



International Cessna 120/140 Association

BOX 92 • RICHARDSON, TX 75080

•••TALEWINDS•••

by Curley Owen

As I begin to write this article, I recall a discussion with Glenn Usher at Oshkosh concerning the goals of the club. It was during one of the lulls at our information tent that we agreed that one of our objectives should be to reduce the cost of flying. We were both troubled by the fact that members were putting their aircraft up for sale due to the increasing fuel costs. We all continue to miss our good friend and dedicated editor, Glenn Usher; but as he would have it, the press will continue to roll and grind out information and news on his most endeavored flying machine.

I just spoke with Harry Zeisloft, Director of the EAA auto Fuel STC project. Harry spent 27 years with General Motors, chief engineer at AC Spark Plug, worked for Bendix Products in aircraft fuel metering and engine power controls; and after retirement in 1980 starting working full time on the EAA project to secure a STC for auto fuel use in a Cessna 150. As many of you already know, after six years of a tough uphill battle, the STC was granted to the EAA this year at the convention at Oshkosh.

Mr. Zeisloft contacted our association at our information tent at Oshkosh requesting any engineering information we might supply in reference to the fuel systems in the 120/140/140A to show the similarity between our airplanes and the approved Cessna 150. We were elated to be able to supply the information he needed. Unfortunately, engine manufacturers have done nothing to help even though their very existence depends on a healthy general aviation scene. Lycoming, particularly through their operator's newsletter, has done considerable damage. The aircraft manufacturers have done little to help. The FAA didn't make it easy. Why didn't one of these groups seek the auto fuel approval? We never should have had aviation fuel initially. I cringe when I think of the waste after so many, many years and find it difficult to maintain my trust in these organizations. I remember a radio manufacturer that supplied the market with an inferior product at an exorbitant price for years but one day he finally got his due justice. Those who have contributed nothing to this project and particularly those who have gone out of their way to hinder the project--like an old elephant I will never forget. Thank God for

(Continued on Page 2)

HAPPY 80th BIRTHDAY TO EDNA GARDNER WHYTE!



For those who missed her talk at Atlanta and missed meeting this fabulous flyer we want to fill you in. She flew in her Cessna 120 N111J from Aero Valley, TX, an airport she built herself in 1981 (without help from Federal Funds, it says on her envelopes).

She teaches flying and aerobatics seven days a week and still pushes her planes out of the hangar herself. She says flying is good for her veins and it must be since she does not look 80. The Pioneer Pilots Assn. gave her a special award as the "Woman That Contributed the Most to Aviation."

She got her ticket in 1926 and, in spite of many, many difficulties in being discriminated for being a woman, managed to log almost 29,000 hours in everything that will fly; got her nursing degree; had her own flight school in New Orleans, taught Army and Navy pilots during the war; was a flying nurse in the Philippines; won air race after air race including the Classic four times. She even had time to be a wife, mother and grandmother!

Edna has a sign up in her office which reads, "If you think you can't or you think you can, YOU'RE RIGHT!" Most amazing lady, we salute you on your 80th and we are proud to count you among our members.

•••FLY-IN REPORT•••

by Steve Swinney, MO State Rep.

KThe weather for the 11th Annual Slater, MO AAA Fly-in on July 16-18 was just about typical Missouri in July; hot, muggy and hazy. However, a stiff 20mph southerly breeze helped you maintain your cool, but it may have held the attendance down. Nevertheless, 60 planes did show up and 8 of them were 140s and they were all members. Those flying their 140s in were as follows: from Missouri, **Frank Rittersbacher**, N9664A; **Bob Swinney**, N1683V; **Howard Graf**, N72128; **Ted Irons**, N1965N; and yours truly **Steve Swinney**, N2280V. From Kansas it was **Ralph Campbell**, the Kansas State Rep in his yellow bird, N2092N. Iowa was represented by **Gene Bohl** in N2578N, while Oklahoma was defended by **Bud Sutton** in N89092. There were three other active club members and one former member and past president of the 140 Association who flew in but not in their 140s. There was **Tom Teegarden** from Texas who is the Texas State Rep and also just happened to be the founder of the 140 Association and holds Card No. 1.

