



International Cessna 120/140 Association

P.O. Box 830092
Richardson, TX 75083-0092

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In This Issue....

[RUTS](#) Member David Sbur tells us of his sojourn throughout the North West.

[One Way to Tuscon](#) Guest Dave Heald describes his delivery of a Cessna 140 to Tuscon, AZ

[CDs and Manuals](#) Member Neal F. Wright gives us a primer on which records and manuals are available for our airplanes, how to get them and how to use them.

[Tech Talk](#) Technical Advisor Victor Grahm review 'ARROW' – with a twist!



David Sbur - 1946 C-140 - N110V
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2005-2006 OFFICERS

Ken & Lorraine Morris, President
815-547-3991
Email: Taildragger7w@aol.com
Reddoch Williams, Vice President
850-863-3330
Email: reddoch@aol.com
Marty & Sharon Lochman, Sec/Treas
405-391-6773
Email: my140@mcloudteleco.com
Mac & Donna Forbes, Past President
336-226-4582
Email: mcforbes55@bellsouth.net

BOARD MEMBERS

Lorraine Morris, Newsletter Editor
815-547-3991
Email: taildragger7w@aol.com
Denise Jackovich, Merchandise Coordinator
319-285-7296
Email: vbjfly@aol.com
Tina Visco, State Rep Coordinator
760-373-4433
tina.visco@earthlink.net
Jack Hooker, Member at Large
815-233-5478
Email: hoohar@mwci.net

STATE REPRESENTATIVES

ALABAMA-

Steve & Edna Earle Simmons
334-898-7376
Email: sesimmons@centurytel.net
Ken Spivey 205-979-5436
Email: kenneth.r.spivey@faa.gov

ALASKA -

Jason Mayrand 907-832-5614
Email: alaska120@yahoo.com

ARIZONA -

Curtis E. Clark 602-953-2571
Email: azskybum@aol.com

ARKANSAS -

Richard Gulley 501-954-9669
Email: richard@richardgulley.com
Bill Morgan - 870-239-4017
Email: brmorgan@grnco.net
Donnis Hamilton - 870-236-1500
Email: hamilton@grnco.net

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Email: herb_hough@telus.net

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Email: tina.visco@verison.net

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WEST GERMANY - Wolfgang Schuele
Email: wedees@gmx.net

FLORIDA -

Robert Ray 850-678-3133
Email: betsynbob@peoplepc.com

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Bob Parks 770-962-6875
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Email: ackerd@voyager.net

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Email: jannorton@compuserve.com

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w4vhh@juno.com

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Email: bthull@bright.net

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Email: my140@mcloudteleco.com

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Email: gustafsonb@lanecc.edu

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TECHNICAL ADVISOR - VICTOR GRAHN

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Note from the Editor

It is Spring. Or almost.... Come to think of it, it just turned to 'Winter' less than a month ago! Oh well, I prefer to think of that as almost Spring!!!! Always think positive, and all that stuff!

This issue is the Jan/Feb issue. We were going to try and get the Membership Directory out for the January Issue, but decided to put out a Newsletter with some information for you during this Winter (almost Spring) time. The Membership Directory will be next, and can include all the new members and up to date info on our membership.

On another note, we are working on getting the online application/renewal process for the membership up and running. This may take a few months, so we will let you know when that is available.

And now for an Ooops. Last fall I printed an article submitted by Neal Wright about the Monarch Gas Caps. I missed printing part of that article, so I got it in now. My apologies to Neal!

Once again, if anyone has any suggestions for our Newsletter, or articles they would like to submit, please feel free! We are always looking for input from our Membership!

Lorraine

July 1st, 2005. I took off solo from Pearson Airpark (KVUO), Vancouver, Washington at 4:30PDT, heading to the Dalles, Oregon and points farther east. I was having withdrawal symptoms of not seeing my wife and 4 yr. old son for over a week. Nevertheless, I had been planning this trip in my head for years so off I go. My objective was to make a round trip, from Pearson to Ft. Collins, Colorado, then on to Phoenix, Arizona to see my parents, Riverside, California to see my brother and his family, then back up through California for any adventures there on the way. All this with a 1946 Cessna 140, N110V, to basically fly over, through, and around the Rockies.

I had been studying books and maps of the Oregon Trail and had a case of 'rut fever', just had to see the trails from the air. A couple of good books, 'The Oregon, California, and Mormon Trails by Air' by William White, and 'Maps of the Oregon Trail' by Gregory Franzwa, and lots of VFR Sectional Charts to study got me primed to go. Two goals for this trip-no, 3 actually, friends and family, ruts, and try to get back without hurting the plane.

My first 'ruts' were between LaGrande, Oregon and Baker City, Oregon. They really stood out. I had been disappointed up to that point as most of the Oregon ruts I'd flown over so far were plowed up for agriculture. A few airphotos taken and a gas up at Baker City. Nice folks there, saw me landing and drove back in to fuel me up after hours.

Airborne again, am learning about density altitude and how my 0-200 Continental engine performs. A fine line between overheating on too lean a mixture and lack of snort from too rich. Not to worry, just take it easy and study the issues and it all works out. A few more ruts to see as I enter Idaho and I'm happy as a clam.

