



# International Cessna 120/140 Association

BOX 92 • RICHARDSON, TX 75080

## • • • TALE WINDS • • •

by Curley Owen

March 14-20 was the annual Sun 'n Fun Fly-in in Florida and through the graciousness of my employer, my vacation was shifted and we attended Sun 'n Fun for the first time. After looking over the weather charts we decided that if we were to get there in our little puddle jumper we would have to arrive a day or two early. We took off at our usual early morning departure time - about 1400, with the old silver Wich winging right down Interstate 95 in a lot of rough, bumpy air but excellent visibility and made it to Florence, South Carolina, the first night. The motel is close to the airport, they have a lot of good food and Budweiser, and we got plenty of both.

The next day we pressed on winging into Lakeland during the mid-afternoon and taxied over to the airport restaurant for a late lunch. The food was very good and we ate there for the next nine days - never tiring of it.

Our first stop at Sun 'n Fun was the camp area where we stayed the first night, met some great people from the Carolinas, and camped next to them. The next day we set-up an information tent in the Antique Classic area to promote the club, meet some new people and renew old friend-

### TWO REGIONAL S/W FLY-INS

Lake Texoma Lodge in South Central Oklahoma was the site of this year's first fly-in for the Texas-Oklahoma-Arkansas-Louisiana area. The first attempt was made Sunday, April 4. The state owned facility has just completed a new runway. Weather wasn't all that bad, but with the FSS announcing, "Fog and drizzle," attendance was limited to four or five "regulars." In this case, the FSS information also stated "ceilings 3,500-4,000, with 12 miles visibility." This was true. However, there was no rain, nor fog. Flying conditions were perfect. We tried again April 17 at the same location. Weather was beautiful, but with a rather high wind. Ten aircraft braved the wind for this event. The first arrival each time was Leon Wilburn of Waxahachie, Texas. Leon is not only prompt, but has the ability to evaluate the weather properly, and can handle his aircraft in a good breeze. Another fly-in is scheduled for May 23 at Lake Whitney which is south of the Dallas-Ft. Worth area.

ships - such as Bruce and Diane Fowler who flew down from North Hatley, Quebec, Canada; and Kansas state rep Ralph Campbell and his wife, Alma, who arrived in their Lee Iacocca special. (In case you did not know it, Ralph didn't have any time in his log book when he went to get his private - but that is another story.) Ed Vopelak from

and wants to talk about it. So many fond memories were recalled. Our information booth was under the wing and with temperatures running 80 to 85 each day the shade of the high wing was most welcomed.

For you who attend major airshows around the country, we have an up-and-



New member Lloyd Porter from Lincoln Park, MI, with his own Cessna hat and new 120/140 brass belt buckle - man is he proud! Bebe with our new hats.

Janesville, Wisconsin, winged in. Ed gets everywhere - what a neat flyer. Wendell Ware, Mt. Perry, Ohio, came down with his superb, award winning 140 to scoop another trophy. Congratulations, Wendell. So, as you can see, they came in from all over. We sold a few belt buckles, patches and hats, but the prime purpose was to meet people and talk about our airplanes. That got to be a very interesting endeavor and we actually had to pry ourselves away to see what else was happening at Sun 'n Fun. Each afternoon there was an airshow and we had a good vantage point right along the taxiway.

When you park one of these airplanes out on the field with our new banners hanging on the leading edge of the wings, it attracts many people including interesting, old aviators. It seems every one our age has flown one of these airplanes

coming Mr. Airshow Announcer, Roscoe Morton. He is now residing in Florida. Roscoe invited us to airshow center - interviewers circle - giving us the opportunity to display the airplane and explain to those in attendance the purpose of the club and its functions; and to emphasize what a nice little airplane we fly and how economical it is to operate. Roscoe has flown these airplanes and many others, knew just the right questions to ask, and made us feel very comfortable - a nice, smooth interview.

