



# Season's Greetings



## International Cessna 120/140 Association

BOX 92 • RICHARDSON, TX 75080

### • • TALEWINDS • • by Curley Owen TRY MY WAY

A friend of mine was always a little skittish about landing his 140 in anything other than a calm wind. Oh, he flew but really didn't enjoy it knowing that sooner or later - what goes up must come down. There was that nagging concern that the wind might pick up rendering the landing a wild, dangerous, crosswind affair between the Wind Gods and Lady Luck with a little positive input from the pilot. But, he was no quitter and took the obvious course - dual instruction with an "old time 140 instructor" (tough to come by nowadays). After three 2-hour sessions of one wheel crosswind landings he had built up his confidence and felt like a real stick and rudder pilot. Even the weather cooperated blowing up the left wing to 10 to 15 knots - just perfect for reaching out and hooking the asphalt with the left gear leg. He had finally learned to maneuver the airplane. He flew it - not the airplane flying him.

Well, it wasn't intentional, but I sure poked a hole in his beautiful balloon. He had barely drawn his second breath in his mile-a-minute report on how well he had been doing with the "old timer" when my curiosity got the best of me. I had to know the technique conveyed to help him make a one wheel, crosswind landing. First, I asked how many successful wheel landings had been accomplished. The answer was, "Well, none that were completely successful, but more practice will certainly bring better results." He sure felt a lot better about the ship but the goal had not been achieved.

Consequently, I suggested we take some time to "try my way," and the next couple hours were very rewarding to both of us. We flew around the circuit for about two demos incorporating my methods followed by four or five beautiful landings executed completely without my assistance. I climbed out, sat on the grass and viewed one perfect wheel landing after another. Another pilot was enjoying the thrill derived from smooth wheel landings and it was accomplished by incorporating just a few techniques.



### FROM THE NORTH COUNTRY

CF-FPI is a 1948 Cessna 140, Serial No. 14695, with C90-14F engine. It belongs to Lyle M. Weeks, RR 1, Lake Charlotte, Hfx Co., Nova Scotia, Canada B0J 1Y0. The picture was taken on Weeks Lake, and came with this note: "Glad to hear from you up here in the wilds of Nova Scotia. I did not know such an organization existed. Thought you might like a shamp of CF-FPI on floats. I use it for everything from hunting and fishing to hauling machinery parts. (Love it)." L.M. Weeks.

NOTE: Lyle, we'd like to know the performance figures on your float plane.

I was pleasantly surprised when the tranquility was broken by the voice of the "old timer" stating, "Those are beautiful wheel landings." I responded with, "Yes, they are and you have certainly restored Bill's confidence and his flying is better than ever." The "old timer" felt good. Bill felt great and I didn't feel too bad either - just sitting there on the grass absorbing all of it.

#### TRY MY WAY:

1. **Final Approach** - Trimmed "hands off" 70 mph, idle throttle, approximately 350 fpm descent

2. **Flare** - As you approach the ground (grass preferred, especially for practice) at 3 to 6 feet start adding throttle, about 1500 rpm. This will automatically bring the nose up and reduce the rate of descent. Adjust the throttle until the closure rate is **very** slow. (Don't look at the R/C. You will see the angle and learn to identify what you are looking for - just a very slow closure rate.

3. **Touchdown** - Keep your right hand on the throttle (1500 rpm and 60/65 mph), the closure rate slow and no back pressure on

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# A 140 WEEKEND IN SOUTHWEST TEXAS

by Dean Howard, Uvalde, TX

On May 8, the beginning of a good-looking weekend, Don and Suzanne West, in N2542N from San Antonio, joined Dean, Laurie, and Ashley Howard, in N80H from Uvalde, for a little jaunt to the 'Big Bend' area of southwest Texas.

