

International Cessna 120/140 Association

BOX 92 • RICHARDSON, TX 75080

TAIL WINDS

by Curley Owen

When we bought our Cessna 140 it didn't have a radio. So, we installed a King KX 150 B with a Telex 66T mike. This system worked quite well but after several cross-country trips with the 90 channel capacity we found we were asking too much of ATC to handle us. We elected to change to a Narco Mark 12A with 360 channels and keep our 66T mike. That's when the problem started.

Twenty years ago when these radios were designed carbon mikes were used. The power supplies on these radios contained a mike audio amplifier to handle the output of the carbon mike which was low compared to today's transistorized, modern units. When we combined the transistorized mike with the Mark 12 we got reports from ATC that our transmissions were barely readable. We had a problem of over-amplification between the amplification of the mike and the further amplification of the mike audio circuit in the power supply. It was like trying to put out a fire with gasoline.

I had an installation manual for the Mark 12A which addresses microphone gain adjustment but having no test equipment and, as you can tell by this article, no knowledge of electronics—I pull the main service to change the bulb in a flashlight—I went to the local radio shop for help.

I was informed that I was picking up a lot of background noise from my airplane; wind noise, engine noise, and that I needed a good quality, noise canceling mike. I couldn't figure out why the Telex mike worked well with the King, and not with the Narco. The comment from the radio repairman was, "Try the new S115 mike, you'll like it." I did and they won!

Well, according to the Narco factory the Shure MB-700 mike is the best noise canceling, hand held mike in the industry. We purchased it assuming we were being had, but with the thought that we would keep this one forever-like an heirloom. For the past couple of years we have been getting along quite well with the Narco radio and the Shure mike. We both wear Telex headsets - that allows BeBe to hear all the communications, cuts down on background noise, and protects our hearing.

The problem with wearing good noise canceling headsets is that you cannot talk to one another. After speaking to people that have intercoms, particularly hus-

(Continued on Page 3)

• • • COMING EVENTS • • •

June 4, 5, 6 - West Coast Antique Fly-In Silver Anniversary

Merced Municipal Airport. Contact Dee Humann, P.O. Box 2312, Merced, CA 95344.

AHEM! June 5-6 - Mt. Vernon, Ohio, Wynkoop Airport 1st Annual West Coast 120/140 Midwest Regional Fly-In!

Bring yer tiedowns, Flour bombing, fly-away dinner, Contact Steve Sands, (614) 323-3545. How about this folks? Are they going to show us up?

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 - Allentown, PA, Queen City Airport

Lehigh Valley Chapter 70 EAA invites International Cessna 120/140 Association members to their 10th Annual Fly-In. No charge! Judging of aircraft! Camping but with no improvements. Many motels in the area. Contact Phil Zajac, (215) 250-0475, or write EAA Chapter 70, 2327 Third St., Easton, PA 18042.

June 11-13 - Denton, Texas

19th Annual Texas AAA Chapter Fly-in

Let's get all the international 120/140 Assn. folks out for this one. We'll be giving awards for the finest machines! Join us there!

June 11-13 - Gimli, Ontario, Canada Maple Leaf International Air Show

All invited. Contact Al Hunkin, 58 Albina Way, Winnipeg, Manitoba, R2R 1G8, Canada.

June 12-13 - Sussex, New Jersey "A Practical Fly-In"

Our New Jersey State Representative, Ed Burt, has organized this "Practical Fly-In" at Sussex, NJ (located on the Sparta VOR 345/10). **An instructor will be available for biennials at a fair price, and to check us out on our wheel landings! Transponder checks will be done including log book entry.** Ed suggests that you make a list of your spare parts needs and any parts you may have for sale - and include a fair price. This list could be handed on your prop for everyone to review. **For further information contact Ed Burt (201) 875-9435.**

June 13 - Knoxville, Iowa Municipal Airport Fly-In BREAKFAST

Free to fly-ins! Awards! Contact Angels Aviation, Knoxville, IA 50138, (515) 842-6411.

June 18 - Lawton, Iowa Flying Club 15th Annual Fly-In BREAKFAST

Free to fly-ins! Contact Doris Monockton, Lawton Flying Club, Lawton, IA 51030.

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 26-27 - Junction City, Kansas Flint Hills Flyers AAA 7th Annual Fly-In

Breakfast until 10 a.m. Judging and awards for 120/140s. Come meet your State of Kansas Representative, Ralph Campbell. This is a great fly-in!

(More EVENTS on Page 2)

•••OUR HERO•••

This from THE STATE of Columbia, SC: "WASHINGTON--Joseph P. Rostron of Clemson, SC was greeted with a barrage of flashbulbs and cameras Monday when he dropped by the National Air and Space Museum for what he thought would be a quiet visit.

"The retired civil engineering professor at Clemson University became the 50 millionth person to visit the popular museum when he walked through the front door shortly before 11 a.m.

"Rostron, looking startled at the crowd greeting him, was presented with several gifts to mark the occasion, including a book about the museum, several souvenirs and a gift certificate to use in the museum shop.

"I've been to this place a couple of times before, but it was never like this, commented Rostron, who said he was in Washington to attend a transportation research meeting. This is an honor I couldn't have planned on."

"To make sure they nabbed the right tourist, museum guards locked all but one door when they were about 20 visitors short of the magic number, and began counting down.

"Once Rostron got his eyeglasses unfogged and adjusted to the unexpected attention he seemed to warm to the occasion, gamely donning a World War I pilots leather helmet, goggles and scarf for the benefit of photographers." (Really Joe!!)

Joe sez he selected a PT-17 model kit as well as a gas powered PT-19 control line model. They didn't have a 120 kit!

