



# International Cessna 120/140 Association

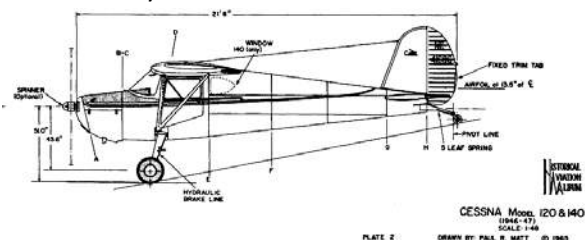
Issue 402      Spring 2017   Feb/Mar/Apr



1946 Cessna 140 - Nigel Arnott and Chris Leon, Southport Australia *(story on page 4)*

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Tech-Talk by Ken & Lorraine Morris



2017 Convention Preview



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This newsletter is for educational and informational purposes only.

Readers are reminded that Federal Air Regulations Part 91 places primary responsibility for ensuring the airworthy condition of the aircraft on the owner or operator.

Any person who maintains, modifies, or otherwise changes an aircraft must do so in accordance with manufacturer's recommendations and all applicable FAA regulations.





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1/8 Page	45	35
1/10 Page	40	30



## I'm a Cessna SID's Convert... by Chris Leon

*"How can I go wrong?"* These were my fateful words as I secured title to Cessna 140, VH-COO. I'd just sold my 180HP Super Cub and had plunged into deep withdrawal symptoms having owned her for two decades. The little Cessna offered an opportunity to do some cheap flying with a purchase price of \$15,000 and a little 85HP Continental C-85, surely it would be very cheap to own and operate.



Charlie Oscar Oscar, serial number 10805, was built in 1946 as N76384 and had been rebuilt in 1986 in Texas, USA. She had been an Oshkosh winner shortly after her rebuild and presented very well. She'd been imported into Australia in the early 90's and had most of her time in Western Australia, Far North Queensland and South Australia. From her external condition it was obvious she'd been loved.

The pre purchase inspection showed that the airframe had about 5000 hours; the engine had recently had 2 new cylinders fitted and had about half its life remaining before overhaul.

The control cables were due for replacement in 2018 and the instruments needed calibration. Some corrosion was reported in the ailerons and the stabilizer in addition to the usual external corrosion on the wing inspection hatches. The aircraft hadn't flown for about 2 years and needed an annual.

I was of course aware of the need for the upcoming Cessna Supplemental Inspection Documents or SID's inspection. This inspection has been quite controversial and I, for one, thought it was overkill. After all, aircraft are looked at in some detail at least every year when the annual inspection is done. Part of the annual inspection is to comply with the Air Worthiness Directives or AD's which focus on known shortcomings of each particular aircraft type. My view was that the SID's inspection was overkill and was unlikely to reveal any additional airframe problems given the maintenance history of the little aircraft I'd just bought.

I arranged for Charlie Oscar Oscar to undergo an annual in Adelaide where it was located in order for me to be able to fly it back to Southport where I would arrange the routine control cable replacement, the SID's inspection and a weight reduction program. The LAME was briefed as to what was required and after a battery replacement, instrument calibration, annual inspection, transponder calibration and a few other important punch list items, she was all ready to make the big journey from Adelaide to Southport.



## I'm a Cessna SID's Convert... by Chris Leon



I spent a very happy long weekend getting to know my new charge, exploring her flight envelope and reconciling the differences between a Cessna 140 with 85HP and my old Super Cub with 180HP. This was a revelation, which required several long days in the Barossa and several other wine growing areas plotting the weight reduction program for Charlie Oscar Oscar (more on this in a separate article).

Over the Easter break in 2015, I flew Charlie Oscar Oscar first to Sydney where I spent Easter with family and friends. After Easter I then continued my journey to Southport. The aircraft performed well with the exception of a pulled generator circuit breaker, which took me some time to find and an errant pilot tube cover that denied me Airspeed Indication for a short period. I continued to marvel at the great cruise performance of the clean little airframe. I wished for better load carrying capacity and better climb performance which lead into my weight reduction program plans.

On arrival at Southport, I arranged to deliver Charlie Oscar Oscar to Nigel Arnott at Boonah, so that Nigel could start to weave his magic on the little Cessna 140. Nigel had worked on several Cessna 140's and was just completing a SID's inspection on the local gliding club's tug, a Cessna 152 with a Lycoming O-360, so he was in an ideal person to help me with Charlie Oscar Oscar's future.