We also conducted a forum on the Cessna 120/140s. I had never done anything like that before. With an hour to talk, I just about perished when after 15 minutes I realized that I had covered all of my material. Fortunately, we had a couple of plants in the audience. We had advised

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## TALEWINDS

(Continued from Page 1)

them before the forum that if I appeared to be dying to jump up and start a fight or something. Sure enough, they came through like gangbusters with some good questions at just the right time. That got things started and the end result was that we ran out of time. So it just goes to prove that anybody - even someone like me who is very short winded and tight mouthed - can conduct one of these forums and it can be a useful and beneficial period for people with problems concerning airplanes.

The weather the entire time was absolutely beautiful. It was warm and zero rain. We camped for 10 days in our backpackers tent, which worked out very well, showers were available, and we had transportation to the very adequate airport restaurant.

We got up at the crack of dawn every day and fell into bed at 8:30 or 9:00 - absolutely exhausted. We had no radio or TV - no news, weather, or sports. After 10 days of that I could care less what was going on in



Bruce Fowler - C-FEDX, North Hatley, Quebec, Canada, club member at Sun 'n Fun.



Bruce Fowler (in the cockpit) and Diane Fowler with Canadian friends who flew down in their C-150 to Sun 'n Fun '82.

the world. It was really great therapy - a slight sunburn and a few mosquito bites, and we really enjoyed it.

We met a couple of IA mechanics from Florida who joined the club because they wanted those newsletters for parts and information on the airplanes they maintain. We were greatly impressed to see these people take a professional attitude seeking out the information they needed and recognizing our club as a good information source. Congratulations to these gentlemen.

I must tell you about one unique happening. There is an organization, which I believe is called the Historical Air Command, and they collect and fly World War II trainers. Each morning three fellows

(Continued on Page 3)

## NON-MEMBER HITS HITS THE DRINK

According to the Tulsa (Oklahoma) Tribune, a Cessna 140 piloted by (non-member) Richard Lynn Downs crashed into a navigation channel February 28, about 20 miles east of Tulsa near Coweta. Two fishermen observed the plane, "while flying low," strike a power line with the main gear. This flipped the plane over into the water. Downs was next seen "clinging to a tire which had been sheared off," floating in the water. The two men aided Downs to shore and summoned an emergency unit which took him to a hospital. He was reported "in good condition," but with multiple face and neck cuts. The news photo of the plane being pulled from the water is a little blurred, but appears to be N9688A, and looks to be a 140A. We extend every sympathy to pilot Downs for his wounds and wet, bent bird. May we all profit from this experience. Flying low is good only for landing, taking off, crop dusting and apparently, for being in "good condition" in the hospital with multiple cuts.

## International Cessna 120/140 Association Regional Fly-In

Sunday, May 23, 1982

Noon picnic - Bring your own fixins

Lake Whitney State Park

San Antonio Sectional. N.W. of Waco, S.W. of Hillsboro

Bring tie-downs

VFR ONLY — NO RAIN DATE

## •• TALE WINDS ••

(Continued from Page 2)

