



International Cessna 120/140 Association

BOX 92 • RICHARDSON, TX 75080



• • GLENN USHER • •

Glenn Usher, Association Newsletter Editor, died of an apparent heart attack on October 24 at the age of 59.

Glenn was the catalyst for the Association. He assisted Beverly and Tom Teegarden in forming the Association and was the first duly-elected vice-president. His newsletters were instrumental in bringing cohesion to the organization and bringing our Association to international attention.

Although not a licensed A & P, Glenn was an excellent and knowledgeable mechanic. Through his research of ADs and historical documents he became a veritable font of 120/140 information.

Glenn was not interested in the limelight. With modesty and humor he shepherded the officers of the organization. All the past presidents testify to his great help. Frank Hancock called him "Dad."

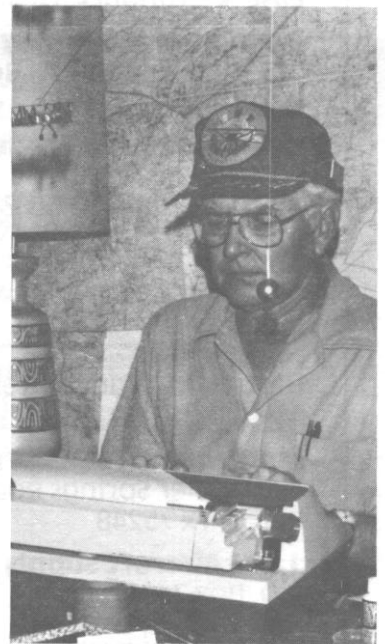
Glenn was a native of Madison, Wisconsin, and learned to fly shortly after WWII in a Cessna 120. His mentor and instructor was Field Morey who had previously taught "The Flying Nurse," Edna Gardner Whyte.

Aviation was at least partly combined with his construction career. He piloted 180s, 210s, and had right-seat experience in Aero Commanders. When transferred to Dallas in 1967 he flew Mooneys in conjunction with his quality control position. When his employers stopped corporate flying he purchased his Cessna 120, N77234.

No aircraft ever received more tender loving care. He stripped and repainted it twice; majored the engine and did a top overhaul. His weekends were spent in maintenance, "tweaking," and assisting other aircraft owners with various problems.

Love of flying, love of planes and love of people shone through to all of us. We will miss him very much.

Ed. note: Thanks to Tom Teegarden for this loving farewell to Glenn. Everyone who knew him has a story, a smile, a memory. Almost every Sunday we flew to Aero Valley for breakfast with Glenn and we plan to continue the tradition. We met all you wonderful people through Glenn and hope that his vitality and enthusiasm in the organization will be carried on by each of us.



• • • GOOD PEOPLE • • •

Good people with whom to do business. The following aviation related companies contributed to the wonderful array of fine door prizes for the convention.

Aircraft Components, Inc.

700 North Shore Drive
Benton Harbor, MI 49022
1-800-253-0800

Aircraft Spruce and Specialty Co.

Box 424
Fullerton, CA 92632

Airtex Products, Inc.

259 Lower Morrisville Road
Fallsington, PA 19054

Aviation Book Company

1640 Victory Blvd.
Glendale, CA 91201

Avmat-20, Inc.

P.O. Box 30325
Memphis, TN 38130
1-800-238-6816

Connecticut Aviation Products, Inc.

P.O. Box 12
East Glastonbury, CT 06025

D & D Aircraft Supply, Inc.

167 High Street, P.O. Box H
Hampton, NY 03842

David Hoffman Products

1009 Old Mill Road
Auburn, Alabama 36830

Gibson Aviation

P.O. Box 880
El Reno, OK 73036

Hangar One

Hartsfield Atlanta International Airport
Atlanta, GA

Instrument Tech Corp.

4901 Keller Springs Road, Suite 102
Dallas, TX 75248

J & M Aircraft Supply, Inc.

P.O. Box 7586
Shreveport, LA 71107
1-800-551-8781 or 1-800-521-7394

Jeppesen Sanderson

55 Inverness Drive
Englewood, CO 80112

Lawhon-Scott

Hobby-Houston Airport
Houston, TX

Mattituck Airbase, Inc.

Airway Drive
Mattituck, L.I., NY 11952

M & K Aviation, Inc.