## I'm a Cessna SID's Convert... by Chris Leon

Nigel and I sat down and planned the program for the next few months, which was to include a weight reduction program, the control cable replacement and the SID's inspection. In addition to this there were a few items of routine nature that needed attention: hinge replacements, universal replacements, etc. I worked with a friend on the initial dismantling of the aircraft and sourced parts for Nigel allowing him to focus his magic on the airframe.

My first shock came when Nigel called after removing the wings. The wings are attached to the fuselage with 4 large bolts. These bolts attach the main and rear spars to the fuselage via aluminum blocks that are in turn bolted into a hat section spar carry through, which is riveted to the cabin roof. The front hat section on the starboard side was found to have very severe corrosion. Essentially all the material around the main wing attach bolt had corroded, and the corrosion was well advanced into the material the held the mounting blocked in place.



*Front starboard wing attachment fitting*

A photo of this part of the hat section makes it is easy to see why I'm very lucky that there was no major turbulence between Adelaide and Southport!

Having found the bad news on the front spar carry through structure, we turned our attention to the rear spar carry through. This necessitated removing the cockpit headliner, which is something very seldom done, short of a SID's inspection.

After removing the headliner it was noted that there was a non-standard plate riveted and bolted to the forward face of the carry through structure. This plate was removed to reveal a hole corroded through the rear spar carry through!



*Rear Carry Through Spar Corrosion*

At this point it became clear that the cabin roof and the associated wing carry through structure needed to be totally rebuilt; a major project.

## I'm a Cessna SID's Convert... by Chris Leon

The corrosion in the ailerons that had been noted earlier required the replacement of both Aileron Spars and the corrosion proofing of all components before the Ailerons could be rebuilt.



*Aileron Spar Corrosion*



*Aileron rebuild in process*

The horizontal stabilizer corrosion turned out to be much more severe than indicated in the earlier reports with the stabilizer leading edge spar massively corroded. The lower flange had disappeared, as had much of the web.



*Horizontal stabilizer leading edge spar*

The port leading edge spar and the stabilizer skins were all replaced and all parts were corrosion proofed.



*Fresh horizontal with new skins spar*

The X-ray inspection of the engine mount revealed 8 cracks that needed repairing in addition to some tubes that needed replacement due to corrosion.



## I'm a Cessna SID's Convert... by Chris Leon

Charlie Oscar Oscar has now been returned to flying status. I feel very comfortable with the status of the corrosion prevention program and the integrity of the airframe. Of course this comfort has been hard won and it has taken an irrational amount of money. On reflection I've become a devotee of the SID's program. I feel sure that the safety of the aircraft and my good health would have been compromised by continuing to fly without a SID's inspection, in fact I shudder when I think about the front starboard wing attach point and its perilous state when I flew from Adelaide to Southport.

There are clearly some consequences of the Cessna SID's program. I feel sure a lot of old Cessna's are going to die in their tie downs as the owners decide not to spend irrational amounts of money bringing old airframes back from the brink. I suspect the result of the program will be an acceleration of the move to RAA/Ultralight flying. I think a lot of airframes are going to be sold for spares and I think support for old Cessna's is going to get more difficult to obtain.

As for me I feel I have a great little aircraft that will provide me very economical flying for many years. I'd like to upgrade the C85 to a Continental O-200 to improve climb and load carrying capacity, so if you own one of the Cessna 150's that's going to die in a tie down in the future please give me a call.



*Charlie Oscar Oscar returned to flying status  
(left: Nigel Arnott, right: me, Chris Leon)*





Photo courtesy of John Kliewer

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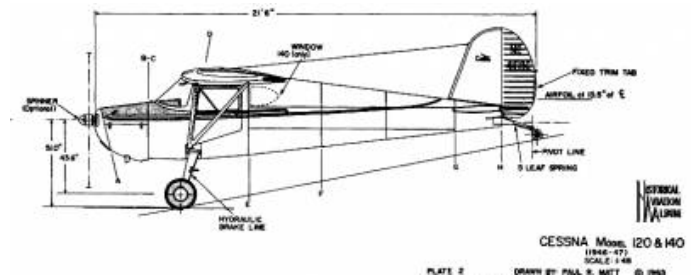


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# Tech Talk

by Ken and Lorraine Morris



This is a cautionary true tale. I would like to stress to a prospective Cessna 120/140 owner the importance of having a pre-buy inspection done by somebody who knows Cessna 120s and 140s. Not somebody that knows what they are and can identify the model, but someone who really knows the planes.