Tom flew his 200hp 3-bladed prop Swift. Also flying in in his new Cessna 195 was Tom's brother **Dave Teegarden** from Oklahoma. Dave said he has had the 195 for only a couple of weeks. **Steve Scearce** from Jeff City, MO also flew in his Cessna 195. Steve said he purchased his 195 last fall. Our past president **Jerry Vaught** flew in in his new Cessna 195. This is not the yellow and white 190 that Jerry had at Newton, but a polished (what else?) with blue trim 195. Jerry and Steve Scearce's 195s are identical except Jerry's is blue trim while Steve's is red trim. Both are beautiful polished aircraft that must take a lot of effort and time to keep in their excellent condition. Also attending but having to drive instead of fly was **Dave Farrell** of Independence, MO. Dave is rebuilding a 140A and it was not quite ready. Dave hopes to have it ready in time for Atlanta.

As at Newton, Kansas, **Bob Swinney** was awarded the trophy for Most Original Aircraft. Bob flies a 1947 C-140.

(Continued from Page 1)



P.B.R. WINNERS AT ATLANTA

Richard Nogle, N77029, of Slidell, LA (above) and **Edwin Kirschner**, N72248, (below) of Covington, LA won the Pabst Blue Ribbon Award at Atlanta for the best collection of spare parts.



•• ASSOCIATION SERVICES ••

- **BeBe Owen** is Parts Coordinator and knows WHO has WHAT for sale. You can contact her at 525 Lakeview Circle, Severna Park, MD 21146 or call (301) 544-0122.
- The **Merwins** will supply back Newsletters on repairs, installations and such. A good list was in the July '82 issue. They also sell T-shirts, belt buckles, patches, hats, stickers, etc. Write: Jim and Betty Merwin, Sec./Treas., International Cessna 120/140 Association, 663 121st Ln. N.W., Coon Rapids, MN 55433, or call (612) 755-0040.
- **Fly-ins:** Anyone who has an idea for a fly-in, please contact your State Rep. We urge State Reps to have announcements in by the first of the month for a hopeful publication date mid-month. Whether

it's coffee and donuts or a shrimp feast, we all love to fly in!

- **ATTENTION MEMBERS - Send items for publication in this newsletter to: INTERNATIONAL CESSNA 120/140 ASSOCIATION Box 92 Richardson, TX 75080.** We urge all members to contribute articles, list items for sale, request help from other members, etc. Send to the above address by the **FIRST OF THE MONTH!**

- **FINALLY**, from Rhode Island comes a member which makes all states except Hawaii represented. Welcome to Richard Duncan. Actually, Richard is an old member from Puerto Rico with a new address.

the free enterprise system.

But, I would like to thank Cessna Aircraft for their cooperation. I understand they have supplied Mr. Zeisloft with a letter of statement that the Cessna 120/140 and the Cessna 150 fuel systems are very similar. (Thanks, Cessna. I own three of your planes and they are not all 140s either. We will play ball and get through these economically tough times for general aviation. How about a little more help?? After all, these are your aircraft.) Enough of my sentiments.

Now to the GOOD NEWS. Mr. Zeisloft and his only associate are very busy. The telephone rings constantly from folks wanting to know when the EAA is going to do something for them - Piper, Luscombe, Aeronca, Stinson owners, etc. Well, the game plan is to get an approval on all the high-winged Cessna aircraft with 80 octane engines first. (This must include about 50,000 aircraft.) These numbers accrue test data very rapidly. Incidentally, Mr. J. Lynn Helms, FAA Administrator and former Piper president, has encouraged the EAA to move forward to evaluate auto fuel in all types of aircraft including high and low wings. Also, it would not take much of a mod to run premium auto fuel in a 100 octane engine.

The reason the Cessna was the first to be chosen for approval was their numbers. A project of this magnitude must be handled in the least expensive manner. You do realize not one cent of EAA dues goes to this type of research. It is a project like this that can keep sport flying and general aviation alive and well in this country. We really don't appreciate and properly protect our freedoms. Ask any European about general aviation costs! It is for these reasons that the International Cessna 120:140 Association made a donation to the EAA Aviation Foundation this year at Oshkosh. This author feels they do more for all of us than any other aviation group. We should have an FAA approval for auto fuel in the not too distant future, but it will take a little time. After all, the first was a six year push.

Logistics on test airplane -

- 1968 Cessna 150 with 0200 Continental
- 720 hours flown
- 95 hours 49 minutes at full throttle
- 3605 gallons of auto fuel
- 18 oil changes
- Average oil consumption - 1 qt. in 22 hrs.
- 1351 landings

NOTE: At the end of October Harry Zeisloft was in the process of writing an application letter to the FAA for this major change. If approved there will be a STC which will probably resemble the Cessna 150 STC. In which case one will pay \$50 for it, have an A&P check out your engine, placard the fuel system and sign it off.