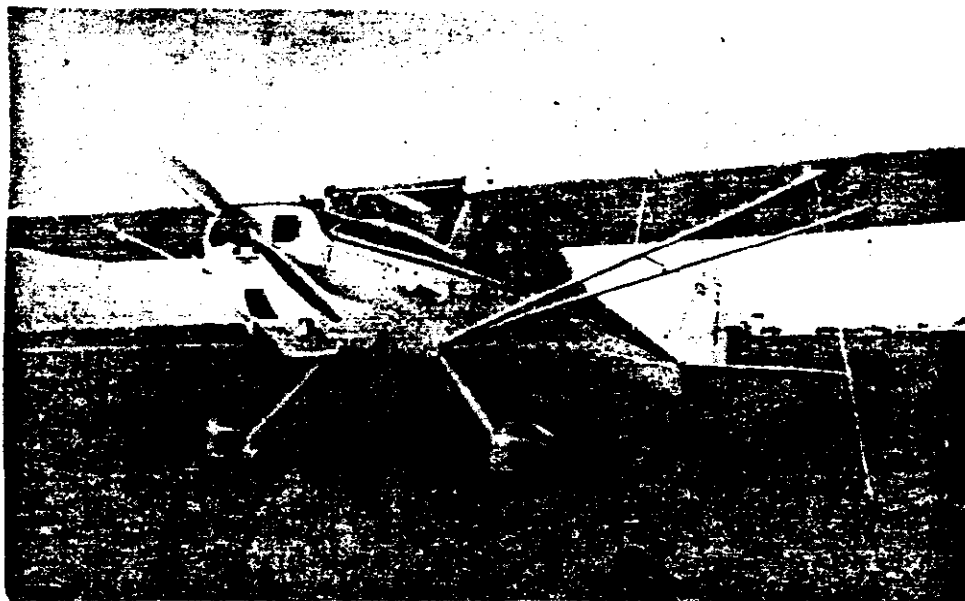
would sneak out before dawn with helmets and goggles, climb into three WWII biplanes, and lift off with those three 220 HP Continental round engines rattling. The sun was just a glow in the east as they would swing over the tent at about 100' in tight formation. Well, I was awakened two mornings in a row by these guys and I am really not in the best mood when I am pried out of bed at this hour. But, making the best of the situation, I would dash to the showers as there was no line-up. After a good hot shower, I mellowed a bit, got my coffee, and prepared for the day. A friend of mine who is a very early riser told me, "That flight is the most beautiful thing I have ever seen in my life - to watch those airplanes come out of that golden, scarlet sky, swoop by in the dark, and then disappear into the black of the western sky." Well, I couldn't really appreciate it that much and neither could many other campers. My thoughts were changed the next morning when my buddy got me up before dawn and we stood on the taxiway, just the two of us, with the ground fog in patches as it can be only in Florida. With the Spanish moss hanging in the trees in the background, we watched these beautiful biplanes come out of the scarlet, amber sky, turn to the west and pass over the tent area. It was a sight to behold! This flight was significant of the time the training missions started in WWII. It was a salute to the many World War II aviators that left at dawn for training missions. It was a sight I will never forget and it warmed a spot in my heart. Thereafter, I felt much different about the early morning call.

Frequently during the Spring, in some areas of Florida, ground fog will form at the crack of dawn reducing the visibility to zero. One morning when it was unfit to fly, someone decided that the horn on a truck would do the same job. I am not sure of the significance.

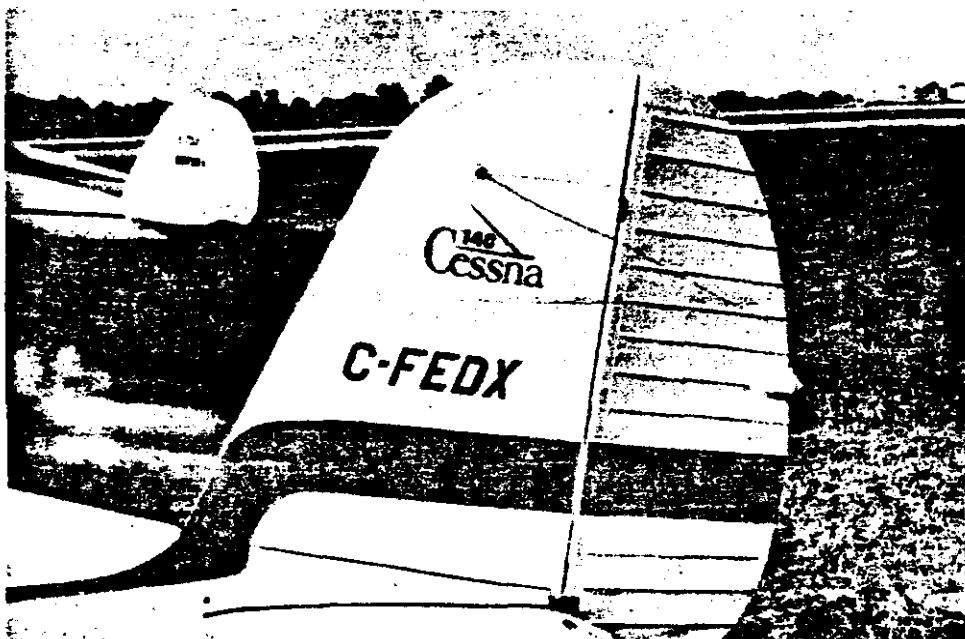
One interesting gentleman we spoke to was Frank Kingston Smith, renowned author, aviator, and Philadelphia lawyer, who kept coming back because of his desire to reminisce about the fond memories of his flights in a 140. Frank wrote "Week-end Pilot" - probably one of the best selling aviation stories ever published. He is very interesting and every time he came around the colorful, intimate stories abounded. If you have not read "Week-end Pilot" we highly recommend it. Sometime I will ask Frank to relate some of his experiences for the newsletter. He is currently writing a new book about his aviation career and writes a monthly feature article for AOPA PILOT.