In his reply to Rita Bobowski, Chief of Public Affairs and Museum Services, thanking the Smithsonian for the VIP treatment, he enclosed the latest issue of the 120/140 newsletter to fill her in on a little of his background and grassroots aviation that seldom gets publicity. Joe appreciated the photo in the news of 2683N and him at Anderson last year.

Jo sez he has worked hears publishing a handfull of limited circulation research reports, etc., but made the big time on NBC TV news and radio just by walking through a door at the right time! "Such is life," Joe sez.

FROM THE PUNJAB

"Dear Sir; We have one Cessna 120 and 140. The Cessna 120 needs a new engine and the Cessna 140 needs a new undercarriage and parts. Will you kindly send us a list of spares available for both these aircraft since we intend to bring them into flying condition.

Thanking you, Yours sincerely, Capt. Kamindra Singh, Adviser, Civil Aviation, Punjab, 25, Sector 19-A, Chandigarh, India.

(We will send what we have from past newsletters. If anyone can assist the Capt. with items we don't know about he would be very happy. It would be interesting to learn how he found our name and address!)

•••COMING EVENTS•••

June 26-27 - 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 - Mt. Morris, Illinois, Ogle County Airport

Contact Glenn Orr, (815) 732-7268.

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 - Slater, Missouri, Slater Memorial Airport, Central Missouri Chapter AAA 11th Annual Fly-In

Camping, contests, breakfast, and banquet. This is a nice one folks. See you'all there! Contact Harmon Lawson, (816) 248-3573.

July 16-18 - Moore, Montana, Beacon Star Antique Airfield. Fifth Annual AAA Mountain Chapter Fly-In

Contact Frank or Billie Bass, (406) 538-7616.

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!

Contact EAA, P.O. Box 229, Hales Corners, WI 53130.

August 15-20 - National AAA Membership Fly-In

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

September 17-19 - Baltimore, Maryland 13th Annual EAA East Coast Fly-In

Pancake breakfast, forums, seminars, demonstrations, awards, seaplane ramp! Contact Gene Brown, 9028 Hickory Hill Ave., Lanham, MD 20706, (301) 577-3070, or Bob Wallace, (301) 686-9242 or 686-3279.

September 24-26 - Talequah, Oklahoma 25th Annual Tulsa Fly-In

(Ultra Light) sponsored by AAA Chapter 2; EAA Chapter 10; EAA (Antique Classic); IAC Chapter 10. Contact Cal Bass, 611 S. Joplin, Tulsa, OK 74136 or (918) 494-8908.

★ NEW SPOT FOR THE BIG GET TOGETHER! ★

October, 1, 2, 3

6th ANNUAL INTERNATIONAL CESSNA 120/140 ASSOCIATION FLY-IN AND CONVENTION

at Newnan, Georgia, Newnan/Caweta County Airport

970 msl - 3500 ft. paved runway - plenty of parking space - bring your own tie downs. 80 oct. and 100LL available

Camping welcome, facilities primitive (outside water and we'll have porta-pots)

Located just s/w of ATL about 28 mi. - east side of I-85
VOR - ATL 223° radial, 29 miles - LGC 052° radial, 30 miles

Holiday Inn (within walking distance) transportation available

Rates: \$27 single - \$32 double - Make own reservations NOW!

Phone: (404) 253-8550.

Banquet Saturday evening, October 2

Fly-out to Callaway Gardens for lunch and tour on Saturday.
(Only 20 miles south of Newnan)

Contact Charlie Wilson (404) 461-6279.

GREAT TIME FOR ALL — SEE YOU THERE!

TAIL WINDS

(Continued from Page 1)

bands and wives. I learned that their long cross country trips were more enjoyable when they were not engaged in a shouting match and misunderstandings were averted. BeBe kept suggesting that we buy an intercom system and after reading Aviation Consumer reports on intercoms, and listening to a friend's advice, it all boiled down to the David Clark system, very expensive. I felt that \$600 was a bit much to pay just to listen to my wife! After all, we've been married 30 years.

Well, after winging the "old silver wich" down to Florida, I ran into Mr. Ken Hylan of Revere Electronics as he was setting up his commercial booth at Sun 'n Fun. His product was an intercom system. He explained that he manufactures and services his equipment and sells directly to the consumer. Ken also claimed that he has a circuit design which prevents word clipping common to the lower priced intercoms. I thought this would be a tremendous gift for BeBe and myself to solve our conversation problems. After listening through his intercom to Ken's sales pitch, and being assured the set was guaranteed, and that if I just didn't like it I could send it back--and all with no money down--I inquired, "how much and will you install it?" Two minutes and \$339 later it was installed in our airplane!