5412 Highway 62
Jeffersonville, IN 47130

Stits Poly-Fiber Aircraft Coatings

P.O. Box 3084
Riverside, CA 92519

U.S. Industrial Tool and Supply Co.

13541 Auburn
Detroit, MI 48223
1-800-521-4800

Univair Aircraft Corp.

Route 3, Box 59
Aurora, CO 80011

Van Dusen

Hobby-Houston Airport
Houston, TX

Wag-Aero, Inc.

Box 181
1216 North Road
Lyons, WI 53148

Wil Neubert Aircraft Supply

P.O. Box 500
Arroyo Grande, CA 93420

Wings and Things

Atlanta, Georgia

The contributions included two \$50.00 gift certificates from Airtex Products, Inc.; a complete set of tires including the tail wheel tire from Avmat-20; a complete set of spark plugs from Lawhon-Scott and another set from Mattituck; Avstar computer and Avchart kit from Jep-

pesen Sanderson; beautiful, chrome plated, light weight tool kit from Hangar One; a door post from M & K Aviation; Bracket air filter from J & M Aviation Supply; and a 19 piece rivet gun kit from U.S. Industrial Tool & Supply; plus many, many more - too numerous to list.

• • • HELP • HELP • HELP • • •

•George F. Hobbs, P.O. Box 156, Lourdes Du Blanc Sablon, Duplessis County, P.Q. 606 1W0 Canada:

"I am looking for a front carry thru spar, p/n 0411131 for my Cessna 140, s/n 9768. Anyone having a serviceable one please phone (418) 461-2291, or write to the above address.

"Also, I'm interested in a good airframe, complete firewall back, for a 1946 140."

•From Wag-Aero, Inc., 1216 North Rd., Lyons, WI 53148, (414) 763-9588:

"We are presently completing a restoration of a 1947 140 with 169 total hours since new! The aircraft was delivered from the factory with the Cessna Green color. We have not been able to cross-reference the color. I wonder if any of the members have been able to match that green with a Du-Pont or other current manufacturer. If so, could you please let me know the manufacturer and paint number?"

"I appreciate the assistance and will send a photograph when we complete our project, as I believe this has to be the lowest time 140 in existence.

"It is interesting that the aircraft was picked up at the factory by the owner, flown to his farm and used there for the little bit it had been flown. It has all the original paper work along with the original factory hardcover parts and service manual and a very disgusting to read parts price list!"

Signed; "Dick Wagner"

(Ed note:) Dick, we would sure like to have a copy of that hardcover "Service Manual." Is possible? Incidentally, the only color shown in the chart is "Cessna Metallic Green." Have you tried Cessna? We noticed on our paint scheme for a 1946 model that it says "paint with An-TT-L51 paint."

•Dennis Chapman, c/o Raven Aircraft Services Ltd., Site 15, Box 66, Yellowknife,

Canada, (873-3663 or 920-2686 writes:

"I'm glad to hear that other people share the same enthusiasm for the C-120 as I do. I know that I fell in love with my 120 the first time I saw her even though she sat on the ramp with no wings or tail.

"I must get down to the reason for my writing. I came by your name after reading an article on the C-120/140 in the Canadian Aviation Journal, "Airborne." I want to put my airplane on floats. In particular, a set of Edo 1650s. I have been trying with very little success to secure the float fittings, stub legs and eye bolts. I hope, through your membership, you can find someone who may have a set for sale.

"I am also planning on changing the engine from a C-85 to a Lycoming O-235. If anyone has information on an STC I would very much appreciate hearing of it.

"Help! I'm running out of places to turn!"
How about it, folks? Anyone able to help? (Ed)

• • • FOR SALE FOR SALE • • •

The following list of parts was sent to us by R. Walton Johnson of Waltoncraft, Box 248, Washington Grove, Maryland 20800. Bob sez, "After restoring 140s for ten years I'm leaving the process for a homebuild. Cleaning House - - new and used '46-140 parts for sale. SASE for free list." And he sent us a list.

