to 300 rpm is

observed, return the switch to the "both" position as rapidly as possible to eliminate the possibility of afterfire and backfire. If the ignition switch is not returned quickly enough, the engine rpm will drop off completely and the engine will stop. In this case, leave the ignition switch in the "off" position and place the mixture control in "idle cut-off" to avoid overloading the cylinders and exhaust system with raw fuel.

As you know, the magneto fires when it is not grounded. The "P" lead grounds the magneto. If it is broken, or the little screw to the condenser is off, the ground is broken and you have a "HOT PROP."

And another thing: Don't feel smart when during your run-up mag check there is no drop in either mag. Something is wrong. You should have at least a 50 rpm drop. If not, stop and fix.

Of course everyone does a mag check during run-up prior to take-off, don't they? Actually, this check is a combination of the ignition system check and ignition switch check. When you check your mag drop, you are looking for fouled plugs and leaky harness wires also. No mag drop could indicate an improper ground. Barking, missing, popping, could indicate fouled plugs, bad wires, or - perish the thought - a bad magneto! Start with the least expensive part first! The plugs. If they are new they are usually set at .015 to .016.

This gap will give rough idle and uneven low rpm running. At full power, however, the engine will smooth out. Lead and oil fouling - well, you know about that. Overdue plugs, or cracked insulation that is difficult to see will cause trouble.

\* \* \*

Erosion of the electrodes takes place as the spark jumps the airgap between the electrodes. The spark carries with it a portion of the electrode, part of which is deposited on the other electrode, and the remainder is blown off in the combustion chamber. As the airgap is enlarged by erosion, the resistance that the spark must overcome in jumping the airgap also increases. This means that the magneto must produce a higher voltage to overcome the higher resistance. With higher voltages in the ignition system, a greater tendency exists for the spark to discharge at some weak insulation point in the ignition harness. Since the resistance of the airgap also increases the pressure in the engine cylinder increases, a double danger exists at takeoff and during sudden acceleration with enlarged airgaps.

\* \* \*

So there! Oh yes, if you remove your plugs, be sure to use an approved antisieze compound or thread lubricant when you put them back in. But go easy with it!

## PAY ATTENTION

Bill Rhoades, Rt. 3, Box 89B, Northfield, MN 55057 sez: "I was walking thru the Classis section of Oshkosh a few years back, A friend of mine and I had just bought a slightly bent 1947 Cessna 140 and we were there with pencil, paper, and a camera. We needed some ideas and where better to get them? After four days and miles of walking we had enough ideas to reduce the useful load of the 140 by 40 pounds! One of the easier modifications I did was to add camlocks to the cowling latches. I didn't like the spring clips or the idea of the cowling opening in flight."

1. Drill out clips from under latch.
2. Close cowling and connect latches.
3. Drill a pilot hole through the latch and the cowling with a #30 drill.
4. Enlarge the hole in the latch to 1/4" or slightly larger.

5. Enlarge the hole in the cowling to 3/8".
6. Align the receptacle in the 3/8" cowling hole and mark the two #40 holes.
7. Drill the two holes.
8. Using AN470-3 rivets install the receptacles.
9. Install stud and stud retainer washer on latch.

### NOTES:

1. The stud length on my cowling is 2600-15, although this might vary somewhat.
2. Retainer part number is 2500sw or 2500sw2.
3. Receptacle number is 212-12.
4. I did not fill the holes made by the removal of the locking clips.
5. Parts should be available at most fixed base operators' parts bins.