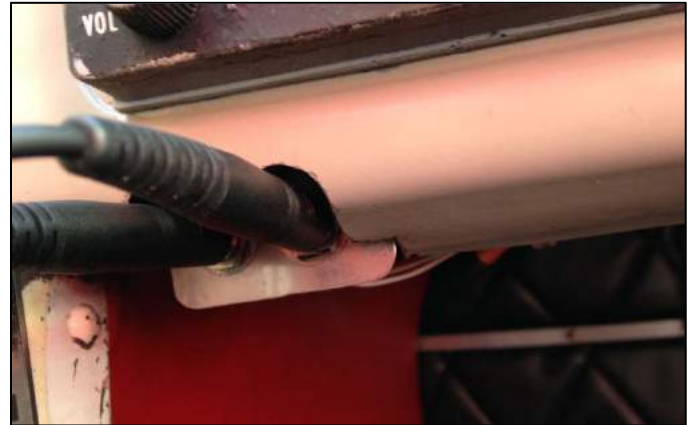
I was volunteered to go and pick up a Cessna 140A that was recently purchased by an acquaintance of mine. He bought the airplane in the Midwest, sight unseen, and needed it moved to his location, 4 states away. (Details obscured to protect him!) We were assured the airplane was in annual, and ready to go.

We were headed south to visit friends, and so flew about 45 minutes out of our way to pick up the plane and get it half way to where it needed to go. I didn't have time to fly it the four states away at this point, but was going to go back and get it the rest of the way in a week or two. It had been paid for, and the previous owner wanted it gone, (now we know why!).

We stopped to pick it up, I gave it a preflight while Ken gassed up our Bonanza, then we loaded up and took off. (I verified the annual was signed off in both logbooks prior to flight.) There were a few things that gave me pause, but I didn't think they were show stoppers, just weird stuff I thought was cosmetic. It looked good, from 200' away!

The flight was pretty uneventful, and it only took about 2 hours. The radio didn't seem to work and somebody had cut out the bottom of the panel so they could install headset jacks.

That is a no-no because the panel is structural.



*Headset plug cutout on the bottom of structural panel*

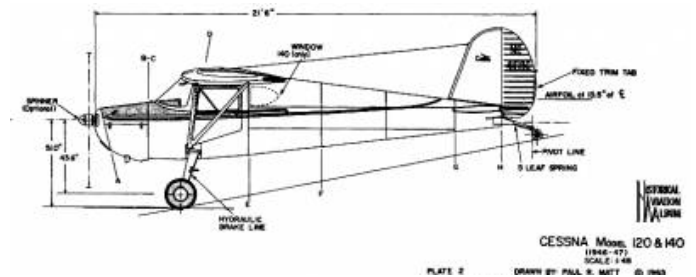
Good thing I wasn't going to controlled airfields. The Vertical Speed varied from 500' descent to 2000' climb-all while was in level flight. The OBS knob for the VOR indicator fell off in my hand. This all happened in the first 15 minutes. It was cold outside, and I had dressed for the cold, but still the left window wouldn't seal and was hovering open at the rear about 1" the whole flight. I tried to lean the engine out in flight, but the Vernier control mixture was obviously not adjusted correctly, because when you lean it out and pull it back, it hits the control wheel!





# Tech Talk

by Ken and Lorraine Morris



There was also a cute little switch in the panel. I never did figure out what it was for. It had no label or function.... that I could tell.



I made it to my planned destination after 2 hours, where it was going to spend a few weeks before getting all the way to its new home. I was coming in to land, and pulled the power off, and tried to flare. I thought maybe I didn't flare enough because I bounced pretty good. I held it off, and tried again. This time it was better, but not up to my standards. We brought it into the hangar and started looking it over more thoroughly.

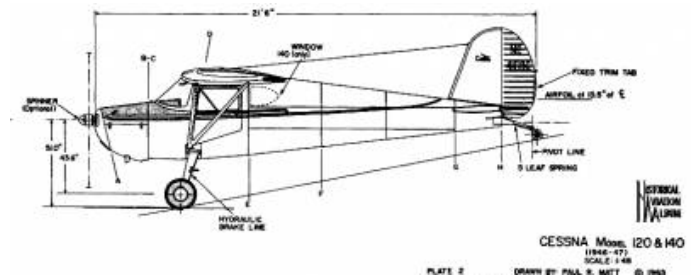
We drug out the logbooks, and really started getting into the plane since we had a few hours to kill. It became apparent the airplane was put together from parts, and hadn't been flying for the past 5 years. We noticed that the aft part of the cowl had been extended about 2 inches. In our experience, that is done when there is a conversion to the Lycoming Engines. This was a Continental! Something started clicking in my little brain!