Now I'm coming up to the great Snake River in Idaho and the huge valley that it meanders through. On comes the GPS as I can get lost easily here till I get settled in. Half-hour later it's easy again and I'm looking for my first night camp, Homedale, Idaho and a little duster strip on the edge of the River. Seems the entire Snake River valley is nothing but agriculture as far as the eye can see.

Folks in Homedale don't sleep I guess. I've pitched my tent on the hot asphalt tarmac. It's 9:00pm and the sun's down and it's HOT! The airport is right next to the Snake River so a quick visit to say I did before the mosquitoes devour me. Back in the tent, and listen to the traffic on the nearby highway ALL NIGHT (I told you they don't sleep there, remember? Life of the farmers I guess...).



Ruts near Baker City, Oregon



First night camping, Homedale, Idaho, Snake River

Next morning, July 2nd, up at 0' dark 30 and take off to watch several crop-dusters do their thing. Still using the biplane AG-Cats, they don't mess around because soon the winds will pick up and shut them down for the day. I'm 'rut-less' for now as the valley seems all under plow. Off to fuel at Buhl, Idaho for mogas but nobody is home so it's Jerome, Idaho for fuel and continue to push east as much as possible before wind or weather shuts me down.

My engine sounds a little off. I decide it's because of a steady diet of 100LL instead of the usual mogas mix. Re-learn the leaning technique on shutdown to get some of that lead crud out. The usual techniques for me-lean at altitude and switch tanks when there's a decent place to land under me in case something goes wrong. I'm cruising at 5500' to 9500' in order to get out of the rough surface winds but am not having much luck. It's a sign of things to come. I swear I also hear a bearing

in something starting to make sounds. Magneto, vacuum pump, or alternator, which one? Kind of like 'automatic rough' and I'll hear it, or think I hear it, for the rest of the trip.

11:30 AM, I'm getting hammered by air currents. I climb to 11,500', descend, nothing helps. It's time to get down. Bridger, Wyoming is the candidate. I hear radio chatter on the local Unicom and everyone within radio range is packing it in for the day. It's all I can do to even fuel and tie the plane down in this wind. And worst of all, the best ruts possible just north of Ft. Bridger I missed because I was too busy hanging on for dear life! Oh well, maybe in the morning I'll back track for a little bit but for now it's gusting on the ground in the 40's plus it's 90 degrees. I watch a Cherokee attempt a landing and he does a go around. His climb out is anemic and he skims the scrub brush, almost becoming a permanent resident. My wisdom in calling it a day makes me feel better. Density altitude must be 9000' or more by now.

They've got a nice snooze room on the airport for folks weathered in like me. No courtesy car to be found and town is 5 miles away, and no cabs or shuttles. No people around at all so I guess I hunker down for the remaining day and start again early in the morning. Only 3 hours to Ft. Collins, nice sunny day, and I get downed due to winds and density altitude, that's a new one for me.

Miracles! The courtesy car appears as I discover the airport manager's wife is in the house next door and she graciously loans me her car for the evening. Gather up my stuff from the pilot's lounge and dash to Ft. Bridger State Park. 'Dash' is said lightly, these little towns around here are widely spaced and everyone drives at warp speed. I get to the State Park to indulge in one of my passions for a few hours, western fur trade era/buckskinning history.

Next stop, a bed and shower. Across the street from the State Park is loosely defined as 'Ft. Bridger's Finest'. It'll have to do, as the only other motel is light years away. A shower and change and off to dinner. Where? A greasy spoon miles away in the next town of Lyman, Wyoming. Buffalo Fried Chicken Steak is the special and I stop the nice waitress right there and order. I can have my choice of vegetables as long as they are potatoes-either fried, mashed, frenched, scalloped, etc. I ask for a beer other than 'Bud, Coors, or Miller' and I get the most puzzled look. Another waitress finds some Alaskan Amber Ale and I order 2, not wanting to take chances. Says she's had them in the back and didn't know how they tasted. Told her they're a meal in a bottle. Thank you Alaskan Amber, even the cowboys in Wyoming know about you.

In hindsight I should have gone to the local rodeo for a hotdog and beer. The gals at the State Park tried in vain to talk me into it. But somehow standing in howling wind after flying in it for hours just didn't grab me. I settle for a hunk of buffalo that hangs over a huge plate and comment that folks out here must really eat a lot. I'm thinking about doing a weight and balance sheet to fly for tomorrow...

Wake up call at 4:00AM, shower, and tootle out to the airport, a 10 mile drive. A call to Casper FSS and weather and I discover a briefer who flew Cessna 120's. He makes some experienced suggestions for me and my plane and I am grateful to find a briefer who knows my aircraft well. Some \$\$ and keys placed under the floormat of the loaner car, I'm loaded and off at 6:00AM to race the storms that brew over the Rockies at this time of year like clockwork. I regret I don't backtrack to find some ruts but it is rather dark and cloudy and the lightning strikes in the distance convince me to forge ahead. Fortunately an uneventful trip to Ft. Collins, I mark time by counting a bazillion trains, oil wells, and semi trucks along the way. Southern Wyoming is quite boring but it is a major thoroughfare for most everything. It dawns on me why the mountain men were out here trapping beaver in the first place back in the early 1800's, the area is littered with seemingly dozens of rivers and lots more small streams. Where they come and go who knows, but mystery solved.