- 1 ea 9450197-5 Engine baffle assy across back of engine - no blast tube - with air seal welt - \$45
 - 1 ea 0413283 Speaker mounting - ceiling mount - C-120 - \$9
 - 1 ea 0411836 Shield - floor piece between rudder pedals on rt side - \$5
 - 1 ea 0411599 Same, lt side - \$5
 - 1 ea 0411854 Shield - tunnel covering cables and pulleys -center cabin - \$30
 - 1 ea 0450167 Baffle, front and right side of engine with seal - \$21
 - 1 ea 0450164 Same - left side - \$21
 - 1 ea 0450137 Baffle below engine forms duct to oil tank - rt - \$8
 - 1 ea 0450136 Same - lt - \$8
 - 2 ea 0422316 Rod end for rear lift strut - \$16
 - 2 ea 0422012 Rod end for front lift strut - \$20
 - 2 ea 0411257 Universal joint for control wheel shaft - \$8
 - 1 ea 0411693 Stop plate for fuel control valve handle - \$13
 - 2 ea 0411077 Decal on metal plate for fuel control valve lever positions - \$2.50
 - 1 ea 0425141 Decal "Pull for Flap" - goes on handle - \$2
 - 1 ea 0411749-4 Decal "Mags On-Off" for 120/140s with two mag switches - \$3
 - 5 ea 0411472 Decal "Up - - Down" for trim tab wheel housing - \$1.50
 - 1 ea 041179-1 Decal "Intentional Spinning with Flaps Down Prohibited" rare - \$4
 - 1 ea 0411071 Decal, about 8 inches long, goes along lower panel edge marking positions of switches and circuit breakers
 - 4 ea A-4138 Bearings (with A-4050 cone) for Scott tailwheel -set - \$6
 - 8 ea IRA-4 Rollers for aileron hinges, not the bearing itself, but the roller in the center of the bearing \$2
 - 1 ea C-85 Crankshaft - inspected and machined to-.020 by Piedmont Aviation in NC. Has tapered end - no flange - \$320
- Bearings are available from: Robert Weber Inc., 1387 N. Cornelia, Fresno, CA 93711 (209) 266-3592 - \$65
- Misc used C-85 Engine parts; oil sump, rear case, rocker arms, connecting rod, hydraulic lifters, etc. Cheap! Price on request.

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PS Form 3526
July 1982

(See instruction on reverse)

ROUNDUP IN GE

The round-up of fifty-eight 120s, 140s and 140As at Newnan on October 1, 2 and 3 marked another high point in the annals of the International Cessna 120/140 Association. In other words, "you shoulda bin ther!"

For example; Edna Gardner Whyte, an aviation pioneer, talked to us for nearly an hour about her experiences behind an OX-5, and her '46 120 N111Juliet. Edna is real kinfolk to us 120 owners, somewhat more distantly related to 140 pilots, and certainly no more than a cousin thrice removed to 140A people.

And the owner of Airtex Products, Ind., came down from Fallsington, PA, to give us a demo on upholstering and headliner installation.

And yer new officers are Curley Owen, pres., Frank Hancock, vp, Jim Merwin, treas., and Betty Merwin, secretary. The by-laws were ammended so that all officers will be elected for two-year terms with the terms staggered so that an older hand will be on board rather than a clean sweep at each election. Also, Joy Warren, publisher, and Glenn Usher, editor, were made members of the Board of Directors.

Annd: Bob Glover of Katy, TX, was judged to have the nicest 120; Terry Brown, Greenwood, IL, won with his 140 as did Bo Mabry, Wilmington, NC, with N5376C, a 140A. Most original went to Joe Rostron, of Clemson, SC, and again Ralph Campbell, Kansas City, KS, walked away with the most modified 140.

Annnnd: Bob Parker, Elsie, MI, got the closest with the four bomb - 2½ feet; Joe Rostron scorched it on with the best wheel landing; Adolph Brocato, Covington, LA, dead-sticked to the closest to the fan-tail. Short fielders were Tom Norton, Cottage Grove, MN, in a modified 140, and Tom Ledgerwood, Beaver, PA, in a stock 140.

Annnnnnd: Bill and Carol Rhoades flew the greatest distance, from Northfield, MN.

Edna, at 80 of the youngest years one can imagine, was recognized as the dean of the Association. The youngest pilot in attendance was Todd Wilson who is working on his aeronautical engineering degree at Embry Riddle.

About door prizes you ask? Well, there was a Jeppsen Calculator, two \$50 gift certificates, a case of oil, stainless screw kits, Stits Polyfiber, a brand-new door post, two sets of spark plugs!, OAT gauges, aircraft maintenance tools, a set of tires-including the tail wheel, a rivet gun and tools, sunglasses, tie-downs, airplane decorative wrapping paper, air filters, hats, a windsock, and more! Don't you wish you had been there?