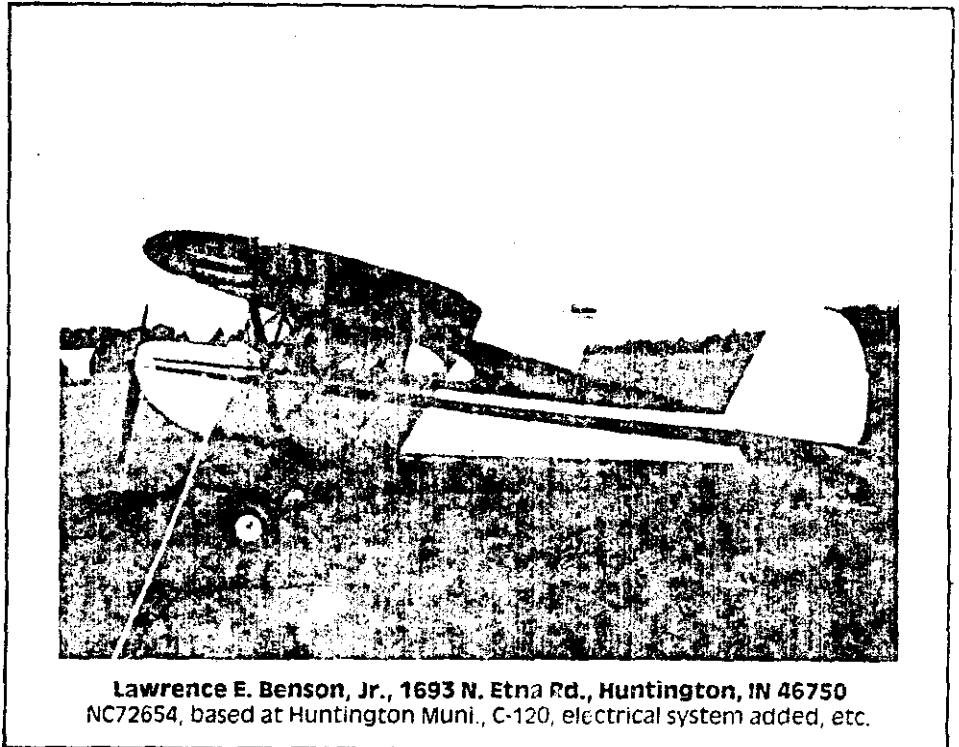
The intercom system worked beautifully but when I keyed the mike for ATC I encountered the same problems that I had when I changed from the King to the Narco. Ken then made some adjustments to the intercom amp box on a pot in the system and basically solved the problem, over amplification. I still had some electronic background noise, however.

When my 30 day trial period was about to end I was sure that I had a fine product. We enjoyed it very much, but I was not completely satisfied with the quality of transmission. I questioned whether the adjustments had been made in the right area, so invested in a phone call to Narco. No one services their product better than the manufacturer. A tech rep at Narco confirmed that twenty years ago a mike audio amplifier circuit was built into the power supply to amplify the carbon mike output, but modern "hot" mikes have a built-in amplifier and when you dump the amplified output of the hot mike into the audio amplifier circuit in the power supply you have a situation that is like dumping gas on a fire. It literally roars with electronic noise. (Remember what the radio shop told me; "cabin noise, old airplane, etc.") The Narco rep could not understand why the radio shop did not adjust the audio amplifier as spelled out in the installation manual. Of course, we all know it was more profitable to sell a new mike. Then I asked the rep if there was anything wrong with making the adjustments at the mike or in my present situation at the intercom amp rather than the power supply. He explained that when you want the amplification at the mike the power supply pot

#52-8



Frank & Ethalyn Ritterbacher



Lawrence E. Benson, Jr., 1693 N. Etna Rd., Huntington, IN 46750
NC72654, based at Huntington Muni., C-120, electrical system added, etc.

should be turned down to near zero with the equipment you are using, the intercom or mike amplifier to near peak, and then test it. If you discover that you are transmitting a carrier and the voice is weak, start tweeking up the power supply amplifier to where you have a desirable signal strength and quality of transmission.

After our conversation I made the adjustments by my "no charge" method; flying the 140 and my wife listening in another plane giving good, better, and best replies. A dozen or so minute turns put both "pots" in alignment and now our

system works like a charm. Recently BeBe flew a magazine reporter on her first flight in a light airplane and did a tour of the Chesapeake Bay area. The intercom system sure made it easy.

I am passing this information along to you because I feel that as you change radios or mikes in these small airplanes that it may not be necessary to buy a new, expensive mike to acquire a quality transmission. All you may need is a screw driver adjustment on the audio amplifier.

The intercom system I bought is a Hush-A-Com and I will speak to Ken Hylan about a rate for the club. Contact me if you are interested.

S/W REGION HOSTS LAKE WHITNEY FLY-IN

by Tom Teegarden

Twenty-one people and eleven aircraft at least started for the May 23 Lake Whitney (Texas) noon picnic Fly-in. While awaiting low scud burn-off and listening to the usual "VFR not recommended" from PSS, one plane load gave up. The Don West and Dean Howard families arrived Saturday and camped out. Dean got the "furthest from home" award - 240 miles one way. Bob Toliver (Waco) and Leon Wilburn (Ceburne) just about tied for the shortest trip. Dorchon Forman and her family should get the "complicated logistics medal." Her problem involved over half of her runway being underwater - something less than 1250 feet in the dry - her major overhaul not yet completed, and trying to transport four other family members. John Forman, chief pilot of Siwash Airlines, hefted the flagship "Chicken Hawk" out of the 1200 feet and picked up his passengers at the Siwash terminal at Denton, as Dorchon got a buddy ride in Glenn Usher's 120. New members Tom Boggs and Howard Fitch used up their allotted time trying to convince the others that the ceiling was plenty high and there was no

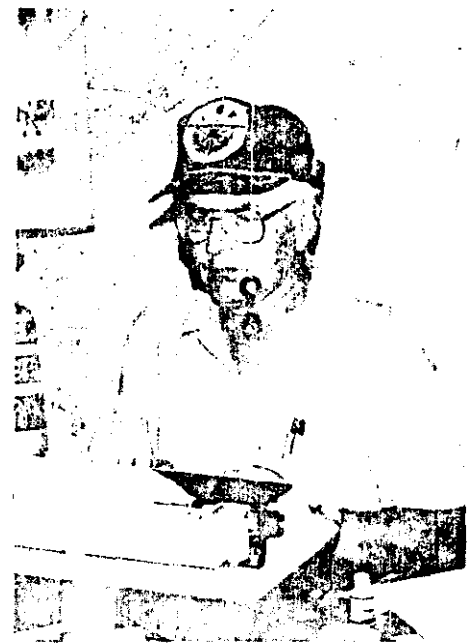
precip. Howard retired under the pressure of a severe case of chicken pox that had blighted one of his youngens at home.

