



International Cessna 120/140 Association

BOX 92 • RICHARDSON, TX 75080

•••TALEWINDS•••

by Curley Owen

"Yours must be a 120, it has a fabric wing" or "You have a 120, it has two wing struts." "That is a 140A, it has metal wings, but I thought they had a single wing strut!"

I don't know how many times I have heard those comments. Now that the youngest of these airplanes is over 30 years old and their popularity seems to be improving and we are getting more and more new members, maybe some history and general information would be of interest.

Cessna Aircraft started producing airplanes in 1911. By 1945, with WWII winding down, Cessna was about to enter the small, personal plane market for the first time. Until this time Cessna had been involved in heavy aircraft only. Cessna Aircraft President, Duane Wallace, believed that the personal plane market was one that had unlimited potential if developed properly so they entered the market with an airplane that looked similar to a Luscombe. This is a credit to Luscombe and no detriment to Cessna. The prototype, a Cessna 120, flew on June 28, 1945. The type certificate for the Model 120, 1A768, was issued March 21, 1946, and issued the 28th day of the same month for the 140. By March of 1947 both were approved as seaplanes on Edo 1650 floats. The Cessna 120 was publicly announced in early 1946, and airplanes started rolling off the assembly lines by March and in August, 1946, were being produced at a rate of 22 per day. Both the 120 and the deluxe version, the 140, were shown at the National Aircraft Show in Cleveland in November of 1946. They were the talk of the aviation industry because the 120 and 140 were basically all metal airplanes, powered by 85HP and selling for \$2495 while their competitors were steel, wood and fabric with 65 to 75HP.

Cessna was literally swamped with orders. They had realized that the new airplanes would be different things to different people, and built it in the two versions - the economical, no frills trainer and the deluxe version to appeal to the "sportsman pilot." (At that time the "sportsman pilot" was a term frequently used to define the person who could afford a deluxe, cross-country airplane generally with finer workmanship and appointments.) The 140 cost approximately \$500 more than the 120. For the additional money you received a starter, generator,

(Continued on Page 2)

•••COMING EVENTS•••

July 31 - August 7 - OSHKOSH!

Plan to come by our tent in the antique / classic area and visit. Sign up for our Association dinner planned for Monday, August 2, at the Westhaven Country Club (Just west of Hwy. 41). All members and guests are invited - we have a van for transportation - See you there!

Our forums are scheduled for Tuesday, Aug. 3, and Thursday August 5, at 9 a.m. each day. Mr. Don Fairchild, a Teledyne Continental Motors consultant, will be at both meetings to discuss engine problems and care. And the Merwins will have their annual photos.

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!

FRANK S. PAVLIGA, A.I.A.

REGISTERED AEROPLANE TEST PILOT
 REGIONAL TURNER FIELD CAMPBELL OHIO 44406

CHASSIS NO. 120-1000
 120-1000-1000
 120-1000-1000

July 16, 1982



CESSNA 120, NC72829
 FRANK S. LOUISE & FRANK M. PAVLIGA
 2800 S. Turner Road
 Garfield, Ohio 44406 216-782-8266

Cessna 120/140 Association
 Joy Warren
 1009 Porter Rd.
 Milford, MI 48042

Dear Joy,

Many thanks for providing us with such a splendid Newsletter - class just seems to pop right out at you!

I have quite a collection of parts for a Cessna 120, the result of our rebuild here a few years ago. They're all put away in boxes up in the barn and I don't honestly know all we have, but here are some of the items:

- Yellow-tagged crankshaft for a C-85, as well as a yellow-tagged camshaft
- Left wing strut, has a welded portion...we replaced it only for "looks"
- Exhaust system for a "120", complete with heat muffs, in great shape
- Hose bowl, hardly the worst, but again we replaced it for "looks"
- Wheel extensions for landing gear - we prefer to fly without them
- Windshield, hardly the worst, but we replaced it with a new one
- Elevator (without trim tab - it's the other one), a few dings
- Eye-brow lights for panel
- Instrument panel (the aluminum panel)
- ABS plastic face for the instrument panel, black
- Original control wheels
- Original bench seat
- Instrument panel bulkhead - cracked on bottom flange, but could be fixed

Although not quite appropriate for a Cessna 120/140, we do have a Continental A-65-B, all logs, out of a T-Craft to be replaced by a C-85, 528 SMOH.