Best 120 - Bob Glover, N1874N, Katy, TX.



Best 140 - Jerry Brown, N3717V, Greenwood, IL.



Best 140A - Bo Mabry, N5376C, Wilmington, NC.

GEORGIA



Most Modified 120/140 - Ralph Campbell, N2092N, Kansas City, KS.

State Representatives there were: Joe Schilling, AR; Charlie Wilson, GA; Ralph Campbell, KS; Joy Warren, MI; Steve Swinney, MO; Tom Ledgerwood, PA; Dave Hoffman, AL; Jim Bass, LA; Jerry Brown, IN; Bo Mabry, NC; Jack Heard, WV; Jim and Betty Merwin, MN; Dorchen Forman, NE TX; and Bill Cardiff SW TX.

Charlie Wilson did a superb job of putting the Fly-In together for us and hosting the banquet. More than one hundred pulled up to the tables and were still there at midnight! Many, many thanks Charlie for all your work. A very successful Fly-In and meeting.

We would like to thank all those who played important parts in our get-together. Jan Norton, Audrey Trumbold, and Betty Merwin are always there doing what needs to be done to keep things going smoothly.

Next year Vandalia, Illinois, will be the scene of our activities. The dates are October 6, 7, 8 and 9, 1983. Ralph Hourigan is our convention chairman. The weather will be beautiful, fall colors, cool! **PLAN NOW FOR NEXT YEAR. LET'S GET 100 120/140s IN A LINE!**



Most Original, 120/140 - Joe Rostron, N2683N, Clemson, SC.

• • MORE HELP • HELP • HELP • •

•James Russel, 304 Pine St., Essexville, MI 48732, sez he would like to hang an O-200 on his 140 and wonders if the Association has an STC for same!

How about this? "As a follow-up to our notice to you of January 23, 1981, we are pleased to inform you that the FAA has just amended our STC SA547EA to include the Cessna Model 120. It is now possible to modify the Cessna 120, 140, and 140A for the Continental O-200-A engine using the same procedure.

"In addition, so that more owners can take advantage of this conversion, we are establishing a price of \$50.00 for all of the instructions, flight manual information and STC authorization."

John T. Lucas, RD 2, Sylvan Heights, Emporium, PA 15834. David Emmett, P.O. BOX 299, Yanceyville, NC 27379.

•"I recently bought back my Cessna 140; I owned it 10 years ago but sold it. It is now in need of restoration and has a damaged right wing tip.

"I would like to buy 2 wings in fabric, and/or a right wing tip. Can anyone help?

Charles D. Elms, No. Lake Shore Dr., Brookfield, CT 06804, (203) 775-0340.

•John Bodine, 276 Greystone Rd., Genesee, NY 14454, sez that he has noticed some rather severe fuel stains under the right wing tank. There is a strong gasoline smell in the cockpit. What should he do?, John requests.

First, NO SMOKING! Then, make sure the line-boy doesn't overfill the tank. If the fabric around the filler neck has some small holes in it, or is not sealed tightly, fuel can run under the fabric, down along the top of the tank and drip out the drain holes underneath, particularly at the trailing edge.

There is a plywood block under the fabric and around the filler neck. The fabric attaches to the block. If the block has delaminated or rotted it can soak up spilled fuel and appear as a leak on the bottom of the wing.

Then, you might remove the wing root fairing metal and check the fuel line connection; could be that some tightening is in order, or maybe a new fitting, or some teflon tape.

Could it be that you have a loose fuel sump quick drain? Be careful with a wrench on this baby. Most of them are 'frozen' in the tank and over-zealousness can twist a knot in the bottom of the tank!

And then, horror of horrors, might a small hole have been worn through the tank, either by the bottom tank supports or the upper hold-down straps? Of course the tank must be removed to check this.

And perhaps a tank topped off in the cool of the evening might expand during the heat of the day causing fuel to overflow the filler neck.

Good luck, John. (Ed) By the way, parts catalogs can be obtained from Wag-Aero, or from Cessna, Wichita, Kansas. Same with the overhaul manual and parts book for your engine.

57-8

•Charles D. Haynes, P.O. Box 255, Tuscaloosa, AL 35402, says that he has a 60 amp alternator ready to slap on his C-85. But he needs some slapping-on information.

We have in our records an STC SE984SW for a Delco 55 Amp alternator held by Lee A. Waldrop, 7624 Palomar, Ft. Worth, TX 76118.

