

International Cessna 120/140 Association

BOX 92 • RICHARDSON, TX 75080

NEAT IDEA FROM VIRGINIA

Received the following letter from our Virginia State representative:

Dear Curley:

I was up at the York, Pennsylvania, Airshow Saturday, May 1st, and I believe I recruited a couple of new members for the association. A gentleman from New Jersey requested I mail him some information on the association, which I did along with a short note telling him to call me if he was ever weathered-in near the Washington, D.C. area and I'd put him up for the night.

After sending the note, I got to thinking that with the membership as large as it is why couldn't we list the phone numbers of those members willing to volunteer their homes for a night or two to other members who are in trouble. There is nothing more frustrating than being miles away from home with a busted machine, no ground transportation, no place to spend the night, and no one to turn to for help.

Maybe we can even save some men and machines from foul weather accidents by giving members the option of spending the night somewhere short of their destination, rather than press on into worsening weather conditions, simply because they don't have the money for a hotel room and taxi to and from the closest airport. I realize that maybe not everyone can or would want to do this, but I feel that there are many who would be happy to volunteer.

Sincerely,

Ronald N. Vecchioni
8357 Bark Tree Ct.
Springfield, VA 22153

I feel this is a worthy idea and may be beneficial for those flying around at this time. Let's get a list started now for someone may need it during the thunderstorm season. If you are interested in extending this hospitality or service, please send me your name, address and telephone number as soon as possible and we will publish a list.

Curley Owen, 525 Lakeview Circle, Severna Park, MD 21146.

• • • COMING EVENTS • • •

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!

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) 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**

••• DENSITY ALTITUDE •••

by Ed Tilgner - N76381

Here it is springtime in New Mexico, and we have already had two density altitude accidents. The first was a 172 at gross wt., air temp 86°F. and a 4,000 ft runway. The second was a Piper Pacer (transit), two people and too much luggage. No one was badly hurt, but both airplanes were totaled. You might say 'Density Altitude' was the cause. Gross wt. does not mix with high temperature and high altitudes.

- **DO** check the weather over your entire route. If reported winds in the mountains are over 25 mph, you may have moderate to severe turbulence.
- **DO** plan your trips in the early morning or evening hours . . . smoother air.
- **DO** always fly with a current chart, and study it thoroughly.
- **DO** route your trip over valleys wherever possible.
- **DO FILE A FLIGHT PLAN.**
- **DO** learn about the field into which you will be flying; altitude, length, one way or two-way.
- **DO** carry enough fuel!
- **DO** know your plane's limitations, and your own!
- **DON'T** carry needless weight.
- **DO** make proper corrections for pressure and temperature effects on take-off distance and rate of climb. **DO** adjust mixture during full power runup before takeoff from high MSL airports.
- **DO** use power-on rather than gliding approaches. It's safer on high MSL fields.
- **DO** keep airspeed well above stalling speed.

These tips on mountain flying: Maintain at least 2,000 feet above terrain, know your winds enroute, remember that downdrafts and turbulence occur on the lee side of mountains and ridges, approach a ridge at an angle so you can turn away if an unanticipated downdraft steals your altitude and when across head directly away. Maintain flying speed and turn away from high terrain if severe downdrafts are encountered.

- **DO CLOSE YOUR FLIGHT PLAN ON ARRIVAL.**

(Ed note: Find a Koch chart somewhere and have it with you so you can figure what you need for runway. Or, check the simple table in your Owner's Manual.)

ANNUAL AFFAIR

Betty and Jim Merwin have been photoing the annual process of annualing their 140. The trouble is, every frame will show a different mechanic!

This past winter put the whammy on N4028N. Wind, cold, snow, ice, and other wicked influences--Gremlins?--bent the tail feathers, and one aileron hinge. Not only was poor 28N out of license, it couldn't be flown to the Merwin's regular mechanic. Finally, after spading up their local airport, a grizzled, veteran airline pilot who had retired into the limbo of A&P ranks volunteered to tackle the job. In fact, he would allow Betty and Jim to do the work while he watched; from a warm vantage point because his shop wasn't heated. The

Merwins wisely allowed as how it might work out better if they waited until, maybe April. April came but by this time the grizzled vet had fallen and hurt his elbow!