FROM CURLEY . . .

The following is from the December 1981 Newsletter published by the International 180-185 Club Inc.:

A note on quick drains:

A friend of mine ruined a O-360 Lycoming when a Dakota Handidrain opened in flight. These drains have no positive means of locking them closed. I would suggest all drains of this type be replaced by Aeroquip type.

(NOTE: I purchased Aeroquip Drain from Avman-20, Memphis, TN 1-800-238-6816.)

Also from 180-185 News:

A friend of mine had one of his brakes lock up on him the other day. I traced it down to the parking brake. This is the first bird I've seen with those old style parking brakes still hooked up. Most have been disconnected because of this problem. When disconnecting, remove the wire crossarm that lifts the locking plate up to jam the master cylinder shaft. Then either remove the locking plates from both brakes or remove the spacer from the screw on which they pivot. Then tighten the screw to firmly clamp the plate down against the top of the master cylinder. It may save you a groundloop. It cost my lucky friend a new brake disc. He got off cheap.

NOT AGAIN!

Bendix Mags AGAIN! **Leon Wilburn** from Waxahachie, Texas, had 440 hours on mags when he did his annual after the first Bendix Mag AD came. The flyweight did not clear the cam and his good mechanic had heard about filing the metal on the impulse coupling long before the second AD came out. He had the Remanufactured Blue Label Bendix mags. He called one place that wanted \$70! Ouch! Someone at Mangham Airport found some new at a third of that price. It's lucky Leon's A&P had known about the couplings or they'd have had to take them apart a second time. Let's hear it for diligent A&Ps!



Bill Clamp and son, N3711V, Newberry, SC.

• WELCOME NEW MEMBERS •

Frank & Mary Hemmings, P.O. Box 882, Rooses Point, NY 12979
Kenneth N. Keyser - N1987V, 1850 E. Wilder Rd., Bay City, MI 48706
Jack Muncy - N72901, S. 1014 Dishman Rd., Spokane, WA 99206
Don Prim - N1894N, 5535 Rab St., LaMesa, CA 92041
Thomas K. Reek - N76098, 14404 So. Budlong Ave., Apt. 3, Gardens, CA 90247
Pexton H. Hoge IV - N3627V, 3933 Elfin Ave., Louisville, KY 40207
Conrad B. Geeslin - N72338, 3706 Binkley, Dallas, TX 75205
Doug Lusher - N4154N, 1832 N.E. Brown Rd., Wahougal, WA 98671
B. Von Mohke - ZS-BFI, Box 94, Kuiuman, South Africa 8460
Jack H. Hoyt - N89925, Box 312, Temple, ME 04984
Paul Lindell, 625 Prospect, Sherbrooke, Quebec, Canada J1H 1B1
Lawrence Reece - N77174, 21855 Nottingham Ct., Woodhaven, MI 48183
Clifford J. Richmond, Sr., 80 Butternut Ln., Northfield, OH 44067
Guido Musante - N3596V, High St., Box 427, Ft. Covington, NY 12937



A.L. Burdette, N76337, Cunterville, AL.

PLAN AHE AD

The International Cessna
120/140 Association

CONVENTION '83

will be held in
VANDALIA ILLINOIS

October 6, 7, 8 & 9

Convention Chairman Al Hourigan has plans well underway for a great time! Al's address is 839 N. 6th St., Vandalia, IL 62471.



•••FOR SALE•••

120-1947 Restoration Project. Nearly complete airplane less instruments, brakes, and interior trim. C85-12F, AF&E logs. \$2,000?. Russell J. Griffiths, 3712 Bramblecrest, Ft. Wayne, IN 46815 (219) 486-3235.

Wings, windshield, stabilizer, covers. Call or write for prices and spec sizes. Arthur T. Robinson, South Hero, VT 05486 (802) 372-4343. Also other 140 parts from 85 eng. Arthur asks, "Does anyone know or have any information on bubble windows or doors for a 140?"

•••AIR FARE•••

This month's recommendation is the Crab Cooker Cafe across the street from the Annapolis Airport, MD, where soft-shell crab sandwiches vie with crab salad sans as top eating!