*Unusual cowl extension*



# Tech Talk

by Ken and Lorraine Morris



It appears the 'A&P' used a -12F engine mount with a -14F engine. The -12 engine mount is longer than the -14F, which if used with the wrong engine will put the engine too far forward for the cowling. So instead of putting on the correct engine mount, they just extended the cowling, which moved the engine farther forward, which moved the CG farther forward, which made the elevator less effective when slow, which made my landing suck! Strike one for the poor plane.

Speaking about the elevator, I started looking closer at it, and noticed that the elevator spar reinforcements were not installed (AD 47-43-05). Strike two. That made me look at the vertical fin, and sure enough, the spar reinforcement was not done on it either (AD 50-31-01)! Strike three!



*Here is a picture of the proper doubler installed*



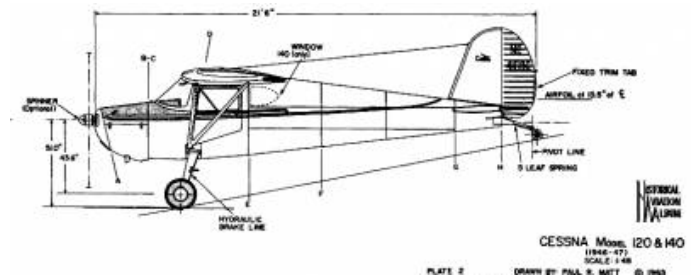
*Subject aircraft with no vertical fin doubler*

Ken did some research and the elevator was not set for the appropriate nose up and nose down travel (another reason my landing sucked!) As is the case in a lot of later model 120s and 140s, if the A&P does the AD research and sees that the AD does not apply because of serial number, they don't look any further. Always check the applicability if it is a new plane to you, the parts may not be original to the plane! The parts are all interchangeable (an old fin will fit on a newer plane).



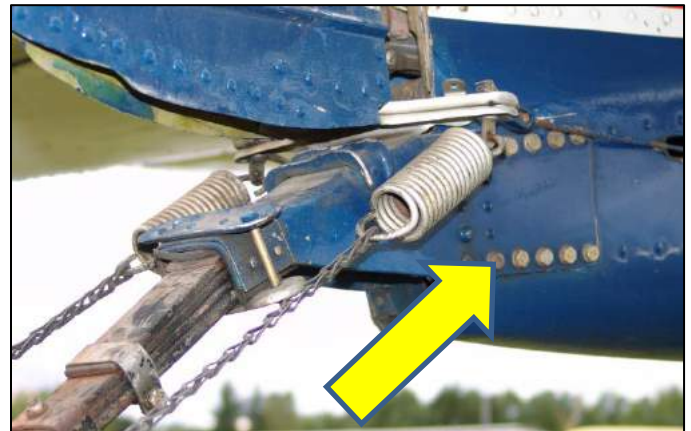
# Tech Talk

by Ken and Lorraine Morris



I walked around the plane and started looking at the ailerons. They were very nice, and looked like they had been reskinned. Upon further investigation, we saw that when the ailerons were evened up, both were not lined up with the wing tips.

As you all probably know, the Cessna 140A wing is the same as the Cessna 150 and 172 and on up. There is a washout built into the wing, so that the wing stalls at the root before the tip, which keeps the ailerons working when the wing root is stalled. The ailerons are also built with a washout, so that when the aileron is in the neutral turn position the tips washout and line up with the wing tips. This was not the case here. Both ailerons were straight and true with no washout; they were about an inch and a half below the wing tip.



*These bolts are not legal, but are often used when replacing the tailwheel bracket.*

About this time we broke out the logbooks. We discovered there was no Weight and Balance in the plane, no equipment list, no required placards and no aircraft manual. Remember AROWE... Airworthiness, Registration, Operating Limitations, Weight & Balance and equipment List. (I had a manual on my iPad, so at least had that going for me!) There was no documentation for the Cleveland wheels and brakes other than a logbook entry stating they were installed and no other paperwork was required. There was no documentation at all for the Cessna 150 mufflers. Both the Cleveland wheels and brakes and the Cessna 150 mufflers require a Supplemental Type Certificate.