Also, SE3CE for an R-30-A alternator held by Kenneth J. Repke, 7788 Auburn, Detroit, MI.

(If anyone has an approved alternator installation, how about sending us a copy for the benefit of the membership?)

•Here's a tough one for you!

David W. Scott, Jr., 1820 NW 190 Terrace, Miami, FL33055, is restoring N72127, s/n 9294 but can't seem to find the red control wheel emblems.

Dave, you might try Wag-Aero, Box 181, Lyons, WI 53148, (414) 763-9586. And then, there is always Cessna Airplane Co., Wichita. Cessna will surprise you with the amount of stuff they still have in stock.

Quite often your local Cessna dealer is reluctant to make the effort to help find parts for our machines. They look in the parts book and see N/A (not available), and quit. One needs to call Wichita personally. Or call Yingling Cessna Parts in Wichita. More often than not they can help. Of course, if you are looking for scarce parts at low prices you have a problem of great magnitude! Enter on the scene, The International Cessna 120/140 Association members. That's what we're all about!

•In the past few newsletters the HELP HELP column has enlisted help to replace or repair damaged gear boxes. It's hard to understand how one can tip a machine on its nose, land sideways, ground-loop, stop ten feet above the ground, or some such event without folding up something. The gear box!

The word is CONCENTRATION!! Because the center of gravity along the longitudinal axis is aft of the main wheels, the general tendency is for things to get kind of hind-end-to, as it were. Should a cross-wind come up, matters get worse. Now, the wind thrust acting on the side of the fuselage is vectored at the center of gravity in the vertical plane, and quite often the aviator has his head up and locked.

The last item causes the beginnings of a ground loop. If you are drifting slightly, or for some reason are not properly aligned to go straight down the runway, the main wheels tend to skip on the surface because of the sideways thrust. If you have all three wheels on the ground, the main wheels tend to stop the sideways movement but the tail wheel is free to caster. If the footwork is clumsy, or too much brake is used, the ship continues to run sideways. Unless quick action is taken, opposite rudder, a swerve will begin and centrifugal force begins to develop. Now, because of the CG location, the ground loop begins to work its worst and you are in for a gear bending

ride. The tail wheel is somewhat steerable, with luck you may succeed in stopping the loop, without bending the gear or a wing tip.

The trouble is that "conventional" landing gear is directionally unstable, and the landing run requires more attention and correct technique than any other normal maneuver.

If you have recently moved from a 150 up to a 120/140 you may be still suffering from a short attention span! Our planes are not self-landers! If you are an old vet with tail draggers, don't wave at the on-lookers. If you can't recall if you planned on a wheelie or a three point, go around. Above all, concentrate! Don't stop flying until you have your machine tied down. Oh yes, KEEP THE STICK ALL THE WAY BACK!

Also, another old maxim is that a successful landing is the result of a good approach. Remember to plan your entry into down-wind, keep your speed up, make shallow turns from down-wind to base, base to final. You're not flying a B-29 so long approaches are not needed. In fact they just make touch-down judgment more difficult. Do the same thing each landing. If you are not accustomed to cross-country flying and a variety of airports, remember, do it just like you would at your home patch. Don't make straight-in approaches, unless of course you are going into a controlled field and instructed to do so.

Happy Landings!

•Ted Carney has a 1947 140 and needs a lower cowl section to complete his restoration. He can be reached at (502) 585-3164 or (812) 948-0559, or at 1419 Slate Run Road, New Albany, IN 47150.

• • KERRVILLE '82 • •

by Dean Howard

The 18th Annual EAA Southwest Region Fly-In at Kerrville, TX, was held September 17, 18 and 19 and saw 600 aircraft on the field with 300 show aircraft. There were 1800 EAA members registered and 3000 paid admissions to the flight line area. The numbers indicate the size of the fly-in but do not indicate the overall thoroughness and continuity, which were superb, the entire weekend.

The Cessna 120/140 community was well represented with 16 machines on hand. We were delighted to see Bob Toliver of Waco win the Classic Reserve Champion Award. Bob's 1948 140, N2485V, is a real eye catcher with its polished finish and red trim in the original scheme.

The breakdown of types is as follows: four 120s, seven 140s, and five 140As. Of these, only seven were International members! There was considerable interest displayed among the non-members and hopefully the Association will gain a few more interesting people.