Jim Bass, N76690 (above left), Baton Rouge, LA, Louisiana State Rep.

David Hoffman, N89191 (left), Auburn, AL, selling the cockpit light which he manufactures. He is also Alabama State Representative.

1982-83 OFFICERS

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 Frank Hancock - Vice-President
 Jim & Betty Merwin - Sec./Treas.
 Dorchen Forman - Editor
 Joy Warren - Newsletter Publisher

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 Joe Schilling
ARIZONA -
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COLORADO -
 Jack Cronin
EUROPEAN -
 Elihardt Kokkolm

SOUTH FLORIDA -
 Jim Sprigg
NORTH FLORIDA -
 Robert Ray & Robert Ray, Jr.
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 Charlie Wilson
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 Bonnie Haber
SOUTH TEXAS -
 Bill Cardiff
VIRGINIA -
 Ronald Vecchioni
WEST VIRGINIA -
 Jack Hearld

•••ALERT•••

Bill Rhoades wrote that he had picked up the Alerts form the FAA office and found the Cessna 140 included. The October 81 Alert (No. 39) is the spring steel gear. The December 81 Alert (No. 41) is the corrosion inspection. the January 82 Alert (No. 42) is the carry thru spar. The publication number is AC No. 43-16.

Here's the dope on the Fuselage Front and Rear Spar Assembly. "There have been several reports of corrosion in the fuselage front and rear spar wing carry-thru structure. It is recommended that the hat section be checked at every annual inspection. The following procedure is suggested to facilitate this inspection. Cessna concurs with this procedure.

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

OR

2. Drill ½-inch hole in the cabin top skin on 7-inch centers along the center line of the hat section. The first hole should be on the fuselage centerline. Do not drill holes in the area of the spar bearing blocks. After completion of the inspection, smooth edges of holes and apply protective coating. Close the holes with gromets, fabric patches, or other suitable methods..

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

Bill and Carol Rhoades flew on to Florida after leaving Atlanta. Then they worked their way back to Minnesota in five-mile visibility.

ARIZONA REP - BARBARA ZINN

Barbara is a CFI and charter pilot in Scottsdale. She flies most any single engine plane including Staggerwing Beech, Taperwing Waco. She owns N90075, a Cessna 140 which she's modified with a full gyro panel, Scott 3200 tailwheel, 700 x 6 tires, KX170B. She maintains the plane herself. She says:

"... the only way to go. Much less complicated than my car! I recovered the wings (Stits). I bought the plane having never flown it or any 120/140. The wings were off and the old fabric had been removed. Under my mechanic's supervision I completed them in about 10 days (long ones) of work. Stits process is very easy to follow and produces great results, even for a first-timer."

Barbara is restoring a Rose Parakeet A4C 1936 Serial #106, NC14866 - engine O-200, 100 hp not in yet. Besides all that she has the energy to backpack, XC ski, rock climb and garden. A good photo of Barbara and her 140 was in the January '82 Newsletter. Should you want to get hold of her for a fly-in idea call her at (602) 948-6570.



Tom Ledgerwood, N2588N, Beaver, PA, Eastern Pennsylvania Representative.



Joe Shilling, N3551V, Jacksonville, AR, Arkansas State Representative.



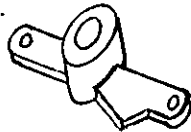
Jack Hearld, N1956N, Huntington, WV, West Virginia State Representative.

A CURE FOR MAULE TAIL WHEEL SHIMMY

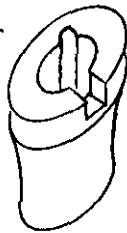
by Gordon Gann

First let's give the parts names:

ITEM #1 - Steering arm (on under side you will find the steering locking pin and mechanism).