Checkpoint of Laramie, Wyoming, I turn south and Ft. Collins and my high school friend are there to meet me for breakfast, or lunch, or something. 3V5 is a dying airport, the City seeing \$\$ to turn the property into business/etc. for more taxes I guess. A familiar story. I gladly pay a (much) higher gas price in support of the place. Great service, pilot's lounge and weather computers, it will be sad to see them go.

A lot of old-days reminiscing. My friend is a pilot wannabe and drills me with all kinds of questions. He is amazed at the simplicity of my navigation. No VOR? Just map and compass! He seems reassured that my backup is a GPS but is still baffled about my flying. I don't tell him I have a dozen contingency plans for each leg, let him marvel. I do tell him I have a small mechanic's shop in the plane, enough to pull or time mags, disassemble the plane to put on a trailer, tire and brake repairs, etc. He seems somewhat reassured.



Fort Bridger State Park, Bridger WY



Laramie, Wy airport

His wife and kids are gracious and we have a fantastic meal. I then get about the biz of checking weather and we hit the Internet. He's fascinated about the process. I bookmark DUAT and AIRNAV for him to play with, and a few weather satellite sites. Again he's amazed at my weather tracking skills. I don't tell him I've studied western U.S. weather patterns for the last 6 months. He in turn shows me his latest flight simulator, complete with a Cessna 140 in there somewhere and the latest leg of my flight programmed in already.

4th of July, up early. A short breakfast and we are off to the airport. I need to race a front to get out of the area. A detailed preflight for his benefit and interest and I'm off. A big diversion around Denver's airspace and I land at Pueblo, Colorado for fuel before tackling New Mexico. A tower airport! Gasp! I haven't done that in years. They are amused at my slow speed and folksy radio banter and graciously offer me departure flight following with Denver Center. Gasp again! More fancy radio stuff, but I accept and am glad for radar flight following to points in New Mexico. Center tolerates my altitude deviations as the thermals and rollers toss me $\pm 1000'$ on my way. Las Vegas, New Mexico seems a good final destination for the day before I loose my fillings with all the bouncing.

Landing at Las Vegas I make friends with the local fire-bomber pilot folks. I learned where to stay in town (cheapest motel, nearby food and beer), and that the 4th of July celebrations occurred the night before (?). The airport lineman takes pity on me and gives me a ride to town (thank you, Wallace!) as there are no taxis or shuttles running. Las Vegas is on Mexico time i.e. things will get done mañana. Off we go to the motel, and he also shows me around town before heading back to work. The fire-bombers end their shift and I meet up with them. We have a helluva good time talking about flying adventures (of course), celestial navigation, weather, planes, many (many...) beers, and the usual pilot banterings. I decide I made a good decision to put down here, I am among familiar scoundrels...



A motley band of Fire-bombers, Las Vegas, NM



Flabob Airport, EAA#1, an old stomping ground...

5th of July I'm still figuring out how to get back out to the airport. The fire-bomber crews don't start their shift till 9:00AM and I want to get going early. But alas, there is not a soul awake in town, it seems, and I wait for the crew to assemble and ride out with them. Some last minute flight briefing with them and I'm off to try and get to Phoenix today. It will be a 7-hour trip and bouncy/hot/miserable all the way. Clouds keep me down low and Albuquerque Center now follows me, sometimes losing me on radar. Truth or Consequences, New Mexico is my first stop of the day and the density altitude is dropping down in the 5000' range. I feel better as most of my DA's were in the 7-8000' range. Hot and windy, I am anxious for the next stop at Wilcox, Arizona. This part of the trip is nothing but scrub brush, heat, and wind, and I am most anxious to get it over. Wilcox/Cochise Airport is blowing HARD and it is almost 100 degrees, but the FBO lady fills me up and we pleasantly chat about how best to get to Phoenix from here. She shows me the local valleys and directions, turn left at the smokestack, pass over the Biosphere Project near Oracle, AZ, avoid Tucson Airspace, and it's a straight shot to Phoenix. She is dead on right and we bounce and sweat our way.

Stellar Airpark, near Chandler, Arizona, is my destination. It is near my folk's house in Sun Lakes and the FBO there has been great to me in the past. Seems that Kevin, the owner/manager, is a Cessna 120/140 member and he graciously loans me his shaded parking spot for a few days. How great is that? Fuel up, tie down, my folks pick up one very red faced, dehydrated, and hot son. About a gallon of water and 3 beers later, plus a cool shower and life is good again. I was originally planning to stay only a night but they spring King Crab legs on me for the first night and surprise me with my favorite Italian meal (bagna cauda, it's a kind of Italian fondue), and I decide to stay for 2 nights.