Our trip to Sun 'n Fun was filled with much camaraderie and we hope that we passed out useful information and promoted the club in the southeast. It was enjoyable and we hope to see you there next year.

#51



Wendell Ware - NC76688, Mt. Perry, Ohio, was a winner at Sun 'n Fun.



Bruce and Diane Fowler's tail at Sun 'n Fun.

## LUCKY BADGER

"Finally got my little 140 put back together after the tragic wind storm that really did it in. The good Lord was with me though, because all the damage was cosmetic, nothing structural. I had to replace all of the wing fabric, but then, they were getting close to the red. A new engine cowling, a right flap, a new windscreen with a bubble and she was back in shape. The prop was all cleaned up and we were back in the air in March. The storm hit her in August '81. Now she flies like a dream.

"The mechanic who did the work on her knows his onions - it's just like a new ship with a majored engine, new tires and wing skin. What else does a guy need to have a

great time - and so cheap!

"When I compare it to my 180 that I use for pulling banners, this little doll is absolutely nothing to fly. I used to have it all polished up and looking like a million but since the wind storm and a new cowling with the a/cad gone it needs to be painted. That will occur this coming year. It'll sure save the elbow grease." Dan Gramman, Pewaukee, Wisconsin.

(Ed note: This emphasizes the purpose of the Association, and demonstrates what can be done: keep them in the air. We know that it can be done. Some have been rebuilt from the tail-wheel forward! Glad to hear about your rebuilds.)