There was an argument between different mechanics going on in the logbooks over whether or not a doubler had to be put in when installing a beacon!

At this point, we gave our findings over to our friend and let him decide what he wanted to do. A ferry permit was obtained; the plane was flown out to a reputable shop and repaired at our friend's expense. Our friend didn't want to pursue returning it to the previous owner, so he got it airworthy and it is now flying again, but this airplane (that was not a good deal to begin with) became a nightmare costing thousands more than it should have.



*Aileron not matched to wingtip – lack of washout*

The tailwheel bracket was installed with all bolts and a few were missing. (It is supposed to be rivets like original). Part of the strength derived is from the #6 rivets squeezing the skin and filling the holes completely. This can't be done with screws or bolts.



# 2017 Convention Update



Convention hotel in Newton Kansas. Make reservations by calling **1 (316) 804-7040**







# 2017 Convention Update

## There's No Place Like Home – Kansas 2017

**Where:** Newton, KS – KEWK

**When:** September 19 – 24, 2017

**Tentative Schedule:**

### **Tuesday (19<sup>th</sup>) – Arrival Day**

- Burgers & Brats at the airport starting at 5pm

### **Wednesday (20<sup>th</sup>)**

- Fly Out / Drive Out to Hutchinson (KHUT) Approx 40 miles
  - o Kansas Cosmosphere & Space Center – [www.cosmo.org](http://www.cosmo.org)
  - o Kansas Underground Salt Museum – [www.underkansas.org](http://www.underkansas.org)
  - o Lunch at Airport Steakhouse – [www.hutchinsonairportsteakhouse.com](http://www.hutchinsonairportsteakhouse.com)
- Pizza & Movies in the hangar back at KEWK

### **Thursday (21<sup>st</sup>)**

- First Timer's & State Rep Breakfast at Charlies Restaurant in Newton
- Tech Forums in the hangar at KEWK
- Fly Out / Drive Out Lunch to Stearman Field (1K1) Approx 35 miles
  - o [www.stearmanbarandgrill.com](http://www.stearmanbarandgrill.com)

### **Friday (22<sup>nd</sup>)**

- Breakfast Fly Out to Beaumont, KS (O75) – [www.beaumonthotelks.com](http://www.beaumonthotelks.com)
- Wichita Day (events we're working on)
  - o Cessna Factory Tour
  - o Cessna Pawnee Flight – the plant our planes we're built in
    - This is tricky since it has to be coordinated with McConnell Airforce Base as it's right off the end of their runways but we're working on it.
  - o Kansas Aviation Museum – [www.kansasaviationmuseum.org](http://www.kansasaviationmuseum.org)
- Evening BBQ Dinner & Business Meeting in the hangar back at KEWK

### **Saturday (23<sup>rd</sup>)**

- Fly Out / Drive Out to Moundridge (47K) Approx 20 Miles
  - o Tory & I will be serving breakfast at our hangar starting at 8:00 am
  - o This is where we'll be holding the flying games & maintenance forum
- Saturday Evening Banquet & Awards

### **Sunday (24<sup>th</sup>) – Departure Day**



# 2017 Convention Update



Kansas Cosmosphere



Kansas Underground Salt Museum



Kansas Aviation Museum





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# Upcoming Events...



**See you at Sun-N-Fun 2017 !!**  
**Virgil Warren ....President**



We'll have plenty of fun seeing old friends and making new ones. Plus, we'll have a great maintenance forum hosted by one of our Technical advisors – a great time to ask questions and share experiences about our beloved airplanes ☺



While at Sun-N-Fun, join us for dinner at Hallback's Bar and Grill. (Formally Earhart's Runway Grill) We have reservations for 6:30 pm on Thursday April 6<sup>th</sup>. Just mention Cessna 120/140 Association



3900 Don Emerson Dr #201,  
 Lakeland, FL 33811  
 (Off of Drane Field road on the North side of the airport)  
 863-937-8900





# Upcoming Events...

**Vintage Days June 3<sup>rd</sup> 2017**  
**Peach State Aerodrome (GA2)**



Our Georgia State Representative invites everyone to join the fun for the Vintage Days celebration at our home airport. (GA2) is the home of Peach State Aerodrome, Candler Field Museum, and Barnstormer's Workshop. What could be better than that?