July 7th, time to move on to Riverside, California and see my brother and his family. My dad is frustrated that he has to team-golf at 7:30AM and can't see me off, but reassures me he'll be up to Washington in September for our garden tomatoes and fresh veggies and basil. It's a deal. Mom takes me to the airport and off I go. Southwest of Phoenix I try to pick up Interstate 10, which I will follow to Riverside. But there's a problem, there are several Interstates that crisscross the area and I spend 20 minutes making sure I pick the right one. On to Blythe, California for a fuel stop and Palm Spring's weird Radar Airspace. Now an expert on the radio, I have to remind them I'm only 'Mode A' and they still continue to tell me to turn on my encoder. Finally I mention I'm an OLD Cessna and this satisfies them. I pass through and get bumped about through Banning Pass, with all it's wind machines, and fly over University of California at Riverside, my old work place. A few snapshots and I land at Flabob Airport, in Rubidoux, California, home of EAA Chapter 1. Great folks, even help me with a much needed oil change right there on the tiedown area. The obligatory picture of the plane in front of the little Café there and I'm off to RAL just a few minutes away. A towered airport, they are not amused by my casual radio banter and I have to quickly snap to attention with these guys. Land, tie down, and get away from the Citation that is blasting my poor bird, I think this is the most unfriendly place I've been so far. Too bad, I learned to fly here back in the 70's. Can't go home I guess. I'm reassured though that there are good Cessna 120/140 Association folks tethered here so it's just bad timing I suppose.

July 8th, after a good meal with my brother's family the previous evening and a visit with their horse, I'm off to Porterville, California and the last 80/87 avgas in the country. But wait, this morning I have to wait for VFR conditions as the smog in Riverside makes things less than 3 miles visibility. A few minutes later the rotating beacon turns off at the tower and I'm off in very poor visibility, but thankfully I know the area having been raised there and quickly climb out and away from this dirty soup. Cajon Pass and over to the Mojave Desert, I nod the wings to Burt Rutan's airport and I work my way up to Porterville with a quick stop at Bakersfield to get a Sectional map. Snap a picture to prove that 80/87 still exists, at \$2.74 to boot, and on to the next stop up the Central Valley, Lodi, California. I listen to Fresno Approach along the way and watch at least a dozen crop-dusters do their thing. I snap a shot of a duster below me making a run and get the picture of the century for me, right up there with the ruts in Oregon.

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Lone Duster, near Fresno, CA



Castle Crags and Mt. Shasta, northern California

Lodi/Kingdon airport is yet another sleepy duster strip with cheap fuel. Rough runway, we are off again after fueling to follow the Interstate 5 up through Red Bluff (another fuel stop) and on to Montague, California where I have friends to stop over for the night. They raise cattle for Harris' Ranch, so I'm treated to barbecued ribs that are out of this world! The wind was smooth and mild all day up through central California until I hit the area around Mt. Shasta. Then the fireworks begin! All the way into Montague/Rohrer Field I'm bounced and hammered, along with a few other planes along the way I see. A sharp turn to avoid a twin-something heading right at me and a rather goofy landing at Montague, I'm glad to be on the ground. I'm helped with tiedown and they recognize my plane as a regular. Loaned the courtesy car, I make my way to my friend's house where food and beer await me after another 7-hour day in the air. Catch up on the latest, re-hash the old times, and get ready for tomorrow.

July 9th, the weather is low clouds all the way home. Fortunately this is the most familiar part of my route and off I go following the Interstate through Medford, Oregon, Grants Pass (home of Chief Aircraft), Roseburg, Oregon, and home to Vancouver, Washington. They are flying 'EAA Young Eagles' at Roseburg and I'm an EAA member, but there is no room in the plane to help, I'm tired and want to get home. Low clouds keep me below 3000' all the way but it is an easy flight and soon we are home. Taxi directly to the wash pit for a well deserved cleaning (the airplane first, that is), and she is soon back in the hangar. Discover that the bugs from the Southwest U.S. are much more tenacious than our local varieties. The fire-bomber crews tell me because they are drier and thus stickier and I default to their wisdom. After a few days I still can't get some of those buggers off my windshield! Drop the cowling and inspect carefully to find nothing amiss, how great is that?

The aftermath? My plane performed flawlessly, no leaks, creaks, groans, cracks, damage, etc. I logged 37.2 hours. Lessons learned? Density altitude was a challenge for a small, low powered aircraft but certainly not a total hindrance. Controllers in the mid-west are more friendly and casual than their counterparts on the west coast. Small airports are better than large airports for our little flivvers to visit and people are friendlier and more helpful too. Stock seats in a 1946 Cessna 140 are hard as a rock after several hours of flying (and are amazingly shaped similar to seat-pack parachutes, don't think I haven't noticed the connection...). What a ride.

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Tech Talk - by Victor Grahn

The Required Flight Manual

I got a letter recently that reminded me once again the old adage, “you never know it all”. This particular bit of information had to do with “ARROW”. You know, the old acronym you learn when you started flying, as in what needs to be in the airplane paperwork wise to make it legal? Simple, its “ARROW”.. Short for Airworthiness Certificate, Registration, Radio license, Operating Handbook and Weight and Balance.

Well, as times changed the second “R” for Radio License has fallen by the wayside. (as long as you stay inside the Continental United States, your airplane and YOU that is) However the rest of the now abbreviated AROW needs to be present and accounted for when you get airborne.