The West Coast 120/140 group had its regional fly-in at Wynkoop Airport, in Mt. Vernon, Ohio - a beautiful grass strip, a grass roots aviation atmosphere - according to the regional representative all had a great time. Would be nice if our International 120/140 could do the same sometime.

Thanks, again, for the fine job you're doing. If we can be of any help, please let us know.

Sincerely,

Frank
 Frank S. Pavliga
 Cessna 120 - NC-72839

FRANK S. PAVLIGA, A.I.A. REGISTERED AEROPLANE TEST PILOT
 REGIONAL TURNER FIELD CAMPBELL OHIO 44406



This 1948 Cessna 140 For Sale. Price: \$8750.00. N2281V, Serial #40213-8-12. Engine: C-90-12F, Time 1165 hrs. Wings recovered 4-22-870 Ceconite 101, Ser 337. Ranthane Aircraft Finish on wings, DuPont Imron on fuselage. Radio Alpha 2008 bench checked very good. Late model A.H. & D.G. Wing tip strobes, Cleveland wheels and brakes, good upholstery, new glass, E.L.T. This ship is surplus to my needs. Also have C-90-12F engine, 0 SMOH \$3000.00 with no trade in. Can see at Salem Air Field, Salem, New Jersey 08079. Elmer Grieves, Jr.

complete electric system with lights, flaps, extra quarter windows and deluxe interior. Because this type of equipment was becoming expected and accepted the 140 was outselling the 120 3 to 1.

After WWII when the veterans were returning to civilian life after having a constant exposure to aviation and generally being enhanced by the airplane, many held visions of owning his own personal airplane. Hundreds of thousands were learning to fly under the GI bill as grass roots flying schools had sprung up all over the nation and Cessna 120s and 140s were well represented in these schools. The 140 was also very well accepted by the "sportsman pilot." For them it was sort of a "let's go anywhere for coffee" airplane. At that time little pea patch airports were the backbone of general aviation and it seems the 120/140 liked grass better than concrete - actually because of Steve Whitman's landing gear.

Several thousand were built by 1948 but slight changes were not enough to keep sales up as the market was near saturation and government subsidized flight training was on the wane. To bolster sales in 1949 Cessna introduced the Model 140A with tapered, metal wings and a single strut. Most 140As were sold with the 90HP engine which had 95HP for takeoff. (The 90HP had been introduced in 1948 as an optional extra.) Advertised performance speeds on the 140A were increased by 5 mph.

The 120, having a lighter empty weight with the same HP as the 140, offered a greater useful load. In 1946 specifications from sales brochures listed the 120 as having an empty weight of 770 lbs. versus 890 lbs. for the 140; but one year later the 120 weight 785 lbs. and the 140 had decreased to 860 lbs. Performance specifications remained the same for the ragwings with 85HP, advertised top speed over 120 mph, cruise over 100 mph, 680 fpm climb and service ceiling of 15,500 ft. With the introduction of the 90HP engine as an option in 1948 for \$200 speeds went up 5 mph, rate of climb went up 10 fpm and service ceiling went to 15,600 ft. With the introduction of the 140A in 1949, top speeds remained the same, cruise speeds went up 5 mph, 90HP cruised over 110 mph and 85HP over 105 mph. All other figures remained the same except the empty weight which was 900 lbs. with an increase in gross weight to 1500 lbs. as opposed to 1450 lbs. for all the ragwing models.