Last year we had 8 Cessna 120/140's fly in. It was a great time to see a wide range of vintage vehicles, as well as visit our friends from around Georgia, Alabama, Tennessee and the Carolinas. See you there!! Christian Vehrs



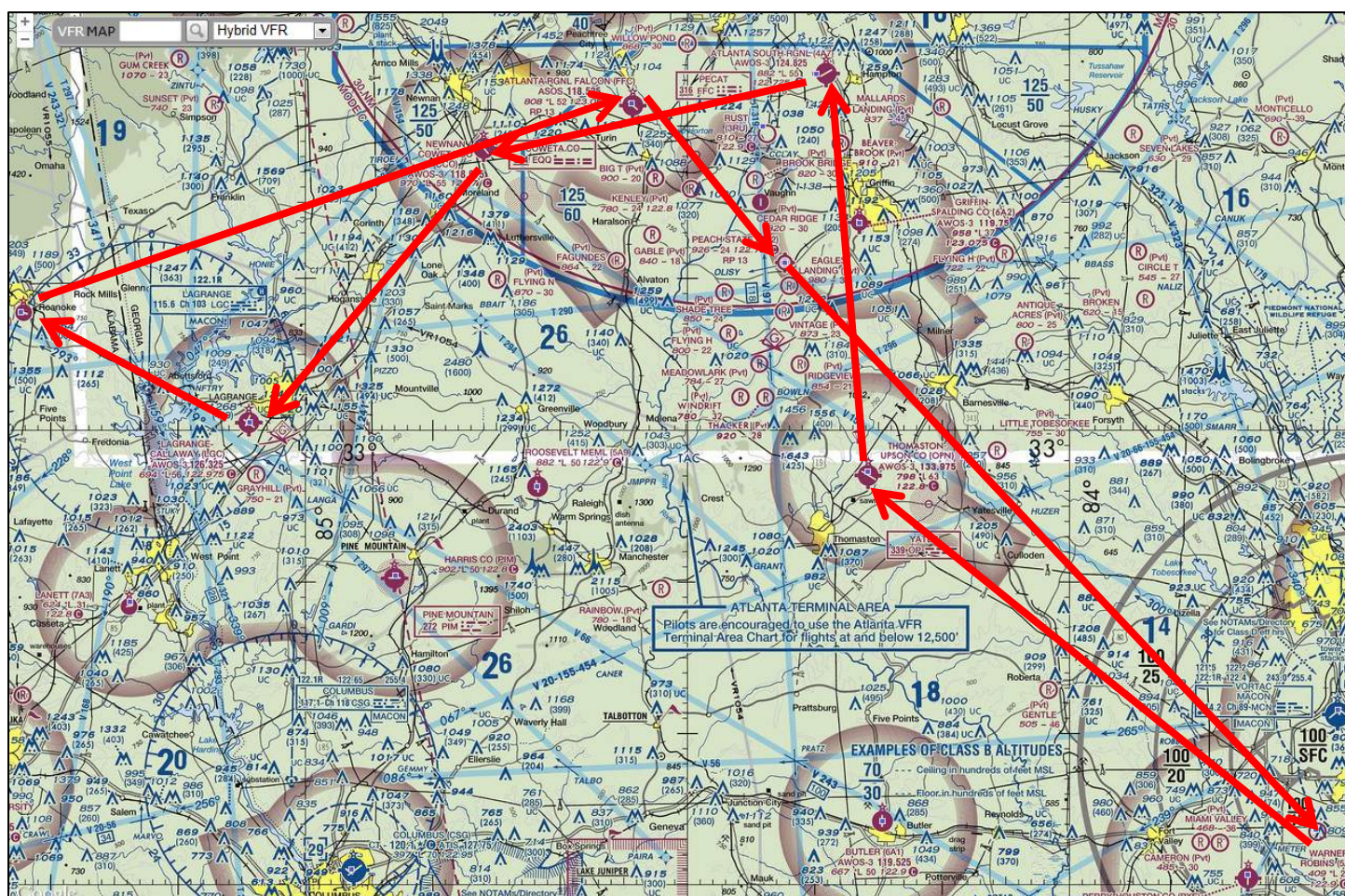




# Summer of Pancakes

In our final segment of the “Summer of Pancakes”, Audrey gets her turn to join the \$100 pancake club. She was the first one to show a renewed interest in flying since Grandpa Vehrs announced that the family 120 was up for sale.

Audrey is the one who really wants to make sure that she gets her money’s worth, so I wasn’t too surprised when she wanted to keep flying after we had our breakfast at Warner Robins Air Park, just south east of Warner Robins Air Force Base near Macon Georgia. In fact, as I trace out our flight path for that day, I see why it took us from 08:00 to just before 16:00 that day for her to get her fill.