• • • **WELCOME NEW MEMBERS** • • •

Richard & Sarah Mayes - N89923, 626 E. 15th Terrace, Anchorage, AK 99501  
 Bill Weston & Ray Brown - N77328, #22 Archer Ave., Gridley, CA 95948  
 Ronald C. Renner - N3006N, Rt. 1, Box 135A, Ferndale, Ca 95536  
 Stephen Derochick - N76357, 940 Old Buddington Rd., Groton, CT 06340  
 Herbert K. Giber, N2464N, 7209 Airway Blvd., New Port Richey, FL 33553  
 Dick Mays - N1899N, 1031 Hunting Lodge Dr., Miami Springs, FL 33166  
 G. A. Schibley - N89353, 5459 Brosche Rd., Orlando, FL 32807  
 Edward & Martha Stettner - N77475, P.O. Box 965, Lake Alfred, FL 33850  
 Doug Medlin - N131JB, 320 Pine Trail, Fayetteville, CA 30214  
 Bill Nickerson, 5178 Lake Forest Dr., Atlanta, GA 30342  
 Tom Thornton, 1789 Pounds Dr., Stone Mountain, GA 30087  
 Dwight N. Bales - N76624, 1135 North Shore Dr., Crystal Lake, IL 60014  
 Edward R. Flickinger - N76310, 209 S. Edison Ave., Elgin, IL 60120  
 Jim Folks - N2093N, R.R. #1, Box 351, Heyworth, IL 61745  
 Edward L. Olds III - N89027 s/n 8031!!!, 3 Aspen Park, Mt. Carroll, IL 61053  
 Don Booe, R.R. 2, Box 4, Clay City, IN 47841  
 Gloria Luebs, 1664 Melrose, Wichita, KS 67212  
 Michael L. Ballee - N2304N, Rt. 2, Box 766, Worthington, KY 41183  
 Howard J. McCann, Jr. - N72195, 2432 Pleasantville Rd., Fallston, MD 21047  
 Lloyd E. Porter, 1630 Lincoln, Lincoln Park, MI 48146  
 W. G. Suhr, Jr. - N5381C, 479 Yodelin Ridge Rd., Kalispell, MT 59901  
 Louis K. Gauger - N3528V, Box 193, Eustis, NB 69028  
 George Angevine, 76 Kobb Blvd., W. Islip, NY 11795  
 Ltc Ronald C. Cheatham - N2126N, 6B Mordecai Drive, Watervliet, NY 12189  
 Frank W. Jones, 2213 Stone Ridge Rd., Schenectady, NY 12309  
 Robert E. Seevers - N5379C, 3860 Eakin Rd., Columbus, OH 43228  
 Carl J. Atkinson - N77237, Rt. 5, Box 201AA, McAlester, OK 74501  
 Donald W. Barnes - N2207N, R.D. 3, Box 253, Volant, PA 16156  
 Ken D. Poley, 214 S. Tarver Ave., Lebanon, TN 37087  
 Tom Boggs - N77197, 3816 Stanford, Dallas, TX 75225  
 Nick L. Cort IV - N77330, 501 Londonderry, No. 3, Denton, TX 76201  
 Howard J. Fitch, 3632 Potomac Ave., Dallas, TX 75205  
 D. Michael Spradling - N90127, Rt. 3, Box 49-A, Lubbock, TX 79400  
 Angelo Fraboni - N140AB, 5801 Monona Dr., Monona, WI 53716  
 Kenneth E. Jacobs - N76429, 48476 Callens Rd., New Baltimore, MI 48047  
 Michael C. Butcher - N77048, 314 W. McDonald Ave., Man, WV 25635  
 Frank A. Grabiak - N77193, Cross Drive RD #1, Baden, PA 15005  
 William B. Mason - NC4153N, P.O. Box 256, Waterford, OH 45786  
 Charles E. Clark - N2546N, 2253 Sharon Rd., Charlotte, NC 28207  
 Miller, Bill, 101 East Ave., Manito, IL 61546  
 Benson, Oras - N9636A, 6901 Kellogg Dr. N.E., Olympia, WA 98506

**CHANGE OF ADDRESS**

J. M. Streit, 11 Woodland Forrest #7, Tuscaloosa, AL 35405 (was Hanson, KY)  
 H. Festus Burchfield III, 27922 S.W. 162 Ct., Homestead, FL 33031 (was FL)  
 Charles W. Reddel, 7617 Willow St., New Orleans, LA 70118 (was LA)  
 Jim Pelton, Box 65 "F", Bowling Green, OH 43402 (was OH)

• • **HELP - HELP** • •

Elliot Ryan, 95 Somerset Ave., Southampton, NY sez: "My airplane has a dorsal fin installed but no paper work in the logs. I note in the specs there is an option listed but my attempts to locate the company listed have failed. Are you able to provide any info to solve the problem." We don't have an STC in our lists, but have seen and know several machines with a dorsal fin installed. Can anyone help Elliot out?

Bob Nethercott, 345 Palmerston St., Sarnia, Ontario, Canada N7T 3N8 is hoping someone will have a reasonably priced windshield for his 1946 140, s/n 10948. How about it folks?