The hunt began again. Betty found a mechanic at the Beechcraft-ugh-dealer who would do the work, and he too would allow Jim to do the majority of the work under his supervision. They are very pleased with his thoroughness, and they are learning a lot about their bird. What a great way to do an annual!

Betty and Jim have taken photos of the various steps in the process. If they turn out they hope to have a slide presentation at Oshkosh.

••• OSHKOSH •••

As you all no doubt know by now that Oshkosh will happen from July 31 through August 7.

Betty and Jim Merwin, secretary and treasurer, will host the International Cessna 120/140 Association tent this year. We have a new tent and a nifty banner made up by Joy and Clare Warren. Yer Prez and Missuz, Curley and BeBe Owen will be there of course, we hope we can make it as well.

We will hold two forums, or fora (eh-eh), this year at 9 a.m. on August 3rd and 5th. Curley has arranged to have Don Fairchild, a Teledyne Continental Motors consultant, at both meetings to discuss engine problems and care. And, the Merwins' annual photos!

••• TEXAS REPS •••

The State Representative Questionnaire asks, "How long have you been members of the International Cessna 120/140 Association?"

Tom and Beverly Teegarden, our Texas reps hold membership cards 1 and 2! In fact they are the founders of the Association, and look what they started! From their residence at 505 Salem Drive, Richardson, Texas, they wrote the newsletters, handled the membership enrollment, arranged fly-ins and conventions; they did it all in other words.

Tom has been flying since 1969 and has owned several machines; a 145 hp Swift, Cessna 180, a 182, three 140s - one of which is now Bev's, and a slick 200 hp three-bladed Swift. In fact, even as this is being written Tom is at the port trying to get the ruddy fuel injected Lycoming started!

Beverly started flying on a student licence via the AOPA "Pinch Hitter" course. The 140 N89674 is maintained by Tom, other Association members and the local AI. Tom stripped, repainted and re-did the interior of the 140; a super job. Bev and Tom belong to the EAA, AAA, both local and national, the Oklahoma AAA, the Swift Association of course, and AOPA.

"My most enjoyable and memorable flight was my first take-off in a 140. My brother (David, a 140 owner and member from Tulsa, OK) had located a 140 that had weeds growing around and through it. Really looked tough.

"Only after a lot of persistent negotiation for back tie-down fees so the FBO would unlock the chains, and price haggling, was I ready to try to bring it home. Most onlookers suggested several take-offs and landings for familiarization. I reasoned it would be better to have just one take-off and crash at my home port rather than 265 miles away!

"Breaking ground for the first time in a 140 was exciting and exhilarating!"

"More flying" is Tom's other hobby. They enjoy the wonderful people they've met and continue to meet through the Association, and the continued increase in knowledge of 140s through information sharing.

••• TAILWINDS •••

In our continuing effort to keep you healthy, I want to review something that was mentioned five issues back. It is the importance of thorough inspections of upper strut fittings. I have talked to many owners who are unaware of potential problems.

The following is a reprint from Issue number 30, April, 1980, "BAD NEWS:"

Safety Board (NTSB), February 5, 1980:

On September 29, 1979, a Cessna Model 120, N72504, crashed near Vicksburg, Mississippi, after the right wing separated in flight . . .

Investigation disclosed that the wing separated when the forward wing strut upper rod-end spherical fitting failed. Metallurgical examination disclosed that the fitting was severely pitted and corroded. The fitting apparently had become pitted and corroded over a long period of time and, at the location of failure, corrosion was found to have penetrated almost the entire thickness of the fitting.

The airplane involved was manufactured in 1946, and was last inspected in February, 1979. Although the external location of the spherical fitting makes it physically and visually accessible, evidence of corrosive deterioration, cracking, or elongation apparently was not detected during the inspection. Paint which covered the lower portion of the fitting in the area of the failure, may have partially obscured the corrosion.