Audrey gets her turn to fill up the 120 and she looks like a pro doing it. After a good preflight inspection, Audrey and Snowball says we are ready to go. Although, I'm not sure if we are going to be over gross takeoff weight with a Polar Bear onboard☺.



Climbing out in the early morning hours, we are still encountering a few showers on the windshield. But we are heading south this time, and our friendly neighborhood flight briefer promises that the skies will look better as the day goes on.



Ten minutes into our flight, Snowball says that she has to have a potty break – ugh. I've told all my friends that I am a much better parent in my 50's than I would have been in my 30's, so I decide that it's time to start looking for an alternate airport. It just so happens that Thomaston is off to our right hand side about five miles away. And even better than that, Ron Alexander's DC3 is parked on the ramp. Hmmm, this might not be so bad after all.

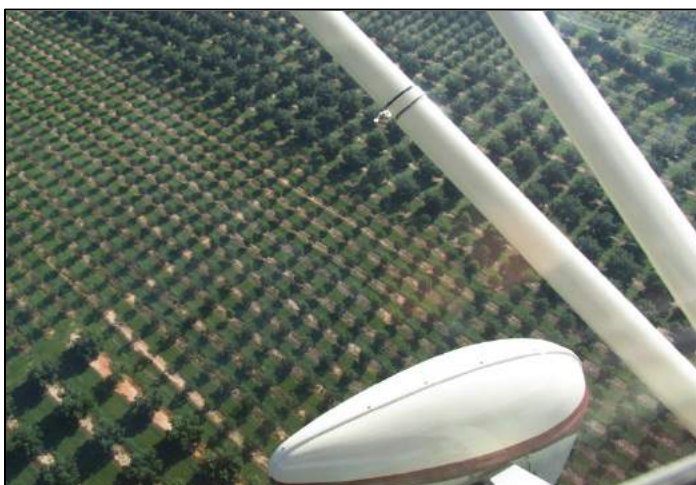




After our restroom break, we notice that Atlanta Skydivers are pulling the twin otter out of the hangar and waiting for the cloud base to rise. That makes me think we have a stop to make on the return flight.



Back in the air and getting close to Macon, we begin seeing peach tree orchards. Georgia is known for their peach crops, however there is a slight misconception regarding the state which produces the most peaches. The Peach State is regularly beaten by South Carolina for the most peaches.



In fact, peaches are not even Georgia's most prolific fruit. So which fruit does the Peach State produce more abundantly? Blueberries of course.

Peaches are only a \$30 million dollar crop in Georgia, while blueberries bring in over \$94 million each year.



Time to get to our destination. Warner Robins Air Park is a fly-in residential community that sits on a 2,800 ft. grass runway.

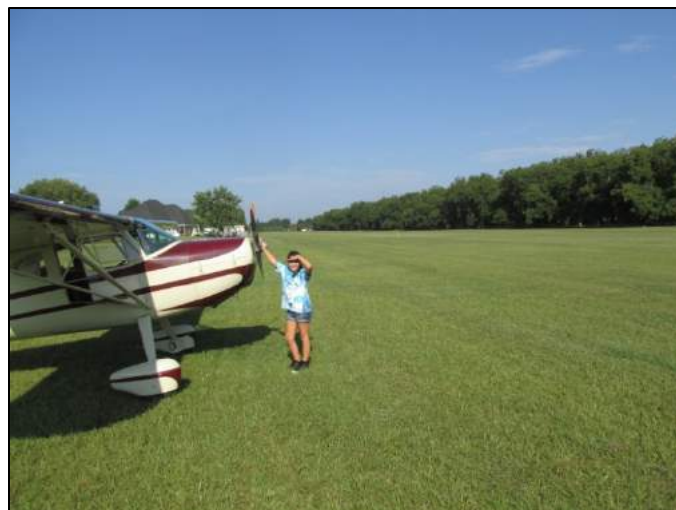


Our pancakes today are hosted by the good folks at EAA chapter 38. I have to say, EAA pancakes are a great meal wherever I have been, and chapter 38 is no exception. However, a note of caution for anyone planning to fly in here. The website advertised a breakfast/meeting at 9 – 10:30 AM. I mistakenly assumed pancakes were served until 10:30. Plan to get there before the meeting starts.





The airplanes parked on the front row made me believe that there must be an Aeronca Club around here somewhere ☺.