We look forward to seeing these same aircraft and people next year and some additional 120/140 owners, too.

Seems as though Bendix is having a heck of a time keeping their mags in order. Therefore, we are too! So here's one more AD on our sore magnetos.

Sept. 19, 1982.

"This Emergency Airworthiness Directive (AD) is applicable to operators and owners of aircraft equipped with Bendix magnetos of type designation identified below.

"Engine stoppage, attributed to failure of the magneto impulse coupling, has occurred in two aircraft (less than 200 hours operating time). It was found that the impulse coupling flyweights had been improperly heat treated (soft) and had worn rapidly and jammed. It is believed this damaged the engine accessory drive resulting in engine failure.

"Pursuant to the authority of the Federal Aviation Act of 1958, delegated to me by the Administrator, the following AD is effective **immediately** upon receipt.

"82-20-01 BENDIX; Letter issued September 19, 1982. Applies to all Bendix magnetos with type designations as follows: S4LN-21/1225/1227 (that's us folks), S4RN-21/1225/1227 (that's O-200), S6LN-21/23/25/1225/1227, S6RN-21/23/25/1225/1227, S4LN-200 P/N 10-163005-7, D-2021/2031, all D-3000; except Bendix Blue Label impulse coupled magnetos serial number 8236001 and above and; except Bendix red label impulse coupled magnetos with the following serial numbers and above;

- S-20 Series: B-001171 or A297043
- S-200 Series: B-001732 or A297043
- S-1200 Series: B-001162 or A297043
- D-2000 Series: 35550
- D-3000 Series: B-00249 or 5806

"Compliance required within next 10 hours of engine operation unless already accomplished for all affected impulse couplings having less than 300 operating hours.

"To prevent failure of impulse coupling due to improperly heat treated (soft) flyweights resulting in engine damage or failure, accomplish the following: (Ref. Bendix Service Bulletin No 623 dated September 1982.)

"NOTE: The magneto should be removed from the engine only to the extent necessary to perform the inspection described herein. Depending on the engine application, it may not be necessary to remove the harness from the magneto for the inspection procedure.

"NOTE: All magnetos with the impulse coupling recessed into the magneto flange must have the impulse coupling removed from the magneto to perform the inspection. This is a bench operation and will require the magneto to be completely removed from the engine and the harness removed from the magneto.

"NOTE: Whenever an impulse coupling is removed from a magneto, it must be removed following the manufacturer's published procedures, paying strict attention to notes and conditions. Upon

reassembly, the castellated nut securing the impulse coupling to the drive shaft must be torqued to 18-28 ft. lb. The cotter pin, Bendix P/N 10-90751-18, removed during disassembly, must be discarded and replaced.

1. Remove magneto from the engine in accordance with the engine/aircraft manufacturer's published instructions.
2. Place the magneto in a suitable work stand with the impulse coupling facing up.
3. Use finger pressure to push inward on the toe (see figure 1.) of each flyweight so that the flyweight heel protrudes outward.
4. Using a fine #1, double cut, 1/2 inch wide file at least 3/32 inch thick, pass the file across the heel of the flyweight attempting to remove material. (See figure 1). If the flyweight has

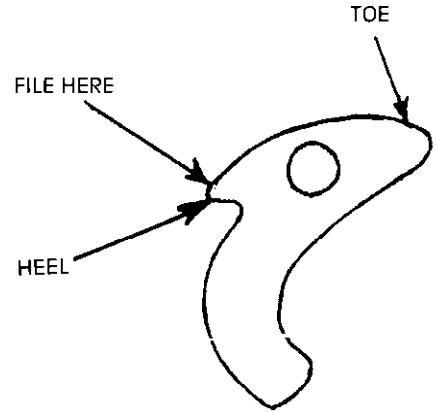


Figure 1

(Cont. on Page 8)