Wing strut fittings similar to the one which failed are also installed on many Cessna Model 140 Airplanes. As of December 31, 1978, a total of 3,486 Cessna Model 120/140 aircraft were registered with the Federal Aviation Administration, the newest of which are approaching 30 years in service.

Therefore the NTSB recommends that the FAA:

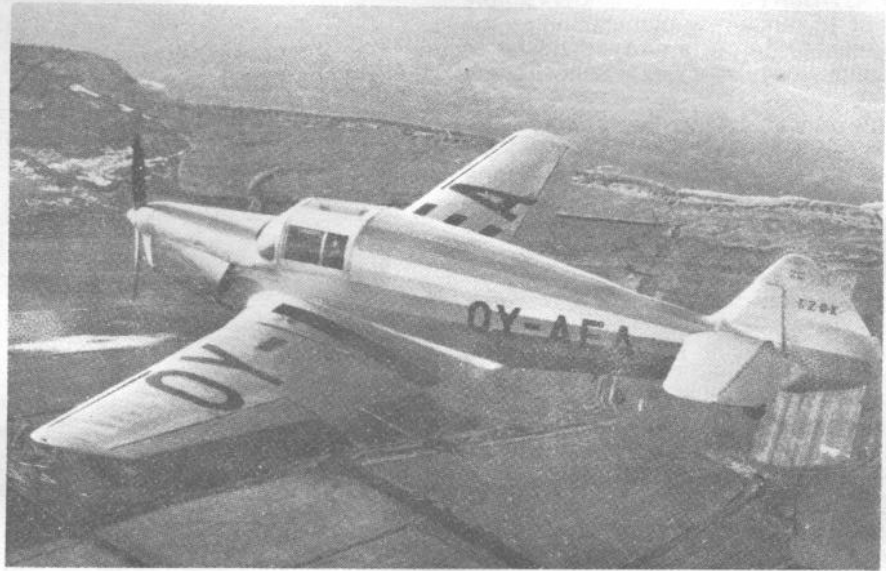
Issue an Airworthiness Directive applicable to the Cessna Models 120 and 140 airplanes, requiring an immediate inspection of wing strut upper rod-end spherical fittings for corrosion, cracking, or elongation. If any of these conditions are detected, the fittings should be replaced before further flight. (Class 1 - - Urgent Action), (A-90-11).

(Ed's Note: How many of you have thought about the above when doing chandells, lazy eights, loops, spins, etc., or at annual time?) End of reprint.

Well, as you know, the FAA never issued the AD note. I feel this club, through the newsletter and forums at Oshkosh and the convention had much to do with preventing that AD note. Be that GOOD or BAD, it became obvious through correspondence that several dangerous fittings were out there flying around and probably some still are. At Sun 'n Fun I talked to several owners who had found some very bad fittings. One owner in the St. Petersburg area (corrosive climate) who regularly flew in heavy afternoon turbulence while doing a safety patrol over Tampa Bay was very thankful for the newsletter information.

#53

••• DENMARK •••



"Dear Jim and Betty;

"Thank you for your letter and I am pleased you asked me to be the European Representative. I accept and will try to do my best.

"Something about myself: At 18 years of age I soloed in a glider, that was 28 years ago. Later I soloed a real airplane, a Danish built 1936 model, a real old-timer. It is still flying--see the picture! I sold it and got a Piper Champ, 90 hp, and now the Cessna 140 which I find very fine flying. Myrtle, my wife, likes to join me on trips to foreign countries, like England, Germany, Netherlands, Belgium, France, Sweden, and Norway. So, we have lots of wonderful memories together with OYAVO. The picture shows a Kramme Zenten II Coupe built in Denmark in 1936. There are only three around today, the others were destroyed during WW II.

"Happy Landings; Elihardt Kokkolm, Tjørnevej 12, 6950 Ringkøbing, Denmark."

This letter was Elihardt's response to Jim and Betty Merwin, our Treasurer & Secretary.