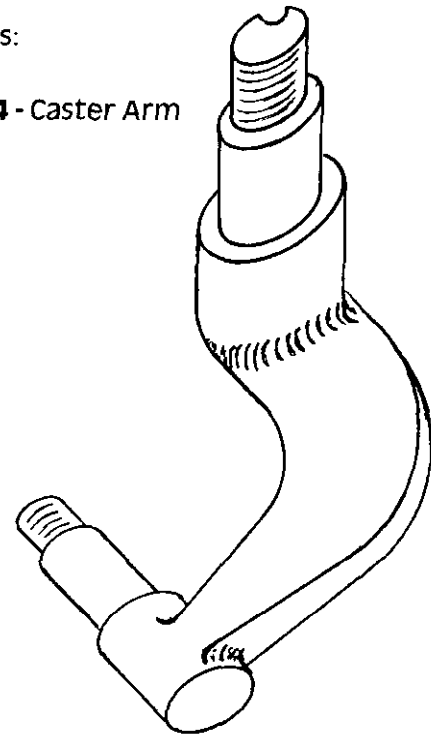
ITEM #2 - Collar



ITEM #3 - Round Key



ITEM #4 - Caster Arm



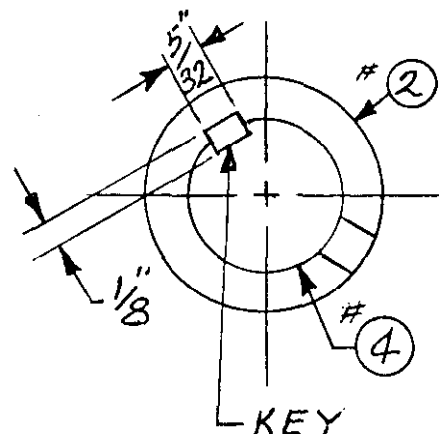
Secondly, about myself: I have worked as a mechanical draftsman for 25 years. For the past 10 years my employers refer to my job title as Designer. I do know a little about mechanical design.

My tail wheel shimmy was as bad as I have ever seen. So let's look at why. Loads are transferred from steering arm #1 thru collar #2 and round key #3 to the caster arm #4 or vice versa. What happens is the round key #3 wallows out the round key slot in the caster arm #4 (soft material) which lets the caster arm #4 and wheel move from side to side (shimmy). Shimmy gets worse as key slot gets bigger and vice versa. Shimmy causes key slot to enlarge.

What I did to fix my tail wheel was to take it to a machine shop and cut a rectangular key slot in the collar #2 and caster arm #4 replacing round key #3 with a rectangular key (1/8" x 5/32"). The new key should fit into key slot so tight that you would have to use a small hammer to install it. This should stop the shimmy. At the same time I had the shop make a new oil impregnated bronze bearing because the old one and a new one I had in my hot little hands were both .020 (20 thousands) inches too big on the caster arm

shaft #4. The new bearing (the one I had made) was only .005 (5 thousands) bigger than caster arm shaft. This is about the right amount of clearance for a sleeve bearing and shaft.

The bearing that comes with your tail wheel and the new one I had made are oil impregnated. Oil is in the bearing material. Does not need grease. If you use grease on the shaft the shimmy dampner can not help in keeping the wheel from shimmying. My cost for the sleeve bearing is \$20 and \$10 for the key way machining.



Bill Rhoades cure, "Better don't grease!"

• • • RON ? • • •

• • WELCOME NEW MEMBERS • •

A couple months ago Ron Vecchioni, Virginia state representative suggested the neat idea that we compile a list of members willing to volunteer their homes for a night or two to other members who are in trouble while out flying along. The following replies have been received:

•**Robert J. Cronin**, 110 Washington St., Sherborn, MA 01770 - N76987 sez; "I'd be pleased to be called upon by a fellow member for help in my area and would be willing to supply my telephone number. Home (617) 653-1324, Bus 894-1000. I may not be able to provide overnight accommodations but will try to help in any way I can."

•**BeBe and Curley Owen**, 525 Lakeview Circle, Severna Park, MD 21146, (301) 544-0122 would like to help.

•**Linda Wackwitz**, 1137 South Gaylord, Denver, CO 80210, home phone (303) 722-9271, office 989-9280. "In response to your request in June Newsletter, I'd like to put my name on your list of friendly ports in a storm. I think it's a great idea." (Ed note: Yeah, Linda!)

•**Gary E. and Beverly A. Schulz**, 1807 E. 9th St., Merrill, WI 54452, (715) 536-7913. "We would be very happy to support and participate in a 'RON' program as suggested in the 'Virginia Idea.' We are a family of two adults and three children and could handle a similar sized group. We're two miles from Merrill Municipal Airport. Write ahead or call late evenings as we work during the days. Tiedown and possible hangar space available."

•**Allen R. Drange**, 311 N. Leaders Ave., Sioux Falls, SD 57103, (605) 332-4809. "Please add my name to the list of members willing to put up other members in distress."