Cessna produced 7601 - 120s, 140s, and 140As between 1946 and 1951. There are presently approximately 3300 120s, 140s, and 140As listed in the FAA records. A breakdown in production reflects the following:

- 2172 - 120s built between June 1946 and May 1949
- 4904 - 140s built between May 1946 and April 1949
- *Serial numbers 800 - 15075 (Serial numbers on 120s and 140s co-mingled)
- *The last 140 built was 15074

(Continued on Page 3)

• • • **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 IX 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.

TALEWINDS

(Continued from Page 2)

- *Through the years the prices for the 120 were \$2495 to \$2845 and \$500 more for for the 140
- *ATC (Airworthiness Type Certificate) for the 120 and 140 - A768
- 525 - 140As built between May 1949 and March 1951
- *124 - 85HP @ \$3495
- *401 - 90HP @ \$3695
- *Serial numbers 15200 - 15724
- *ATC for the 140A - 5A2

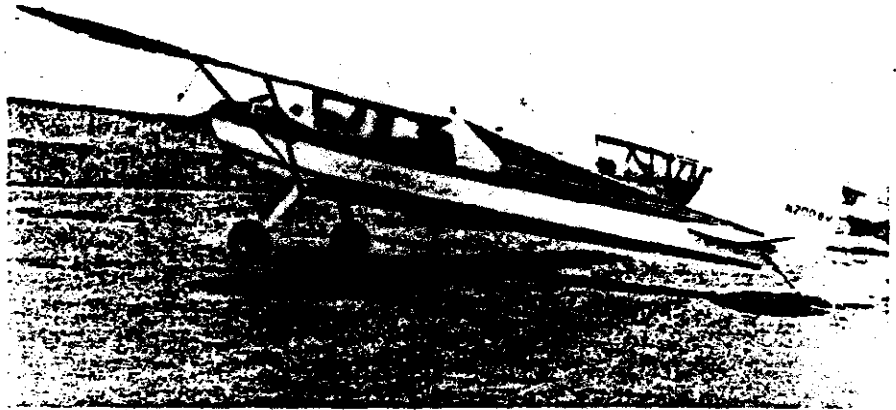
The 140A was the only metal wing produced by the factory. All 120s and 140s had fabric wings and 2 wing struts. Several companies offered conversion kits to replace the wing fabric with metal. The 140A was the first time an optional all-over paint was offered.

The flight characteristics and performance of the new Cessna personal planes with their higher HP offered little to be desired and the price was not much more than their competitors. It had gentle flight characteristics and harbored no unpleasant vices or surprises. If there was anything to watch for it was Whitman's spring steel landing gear. It had its merits but if not handled properly could send the airplane into crow hopping bounces or possibly into grave trouble. In 1948 the landing gear was canted forward moving the wheels approximately 4 inches ahead. This was to alleviate nose overs by over aggressive use of the brakes. Cessna had offered wheel extensions for this purpose for previous models. But, once a pilot mastered the landing gear and had the upper hand, the airplane behaved just as a personal aircraft should. There was not a better, more economical, more rugged, more pleasant flying plane available for the money.

Officers of the Cessna company at that time were Duane L. Wallace, President and General Manager; Tom B. Salter, Vice President and Chief Engineer; Don Flower, Sales Manager; and Morton W. Brown was the Chief Pilot.