This is not a new problem. Cessna issued the following in 5-11-56. (See Issue 34, Sept., '80, NOTHING NEW.")

It seems that after finding several strut fittings cracked or excessively elongated, Cessna decided the ends should be replaced or changed, so they said, "On airplanes after serial 14955, the front strut fitting was changed to a welded attachment, which other than the periodic inspection needs no special attention."

If you have the above mentioned welded attachment at least the forward fitting should be O.K., but take a look at the back one. Make sure the sphere is free. Clean and grease if it is in good condition. If rusty or pitted, replace. For those who have spherical fittings on all four uppers, I would suggest they be removed, chemically cleaned free of paint, and thoroughly inspected. If found to be in good condition, prime and repaint except the sphere itself which should be coated with grease, then strut cuffs put over the whole thing to protect it from the weather, and inspected each year at an-

nual time. Or maybe, you would prefer to spend about \$15 each and install new ones from Avmat 20, 800-238-6816 (free call and you can check the price), or from Univair, Rt. 3, Box 59, Aurora, CO 80011, (303) 364-7661, or from Wag Aero, Lyons, WI, or from Cessna.

• MORE FOR SALE •

For Sale: Scott 3200 tail wheel and adapter, \$175. AT-50 Transponder, \$375. Mark 12A, 360 VOA-4, power supply and cables, \$500. Mark B like new, \$350. Motorola T-12 ADF indicator and cables, \$300. Tom Calvanelli, Rt. 1, Box 571-J, Covington, LA 70433. (504) 892-1171.

"My family and I outgrew our 140 and have moved up(?) to a 180. I would like to see her go to a person who will take good care of her. I am asking \$7,500, and can be contacted at (915) 392-3972, Mike Bien, Box 1456, Oxona, TX 76943. **1946 C-140**, C-85, 950 SMOH, 150 STO, all metal, polished aluminum with red stripes, new prop, custom interior, KX150 radio. Fresh annual, ready to go."

•CROSS COUNTRY!•

by Wolfgang Schule

"Dear Jim; (Merwin)

"Thank you for your letter which I got to-day. As I hadn't gotten a reminder I simply forgot to renew my membership. I still have my 140, of course, and with this letter I'll enclose my dues as well as a photo of my 140.