This from Ed Olds, 3 Aspen Park, Mount Carroll, IL 61054: "I purchased N89027 in November and it is my first airplane. It was first flown on April 2, 1946 and is s/n 8031! (That's the 31st machine built - must be the oldest in the Association.) Can this be verified? (Yes. First prototype was s/n 8000. - Ed.) "I would also like to know where I can get plans for, or purchase a jump seat."

"Dear Members; I'm looking for a front and center, or cabin section for a 1947 140. Please write or call collect at (406) 632-4240." Dean A. Mager, Box 498, Harlowton, MT 59036.

"We are based at a grass (cow pasture) strip and we were wondering if big tires would be any help. Also, can bigger tires be put on a 140 with gear extensions?" Don and Sue Tupper, Rt. 3, Box 735, Laramie, WY 82070. We know Bud Sutton, Rt. 1, Box 366-S, Newcastle, OK 73065 had large tires on his bird at one time. Could you help, Bud?

"Your Cessna 120/140 Association is a good one and the newsletter is excellent. My renewal was not sent in because; 1. my flying time has been severely limited due to business reasons; 2. my flying expenses per hour, if publications are included, are astronomical and a reduction was in order; 3. no matter where I went, looked, or who I had talked to, my particular maintenance problem with my C-140 seemed insoluble without major expense; 4. my plane is currently out of annual due to the above. My last annual cost almost \$900! I may have to sell in order to keep flying - by renting, that is. Keep up your good work, and if anyone has any hints on fabric care, please let me know." Thomas Gary, 7120 Pine Grove, Houston, TX 77092. Tom, we would like to suggest you contact Bill Cardiff, P.O. Box 644, Katy, TX 77450. Bill may be able to give you a steer!

Bernie Funk, 1770 Hillmeade Sq., Frederick, MD 21701 asks: "Where might I find out how to convert my 140 from a single seat belt to dual seats?" Problem with the dual seat belts is that s/n 8001 through 10,069 have one type of flap handle mechanism, and s/n 10,070 and up have another! The parts book shows a dual safety belt conversion that apparently fits the later s/n's only. The earlier s/n's have a single belt only. There must be a conversion for these s/n's.

## ••• FOR SALE •••

**140 - 1946**, 100 HP O-200A, 105 SMOH, Cleveland brakes with extensions and pants. Scott 8" tailwheel, Genave 200B, strobe, polished aluminum, Ceconite rejuvenated 1981, clean airplane. Asking \$7,900. Gary Schultz, 629 3rd Ave. S., So. St. Paul, MN 55075. (612) 451-2980 or 453-2543.

Gary would also like to know if it is possible to install a straight 140 fuselage in place of a damaged 140A fuselage. Will the wing struts and landing gear locations be the same?

(Gary, we know that the 140A started with s/n 15,200 and went through 15724. However, according to the parts book, the "Front Section Bulkhead" for 120s and 140s was built in two conformities; one for serials 8001 through 8799 had narrow door posts, and one for serials 8800 and up. The bulkhead contains the gear box and the strut attachment bulkhead bearing plate. There are some minor differences in attachment parts, but could probably be worked out. We don't have a 140A parts book.)

**120 - 1946**, 700 SMOH, 1700 TT, KX 150A, ELT, orig. logs, never damaged, like new inside and out, \$6,000 firm. Dave Olson, Tekamah, NB (402) 347-1935.

Noel Wilson, Rt. 1, Box 514, Carrollton, GA 30117, (404) 834-6775 says that even his 120 can't hold his family of four and get them off the ground! Therefore: **120 - 1946**, s/n 13378, N3120N, 6,200 TTAf, 1150 SMOH, C-85-12F, 75/80 at last annual, electric system, metal prop, Genave A-200, strobe, Razorback wings, polished (at least I've tried), needs interior, basically straight and sound, \$5,500.

James E. Bell sez his **1950 140A** is for sale at \$9,400, or best offer. Must sell. 3851 Cedar St., Riverside, CA 92501.