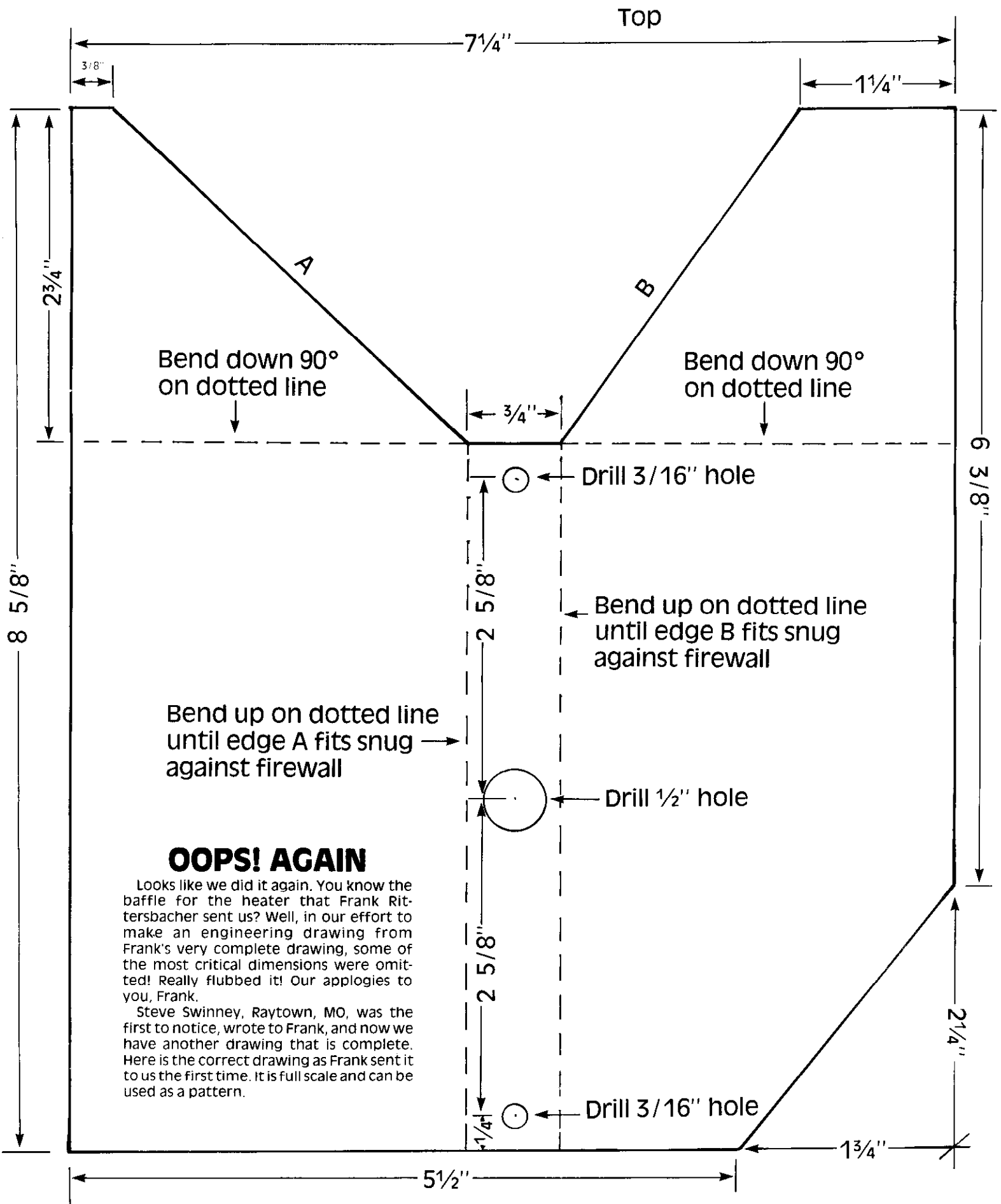
## FUEL FOOL?

The National Transportation Safety Board recently has warned general aviation pilots against "chronic and usually inexcusable" fuel starvation, saying it remains a significant cause of aircraft accidents.

Hard to excuse running out of gas in a 140 folks! Not so easy to see where the trim tab drive chain crosses the fuel line. The selector valve connection is just below the floor boards so that the left tank line runs just over the trim chain. Check it out next time. If the line sags a bit the chain will

wear a hole in the aluminum tube. Should a little bending be in order remember to go easy lest you crimp something or worse yet crack the line at the valve fitting. Remember that the tube is most likely 35 years old!