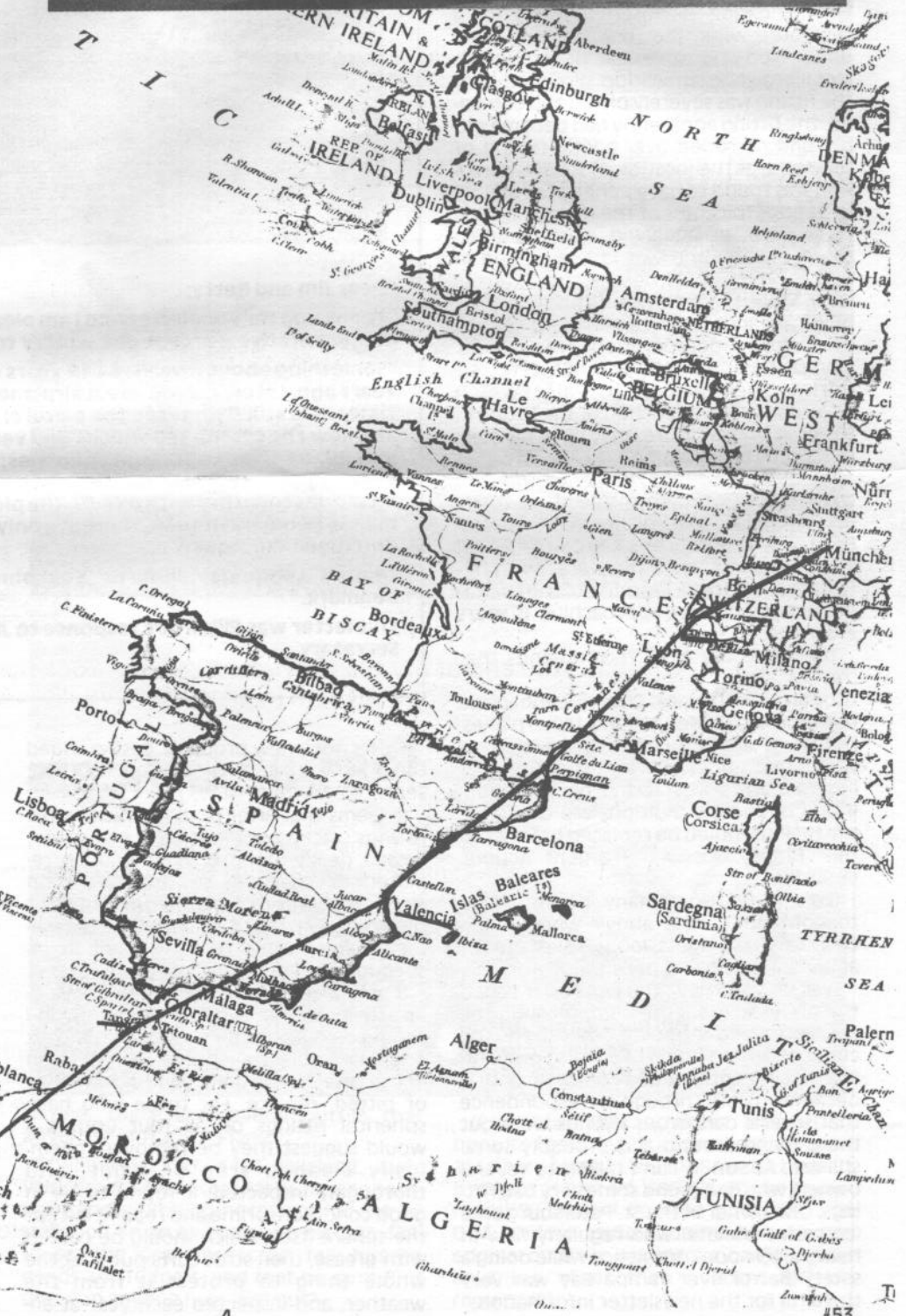
"The photo was taken last summer when I was on the Canary Islands with my 'Old Lady.' During the twenty-five hour-one way-trip, we visited famous cities and places as well as remote, unknown areas. The route of flight led me from Lentkirch, Germany to Geneva, Switzerland; Perpigan, France; Valencia, Spain; Tangier, Morocco; Agadir, Morocco; La Ayonne, Spanish Sahara; and finally to Lanzarote, the Canary Islands!

"On the way back I flew almost the same route, however, I took the direct way from Lanzarote to Agadir, and from Agadir to Tangier I had to stop at Marrakech. Some unusual parts of the route were on the way from Valencia to Tangier where I had to climb to 16,500 feet! I still had a rate of climb of about 50 to 100 fpm, but I'm very careful with altitudes above 13,000 feet. In the Alps I frequently have to fly very high so I am used to flying high, but higher than 16,500 feet is too dangerous without oxygen. The second unusual part was from Tangier to Agadir. Due to a strong headwind I flew low-level, 10-50 feet, most of the way with little power, 22 Hg manifold pressure, in ground effect.

"Non-stop flying time was 5 hours and 24 minutes with about 15 minutes fuel in the tanks after landing and about one additional hour's fuel in canisters in reserve. My lowest fuel consumption was on the way from Lentkirch to Geneva; 4.2 gph at about 90 knots average speed. That makes 21.43 miles per gallon!

"The part that was the most fun was from Agadir to La Ayonne where we saw lots of camels around which I flew small circles. I wonder if there is any airplane in the world which is better for fun trips like the one I've flown. In business I fly a Cessna 340 which is not half as fun to fly as my good 'Old Lady' 140!"

(Ed Note: See what we been tellin' ya? You really can get away from the patch without fallin' apart!)



WHAT A SHAME!



The end of my 140 - Hurricane "Hazel." Took hangar also.
Sent in by Sam H. Brookes, Keysville, VA.