The first leg of our excursion took us over Alamo Village, north of Brackettville, where the 1960 version of 'The Alamo' was filmed, and is a well known tourist attraction of the area today. Besides the ruins of the embattled Alamo, close by, is the small town of San Antonio de Bexar, used later in 7 well known western movies, such as 'Texas Across the River' 1966, and 'Bandeleros' 1968.

Amistad Lake, northwest of Del Rio, came into view next as it includes the waters of the Devil's River, and Pecos on the U.S. side, numerous small rivers on the Mexican side, as well as the Rio Grande. We purposely flew over the 180 ft. tall Pecos River highway bridge and the 210 ft. tall Pecos River railroad bridge to get some pictures, then on to our first stop at Langtry.

Langtry is blessed with an uncharted airstrip on the outskirts of town with its southeast end being a bluff over the Rio Grande River. After a radio conversation with Don, we landed into the wind and toward the river, using a good portion of the rolling, par four, dogleg-to-the-left, semi-OK, 1800' Border Patrol emergency strip. Actually the Border Patrol pilots who fly the Super Cubs frequent the strip about 'coffee time' when they are in the 'area.'

Langtry is the historic site of Judge Roy Bean's famous Law-West-of-the-Pecos courtroom, known as the Jersey Lilly Saloon, named for the actress he loved but never met, Lilly Langtry. We spent a very good hour touring the museum, Jersey Lilly, and the Cactus Garden, where one can view the plant life indigenous to the area and the common and scientific names of each plant.

The take-off at Langtry posed less of a problem than landing, because if one didn't have flying speed at the end of the runway, he would have at least 100' of altitude, and miles of winding river to play with, in the meantime. Fortunately, having airspeed and altitude after take-off, we climbed and turned to W on the compass, and continued on our way. The next 40 miles along the river was uneventful, then the terrain begins to rise and the river is encased in canyons that one would believe exists only in the Rocky Mountain states. Turning southwest, we pass the Cupola Mountains, a large valley area called Heath Canyon, where prominent silver mines are found on the Mexican side, the Sierra del Carmen Range, and finally a long valley of farms with the town of Boquillas, across the river. At this point, we leave the river and again turn west to follow the park road on the north side of the Chisos Mountains to the Park Headquarters at Panther Junction, then out of the park to the west at Study Butte, past Terlingua, 59-8

and finally to our destination, Lajitas on the Rio Grande.

The Lajitas airport is 4700' asphalt, at the edge of town, and after getting tied down next to the Lear 25 and CE-421, we walked to the Badlands Hotel for a nice lunch with some good iced tea. After getting settled into our quarters, with the use of the hotel's van, Don and I took a quick tour of town to scout things out, while Laurie and Suzanne took a nap with Ashley.

It seems when Walter Mischer of Houston decided to restore a town, he

cheese and salami, and then were off to our quarters to chill the wine and tell of our findings. While the wine was getting 'just right,' we took the women and children on a tour of the town, and later down to the river crossing, noting it was very shallow at this point, and that people moved across the river at will, to and from the small community on the other side.

Lajitas, in modern times, is the 'Put-In' point for the river rafters traveling with 'Far Flung Adventures,' Texas' premier river running organization. This group of-



chose Lajitas, a pioneer Big Bend border town, but one with a lusty, rollicking, scandalous past as shady as nearby Santa Elena Canyon. Lajitas has a brawling history shot through with shoot-ups, shoot-outs, lynchings, Indian massacres, outlaws on the run, damsels in distress, Mexican revolutions, Texas Ranger style law and order and Black Jack Pershing-George S. Patton-style warfare. It all happened right here in Lajitas. The restoration began in 1980 with the hotel, saloon, and restaurant built first, followed by the Emporium, and Mercantile. New additions are being added all the time, but the most unique building in Lajitas has to be the Trading Post.