So, to get back to my first paragraph, I’ve always thought I had it covered. I had one of those official Cessna Pilot Operating Handbooks in my airplane. I figured if I ever got ramp checked and the FAA inspector wanted my complete ARROW(yup, I still got the radio license, looking a little tattered now and I don’t know why I carry it, but I got it) I’d whip out that P.O.H. and hand it to him. I would figure he’d (well “he” could be a she) say, “Yup, that looks like er” and then I’d go on my merry way.

Well, just when life is looking good, things are easy and no curve balls in sight, I got this letter in the mail. Turns out one of our very own long time members is a retired Cessna Technical Support guy. Cliff Ives out of Kansas saw my Annual/100hour inspection guide some time back and was kind enough to point out a “thing or two I’d missed”.

So, thanks to Cliff for pointing out a missing item, at least to me, the following is information I gleaned from his letter this past winter.

Turns out our aircraft does have a FAA approved Flight manual. And it’s not a pamphlet you buy at Univair, Aircraft Spruce or some other Aviation parts/periodical sales house, but an honest to goodness Flight Manual. Signed and Dated just like the “big boys”.

Though the kindness of a couple of guys still manning the Cessna Tech Help desk I’ve gotten a copy of this flight manual. It isn’t much, it’s only a page. It basically resembles the data you’d find on the A-768 Type Certificate front page, but non-the-less, it’s a Flight Manual.

Seems that pre- 1953 aircraft didn’t have placards such as you see today. These placards can point out flap settings, flap speeds, “do not spin with flaps extended”, no spins allowed, emergency gear extension instructions, just all sorts of stuff. Commonly referred to today our aircraft are “Pre-Placarded” aircraft. So, with this in mind, the CAA at the time had each airframe manufacturer issue a flight manual with their airplane. Ours, as previously mentioned is a whopping one to two pages, but, and here’s the kicker you have to have it to be legal to fly.

Now that I knew such a thing existed I started digging through the old paperwork I had on my plane and darned if I didn’t find the original copy. It’s just a little thing, measuring 5” X 8” with writing front and back.

It says “Flight Manual” right on it and underlined at the top of the page is “This document must be kept in the

aircraft at all times”. It’s signed and dated 1947, only a few days after the data plate on the aircraft.

So, how do we get these things? Well you can call Cessna and order one, 316 517 5800. You will want to tell them what year your airplane is, what kind, as in; landplane, skiplane or seaplane.

You of course may already have one and I’m telling you nothing new. Or, for another source you could look at one of the last pages in the Association Reference Manual and there is a copy in there. The copy I received from the Tech desk at Cessna was dated 1948 Landplane, so I guess these days that may be a generic Flight manual. It will cost you about \$65 with shipping if you opt to go this route.

After some dialog on the website about this subject a few other things turned up. Some folks with 1946 models don’t think they ever had one with the aircraft. I don’t have the answer for all the years, but I suspect after looking at item 403 in the 120/140 type Certificate (along with NOTE 2 “C”) clearly states a Flight Manual is required equipment in at least it’s latest revision form. I’m thinking since the Flight Manual I got from Cessna Tech Support was dated 1948 that should be sufficient as “the latest revision”.

One thing that I would include, or check for is that in the upper left corner of the flight manual is a space for the “N” number. That is critical. Your “N” number should be typed there (I wouldn’t write it in) I’ve been ramp checked with Business Jets before and the one thing they look for is that the flight manual is for that particular aircraft. Not the “N” number of some other aircraft. Or, in the case of Business Jets, many times when they change hands they go through an “N” number change (everybody has to have THEIR specific number you know), so you don’t want to be caught like we were with the “last N number” on the flight manual.

At any rate, if and when you ever get ramp checked and the FAA inspector wants to see your “O” in ARROW, you can whip out this piece of paper and my guess is he/she may not even know about it. Heck, it’s your turn to shine, you might get to do a little schoolin’ for a change.

Oh, by the way, I wouldn’t throw away that handy little pamphlet called a Pilots Operating Handbook. Not only does it contain a LOT more information and is very useful, some inspector just might not believe you no matter what you say and think that you’re pulling their leg, so in which case you can whip out the POH and show them that too. For either eventuality, you’ll be covered.

While I was doing this research I noticed that I had two different issues of the Operating handbook. The first one that came with my 1947 was dated 1950. It appears to be correct because on page 17 it shows the proper fuel selector for my aircraft. Left, Right and Off.

The one that came with my Dad’s 1948 aircraft is dated 1956 and is listed as a reprint. On page 17 it shows the fuel selector that is proper for his aircraft which is Left, Both, Right and Off.

As long as we’re checking paper work you may want to look at that one as well.

-Victor

One Way to Tucson



Those of you that know me are familiar with how much I love to fly small planes cross-country. The planning, anticipation, and carry through of a good trip in a light plane with limited fuel capacity, and weather/altitude limitations gives me a great deal of satisfaction and feeling of accomplishment. My latest adventure in John Ausley's Cessna 140 was no exception.