Take a peek at the fuel lines so that you can correct any chafing. Look for white spots -that's corrosion! Check the condition of the grommets through which the lines run. Are they soft and pliable or hard and cracked? Do it this spring!



**OOPS! AGAIN**

Looks like we did it again. You know the baffle for the heater that Frank Rittersbacher sent us? Well, in our effort to make an engineering drawing from Frank's very complete drawing, some of the most critical dimensions were omitted! Really flubbed it! Our appologies to you, Frank.

Steve Swinney, Raytown, MO, was the first to notice, wrote to Frank, and now we have another drawing that is complete. Here is the correct drawing as Frank sent it to us the first time. It is full scale and can be used as a pattern.

## NEW RULE?

This from the EAA: **PILOT'S LICENSES.**

"Throughout most of its 30 years of existence, the EAA has been urging that simpler pilot licenses be made available to those who wish to fly only for sport and recreation . . . essentially, a day, VFR license for which a physical examination would not be required.

"Such a license would, of course, be a natural adjunct to the sport and recreational type of aircraft and flying EAA was created to foster.

"Last summer FAA set a committee to work drawing up a proposal for just such a recreational pilot's license - and on Thursday, February 25, 1982, their recommendations were entered into the public record as a Notice of Proposed Rule Making. If ultimately adopted into the regulations, two licenses would be created, a Student Recreational and a Recreational Pilot's license.

"One would be able to obtain the Student Recreational License at age 14 and no physical examination would be required. A statement that no known physical defects exist that would render one unable to safely operate an aircraft would be made in lieu of the physical exam - the procedure already followed by glider and balloon pilots. Additionally, the Student Recreational pilot would be restricted to flying in the hours of daylight and in visibility not less than 3 statute miles . . . in 2 place aircraft of less than 200 hp. Significantly, there would be no radio requirements, so Student Recreational pilots would not be allowed to fly into airports with an operating control tower. They could not, of course carry passengers, fly for hire or make international flights.

"The Recreational Pilot license could be obtained at age 16, would not require a physical exam and would limit the holder to single engine, 2-place airplanes of 200 hp or less. A passenger could be carried, but flight would be restricted to day VFR (3 miles visibility) and from airports without an operating control tower. No flight for hire and no international flight would be permitted.

"The proposed rules would retain current Student and Private licenses, but would alter them in a number of ways. The Student ticket would be available at age 15, for instance, and the Private would be tightened up considerably for pilots with less than 400 hours.

"After a preliminary review of the NPRM, EAA President Paul H. Poberezny has announced his organization's support of the proposals. . . . EAA is pleased with the NPRM.

"We could well see the rebirth of Cubs, Champs, T-Craft and such, as well as the emergence of what we call Aircraft Recreational Vehicles, or ARVs, . . . the licenses might be incorporated into the long awaited Ultralight NPRM to make it more acceptable to the general public. In any case, it will open up flying to a larger segment of society - which will be good for aviation and the country."

Hot Dawg! (Ed)

## ••• HELP - HELP - HELP •••

Here's a tough one. George N. Brooks, 383 Rock Meadow Drive, Stone Mountain, GA 30088 needs HELP with the dimensions and AN fittings for rudder and elevator cables for his 1946 140. George says he wants to make Callaway Gardens for the Fly-in, but needs to restrung his bird!

We would suggest a call to Wichita Cessna. (Ed)

\* \* \*

It works folks! In issue 47 we hollered HELP for a schematic for our NARCO VOA 3A. One week - one week! mind you, here comes in the mail an envelope stuffed full of just what was needed. For this we would like to thank John VonLinsowe, 4509 Thompson, Rd., Linden, MI 48451. P.S. Replaced one micro-ohm resistor. Couldn't have found it without the diagrams!