•**Angelo Fraboni**, 5801 Monona Drive, Madison, WI (608) 222-1464, Colonial Inn. "Yes, I think Ron Vecchioni's idea of helping distressed club members is a great one. I offer dinners and a place to stay for two or four at a time. That's all the room I would have, but if there were more I'll help find something. Just call Angelo Fraboni at the above number or at 222-8517 if you are near the city of Madison."

•**Paul and Brian Keehan**, 1413 S. Baird Street, Green Bay, WI 54301, (414) 435-4231. "Yes, we would be more than glad to help anyone in need if they get to Green Bay. We own a 1947 C-140, 85 hp. My son and co-owner is an A&P, and AI at Executive Air, the FBO in Green Bay. We have been doing our maintenance for four years and are interested in all 120/140 people and will help anyone in need at any time."

•**Jim and Lynn Riordan**, 1859 Andrews Ave., San Jose, CA 95124, Bus (408) 448-9462, res 265-4155. "My wife and I would like to add our names to the list of volunteers to help other club members in need of a place to stay for the night and transportation."

•**J. Robert May**, 912 E. 20th St., Owensboro, KY 42301, shop (502) 683-4525, res (502) 684-4137.

- Arthur L. Allen - CF-NOL, Box 226, Fruitvale, B.C., Canada V0G 1L0
- Harold R. Amundson, Box 86, Shellbrook, Saskatchewan, Canada S0J 2E0
- M.G. Baldwin - C-FZFC, General Delivery, C.F.B. Edmonton, Lancaster Park, Alberta, Canada T0A 2H0
- Mathew J. Carter, L2 C7 Plympton, RR #1, Camlachie, Ontario Can. NON 1E0
- Henry Jay Enns, Box 439, LaCrete, Alberta, Canada T0H 2H0
- Larry Evans - CF-LYR, 1703 - 2nd Ave., Trail, B.C., Canada V1R 1M6
- Michael B. Fairfield - C-FLIF, 831 Leon Ave., Kelowna, B.C. Canada V1Y 6T7
- Donald J. Fockler - C-CYZP, 3701 - 29th Ave., Regina, Saskatchewan, Canada S4S 2P8
- Gilles Genest, Las-Aux-Sables, Quebec, Canada G0X 1M0
- K.J. Goosen & WRG Murray - C-GHBM, 8068 Fremlin St., Vancouver, B.C. Canada V6P 3W8
- Peter Grant - CF-EEO, 884 Charleswood Ave., Ottawa, Canada K1K
- Glen R. Gaspard - CF-IDZ, R.R. #1, Black Pt. Rd. C-79, Powell River, B.C. Canada V8A 4Z2
- Fabien Graveline - C-GUWY, 1207 Valiquette, Verdun, Quebec, Can. 4H4 2E6
- Lawrence Head - CF-KUM, 7143-37th Ave., N.W., Calgary, Alberta, Canada T3B 1W7
- Robert G. Hingley - C-GLRH, 25 Hill St., Truro, Nova Scotia, Canada B2N 5H5
- Herbert B. Hough - C-FJYC, 30730 S. Fraser Way, R.R. #7, Abbotsford, B.C. Canada V2S 5W6
- Real Laliberte, 446 - 3 RANG, Ste Rosalie, Quebec, Canada J0H 1Y0
- R. Burns MacDonald - C-GNZN, R.R. 2, Hagersville, Ontario, Canada NOA 1H0
- Ralph Manning - CF-OGD, Box 169, Hardisty, Alberta, Canada T0B 1V0
- George Noble, 10311 Swinton Cres, Richmond, B.C. Canada V7A 3S7
- Brian D. Maynard - CF-JIS, Box 479, Huntsville, Ontario, Canada POA 1K0
- Rod Panniers - C-FSOA, 11 Bergamot Avenue, Apt. 316, Rexdale, Ontario, Canada M9W 1W3
- Barry P. Rudiger - C-GONP, Box 806, Lac La Biche, Alberta Canada T0A 2C0
- Charles W. Sears, Box 462, Tofield, Alberta, Canada T0B 4J0
- Tom Stevens - CF-UNI, Box 250, Creighton, Saskatchewan, Canada S0P 0A0
- Dwight Ullberg - CF-LZC, Box 333, Erickson, Manitoba, Canada R0J 0P0
- Steve Varga, P.O. Box 113, Lake Lenore, Saskatchewan, Canada S0K 2J0
- Lyle M. Weeks - CF-FPI, R.R. 1, Lake Charlotte, Hfx. Co., Nova Scotia, Canada B0J 1Y0
- Leslie J. Winterflood - CF-JFC, R.R. 1, Terra Cotta, Ontario, Canada L0P 1N0
- Edward Sacrey - C-FLHF, 807 Carol Drive, Labrador City, Labrador, Canada A2V 1S9