Actually, John recently sold the little Cessna to Harry Engelhart in Tucson, Arizona who is/was a CFI and dropped out of flying for a number of years. His son recently spurred him to get back into the cockpit and that is what started this story. At John's suggestion, Harry called and asked if I would be interested in doing the ferry flight out to La Cholla Airpark in Northeastern Tucson. After discussing some of the logistical and financial arrangements, we agreed that I would bring it out on Sun, Nov. 6th, weather permitting. My piloting had never extended west of Lubbock, Texas so the idea of doing some Mountain Flying was enticing.

Saturday evening, John picked me up and drove me to Lancaster (LNC) where I got in N4008N and relocated her back to Hillsboro (INJ). Thanks to daylight savings time, most of my first flight in this plane was after dark but due to plenty of lighting, I made it fine. Next morning 5:00 a.m. saw me fueling, preflighting, airing tires, and adding my GPS and VHF Portable to the cockpit. Flight Service gave me a questionable briefing with Waco at 300'-1/4 mi.. There was a line of IFR conditions from Junction to Little Rock and INJ had a one degree temp/dew point spread so ground fog was forming. At 6:15 (daylight), I rolled the dice and headed West knowing that my first fuel stop was San Angelo and over two hours away. Conditions in my direction of flight were OK so it was just the first few miles that were going to be touchy.

SJT came up on the horizon right on schedule and I think I must have awakened San Angelo Approach with my call. Ranger Aviation fueled the 140 for \$5.00 per gallon which was the highest price paid on the whole trip. Pecos (PEQ) came approx two hours later and, per Jerry Shelton's prediction, the FBO was trying to hand me a free burrito for buying fuel. A V-tailed Bonanza Flying Couple on the ramp came over and admired the 140. They were headed north up into Colorado and told me that the B had taken them to Europe twice. Personally, I draw the line on flying a single engine over the North Atlantic,,,,,,,,,NO THANKS !!

Leaving Pecos, I started to see mountains on the horizon. The hour and a half into El Paso's Horizon Airport was my first low level flight over or around

mountains. Every minute was like looking at a postcard. At Pecos, you give up looking at oil wells for pure desert. I got chills thinking about having to make an emergency landing into that environment. Horizon's FBO operated out of a mobile home and had a number of Hangar Flying PIC's out in the lawn chairs. I saw some really neat old airplanes back in the hangar. Leaving, I had to call Departure while still on the ground since I would be in their airspace on liftoff. I asked for vectors west across the City and a climb to 6500. The controller's instruction was to: Fly runway heading, climb



to six thousand five hundred, turn right at the river. Thankfully, I picked out the little trickle they call the Rio Grand out there and managed to turn right before ending up in Mexico. The little Cessna's Mode C was inop for the whole trip and ATC gave me grief about it all along the way. EP was a really busy place and I was relieved when they terminated radar service and dumped me back into the desert headed for Deming. I-10 headed Southwest and I headed due West trying to shave as many miles off the route as possible.

A precautionary fuel stop in Deming only took a few minutes and I was finally on my last leg into Tucson. Within 30 minutes, I was climbing trying to keep some margin of safety between the 140 and those craggy looking mountains. Finally, at 8,500, I started to believe



that I could get over them. For the remainder of the trip, I was constantly gauging peaks, and picking passes and low points for my crossing. I had read so many horror stories about mountain waves and crushing downdrafts that I'll admit to being overly cautious. At times I found myself cheating on the evens-plus-500 rule of westbound VFR because I caught 9000' on the altimeter a couple of times. I was told that the flight could be done lower by staying over I-10 but I wanted to experience the real thing.

Forty five miles out of La Cholla, I requested radar service from Tucson Approach and caught more grief about the lack of mode C. As I rounded Rincon Peak (8600') just East of the City, I saw the setting sun and Greater Tucson spread out to the Northwest for miles. Like EP, Tucson approach was really busy and they soon dumped me with the "radar service terminated—squawk VFR" verbiage and I was again on my own. I followed the GPS while skirting the mountains down to 2900' for a squeaker landing at La Cholla airport at approx 5:15 p.m. Texas time. Harry was waiting on his new bird and motioned for me to follow his truck to the tie down location. Getting my body straightened out after the 831 statute mile and 9.4 tach hour trip wasn't easy but two Miller Lights and a 12oz prime rib at The Outback helped. Getting to know Harry was worth the trip but the desert air, twinkling stars, and beautiful mountain scenery really put the cap on a great flying day. It would have been wonderful to stay a few days and really experience Tucson, and maybe fly with Harry in the 140 to see him smile. Unfortunately, I have to get home.....

A night at the Hampton Inn, 6:00 a.m. shuttle to the airport, and three Southwest plane changes later, I get into Dallas at 1:50 p.m. John Ausley is there to meet and drive me back to Hillsboro so the trip is



now complete. Thank God I don't have to fly commercially very often.....Southwest took nearly the same time getting me back to Texas as the 140 would have. Anyway, another neat log book entry and memories that will stay with me till I depart this earth. My first trip West in a light plane, solo, and it went great. I've got to get back out there sometime and spend a few days. OK.....now where can I fly next ??