**140A - 1950**, s/n 15463, N9451A, no damage history, new custom interior, Alpha 200B, Narco At-50A xponder, Pointer 3000 voice ELT, full gyros, EGT, mixture control, strobe, Scott 3200 tail wheel, orig. wheel pants & new tires, Cleveland brakes, 6 qt. oil tank, 150 exhaust system and throttle control, met to met seat belts, double shoulder harness, Nov. annual 3060 TTAf, 770 SMOH, C90-14F, exc. airplane, \$11,400. Edward Mooneyham, 4637 S. Manitoba Ave., Tucson, AZ 85730, (602) 886-8835.

**140A**, 1040 SMOH, 30 STO, Imron Paint, full gyros, Sept. annual, \$7,500. Tom Caivanelli, Rt. 1, Box 571-J, Covington, LA 70433, (504) 892-1171.

**140 - 1947**, C-85, 1400 TT, 50 STO, new mags, jump seat, skylights. Full electric. All metal - polished aluminum. 360 nav/com, new battery, tires. Never a trainer. Will also trade for Cessna 170. Gene E. Hyatt, P.O. Box 32, Richmond, MA (413) 698-4378.

**140 - 1946**, five coats red & blue on white hand rubbed imron newlast October; Ceconite wings, nearly new Airtex interior (red & white); new tires; December annual; 1250 SMOH, 2200 TT; no radios; engine in good shape, flies great; \$7,500. Walter C. Callaway, 1800 Christy Ct., Ft. Worth, TX 76112, (817) 429-6654.

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## ••• COMING EVENTS •••

### May 15 - EAA Chapter 455 Fly-in Air Show

Woodring Field, Enid, OK. Contact Spencer Mamber, P.O. Box 2082, University Station, Enid, OK 73701.

### May 21, 22, 23 - Horn Point Aerodrome

near Cambridge, MD - **14th Annual AAA Fly-in** on a beautiful grass field with three runways on the scenic eastern shore of Maryland. Contact Curley Owen, 525 Lakeview Circle, Severna Park, MD 21146.

### May 23 - Sunday — International Cessna 120/140 Association Regional Fly-in

Lake Whitney State Park - Noon Picnic (See Page 2 for details)

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

Amelia Earhart Memorial Airport, Atchinson, KS. Contact Bill Hare, 6207 Riggs, Mission, KS 66202 (913) 432-7648. Member Ralph Campbell says the welcome mat is out for the International Cessna 120/140 Association for this one. VORs are: STJ 108.2 198 degree radial 26 nm; MKC 112.6 294 degree radial 32 nm. This fly-in celebrates the 50th anniversary of AE's transatlantic flight! Ralph, our State of Kansas chairman says that there will be a free supper and beer for early Friday arrivals. Registration, buddy rides, and flying contests will go on Saturday. Aircraft judging ends at 4:30 Saturday, and banquet reservations must be in by 3 p.m. Saturday. Free buses to St. Benedictine College dorms and motel. The dorms are \$9.00 per bed. The motel is the Hallmark, a Best Western (913) 367-7000. Also camping is OK at the airport. Bring your own tie-downs. Hope to see y'all there.

### 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 11-13 - Texas AAA Fly-in

Denton, Texas - Type Clubs and EAA Invited (120/140s were major participants in 1981!)

### 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

Homebuilts, ultralights, warbirds, classics and antiques. **Airshow Saturday, June 26, 1-3 p.m. - Ultralight Demonstration Sunday, June 27, 1 p.m.** Forums, Displays, Awards, Banquet Saturday Evening. Bring your own tie downs. Campers welcome.

### July 4 - Pittsfield, Mass. Airport.

Airshow sponsored by Richmond Aviation. Contact Gene E. Hyatt, P.O. Box 32, Richmond, Mass. (413) 698-4378.

### 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!

### August 15-20 - National AAA Membership Fly-in

Antique Airfield, Blakesburg, Iowa. (Blakesburg is for classics and antiques what Oshkosh is for the homebuilders.)