The building itself is over a hundred years old, and has been a trading post since 1916. The exterior is adobe with a flat roof, and thatch-covered patio with tables and chairs for customers to enjoy their cervezas on a sunny afternoon. Inside, the 12' ceiling is spotted with fans, the paneled walls covered with artifacts which were of the type sold in years past. The hardwood floor is lined with glass display cases, as well as open shelving for items from hardware to grocery products. It was like walking back into an era which the structure itself represents. After taking it all in, Don and I decided on a bottle of wine, some

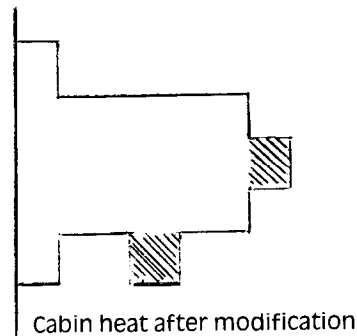
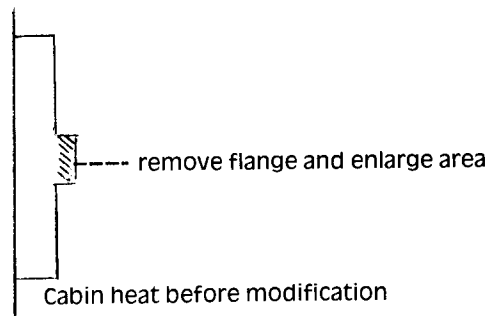
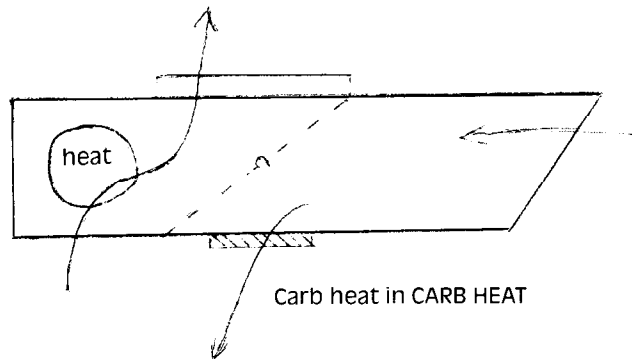
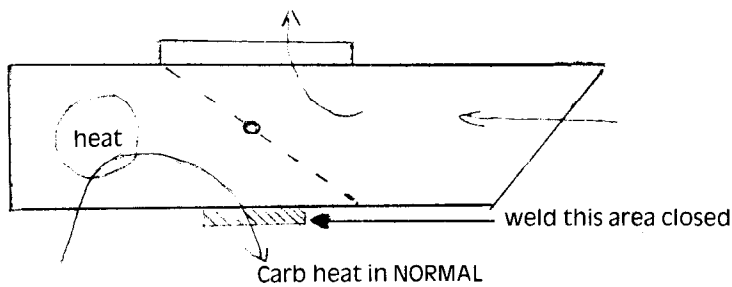
fers seven different tours varying in length from one to eleven days, plus other river trips in Old Mexico, New Mexico, and Alaska. This organization provides everything from camping gear, to food, to transportation, so all a person needs are personal effects, and to show up at the proper time and place. The prices of the Rio Grande trips average \$60 a day, and needless to say, come sundown, Lajitas was jammed with rafters returning from a day or more 'in the wild.'

Late in the afternoon, we sipped wine, and from our balcony, watched thunder-showers move across the mountains and valleys, in the distant Mexican wilderness, while the women-folk had their wine while watching an old movie on the 'tube' straight from the 'Big Apple.'

The Saturday night Mexican food buffet was enjoyed by all at the hotel restaurant, then later we peeked in the saloon, and as one might guess, it was **not** all 'quiet.'

After a good 'old west' style breakfast complete with biscuits and gravy, Sunday morning, we made use of the van to load and prepare for our departure, from a most unique tourist spot. Not having fuel easily accessible at Lajitas, we learned of fuel at Study Butte, 20 miles east, which was right on our way. We decided that if

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## FOR PEOPLE WHO THINK 32° ISN'T COLD

If you like flying in cold weather, it doesn't take long to realize that Cessna forgot to put in a good cabin heat system. The best improvement and probably the easiest is installing the Hanlon Wilson exhaust stacks out of the Cessna 150. However, after looking at the cost of the stacks and my checkbook, I decided to go a different direction.