-Dave Heald

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The Monarch 120/140 "PMA'ed" Gas Cap "Emergency Alert" and evaluation of it, pointing out the errors and hazards

In the summer issue of the International Newsletter, a vastly shortened article of the hazards of using the Monarch gas cap on some of our planes was printed as a center pamphlet. Those four pages were a synopsis of the 53 pages submitted to the FAA which led to the FAA forcing Monarch to shut down. Rather than issuing an AD to ensure every 120/140 owner, now and in the future, knows of the hazards the members had submitted for the report, the FAA later released an "Emergency Alert", viewable only on their web site.

Their "Alert" says: "KEEP USING THE CAPS WHICH MADE YOUR ENGINE QUIT". And "SUCK ON THEM ONCE A YEAR AND ALL WILL BE WELL." The "Alert" forms pages 2 & 3 of this article. It has been annotated to point out the errors and the hazards, all of which could have been corrected if the FAA would have contacted anyone who knows the planes, people such as Bill Rhoades or Victor or...surprise...the author of the article which shut Monarch down or Cessna, with Cessna a phone call away across town in Wichita. There was no attempt by the FAA to determine if it was correct or complete OR SAFE!!!

The FAA asked the shipping clerk at Monarch to write a "service letter" as a last gasp of the company. It was rubber stamped by the FAA as the outline of the "Alert". It will be painfully obvious that the FAA totally missed the point of the many owner reports of engine outages caused by the caps.

Rather than making sure that those presently using the Monarch caps would be made aware of the risk and pointing out that they should not be used, and making sure that all potential second owners were aware of the hazards, the FAA let the problem continue for all the present owners and those to whom they pass along the caps.

Skipped in the "Alert" is the consideration that the caps can still down planes because of the cap-created vacuum in the tanks not allowing adequate venting. There is nothing in the alert that says to not use the caps for the reasons outlined in the article which caused them to shut down Monarch. To compound that error, nothing is said about the fact the Alert also does nothing to cure the pressurization feature of the caps so those who have them will continue to hear the gas tanks tin can. The foolish clerk who made the comment in the "Alert" about using the BOTH position clearly had not a clue about the complexities of our planes' versions, nor did those who passed along the poor advice.

It was a surprise that anyone in the FAA would sanction sucking gasoline through a tube as you would a malted milk as a yearly test or as an anytime test. We wondered what OSHA or the EPA or any certified mechanic would think about that.

FAA Gorney, "I am in charge of the input about the Monarchs" in DC, says the FAA guy in Wichita who signed off the Alert is "feisty" and he is afraid to call him or suggest that the "cure" is incomplete and wrong. Your taxes in action. I asked Gorney if he thought that sucking gas was safe, and he responded:

"...well, let the mechanic suck,.. he gets paid for it..."

Some of the "Alert" text and images will appear smeared. Monarch shipped such copies to cap buyers for years and the FAA scanned it and passed it along, unread and clearly not understood

Recognize that only AD's are a history resource for a plane to ensure its safety. Service letters and alerts disappear.

Filed as Monarch alert intern II '05 created for the International may '05, revised Nov '05

Neal

cougarnfw@aol.com

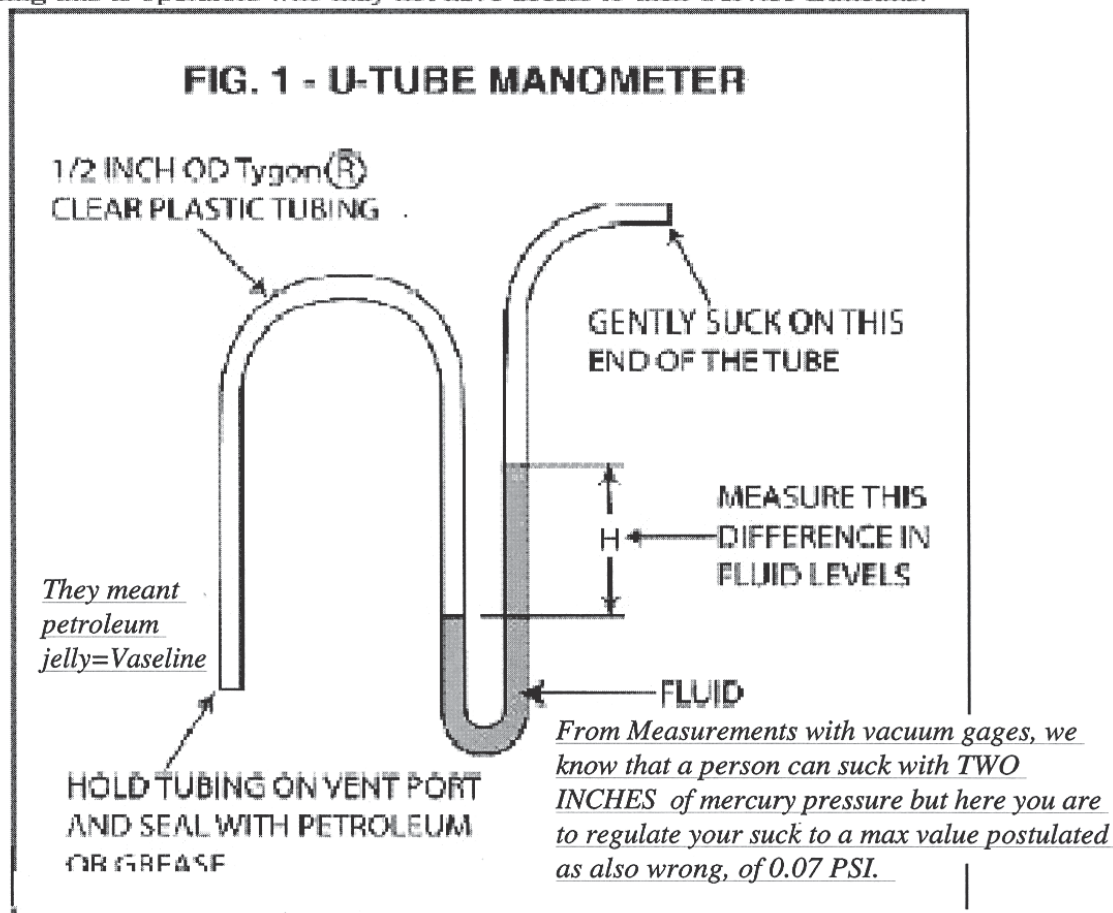
COMMENTS underlined and italicized. This is the "FAA Emergency Alert" from their alert website, in answer to the Monarch gas caps causing planes to have engine stoppages on climbout because the caps have a valve in them that demands a vacuum in the tank to open the vent of the cap. Some 140's can use them, and some versions cannot. This Alert appears to be Monarch's response, passed along and blessed by the FAA,. The FAA is passing along several misleading and dangerous "guides" in this note. The FAA approved the caps for ALL Cessna 120/140 planes based on inadequate data in 1989 contrary to their own rules.