John writes: "I have material on other NARCO units also, so if you need something in the future try me and I'll see if I have it. (Also, a couple of issues ago, someone wanted information on an O-200 installation.) I have installed a BRAND NEW ROLLS ROYCE O-200 in the 140 A I have redone. I've had this plane for 10 years now (N5302C) and with the new engine I'm running a McCauley 6954 prop. The performance is excellent!

"To my surprise, this plane took the top honor for 140As at the Anderson Fly-in."

"Dear Sir; I would like to join the International Cessna 120/140 Association. Over

the years I have bought and accumulated many C-140 parts. I am now rebuilding the fuselage of N2036N, s/n 12272, which had its right landing gear box damaged, and right door post sheared off in a landing accident some years ago.

"I would like to use an O-235C1 for the engine and I have a set of damaged wings which I intend to repair **I still need a rudder and vertical stabilizer.** Also, I would like any structural repair information, engine STCs, and any other modifications to make a good airplane better - such as using 150 seats."

Dennis Sheehan, 15 N. Adams Drive, Addison, IL 60101.

## NUMBERS NUMBERED?

The three-inch aircraft identification N-number that went into effect in 1977 became illegal November 2, 1981. Those numbers now have to be 12 inches high. The FAA changed the rule after many complaints from FAA tower operators and law enforcement agencies that the smaller numbers are too hard to read.

However, owners of aircraft already painted with the three inch N-numbers will not be required to switch until the plane is repainted or until the N-number is repainted or changed. Certain antique and experimental aircraft are exempted from the ruling. Check your GADO office.

## ••• WELCOME NEW MEMBERS •••

John A. Bodine, 276 Grayshore Road, Genesee, NY 14454  
Thomas A. Tann - N110X, P.O. Box 2174, Ann Arbor, MI 48106  
Barry L. Olson, CF-UUS, Box 1377, Rosetown, Saskatchewan, Canada  
SOL 2VO  
Samuel J. Matassa, 9944 Walnut, Dallas, TX 75243  
Alan Butterworth - N89293, 10055 SE 213 PL, Kent, WA 98031  
Elliott J. Ryan - N89911, 95 Somerset Ave., Southampton, NY 11968  
Robert J. Reinke - N1754N, 6497 Fenton, Dearborn Heights, MI 48127

### 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)

# ••• FOR SALE - FOR SALE •••

Instrument panel shock mounts, 5/8" diameter by 1/2" long with 6/32 threaded ends. Ideal for 120/140s at \$2.00 each, postpaid, check or money order. Walt Thomas, 1501 Fishburn Rd. #5, Hershey, PA 17033.

C-140, 1948, all metal, O-200A, 890 SMOH, just annualized, NARCO 110, ELT with new batteries, nice upholstery with brand new headliner. Nice clean airplane. Also a set of Van's fiberglass wheel pants with hardware ready to mount. Paint is two-tone green, very visible. Cleveland wheels and brakes installed in 1978.

"The sale of my machine breaks my heart, but am forced by medical reasons to sell. I've always received compliments on the airplane, but of course it doesn't look like Dick Hardin's or Curley's!" Conrad R. Case, 4736 Stevens Avenue South, Minneapolis, MN.

Sorry you felt it necessary to sell, Con. (Ed)

C-120, 1947, about 65 SMOH, interior done last summer with new headliner, carpet, insulation, seats, speaker - the works! It has blue on white Imron, new in 1980. Everything works! Radio is the original Mark III. I'm asking \$9,000 for it but would consider a trade or an offer. I can be contacted at 1346 N. Santa Fe, Tulsa, OK 74127, or (918) 583-3723. Jon Neff. "I hate to part with the bird, but I am involved in commercial and instrument training now and I just can't do both."