1981-82 Officers

Curley Owen - President
Frank Hancock - Vice President
Jim & Betty Merwin - Secretary/Treasurer
Glenn Usher - Newsletter Editor
Joy Warren - Newsletter Publisher

State Representatives

Barbara Zinn - Arizona
Ken Scott - Colorado
Elihardt Kokkolm - European
Jim Sprigg - Florida
Charlie Wilson - Georgia
Don Murphy - Indiana
Ralph Campbell - Kansas
Jim R. Bass - Louisiana
Curley & BeBe Owen - Maryland
Gene & Nancy Hyatt - Massachusetts

Joy & Clare Warren - Michigan
Jim & Betty Merwin - Minnesota
Steve & Shirley Swinney - Missouri
Ed Burt - New Jersey
Bob & Cyrilla Prescott - New Hampshire & Vermont
Ed Tilgner - New Mexico
Tom Ledgerwood - Western Pennsylvania
Tom & Bev Teegarden - Texas
Ronald Vecchioni - Virginia

••HELP • HELP••

MORE FROM SUN 'N FUN

Steve Swinney - N2280V, 9610 E. 65, Raytown, MO 64133 asks: "I would like to know the PROPER way of connecting the air hoses for carb heat and cabin heat. (Steve's ship is a 1948 140, s/n 14433). The pictures in the Operations Manual show the connections different for the 140 and 140A, or rather for the C-85 engine and the C-90 engine. As you know the air scoop on the passenger side of the plane is farther out from the center of the propeller and therefore receives more air than the left intake scoop. My ship has a C-90 and has the left scoop connected to the cabin heat and the right scoop to the carb heat. My brother's 1947 with a C-85 is connected just opposite of mine. His cabin heater because it is connected to the right side scoop puts out considerably more heat, and presumably less heat available for carb heat. Does it make any difference? I would like to connect my cabin heat to the right side but am worried about having problems because of the loss of carb heat. I'll leave this with you. I think the members should be notified of the proper connection method, if there is one."

(Ed Note: Steve, according to the parts book the scoop on the left side-pilot's seat-should be connected to the cabin air on '47 and '48 models regardless of the engine. This is a long hose. In the summer you bypass the heat muff and go directly to the cabin air intake for cool air. This would leave the right scoop for carb heat. My preference would be carb heat over cabin air. If, however, you make the deflector assembly shown in the March Newsletter #50 you will find a marvelous improvement in cabin heat!)

** (another Ed Note: For those of you who don't have a parts catalogue, or an Owner's Manual for that matter, you should have same. Write to Cessna Aircraft Company, Wichita, KS, they have them. Also, Wag Aero, P.O. Box 181, Lyons, WI 53148.)

***L. Gauger, Box 193, Eustis, NB 69028 needs a rather exotic part for his 1948 140. He needs part no. 0413316, plate-panel plexiglass decoration, the part that fits between the radio compartment on the left and the map box on the right. The part, as we remember, is grey and has white scribe lines vertically and horizontally.

Also, he needs weatherstripping part no. 0411610-4. In addition Mr. Bauger needs the following:

A headliner like the original which was brown cotton twill and shrinks when installed. Interior upholstery material in "Bridgeport Brown" or something quite similar. A source for a good quality windshield.

(Ed Note: We would like to suggest that you find an aircraft upholsterer who may help you with the fabric. We will send you asap a headliner pattern sent to us by Jerry Vaught that appeared in the November 1978 issue #14. Jerry included the name, "National Fabric Company, Inc., 7E 19th St., Kansas City, MO 64108, phone (816) 421-5220. They have a good reproduction of the original Cessna fabric. For a wind-



screen, there are several outfits that advertise in Trade A Plane.

***Wilbur H. Leff, 1104 Lakeland, Ave., Valdosta, GA 31601 sez that he has the hardware and plumbing necessary for the installation on an oil cooler on his C-85-12F. He sez the local "inspector" tells him he needs an STC for it, and that he can't find one. Can anyone help him out?