Cessna has an optional winterization kit for the 150. It allows cabin heat to be drawn from both heat muffers rather than just the left side. With a little welding the kit can be modified to fit the 140. My plane is the 1947 model with the flat type of heat muffers. I would think this modification would also fit the 1946 models with the different type of stack.

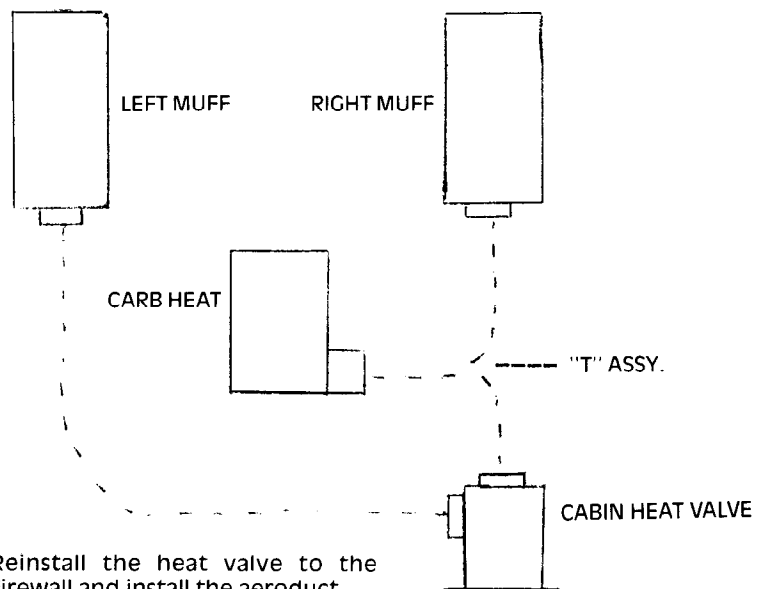
### INSTALLATION:

- A. Remove aeroduct from carb heat box.
- B. Remove carb heat box
  1. Weld the carb heat exhaust closed
  2. Drill a 1/8 inch hole in the weld to allow fuel drain
  3. Now is the time to replace those heat box bushings
  4. Reinstall heat box
- C. Remove aeroduct from cabin heat valve on the firewall
- D. Remove cabin heat valve
  1. Remove the flange for the aeroduct and enlarge the hole
  2. Weld the adapter (Tube assembly Cessna P/N 0450408-1) to the heat valve

3. Reinstall the heat valve to the firewall and install the aeroduct
- E. Install a "T" (Cessna P/N 0453117-1) in the aeroduct between the right heat muff and the carb heat box
- F. Install aeroduct from "T" to firewall heat valve

That completes the installation. I have a FORM 337 for this installation if anyone needs a copy. The cost of the parts from Cessna is approximate: "T" Assy., 0453117-1, \$25.00; Tube Assy., 0450408-1, \$38.00.

I have seen a different installation doing much the same thing. Instead of welding the adapter to the cabin heat valve, they installed another cabin heat valve on the left side of the firewall. The control cable was then run to one of the unused knobs on the instrument panel. Maybe someone with that type of installation could comment on it.



**Bill Rhoades**  
Rt. 3, Box 145  
Northfield, MN 55057  
(507) 652-2221

## STRUT CUFF PA

This strut cuff pattern is from Ed Burt, Susse original. It is a little larger than Smitty's pattern chased the cuffs - new - from: Van Sant Enterpris He says they have some new Cessna 120/140 pai

5/32 D

### • • • COMING EVENTS • • •

#### **SUN 'N FUN EAA FLY-IN**

**March 13-19, Lakeland, Florida**

Let's have more 120/140s than ever at this one! Get out of the cold and head for Florida. See you there!