The runway is lined with pecan trees on the North side. Pecans are another crop that Georgia is famous for. In 2012, Georgia led the nation in pecan production, with production for all pecans (improved varieties and native and seedling) reaching 100 million pounds, followed by New Mexico at 65 million pounds, Texas at 55 million pounds, Oklahoma at 25 million pounds and Arizona at 20 million pounds.



Commercial harvesting is performed by simply shaking the trees. Hmmm, I guess there might be a use for that out of balance wheel on my wife's Explorer.



Departing Warner Robins Air Park, we noticed that the skies had cleared as we headed back to Thomaston to see if the skydivers had become active. Along the way, we passed chicken houses.



Poultry is another large industry for Georgia and these houses are a common sight in certain parts of the state. Georgia leads our nation in Broiler production. In fact, if Georgia was a country, it would rank 7<sup>th</sup> in the world.

**Annual Broiler production in Million Metric Tons**

United States	17.2
China	12.7
Brazil	12.6
India	3.7
Russia	3.1
Mexico	3.0
<b>Georgia</b>	<b>2.4</b>
Argentina	2.0
Turkey	1.8
Indonesia	1.6



We arrive back in Thomaston just in time to see the twin otter taxiing out with its first load of jumpers.







Taxing out to depart Thomaston, we find ourselves behind another classic aircraft doing his run-up. This day just keeps getting better and better.



In the air again, snowball decides that we have to visit another state. I'm starting to think that bringing this polar bear along wasn't such a good idea. At this point, Alabama is the closest border, so I plot a course to Roanoke, Alabama.



But, of course, snowball can't make that leg without another potty break, so we land at LaGrange, Georgia – right on the border. LaGrange was a potential site for the 2011 convention since it used to be an old military training base with loads of history and a huge ramp area.



While grabbing a Coke, we watch another classic filling up prior to their afternoon flight.



The border between Georgia and Alabama is marked in this area by a straight line that runs through West Point Lake.



Roanoke is just over the border and it's not too hard to locate - Unless there is summer haze and your batteries for your GPS die while you are sight-seeing over the lake. Luckily someone once told me to keep your compass heading written down, just in case. Roanoke is pretty small, and there was no activity that day. But while taxiing past the open tee hangars, we came up with something to see.

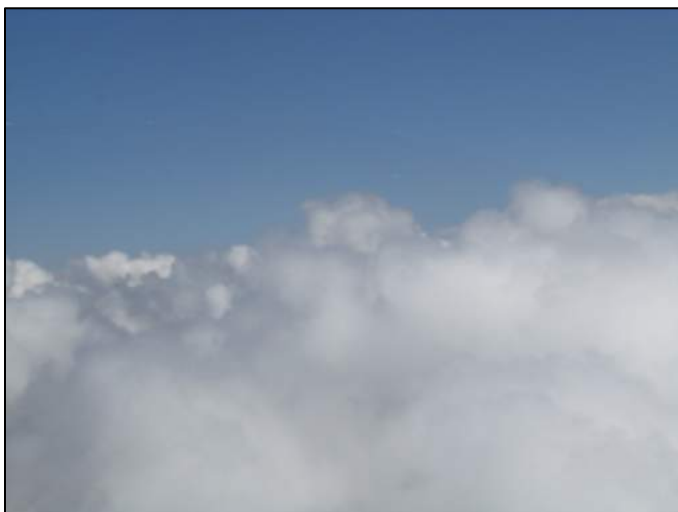


It's been a long time since I have seen a Tri-Champ. This one needed a little love, but the cowling was in great shape, the paint was shiny, and the windshield and windows were very clear. Not an active airplane, but it wouldn't take much.





By now, we were in the heat of the afternoon and it was getting pretty choppy. Snowball agreed to climb it up to find some smooth, cool air. We topped the clouds around 7,500 ft and floated along.



For those who attended the 2011 convention, you might remember that Falcon Field is the home of the Dixie Wing of the Commemorative Air Force. As we approached, I heard a pilot announce his position, "Falcon Field traffic, Corsair departing runway 32, remaining in the pattern". My goodness, this day is turning into one of those magical times that makes you glad to be out and about.



Whether divine providence or just hitting it lucky, it seems like several of the CAF pilots were brushing up on the basics.



Time to put the toys away for the day. Back in the air one more time for our trip home. Audrey uses her camera and imagination to capture what she sees. I guess in a child's mind, farm fields and golf courses look a lot like bacon and eggs.



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