Everyone "oohed and ahhed" over Dan Vickers' beautifully modified 140 and Bob Tolliver's very original and shiny 140.

Ex-prez Bill Cardiff and co-pilot Bob Glover arrived in an XXX (we just can't bring ourselves to tell you, but it took off almost vertically!). Tom and Beverly Teegarden arrived - fast! We witnessed a lot of trading going on - a jump seat for a mike, for example.

The most interesting pictorial travelog was given by the Howard and West families of their Rio Grande-Big Bend National Park trip.

Most laughs were registered for Bill Cardiff's tale. "A Luscombe came in downwind, very hot, brakes locked, for a wheel landing. The expected happened. The Luscombe was on its back and everyone ran over to help extract the occupants. As the rescuers arrived the passenger was kicking out the windshield to make his exit. 'Dang it, Joe,' the pilot cursed, 'What's the matter with you? Every time we land you kick the windshield out.' "



Our Ed busy behind airplane mobile.

••• FOR SALE • FOR SALE • FOR SALE • FOR SALE •••

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. Gallaway, 1800 Christy Ct., Ft. Worth, TX 76112, (817) 429-6654.

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.

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, Marco 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.

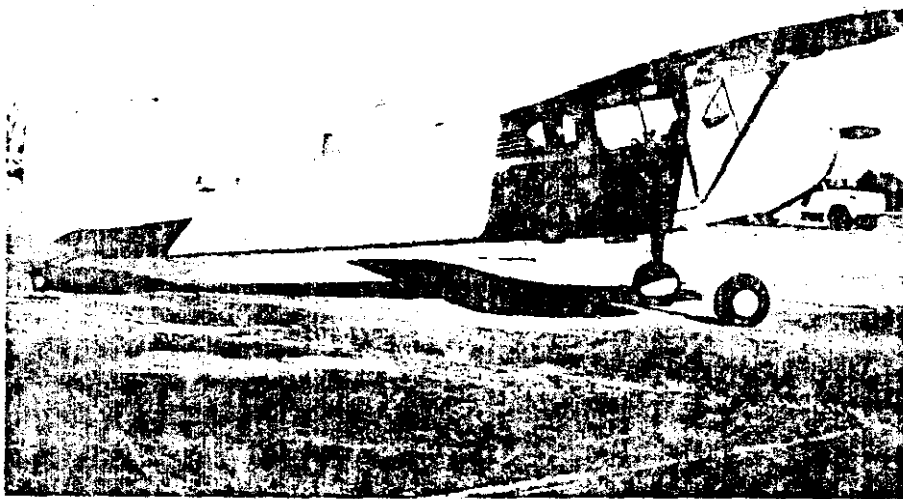
140A, 1040 SMOH, 30 STO, Imron Paint, full gyros, Sept. annual. \$7,500. Tom Calvanelli, Rt. 1, Box 571-J, Covington, LA 70433, (504) 892-1171.

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

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.

For Sale: one pair Goodyear low flange wheels, bearings, wheel cylinders (pitted) with new seals, one good piston for wher 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.

FOR SALE: 1947 CESSNA 120



TT A/Frame: 3000±, O-200 continental: 300±. Ceconite wings. 60-amp alternator. Vacuum pump. Cleveland brakes. All-electric starter system. Circuit breakers on panel. Rheostated panel lighting. Landing light. Strobe lights. EGT. ELT. Tie down rings, ropes, coils. Sky windows. Back windows. Annual due May. Full gyro panel. Mark XIIA. King KX 150A. ADF. 3LMB. TXP. Sassy pastel paint scheme - always hangared. Peggy McCormick, Box 312, Greenwood, MS 38930, (601) 453-6680 after 6 p.m. CST.

•••ALERT • ALERT • ALERT • ALERT•••

Cessna
Models 150
and A150

Forward Elevator Bellcrank
Assembly, P/N0411288

There have been several reports of cracks found in components of the forward elevator bellcrank assembly, located under the cabin floorboard near the lower end of the control column. Cracks have occurred on both high-time and low-time airplanes.

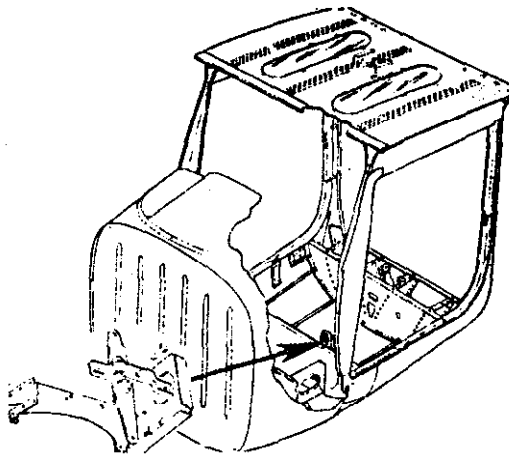
In one case, the cracks were found when investigating the cause of stiff elevator control movement. In another instance, popping sounds were heard when the elevators were moved, and in at least one other case, the elevator system was reported as being extremely loose.

It is recommended that this area be thoroughly inspected at each annual inspection and whenever any peculiar elevator control condition exists.

Frank Rittersbacher says the 120/140 has the same type bellcrank system as the 150. "I have found no cracks but did find worn elevator to bellcrank attach bolts and holes in the bellcrank elongated to the point they had to be bushed with steel bushings."

(Ed note: Some time back we rebuilt the rudder bar bearings, put new bolts in the torque tubes and pedal shafts. The new bearings from Cessna were plastic rather than metal; they are hanging in there, however. You will be amazed how loosey-goosey this whole assembly is on most machines! Take a good look.)