#### **OSHKOSH! 31st EAA Annual Fly-In**

**July 30-August 6, Oshkosh, Wisconsin**

120/140s always make a great showing, both in numbers and awards. Meet in the Antique/Classic area - more info later.

#### **AND THE BIGGIE:**

#### **International Cessna 120/140 Association 7th Annual Fly-In**

**October 6-9, Vandalia, Illinois**

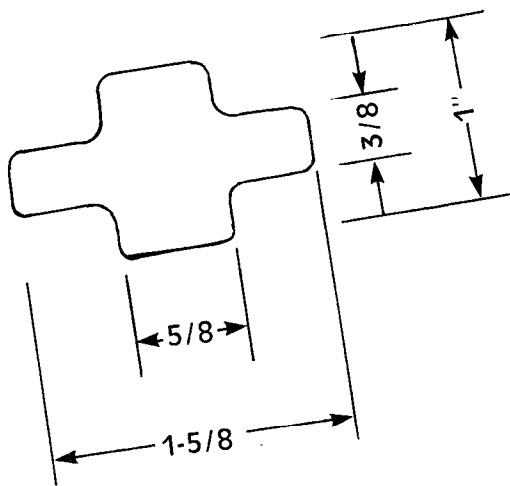
Al Hourigan, 839 N. 6th St., Vandalia, IL is in charge of this one. If you live nearby, give him a hand. Plan now to attend!

# PATTERN

x, New Jersey. He states it is  
we published earlier. Ed pur-  
es, Erwinna, PA (215) 847-5405.  
ts.

2024-T3  
.016

5/16 x 1/2



FLAT OUTLINE

FOLD OUTLINE

9/32 D

**BEND DETAIL**

UP for LH  
DN for RH

1/16 R

≈ 40°

3/4"

## •••AUTO GAS•••

O.K., let's not jump the gun on this auto gas business. We're vitally interested in bringing the cost of aviation DOWN but we want to do want to do it safely. Also, we will still be looking for 80 octane when we go to distant airports so we want the FBOs to keep tanking it. Most FBOs are starving now and we want the airports to stay in business. Many problems: we need answers. We heard about a man filling his wing inside his hangar and the fumes were frightening for those adjoining.

**Barbara Crider** was listed recently as a new member and future owner. Well, we met her at the Texas Antique Fly-In Nov. 28. She's bought Swick's beautiful bird N76137. You should see the interior! Welcome.

You'll be happy to know the January issue will be the new Membership List.

Sometimes we forget how much info there is in the Owners Manual, Service Manual, Parts Manual and the Overhaul Manual.

Thanks again to **HB Aircraft Standard Parts Co.** of Pontiac, MI for providing the catalogs of hardware and fittings that were in our packets at the Atlanta Fly-In. Very useful. Hope our members remember HB when in need of rivets, washers, etc.

Turns out that silver logo of Cessna 140 on **Curley Owen's** bird is cut out of contact paper. Looks great!

**Joy and Clare Warren** took that great picture that's on the Trade-A-Plane cover, First November Issue. Did you see it? Also, **Pete Smith** builder and proud pilot of the pictured Grega Aircamper (Pietenpol) is a member of our club and former 140 owner.