(Ed Note: This is rather interesting because the cooler is a Continental Engine accessory listed in their C-85 parts book. It is shown as Part No. EQ5334, Cooler Equipment, Oil, optional on the C-75, C-85, and C-85. Unless some modification to the engine cowling is necessary why would anything other than a Form 337 be required?)

• • • **FOR SALE** • • •

1946 Engine Cowl, complete with latches. It is Alclad aluminum. Top section doors are in excellent condition. Left lower cowl bowl has several slight dents. Nose bowl has patch from baffle wear. \$500. L. Gauger, Box 193, Eustis, NB 69028. (No phone.)

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.

1946 140 - 155 SMOH, C-85. Polished prop, beautiful silver/blue Imron, dual landing lights (1 leading edge), Stits Poly-Fiber wings. Total rebuild by A&P mechanic in 1979. Radio, ELT, Nov. license. Wheel pants. Asking \$7,500. Call John Hanson, 1400 King George Blvd., Ann Arbor, MI 48104, (313) 973-6226.

• • **THANKS MUCH** • •

Thank you all very much for the support of the News through your letters, articles, and words of wisdom. We regret that on occasion the News has neglected to get things right, or on time, or omitted altogether.

If you know of a member who is not receiving the News, please get the word to us.

**Sign up
a new
member
this
month!**

• • • **ATLANTA ATLANTA** • • •

OCTOBER 1, 2, 3. A NEW SPOT for the big convention and fly-in! It's Newnan, Georgia, at the Newnan-Coweta County Airport just southeast of Atlanta about 28 miles on the east side of Interstate 85. The VORs are: ATL 223 degree radial, 29 miles; LGC 052 radial, 30 miles. The runway is 3,500 feet long, 75 feet wide, and 970' above sea level. We are told that there is plenty of tie-down space, however, bring yer own just in case. The airport manager, Rock Rogers, says that he has plenty of 80 octane and 100LL! Also, there is plenty of camping space. The facilities are, however, somewhat primitive. There is outside water, and a restroom, and the office is open 24 hours. We plan to have a couple of imported jobs, so don't worry.

Our banquet will be held Saturday evening, October 2, at the Holiday Inn at Newnan. We are told that the Inn is within walking distance, but we will have the usual transportation. Also, we will have a fly-out to Callaway Gardens, the "Little White House," and lunch at the Gardens Saturday. Of course we will have elections at the banquet so be thinking about a slate of officers for the coming year.

The Holiday Inn phone is (404) 253-8550. **MAKE YOUR OWN RESERVATIONS NOW!!!** The rates are \$27 single, \$32 double. For more information call Charlie Wilson, (404) 461-6279 or drop him a line at 567 Forrest Ave., Fayetteville, GA 30214.

Last year we had 62 machines come in at Anderson, Indiana. Let's break that record this time. The weather will be perfect! see ya there.

• **WELCOME NEW MEMBERS** •

Dale R. Ruhmel, 8690 Aero Drive, M-134, San Diego, CA 92123 (looking for a plane)

Frank A. Guest - N2226V, Rt. 1, Box 1575, Newnan, GA 30263

Oras Benson - N9636A, 6901 Kellogg Dr. N.E., Olympia, WA 98506

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)

• • • I BUY TO FLY • • •

by Doug Sowden
Naniamo, B.C., Canada

My Cessna is a 1946 140. Presently it is "down" because the 85 Continental in it started digesting itself. An O-200 is going up front now; hopefully C-FE12 will be up flying soon.

Out of my novice's experiences in buying a plane comes the following article as my contribution to camaraderie, bonhomie and a good chuckle, I hope. All characters are fictional and no libel or slight is intended, but I hope the spastic, blind mechanic who put that engine together receives what's coming to him--a disability pension.

I've always wanted to fly. As a boy I would run down the sidewalk flapping my arms like mad and roaring like a full-blown radial at take-off. My Dad said I was a full-blown idiot. But he did keep telling me to "take off, kid." With this parental encouragement I tried leaping from small cliffs and house roof tops. My Dad got angry, my Mom got consoling words and my Doctor got rich.