***We would like to repeat the following alert: "Main Landing Gear Legs, flat spring type. To preclude fatigue failures of the landing gear legs at the fuselage outboard supports, it is recommended that



the portion of the gear leg which comes in contact with the support structure be examined for signs of chafing, rust, pits, and corrosion. Any gear leg found with signs of rust pits or severe chafing should be replaced. Minor surface corrosion should be removed and the leg primed and refinished in accordance with procedures in the Cessna Service Manual for the aircraft affected." Looked through the "100 Series-1962 and prior" service manual, couldn't find a thing about priming and refinishing. Use your good judgement, check with your A & P if necessary.

***The Boron Oil Company is producing 100 octane avgas in the Cleveland, OH area with a pinkish-bronze color instead of the normal green. The fuel should not be confused with LL 100 octane (low lead, normally blue in color) or 80 octane which is distinctively red. The Pinkish-bronze Boron 100 octane becomes colorless, or nearly so, when mixed with 80 octane.

CONTINUING SAGA

Last issue we put in the "HELP HELP" column a note from Ed Olds, Mt. Carroll, IL. You remember, Ed owns Cessna 89027, s/n 8031. Well, his appeal for a jump seat brought the following response.

"Dear Ed; Your piece in the "Help - Help" section of the April issue ... struck a chord.

"I owned N89027 from 1960 until 1965. In December of 1964 I discovered one morning that the airplane had been forcibly broken into and the entire instrument panel with all instruments, wiring, plumbing, etc., had been stolen while supposedly in a secure area of Miami International Airport. Shortly thereafter I sold the airplane to John Crownover of Crownover Aircraft Co. of Miami. About a year or so later I noticed a photograph of good ol' 027 on one of the front pages of the Miami Herald. It seems someone had made an "unscheduled" landing on the Rickenbacker Causeway in Miami. From that point on, I lost track of her, hence your notice caught my eye.

"I'd sure be interested in hearing from you and filling in the gap between that time and the present to the extent that the logs reveal its history concerning replacement of the instrument panel, etc., etc.

"Somewhere in the back of my files I have some photographs of the airplane taken during fishing trips to the Florida Keys and elsewhere which might be of interest to you. Since I always keep negatives, I could have some duplicate prints made for you.

"Good luck with your new machine. Yours truly, Robert G. Sommer."

(Bob currently owns and flies a 140A, N5619C, and is a Delta Airline captain.)

•••STATISTICS•••

We noticed in the Aircraft Theft- Final Statistics for 1980 as compiled by the International Aviation Theft Bureau that not one Cessna 120, 140, nor 140A was stolen during the year reported. An Ercoupe, a C.A. Tiger, 9 150s, a DC-3, even a Tri-Pacer! And a Musketeer yet!

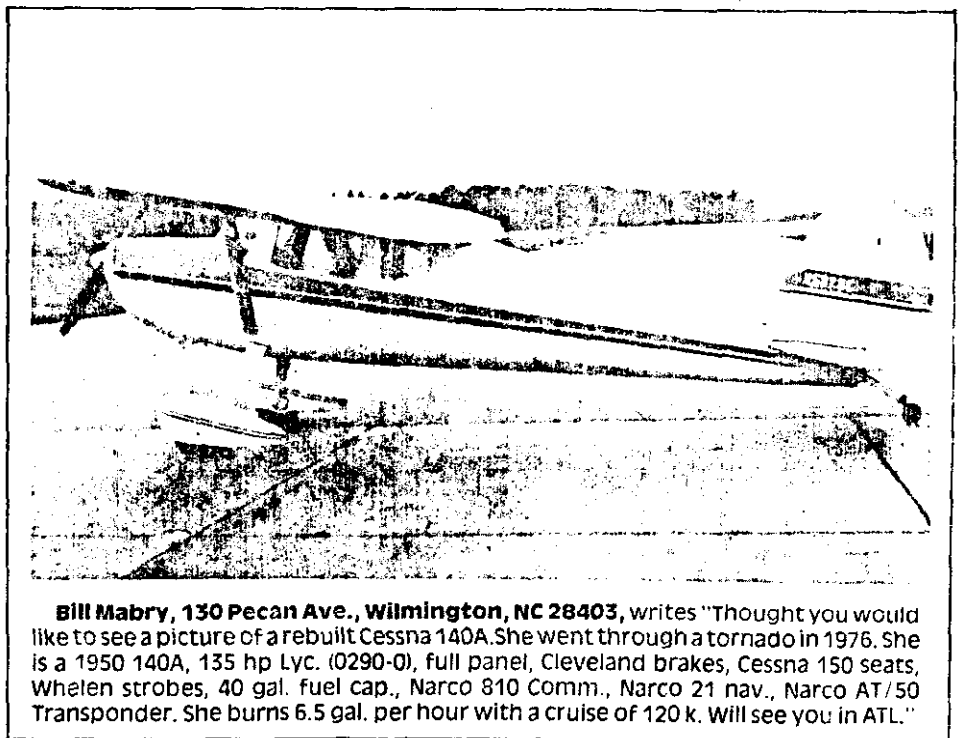
Nice to be forgotten!

•••FOR SALE•••

1947 C-140, C-85, 1400 TT, 50 STO, new mags, jump seat, skylights, full electric. All metal polished. 260 nav/com, new battery, tires. Never a trainer. Will trade for a 170 or sell outright.