**Menford Sutton - N1778V, Eules, TX, at Atlanta.**

**Ernie Clay**, 412 East Road, Huntington, WV 25704, is badly in need of the entire cowl for his 1948 Cessna 140.

**State Reps:** Here's an idea worth passing along from the EAA of Lansing, Michigan. Meets Second Saturday of each month. **There's** a way to get people together at your favorite field. No rain date. So simple. - Dorchen Forman, Editor

## PROUD AS PUNCH!

Three Cessna 140 Owners were big winners at Oshkosh '82:

**Classic Aircraft Awards - Class II (81-150 hp):**

**Rick & Kathie Paige**, San Mateo, CA  
1947 Cessna 140, NC4135N

Custom Class B (81-150 hp):

**Tom Weaver**, Kalispell, MT  
1948 Cessna 140, NC2436V

Outstanding in Type - Cessna 120/140:

**Dutch Brafford**, Lima, OH  
1946 Cessna 140, N89728

## ••O-200 PROP••

Requests for prop info on O-200 conversion are answered by **Tom Agin** of Somerville, NJ, in the #23 Newsletter in which he says that a McCauley or Sensenich Cessna 150 prop pitched 50 to 54, depending on climb or cruise needs, is correct. Tom took the middle ground.

We have requests for O-200 engines... anyone able to give them leads?

**Garry P. Carvalho**, 157 McKinley Ave., Kenmore, NY 14217, writes that he needs to know more about the O-200 conversion. What are the problems? What is the new rate of climb, cruise, speeds? Garry, suggest asking Tom Agin (above) or Angelo Fraboni, 5801 Monona Drive, Monona, WI 53716.

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Jim & Betty Merwin - Sec./Treas.  
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**SOUTH TEXAS** - Bill Cardiff  
**VIRGINIA** - Ronald Vecchioni  
**WEST VIRGINIA** - Jack Hearld

## •••FOR SALE•••

**Wheels & Brakes** off of 1946 Cessna 140, A/C Serial No. 8205. \$20 plus postage. (needs new pucks). David Hoffman, 1009 Old Mill Road, Auburn, Alabama 36830, (205) 821-8942.

**Hoskins Wireless Strobes.** 1/2 list. \$300 guaranteed. 2 piggy back strobe lites, 2 power units - install in wing, 1 timer unit. Rick Corwin, 1618 N. Gatewood Rd., Atlanta, GA 30329 (404) 633-9636.

**Cessna 12V Red Rotating Beacon,** \$35. John Forman, 221 Wild Oak, Lake Dallas, TX 75065 (817) 497-4757.

**Stabilizer,** good condition, 300.00; **Right Wing,** needs rebuilding; **Top Cowl,** good condition, \$175.00; **Bottom Cowl,** good condition, \$300.00; **Left Elevator,** good condition, \$150.00; **Right Elevator,** good condition, \$150.00; **Right Strut,** good condition, \$200.00; **Left Strut,** has patch, \$50.00; **Right Gear Box,** \$100.00; **Left Flap,** good condition, \$90.00; **Right Flap,** usable, \$50.00; **Jugs for C85 engine,** and misc. parts. Arthur T. Robinson, Box 238, South Hero, VT 03486.

**Wheel Extensions,** 1 Turn & Bank, Winter Kit for Cessna 140, Rotating Beacon, Radio Filter for noise, Gyro Horizon. Gene Hyatt, P.O. Box 32, Richmond, MA 01254 (413) 698-3478.

## •••TALEWINDS•••

(Cont. from Page 1)

the wheel. Your left hand is on the control wheel. Just before you feel it is ready to contact the grass, open your left hand to form a loop around the wheel. Keep your hand ready in the event the airplane needs some aileron, but keep the thumb and forefinger loop so you don't pull back or push forward. Hand lightly looped around the wheel - let the airplane touch down. When you are sure it is down to stay - ease off the throttle and slowly start feeding in forward pressure on the wheel as the speed bleeds off. You can apply brakes when the ship is moving as fast as the relative wind will keep the tail from coming up too high as long as the wheels are free to roll.

**WARNING** - At walking speed with the tail up high - don't jump on the brakes or turn downwind with the tail up or you may ruin your day in addition to your prop and cowl.