C-120, 2453 TT, 1153 SMOH, recent top, wings Ceconite '76, Imron original colors '78, silver and red. Genave 200, strobe, and much more. Emergency forces quick sale at \$5,500-firm. Fred Mooers, 156 E. Grove, Mesa, AZ 85202, (602) 835-5181.

Rudder for a 140 for sale. Unpainted, a little dinged but airworthy. \$50 plus shipping. K. D. Poley, 214 Tarver Avenue, Lebanon, TN 37087, (615) 451-2000 days, 444-8139 eves.

Parts from a 1946 140: Fuselage in excellent shape, needs a little work. Also wings, struts, ailerons, flaps, fin, stabilizer,

rudder, elevator, cowl assembly. Some engine parts and other small parts. Call or write Arthur T. Robinson, Box 238, South Hero, Vermont 05486. (802) 372-4343 days, 372-6622 eves.

1 left aileron, very good-\$110; 1 Stromberg carburetor for 90 hp, good-\$75; 1 original left wheel pant, fair-\$50; 1 pair gear extension plates-\$40; 1 orig. Scott small tire tail wheel, new condition-\$100; 2 older Scott tail wheels, hard tires, good -\$40 each; 1 set log books & data plate for 1948 140-\$80. Gene Bohl, 102 8th Street N., Northwood, IA 50459 (515) 324-2314.

Would like to trade a 12 volt generator with regulator plus misc. used Goodyear brake parts for a kiddie seat or wheel pants. Wes Beery, 1107 Miami St., Urbana, OH 43078 (513) 652-1645.

140 for sale, 1946, fresh December '81 annual, 100 hp O-200 A, 900 SMOH, all metal. Con Case, 4736 Stevens Ave., Minneapolis, MN 55409.

Have really enjoyed the 120/140 News since joining the Association. I do have a need to sell (2 kids in college) my 120, a 1946 with a McKenzie conversion (125 Lycoming O-290D). Engine has 290 hours. Have recently replaced all plugs, heavy duty battery, and had some work done on the King 145 radio. Plane is in super shape and is hangared at Hartlee Field, Denton, Texas. Asking \$8,500. Don Cunningham, Rt. 4, Box 85-C, Denton, TX 76201 (817) 387-0620.

Sheet metal parts! George Mock, State Rd. 32, Chesterfield, IN 46011 (317) 378-7430.

Tons of 120/140 parts. Also 120/140 wheel pants - exact copies of originals except .008 heavier aluminum - the only new ones being made at \$395 a pair. Raceway Equipment, RD 2, Box 92K, Riverhead, NY 11901 (516) 727-6191.

140, 1948, C-90-12F, all metal, Escort 110 radio, regularly flown, hangared at Bowman Field, Louisville, KY, \$5,900 or trade for M4/M5 Maule. Eddie Lang, (502) 459-5751, Louisville, KY.

1 C140 fuselage on gear, 1 motor mount, 1 set tail feathers, 1 set metalized wings

with light tip damage, some misc. parts. All for \$1,000. James C. Johnston, Box 163, Game Creek Road, Penns Grove, NJ 08069 (609) 299-9273.

Just a reminder that we have for your use a complete Cessna Aircraft drawing for the paint scheme used on the original 1946 120/140. All the layout dimensions are shown; width of stripes and locations. The drawing is reduced to a manageable size. Send self-addressed stamped envelope and we'll get 'em to ya. All you will need after painting is Blue Magic!

And, we still have "International Cessna 120/140 Association" brass belt buckles for only \$7.50. The new decal T-shirts are \$5.00 in four sizes. Patches are \$3.50 for the small round ones, \$7.00 for the ovals. Decals for your window are a buck.

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NOTE: Just received an this from Jerry Brown, 700 International Drive, Franklin, IN 46131, written on a Wag-Aero Invoice dated 2-19-81: Cannot supply Operations Manual, only flight manual. ~~UW~~

## INTERNATIONAL CESSNA 120/140 ASSOCIATION

U.S.P.S. 660-270

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