1947 C-120, C-85, 70 SMOH, new inside and out, 1981 interior including carpet, headliner, rebuilt seat, velour cover, all new glass, 1981 Imron paint blue/white, Mk III, new speaker, gyros, skylites, very clean. Must sell, Trading in on a new baby! \$8,900. Jon Neff, Tulsa, OK (918) 583-3723, Tulsa Downtown Airpark, or 1346 N. Santa Fe, Tulsa 74127.

#52-8



Bill Mabry, 130 Pecan Ave., Wilmington, NC 28403, writes "Thought you would like to see a picture of a rebuilt Cessna 140A. She went through a tornado in 1976. She is a 1950 140A, 135 hp Lyc. (0290-0), full panel, Cleveland brakes, Cessna 150 seats, Whelen strobes, 40 gal. fuel cap., Narco 810 Comm., Narco 21 nav., Narco AT/50 Transponder. She burns 6.5 gal. per hour with a cruise of 120 k. Will see you in ATL."

• • • HAWAIIAN FLYIN' • • •

by Dorchen Forman

There is nothing quite so exciting as a sectional of a new area. When we got to Kailua-Kona on the Big Isle of Hawaii we bought a sectional that's mostly Pacific Ocean. To fill it up it has Samoa, the Marianas, Guam, and an enlarged chart of Oahu.

While we were standing there ten twin Beeches came in on one-seven. (Shades of Bogart?). We learned that they are called Lani Birds and belong to Panorama Air Tours.

We walked over to Kona Flight Service to rent a plane. There we met a nice young man, David Perbix, who would check us out. We like to talk to instructors in new areas to find out local procedures. In Hawaii there's an unwritten rule below 3000 feet. Flying west one flies at 1000, 2000, or 3000. Flying east one flies 500, 1500, or 2500. That is a good rule in such an interesting state since both private and commercial planes are sight-seeing from sea-level to crater height.

We rented a Piper Cherokee Warrior II with 160 hp. John did some stalls and touch-and-goes with David right seat and our pilot nephew John and I in the rear seat. Then, with the two Johns in the back seat and David right seat, I took off. David would bring the plane back after we flew to Maui.

Well, the wings being on the low side for us Cessna 140 pilots one must say to oneself GUMMPUMP to remember the fuel pump upon take-off or landing. Otherwise, piece of cake.

I took off from Kona (no one says Keahole Airport) on one-seven. A "Kona" wind from the southwest is a result of the trades from the northeast blowing across the island and around to the lee side.

We asked for a left-downwind departure because of a seaward rain shower and flew north toward Waimea climbing quickly to 3500 feet due to the rapidly rising terrain. Mauna Kea's crater is 13,796 feet.

Out of controlled airspace we switched to 122.9, the frequency used throughout the islands by private and commercial alike. We landed at Waimea, elevation 2677, on two-two with a strong crosswind. Cherokee 2181 Bravo was oil-canning which made me nervous. (Oil-canning is the blipping sound of the metal on the fuselage).

Of course, they were having "very unusual weather" that day. I've heard that phrase all my traveling life. You can call Honolulu FSS 300 miles away or you can listen to PATWAS but the best way to decide whether to fly to Hilo is to phone someone you know and find out how hard it's raining . . . or look across the channel if you want to fly to Maui. All pilots in Hawaii are very helpful about giving PIREPS, even the giggies. We heard a 747 mentioning the turbulence at 10,000 feet.

The scenery was beautiful. The snow was frosting down the side of Mauna Kea with swirling, nasty clouds around the crater. Out in the sunlight there were high lens-shaped feathers shining like prisms. The

black lava, the blue sea, made this our most exotic flight.

We flew out to sea and turned westerly along the north shore of the Big Isle. We hit a big bump and it was windier than I like it. I turned by head to see both Johns with their life-vests on feigning terror and rubbing the tops of their heads.

We flew 1000 feet over the water abeam of the high cliffs covered with lush growth and an occasional cascade of water falling to the beach far below. Each beach was at the foot of a steep, isolated valley, remote from the next beach.

At Upolu Point we climbed and turned to a heading of 294 degrees, Victor Airway 2, from the Upolu VOR, but all I could see was dark, dismal clouds veiling Haleakala crater and rain to the south. Looking toward the northeastern shore of Maui below the clouds we could see sunshine. That's Hana, the normally rainy side. I turned to a heading of 340 degrees toward Makaaloe Point.

I was glad we had the instructor along to tell me the correct pronunciation of each Hawaiian word and the local reporting points. We heard Royal Hawaiian Airlines landing zero-eight at Hana. I asked the pilot for wind speed. He said 'light and variable.' That sounded fine. However, we'd go look. I reported our position over Alau Island, scooted under some scud and made the descent.

Hana, uncontrolled, is rather remote and not very busy. Zero-eight heading

lands toward the sea, while two-six heading points you into the mountain. Well, the sock was straight out cross-wind, and I chose to go on to Kahului.

The winds were lighter along the north shore of Maui and we were able to enjoy the lush scenery. We could understand why Charles Lindbergh chose this area to live. On the east coast south of Hana he prepared his own grave where he was buried in 1974 . . . facing the Pacific.

Kahului is the big and busy airport on Maui. It is a TRSA so we called them at Opana Point after listening to ATIS. Landing zero-zero, over the fence at 70 knots (the airspeed indicator is in knots), we taxied to the fire station to tie down. There was a Cessna 140, N number something 74 Victor, with its flaps banging away. I wish I'd brought a 120/140 newsletter to stick into the door of his plane. David said to leave the keys in the plane. Who would steal a plane in Hawaii and get very far?

There at Aloha Airlines stood our relatives with our luggage. We thanked David for the scenic tour, the lovely adventure and for taking the plane back to Kona for us. We enjoyed his company and thought he told us a lot of useful information. I know others have flown the Pacific Ocean and a lot further than the 30 miles I flew, but I was absolutely fatuous!