The reason the airplane doesn't bounce with my method and the reason I think it is easier than the "plaster it on" method (hit the ground, untrimmed, holding back pressure for the flare, then quickly applying forward pressure to tack - all usually out of phase) is that the airplane is trimmed throughout the approach and landing and it is closing gradually with the ground. (No level flight at 1-2 feet, speed may bleed off increasing angle of attack). When the gear touches, the drag on the wheels pulls the nose down slightly, reducing the angle of attack, killing the lift and you are on to stay. A little practice will be very rewarding. Try it. You will like it. I am no expert, but it works and I keep practicing.

## ••WELCOME NEW MEMBERS••

Joseph R. Shepherd - N77164, 18 Gantt Ln., Fayetteville, GA 30214  
Lindon Toepperwein - N90047, 2808 Creston, Ft. Worth, TX 76133  
Grant S. Bailey - C-FKCT, 364 N. Syndicate Ave., Thunder Bay, Ontario, Canada P7C 3W5  
Albert J. Bazo - N76478, 826 W. Braddock Rd., Alexandria, VA 22302

Cirano Marcos De Araujo - PT-AAJ, Hilario Ribeiro, Apt. 801, Porto Alegre, RGS Brasil 90,000

T.A. Chapman - N72992, Rt. #2, Box H, Milton, WV 25541  
Patricia & Gene Lamos - N1734N, 2707 Ingot Place, Sarasota, FL 33580  
John Bidulock - CF-MOG, Fred Bidulock Farm, Hairy Hill, Alberta, Canada TOB 1S0

Louis J. Bogнар - N7291B, 732 Arnold Drive, Franklin Lakes, NJ 07417

D.J. (Don) Borden - C-FMWT, 770 Pinewood Road, North Bay, Ontario, Canada P1B 4N7

Norman Carriere - C-GGVC, 45 Harrison St., Alexandria, Ontario Canada KOC 1A0

Dr. Perry Gail - N76779, 19735 Accra St., Northridge, CA 91326

James A. List - N3017N, RFD 1, Box 83, Granville, IA 51022

Robert Johns - C-FHMD, Box 511, Sutton West, Ontario Canada LOE 1R0

Leon Lemay - C-FIBB, 371 St-Paul, St Alexis Ds Mts, Quebec, Canada JOK 1V0

Bruce A. MacFarlane - C-FJYI, 6 - 520 Westminster Ave. West, Penticton, B.C., Canada V2A 1K6

William A. Martin - N5366C, 2719 Glenoaks Dr., Nashville, TN 37214

Robert Mathis, Jr - N76388, 4050 Lemac, Houston, TX 77025

John Payne - C-FJLL, 78 West Perth Bay, Sault Ste Marie, Ontario, Canada P6C 6B9

William E. Pemberton - N3111N, 42173 Edward Circle, Columbiana, OH 44408

W.S. Robinson - CF-LLR, Box 404, Port Carling, Ontario, Canada P0B 1J0

James R. Staszewski - CF-CFO, 709 Brimley Road, Scarborough, Ontario, Canada M1J 1C3

George L. Theriault - C-GCNH, 69 Birch, Box 269, Chapleau, Ontario, Canada P0M 1K0

Eugene Toth, Box 124, Quakaka, PA 18245

### 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)

## WEEKEND

(Cont. from Page 2)