• • WELCOME NEW MEMBERS • •

- Bruce Lane - N89066, Rt. 2, Box 149, Palm Bay, FL 32905
- Vernon L. Davidson - N89503, P.O. Box 164, Adams, NB 68301
- Never Home Flying Club - N89867, George E. Durban, 1801 S.W. Payton Ave., Des Moines, IA 50315
- Philip D. Crane - N5656C, 1400 Virginia, Derby, KS 67037
- Fred R. Radcliffe - N1728V, 10 Patriot Lane, Westford, MA 01886
- Ronald E. Hargrave - N1993V, P.O. Box 74, Belton, MO 64012
- Ivan Drake - N89657, P.O. Box 24, Hominy, OK 74035-0024
- Dwayne Mood, 9700 SW Marjorie Lane, Beaverton, OR 97005
- William F. Klepser, Jr. - N3121N, 317 Broad St., Port Allegheny, PA 16743
- Phyllis P. Foushee - N3613V, 1106 Prince William Rd., North Myrtle Beach SC 29582
- John D. Carnaghan - N9602A, 443 Goodyear St., Irving, TX 57062
- Richard Greene, 5338 Little John, Katy TX 77449
- Kenneth E. Morris - N5669C, 2105 Singing Wind #403, Kerrville, TX 79028
- Darrel Perron - C-FELW, Box 1899, Valleyview, Alberta Canada T0H 3N0

Application for Membership
International Cessna 120/140 Association
 BOX 92 • RICHARDSON, TEXAS 75080

Your Name _____

Street or Box No. _____

City _____ State _____ Zip _____

I am a future owner _____, past owner _____, present owner _____.

If present owner, please give the following information:

120 _____, 140 _____, S/N _____, N _____, Year _____, Engine _____.

Wings: Fabric _____, Metal _____. Finish: Painted _____, Polished Aluminum _____.

Your prime interests in joining: Maintenance _____, Engine Mods _____, Parts _____,

Fly-Ins _____, Others (specify) _____

Annual Dues: \$10.00
 (Subscription Rates \$5.00 per year included in the annual membership dues)

(Cont. from Page 7)

- been properly heat treated the file will 'glide' smoothly over the heel of the flyweight, removing no material. If the flyweight is not properly heat treated (soft) the file will not 'glide' easily across the surface of the flyweight heel, and material will be removed.
5. If an improperly heat treated (soft) flyweight is found, immediately remove and replace the cam assembly and/or the impulse coupling assembly with an assembly meeting requirement of this AD, following procedures in the magneto overhaul instructions, and paying strict attention to notes and cautions.
 6. Inspect the impulse coupling stop pins for wear and replace as necessary.
 7. After flyweights have been identified, stop pins inspected and the impulse coupling reinstalled on the magneto (if removed), identify the magneto by stamping a 1/16 inch letter 'F' in the upper right corner of the identification plate to indicate that this AD and Bendix Service Bulletin No. 623 have been complied with.
 8. Reinstall the magneto on the engine following manufacturer's published procedures.
 9. Make an appropriate engine log book

entry, recording magneto serial number to indicate that this AD and Bendix Service Bulletin No. 623 have been complied with.

10. Inspect all spare impulse coupling assemblies, cam assemblies, and magnetos following the same procedures described in steps 3 and 4 of this Ad. If both flyweights are found acceptable; identify the cam assembly by applying yellow dykem or yellow lacquer to the heel of each flyweight.

Stamp 'F' on data plate as described in step 7.

11. An equivalent method of compliance with this Ad may be used if approved by the Manager, New York Aircraft Certification Office, Federal Aviation Administration, 181 South Franklin Avenue, Room 202, Valley Stream, New York 11581.

"This Airworthiness Directive is effective upon receipt."



Our '82 Convention host Charlie Wilson's beautiful 140A. This airplane, flown by former Association prez Tom Norton, won the Short Field Take-Off honors. It is also flown by the youngest pilot at the Convention, Todd Wilson.

BEAUTIFUL THOUGHT

Dorchen Forman sez; "I see the Cessna factory has laid off more workers since they're not selling those expensive planes very fast. Also, I keep hearing of 150s being made into taildraggers. Cessna had a good idea back in the forties and it's time they thought of it again.

"Build 140s!! What a good idea! They don't use much gas and are easy to repair. They are nostalgia personified. AND, we could get parts!"

• • • NOTE • • •

This newsletter was compiled by Glenn Usher. We will miss his knowledge and wit. Dorchen Forman has volunteered to be our editor and is busy working on the next issue. Thanks, Dorchen, for taking this responsibility, it's not an easy job.

Anytime members want to contribute to the Newsletter, we welcome it. Send your articles, items, pictures, etc., to us by the 1st of the month so they may be included in the current issue. Looking forward to hearing from you.

INTERNATIONAL CESSNA 120/140 ASSOCIATION

U.S.P.S. 660-270

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International Cessna 120/140 Association

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