### October, 1, 2, 3 - 6th Annual INTERNATIONAL CESSNA 120/140 ASSOCIATION FLY-IN AND CONVENTION

at Callaway Gardens, 40 miles SW of Atlanta, GA. Plannnn NNNow!!! (Pine Mountain, Callaway Gardens, Harris Co. Atlanta Sectional - 125° radial of LaGrange, 23 mi. SE)  
**A must for all 120/140s!**

## HAT SECTION THERAPY

Cessna Models 120,  
140, 150 (over 10 yrs. old)  
and 170 series.

Fuseage Front and Rear  
Spar Assembly

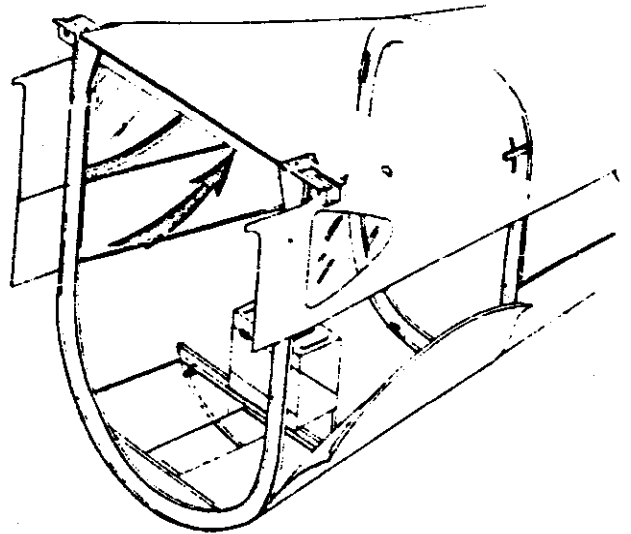
There have been several reports of corrosion in the fuseage front and rear spar wing carry-thru structure. It is recommended that the hat section be checked at every annual inspection. The following procedure is suggested to facilitate this inspection. The Cessna Aircraft Company concurs with this procedure.

1. Remove either wing, remove the spar bearing block. Inspect interior of hat section for corrosion or other discrepancies.

OR

2. Drill 1/2 inch holes in the cabin top skin on 7-inch centers along the center line of the hat section. The first hole should be on the fuselage centerline. Do not drill holes in the area of the spar bearing blocks. After completion of the inspection, smooth edges of holes and apply protective coating. Close the holes with grommets, fabric patches or other suitable methods.

NOTE: If holes are drilled into the spar channel, reinforce the channel to provide equivalent strength.



## ••• FOR SALE - FOR SALE •••

140 - 1947, project, apart but complete, mint rag wings, FCP, 150 SMOH, C-85, extra parts for airplane, call for details. \$5,000. Ric Vaughn, 2145 Carlyle Dr., Marietta, GA 30062, (404) 977-0603.

120 - 1946, 10 SMOH, 2000 TT, KX 150B, transponder, original polished aluminum, razorback fabric, refinished interior with new Airtex, no damage history, orig. logs. \$8,500. Randell Wells, Rt. 3, Box 346, Durant,

OK 74701, (405) 924-5630 days, 924-0539 nites.

For Sale: one pair Goodyear low flange wheels, bearings, wheel cylinders (pitted) with new seals, one good piston for wheel cylinder, linings (75%), brake disc (pitted), \$150 buys all. Also one carb heat box for C-90, needs overhaul, \$10. Melvin Huber, Rt. 5 Perryville, MO 63775, (314) 547-6262 nights.

### 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)

### INTERNATIONAL CESSNA 120/140 ASSOCIATION

U.S.P.S. 660-270

Published monthly by Joy Warren, 1009 Porter Rd., Milford, MI 48042. Subscription rates \$5.00 per year included in the annual membership dues. Second Class Postage Paid 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

BOX 92 • RICHARDSON, TEXAS 75080

RETURN POSTAGE GUARANTEED