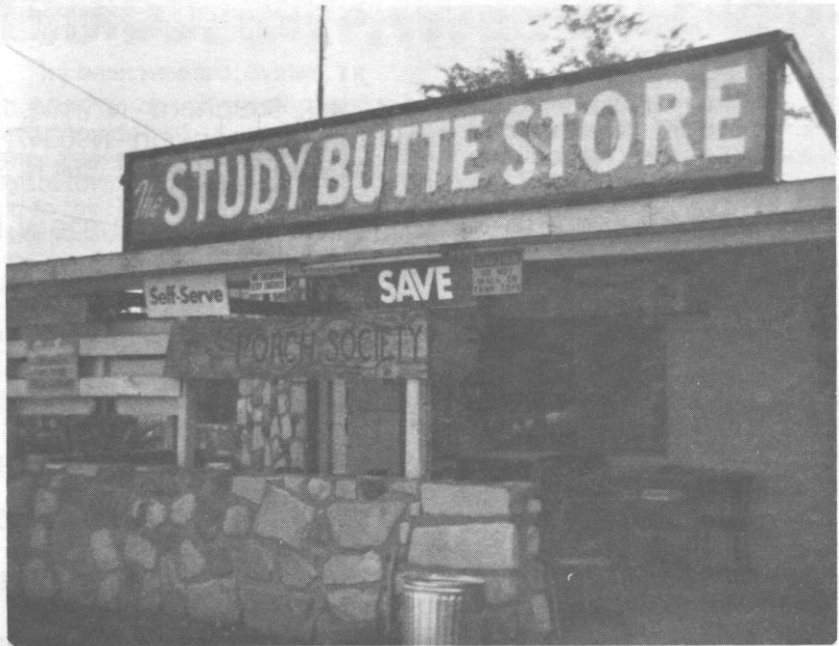
'conditions' were not just right, we would continue to Alpine, 80 miles to the north.

Arriving overhead of the Study Butte Store, the local Phillips dealer on Highway 118, we surveyed the situation for a couple of circuits, and each making his own decision, arrived at Study Butte Store about the same time, from opposite directions.

The proprietor was very nice and helpful, saying a local flying rancher was a semi-regular customer at his gas pump. The Study Butte Store is the home of the Porch Society, and also has the only traffic light in town, standing erect and inoperational out in front by the Philips sign. Having something to drink on the veranda makes on a member of the Porch Society, so a soda pop was in order followed by a picture taking session. Several carloads of tourists stopped by to get some pictures, so we decided to depart before the crowd became much larger. We thanked our host for his courtesy, checked traffic as usual, and using minimum time on the active, rendezvoused overhead, for an easterly flight from whence we came on the previous day.

Again joining the river at Boquillas, we flew the same route but at a lower altitude to get a different view of the canyons. About 60 miles down-river from Boquillas, we noticed a group of rafters on the river far below. They were about to complete their week-long trek, because a few bends ahead, we could see the transportation crew and vehicles at the Dryden 'Put-Out.'

The trip was uneventful this Sunday morning until just east of Langtry, where low clouds and visibility forced us on the ground at Del Rio, to wait it out. A short cab ride to Applegate's Landing for lunch was made, while Mother Nature improved the weather conditions. After lunch it was a new world outside, so we departed to the south, to remain clear of the Laughlin AFB airport traffic area, put the compass on E for the home stretch, and nearing Uvalde, said 'So Long' to Don and Suzanne, as they



Study Butte Store - Home of the Porch Society.

wanted to press on to San Antonio, another 80 miles further.

I would have to say this short trip to the Big Bend country was most enjoyable and enlightening and look forward to making the trip again along with a rugged raft run on the Mighty Rio Grande.

For Information and Reservations:

FAR FLUNG ADVENTURES  
P.O. Box 31, Terlingua, Texas 79852  
(915) 371-2489

LAJITAS ON THE RIO GRANDE  
P.O. Box 18, Terlingua, TX 79852  
(915) 371-2471

TEXAS CANOE TRAILS  
121 River Tr., New Braunfels, TX 78130  
(512) 625-3375, (512) 964-3760

WORLDWIDE RIVER TOURS, INC.  
1641 Hunter Rd., New Braunfels, TX 78130  
(512) 625-7685 in Texas, 1-800-531-7927 elsewhere

## ••• AIR FARE •••

Bill Cardiff and Bob Glover flew into Natchez on their way home from Atlanta to eat at the Sandbar Cafe. Bill didn't even need his Louisiana Hot Sauce for that one.

### INTERNATIONAL CESSNA 120/140 ASSOCIATION

U.S.P.S. 660-270

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## International Cessna 120/140 Association

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