Aloha!

(NOTE: Dorchen - 3574V belongs to Denis William. We're sending him a copy of this newsletter.)



Steve Swinney, 9610 E. 65, Raytown, MO 64133

HELP - HELP - HELP

F. Dean Truax, Box 66, Big Cove Tannery, PA 17212, sez: "I'm nearing completion of the restoration of a 1947 140, s/n 13267. I would like to install a flashing beacon on the vertical stabilizer. I have the beacon unit - removed from a late model 150, but need information about a mounting bracket and FAA approval.

"Also, I need a pair of mufflers."

Bill Williams, 5814 Mechanicsville Pike, Mechanicsville, VA 23111, wrote us some time back about his tail feathers, the horizontal stabilizer in particular.

"During the inspection the mechanic found the horizontal stabilizer to be too flexible and 'oil canning.' He called me and after checking two other 140s it was decided to open it up to see what was wrong. The other two checked ok.

"When it was discovered the stabilizer reinforcements were not there, nor had there ever been, I called Cessna. Their manager of customer services, Mr. J. H. Quackenbush was very cooperative and concerned. After getting all the information I could give him he had one of Cessna's engineers call me the next morning.

"The engineer was concerned and said he couldn't understand how the aircraft was put into service without those reinforcements and for me to have my mechanic order the parts and install them and then file a 'Quick Claim' with Cessna and they would pay for it. However, you see Cessna's reply to the 'Quick Claim'. I paid the bill!

The form 8330-2 was filed by the Richmond GADO maintenance inspector. No 337 was prepared, only a log book entry saying 'replaced missing stabilizer reinforcements, Cessna part no. 0432160.'

This rather interesting letter from Cessna was sent to Bill.

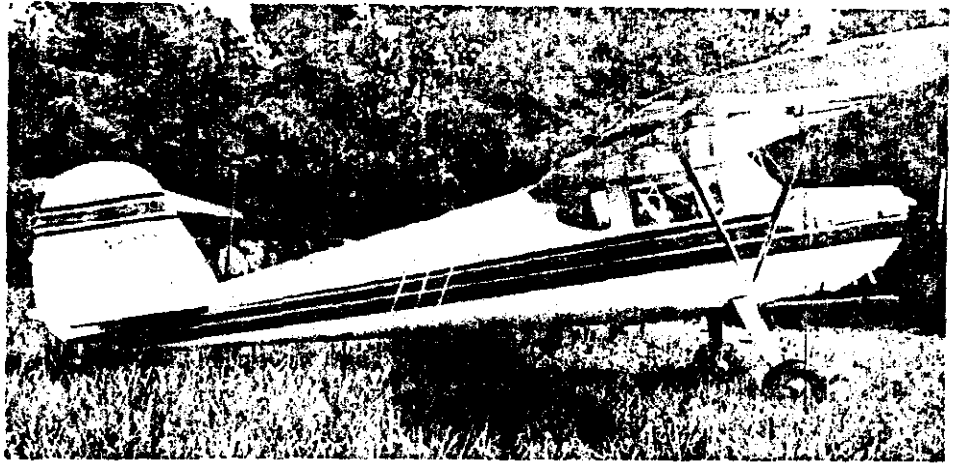
"Dear Mr. Williams; We have reviewed the workorder and Quick Claim submitted on 140 11275/N76841 with our Warranty Administration Department and must conclude that no credit can be offered at this time for replacement of the channel in the horizontal stabilizer.

Due to the age of the aircraft, it is impossible to tell when or where the channel may have been omitted. The lack of that component does not appear to have caused any serious problem with the airplane, but we are glad to hear it was replaced by Mr. Doepppe upon discovery.

We appreciate the opportunity to review this claim and hope your 140 will continue to provide many hours of enjoyable flying in the future. Very truly yours, Joseph H. Quackenbush.

(Ed Note: Don't know what more can be said about the channel, or reinforcement, or stiffener. There is no AD, no service bulletins, no nothing. We know that some ships had 'em and some didn't. Why Cessna did this they ain't sayin' - and I wouldn't either. To our knowledge there have been no mishaps because of the lack of the channel since 1946. Bill Williams was good enough to send us a copy of the FAA Form 833-2 report as submitted by the GADO office should someone be interested.)

#52-8



Jim Johns 1454 Laverte Cir., Mableton, GA 30059

••• WELCOME NEW MEMBERS •••

- Dennis Darr - N2497V, 12568 Sugar, Boron, CA 93516
 Don A. Kames - N89187, 3N 275 Keil Road, W. Chicago, IL 60185
 Lawrence E. Benson, Jr. - N72654, 1693 N. Etna Road, Huntington, IN 46750
 David Rex Ahrens - N76384, 106 N. 8th St., Guthrie Center, IA 50115
 William J. Hogan - N89003, s/n 8007, P.O. Box 90052, Lafayette, LA 70509
 Virgil E. Coryell - N72513, 904 North Tyler, Lexington, NB 68850
 Philip E. Derer - N89609, 104 W. Maple Ave., Underwold, NJ 08021
 John M. Coble - N3130N, Box 4930, Wrightsville Beach, NC 26480
 F. Dean Truax, Box 66, Big Cove Tannery, PA 17212
 Peter M. Etchells & James M. Holloway - N72823, 116 Broadview Circle, Bristol, TN 37620
 Bill Branum - N9689A, 1009 West Interstate 20, Grand Prairie, TX 75051
 Tom Bufkin - N2185N, 414 Busch St., Houston, TX 77060
 John L. Deans - N76253, Hwy. 71, Voca, TX 76887
 Bob & Iris Landrum - N89479, Rt. 4, Box 14Q, Roanoke, TX 76262
 David G. Pritchard, 7623 Tanglecrest, Dallas, TX 75240
 W. L. Wotipka & W. C. Jensen - N90137, P.O. Box 1337, Brookshire, TX 77423
 George W. Anderson - N76426, P.O. Box 189, Kenosha, WI 53141

Application for Membership

International Cessna 120/140 Association

BOX 90 • 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)

OUR MAN IN KANSAS

Since his first solo in an Aeronca C-3 in 1935 Ralph Campbell, our Kansas State Rep, has been tooling around in a wide assortment of aircraft. From Jenneys, Eagle-locks, Fleets, Wacos, Robins, and some forty other brands, many of which Ralph doesn't recall now, if he knew then he says, to a jet ride with his son in a T33, Ralph has run the course.