After I was released from the school my folks had me sent to, I knew what I needed to further my flying ambitions--a plane. Fortunately Luckie Louie's Hot Dog Palace and Used Plane Mart was in a nearby field.

Now some people said Louis was a crook. Most people disagreed; they had nastier words for him. But I didn't let other people's opinions color my astute perceptive ability. I was going to fly. For a minimal fee Louie agreed to show me what he had for sale. As we walked around the corner of his hot dog stand/pet parlor/mobile home combination ("Built it all myself, ya know what I mean kid, eh?"), Louie explained that the planes were all his. Something about "consignment" and "trust," "leans on him," and "customers getting broker." I was so excited, I didn't catch it all.

A vast scattering of used car parts, old washing machines, hot water tanks, junkyard dogs and empty wine jugs greeted my eyes. Two antique airplanes sagged in the corner by the chicken coop.

"The closest," Louie boasted, "is a unique 1933 Oldsmobile Reliable." It could be

used as an airliner--passengers rode inside--or it was convertible to a crop duster. I could tell it was a convertible because the fabric top was down and folded back. "It's powered by a 6 1/2 cylinder semi-radial. Probably too much for your pocketbook, ha ha?" he said patting and hefting my wallet.

Love comes quickly but surely. The second plane was mine; my dreams come to life. I could tell, beneath the patina of dust, grease, guano and feathers, that was my bird. I had to have her.

Cannily, I didn't let Louie know my true feelings. My first words were, "Before I pay for it, I want an inspection."

I did a walkaround, climbing over the old lumber and partially empty gas drums. I knew this was no crate, even though it had Sunkist stamped on some visible wing ribs. Shrewdly, I asked about the flat tires. "No problem--gives extra friction--great for short field landings.

I peered into the cockpit, but couldn't see clearly through the patterned plexiglass. Louie kindly pulled the door off and let me sit in the wicker pilot's seat. "No upholstery--that increases the useful load," said he disembarking a chicken.

I was in a real plane. The official looking hand-lettered placards gave the usual type of warnings: "No take off if both tanks empty;" "Do not lean out below MSL or in steep turns;" "Do not operate continuously in the 600-2700 rpm range;" "Sickie bags are under the seat, slob."

It had an older tachometer that read counterclockwise, as did the compass, temperature gauge and clock.

When I asked about radios, Louie pointed to a megaphone on the hat rack. Not being a dummy, I pointed out that it was only good for transmission. He jammed a large hearing aid in my left ear.

Satisfied with the airframe, avionics and instruments, I then considered the engine. Here was my weak spot, I had to admit. I didn't know much about this particular engine, a Hotpoint. For instance, instead of lifting rings it had to flukes on top. I called in a genuine expert, a real mechanic who

just happened to be "passing by good old Louie's place." I watched anxiously as he stuck his hand down between the piston and cylinder walls to check the bearings. Good news--the bearings were in solidly. The cylinder walls were protected with a coating. Not molybdenum or teflon, it was something called ferrous oxide. The compression was great at 75%; three out of the four cylinders held some pressure.

From what I could tell, the plane was in fine condition. Now to cost. Ah, the fine art of haggling, the skill of bantering over bucks, bartering for value. Louie asked for the National Debt. I countered with my life savings, a garnishee on my future wages and the Roy Roger's shirt off my back. This was eventually accepted and I was smug that I had knocked him down to my price. We signed the papers and I paid in cash. (Cash, Louie insisted, because he didn't want to increase the bureaucracy at the IRS) He even paid for some kind of insurance and threw it in as part of the deal.

A few days later I left Louie's place in my own plane. He had kindly arranged for two JATO's and a Piper Cub towplane to help me take off. My last sight of him was a corpulent figure in a plaid sportjacket, ecstatically waving the life insurance policy he had taken out on me.

No, I will never forget Louie. The nice doctor says he won't let me out until I do, though.

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