#54-8

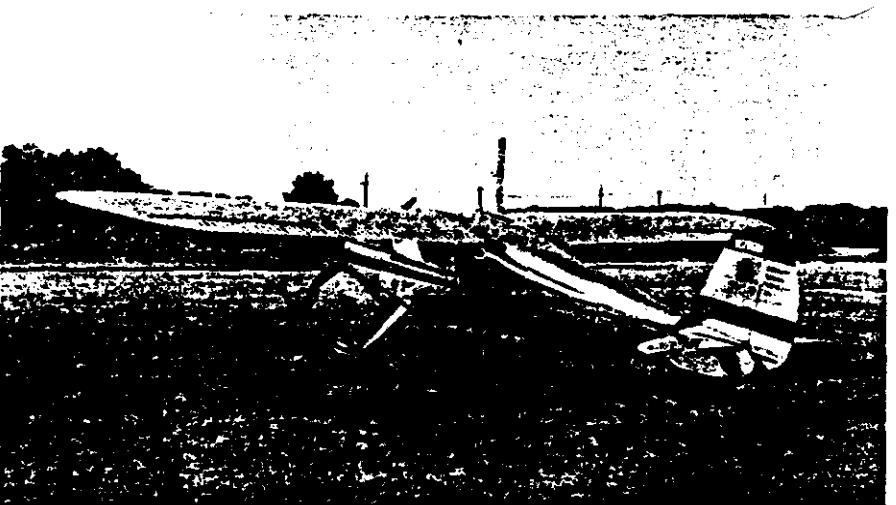
MORE NEW MEMBERS



Albert Leonard, Box 296, Route 8, Brainerd, MN 56401. "This is a picture of my 120. I rebuilt it in 1982. It has a full panel, Genave radio, strobe light, landing lights, Cleveland wheels and brakes, Imron paint. The interior matches the exterior. It has a total of 5100 hrs. and has never been smashed up. It is truly a fun airplane to fly."



Lester L. Zehr, 11127 Rohrback Road, RR #7, Fort Wayne, In 46816. 1948 - 140 - N2486V. What a beauty! Excellent scheme.



Van Harvey, 1769 Berwind Road, Memphis, TN 38116. Very nice. Beautifully polished.

•••FOR SALE•••

1948 - 140, Polished aluminum, Stits fabric with silver trim on wings. Genave 200-B radio, C-85 with 7/82 annual, 1250± SMOH. Excellent condition inside and out. \$6,000. James A. Sprigg, Rt. 2, Box 135H, Dade City, FL 33525. (904) 588-3560.

1948 - 140, annual-April 1982, TT 2400, 650 SMOH, Mark III, Paint and interior-average. Wing damage-right side-tip-3 ribs in but main spar not touched. \$4200. (618) 529-3962, Carbondale, IL.

Set of repaired wing struts with end fittings-good. Albert H. Lane, Star Route, Brownsville, CA 95919.

Cessna 140, 1948 model, TTA - 3670, TTE - 1396 - SMOH 470. \$3,600. Out of license and has slight damage to rear spar right wing, repairable. It has dual radios, MK10 left glove compartment, King KX-150 right compartment. New tires, cruise prop, almost new windshield. All a/c records. It is disassembled but could be assembled and made ferryable. Also dual strobes top & bottom of airframe. Selling because company bought a new 172. O. W. Lee, Sr., Motorcycle Parts & Service, Inc. 6110 Old Pascagoula Road, Theodore, Alabama 36582. (205) 653-0862.

1948 Cessna 140 - C90 - 900 TTA&E, 200 SMOH, all metal, fresh annual. Cessna radio, three gyros, Cleveland brakes, all lights. No damage - \$6,000. Contact Sam Levin, 2063 Salisbury Park Drive, Westbury, NY 11590. (516) 333-1630.

•••HELP•HELP•••

Doug Stearns, G-5407 Flushing Rd., Flushing, MI 48433, needs left wing struts for the 140 he is rebuilding. It suffered wind damage in a tornado several years ago.

•••OWOSSO, MICHIGAN FLY-IN•••



Laurie Sherban, Awards Chairman of the 6th Annual Michigan Chapters Regional Fly-In at Owosso, presents the "Outstanding Cessna 120/140" award to Joy Warren of Milford.