A retired automotive machinist, Ralph completely restored his 125 hp Lycoming powered 140, N2092N, in 1976. It was demolished in July 1978 and he rebuilt it again! A beautiful medium yellow machine with black stripes and interior, it has been in the AOPA Pilot magazine, and seen at most fly-ins around the mid-west.

Twenty-seven years in the AOPA, and three in the International Cessna 120/140 Association, indicates that Ralph's interest in aviation is great. He got his private pilot's license in 1955, but had by that time owned some twenty-five aircraft. He had recorded 1200 hours of flying time with friends showing him the ropes, none of whom were instructors! Then he decided to try for a ticket.

"My most memorable flight was my first jet ride with my son in a T33. The smooth ride and no P factor really impressed me. We went to 30,000 feet, at that time about 15,000 feet higher than I had ever been. Being carried aloft in a ship piloted by alad who had his first airplane ride with me was a great thrill!

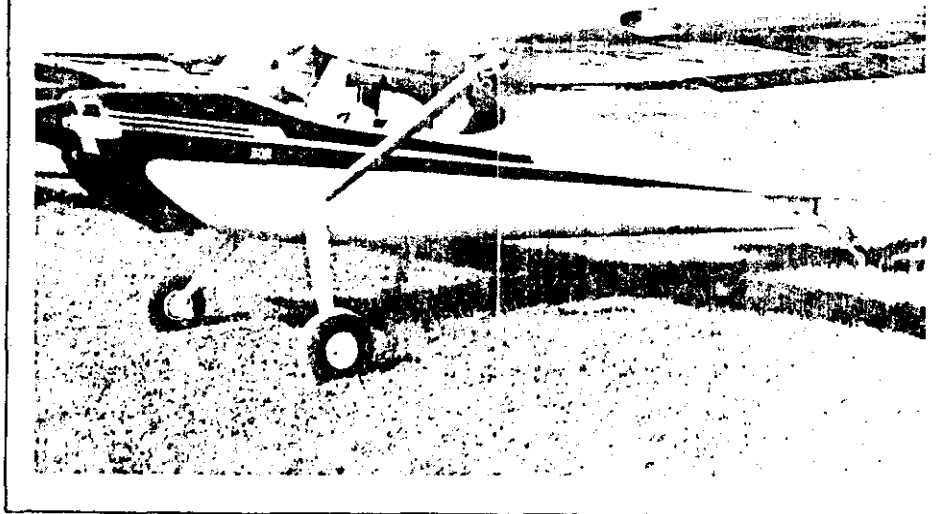
Ralph and Alma Campbell live at 1253 Lawton Lane, Kansas City, Kansas 66103. The Campbell's have three sons, Bill, Donald, and Ralph N.

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.

SPOTTED AT SUN 'N FUN



••• HELP • HELP • HELP • HELP • HELP •••

"What prop should I use with an O-200 installation in my 140A?" Angelo Fraboni asks. Angelo's a new member from this year's Sun 'n Fun. His address is 5801 Monona Drive, Monona, WI 53716. His STC installation performance is disappointing.

"Ernie Clay, 412 East Road, Huntington, WV 25704 says that at Sun 'n Fun he purchased two Cessna 140 gas gauges for \$15 each from Wilco (1-800-835-3112). He had some from Aircraft Spruce and Specialty and was unable to make them work properly. He removed them and installed those from Wilco and found them to work well and accurately. He felt the membership should be aware of this.

Ernie would also like to have it known that he is desperate for an entire cowl for his 1948 140. Help! Help!

(Ed Note: Wag Aero also has gauges that work in our machines.)

Ron Kling, RR #7, Dystrup Ave, Lemont, IL needs a nose bowl for his '46 120. (Try Cessna, Wichita. They have 'em, Ron.)

Bob Seevers, 3860 Eakin Rd., Columbus, OH 43228 needs horizontal stabilizer skins -pre-drilled - for his 140A N5397C. (Also try Cessna, Wichita.)

Don Patry, Eagle Lake P.O., Eagle Lake Ontario, Canada KOM 1M0, needs a window latch. (Again, Cessna, Wichita, has 'em early model 150s. Almost identical.)

This from Charles E. Clark, 2253 Sharon Rd., Charlotte, NC 28207: I have recently joined the Assoc. since I purchased a 1947 Cessna 140 s/n 12802. I have spent a number of hours checking out the aircraft, and have found that I am very lucky in that I need only one instrument panel light socket assembly and one fuse holder assembly. I will be glad to pay a reasonable price for these items if anyone out there can supply. Please contact me by mail only. In the future I would like to install a baggage shelf and landing gear extensions if I can obtain the necessary parts, or drawings if they are available. I have many engine parts for Lycoming O-235, O-290, O-435 engines for trade or sale.

International Cessna 120/140 Association

BOX 92 • RICHARDSON, TEXAS 75080

RETURN POSTAGE GUARANTEED