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)

• • HOW MECHANICAL ARE YOU? • •

Thomas A. Horne wrote a fine piece in The Safety Corner of the Nov. AOPA Pilot Magazine which we quote:

"A review of National Transportation Safety Board files for 1978 through 1980 runs up a total of 99 fatal accidents attributed to improper maintenance, service or inspection. This is a significant number . . . each year approximately seven percent of all fatal accidents in general aviation can be blamed on poor maintenance work.

"We can lay blame for some accidents directly on mechanics (but) pilots must share the blame for some of these. Whether because of a lack of awareness, negligent preflight procedures, a misdirected desire to save money, owners many times seem willing to allow problems to go uncorrected.

"What we can do is spread the word of poor maintenance work so that others can be forewarned.

"One excellent source of information is an FAA publication entitled "Airframe and Powerplant Mechanics General Handbook (EA-AC 65-9). This book deals with basic maintenance procedures and theory.

"More specific repair information can be found in Advisory Circular (AC) 43.13-1A, 'Acceptable Methods, Techniques, and Practices--Aircraft Inspection and Repair.' This book tells how to inspect and repair aircraft systems and includes sections on fabric and wood structures, control cables and corrosion protection. As good general information, these two books are invaluable.

"Both books are available from the Superintendent of Documents, U.S. Govt. Printing Office, Washington, D.C. 20402.

"Maintenance guidelines for your airplane can be found in the pilot's operating handbook and the airplane service manual. The service manual contains much more detailed information. This book can be ordered from the manufacturer. Your mechanic, of course, should have a current copy. (!)

"Once you gain proficiency, you may want to perform the maintenance that an owner is allowed to do under FAR Part 43, Appendix A. There are 25 preventative maintenance items that a pilot legally may perform without a mechanic's certificate. Briefly, these maintenance categories are:

- Removal, installation and repair of landing gear tires.
- Replacing elastic shock absorber cords on landing gear.
- Servicing shock struts by adding oil, air or both.
- Cleaning and greasing wheel bearings.
- Replacing defective safety wiring and cotter keys.
- Lubrication of non-structural items.
- Making simple fabric patches not requiring rib stitching or the removal of structural parts or control surfaces.
- Replenishing hydraulic fluid.
- Refinishing of decorative coatings when removal or disassembly of any primary structure or system is not required.
- Applying preservative or protective material to components where no disassembly of any primary structure or system is involved.
- Repairing Upholstery.
- Making small simple repairs to fairings and non-structural cover plates.
- Replacing side windows where this work does not interfere with the structure of

any operating system.

- Replacing safety belts.
- Replacing seats or seat parts with approved replacement parts.
- Troubleshooting and repairing broken circuits in landing light wiring circuits.
- Replacing bulbs, reflectors and lenses of position and landing lights.
- Replacing wheels and skis where no weight and balance computation is involved.
- Replacing any cowling not requiring removal of the propeller or disconnection of the flight controls.
- Replacing, cleaning and gapping of spark plugs.
- Replacing any hose connection except hydraulic connections.
- Replacing prefabricated fuel lines.
- Cleaning fuel and oil strainers.
- Replacing batteries and checking fluid level and specific gravity.
- Removing and installing glider wings and tail surfaces that are designed for quick removal and installation.

"Psychological studies have shown that pilots are highly motivated people who enjoy being in control of the situation at hand. When the mechanic rolls your airplane into the service hangar--like it or not--you lose an element of control. All we can do is learn more about the people who service them."

REMINDER ABOUT GAS LINES

From Nebraska **Louis Gauger** writes, "While replacing glass we noticed a potential problem with the gas lines where they go through the cabin bulkheads from the tanks. The old rubber tube type gaskets were almost gone. We elongated the holes in the bulkheads and put in new gaskets (split rubber tubing and safety wired it)." Louis adds that he was a Cessna 170 member and now has a lot more fun flying his '48 Cessna 140, N3528V.

INTERNATIONAL CESSNA 120/140 ASSOCIATION U.S.P.S. 660-270

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