After two years of complete washout, the weather for the Annual Michigan EAA Regional Fly-In was barely OK (400 ft. ceiling on Saturday, June 26 - but good visibility). It was warm with very little wind and five Cessna 120/140s arrived to compete for the "Outstanding Cessna 120/140" award offered by our Association. Since low ceilings cut down on arrivals there were only 50-60 airplanes and ultra lights there. On Sunday, when the awards were presented, most winners weren't there because predictions were for worse conditions than Saturday - and they were.

The ceiling lifted enough for the airshow on Saturday afternoon. John VanLinsowe, one of our members, was a featured performer doing aerobatics in one of those "little things with two wings" (Great job,

John). He also flew in his Hummer. Guess he couldn't squeeze in his beautiful 140A (prize winner at Anderson) too.

Also in attendance, without their 140s, were members Kirk Taihelm from Flushing, MI; Max Hall from Williamston, MI; and Doug Stearns from Flushing, MI (rebuilding).

Arriving with their birds were Ron Kind in his 140A Patroller; Jerry Zerbe with his 120, Dennis Dale Johnson in his 140; Joy Warren, 140; and L. Wayne Dunham, 120.

The Association thanks the EAA Michigan Chapters for their cooperation in allowing us to be part of their Annual Fly-in and for judging our airplanes along with their own. We are looking forward to next year and better weather.

1981-82 Officers

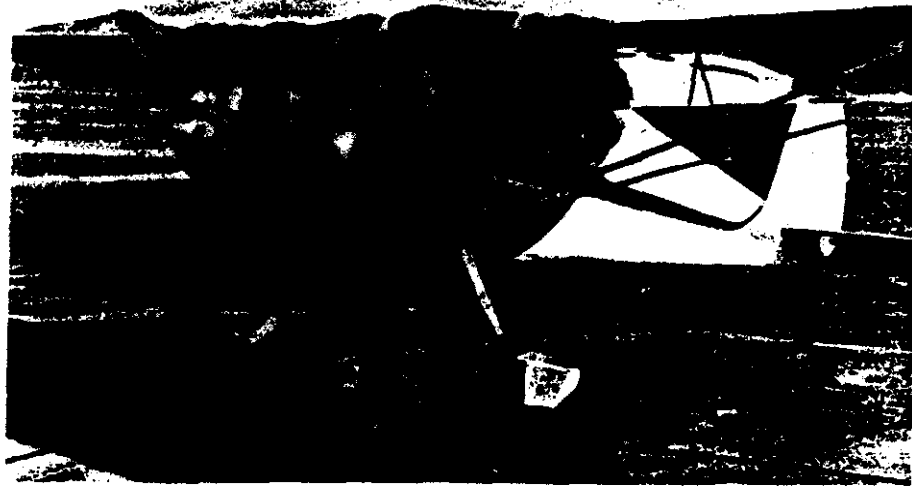
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 Ronald Vecchioni - Virginia

NEW MEMBER - BEAUTIFUL PLANE



Robert B. Barnes, 291 Margarita Ct., Los Altos, CA 94022. 1947 - 120, NC2955N, S/N13213. Photo taken March 1982, after complete rework. Finish: Ditzler Deltron. Interior: Maroon seats, rugs, Honduras mahogany, baggage compartment, headliner and side panels. Re-sheet instrument panel to original. Installed Narco 11B, Genave 200B, Narco AT-50. Wings: Ceconite 101 - 1 coat nitrate, 9 coats butyrate, 2 coats Deltron with flexitive. Fuselage: Metal etch, Alumiprep33, epoxy primer, 3 coats Deltron, stainless screw kit. Performance: Cruise 105 mph @ 2400 rpm, 4.6 gph, C-85-12F.

• 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. 1948 C-140, C-85, 950 SMOH, 150 STOH, all metal, polished aluminum with red stripes, new prop, custom interior, KX150 radio. Fresh annual, ready to go."

INTERNATIONAL CESSNA 120/140 ASSOCIATION

U.S.P.S. 660-270

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International Cessna 120/140 Association

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