CESSNA

Cessna; Models 120, 140, and 140A airplanes; Monarch; Air Fuel Caps; ATA 2810

The Airframe Propulsion and Services Branch (ACE-118W) of the Aircraft Certification Office (ACO), located in Wichita, Kansas, submitted the following article. (This article is published as it was received.)

Recently the FAA received a Safety Recommendation on Cessna 120, 140, and 140A model airplanes that had been equipped with replacement fuel caps provided by Monarch Air. Subsequently, Monarch issued a Service Bulletin 120/140-875-2453-001 Rev. A, dated November 2003, that describes a test procedure for their fuel caps to ensure adequate venting of fuel caps. The description below is an excerpt from their Service Bulletin and is recommended being accomplished on an annual basis for all vented fuel caps. However, the venting pressure requirements may be different for other vented fuel cap installations. Recently Monarch Air was reported to have ceased operations and we are providing this to operators who may not have access to their Service Bulletins.



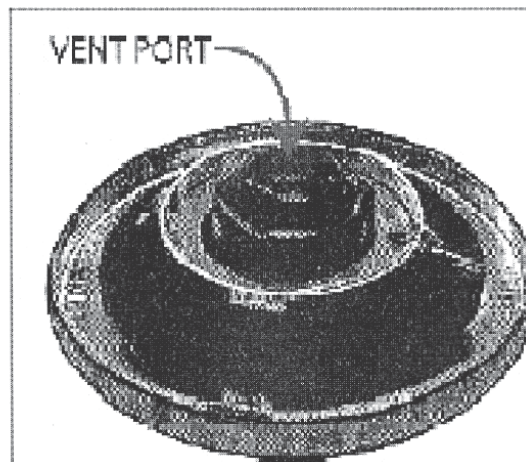
This very poor figure is actual, from the Alert and is likely part of the response to the FAA from Monarch, not corrected by the FAA before release as an Emergency Alert. The reason the text is so smudged is probably due to making a copy of smudged fax from Monarch with a poor scanner.

Table 1—Acceptable Manometer Height Readings

Fluid	Minimum Acceptable Height – in.	Maximum Acceptable Height – in.
water	0.56 (9/16)	1.93 (1 15/16)
<i>NOTICE.....SUCK ON GASOLINE...I found this sanctioned guideline to be amazing, given the dangers of inhaling gasoline fumes and/or swallowing it.</i>		
gasoline	0.77 (13/16)	2.69 (2 11/16)

The pass/fail criterion is defined as follows: The cap passes if it allows air into the bulb after applying a small vacuum (0.02 – 0.07 psi) and it fails if it opens immediately or is sealed and does not allow air to pass thru and thus vent the tank. These vacuum pressures correspond to the range of height values, h , shown in Table 1. Caps that open before the minimum pressure is reached or fail to open before the maximum pressure is reached fail this test. Caps that fail this test are to be replaced before the aircraft is returned to service. This inspection should be performed every 100-hours of flight operation or every twelve months, whichever occurs first, and entered in the aircraft log book.

Note that the caps have a two-way valve, inhibiting inward venting and inhibiting outward venting. The prevention of non-restricted outward venting means a full tank in the sun will swell. No mention here of any test for outward venting.

**FIG 2 - MONARCH 875-2453 FUEL CAP**

In my report, I made the case that the vacuum could combine with attitude to cause engine outage. This "approval" or "keep doing it" strongly proves that the FAA does not understand the actual reaction to a vacuum in the tank.

And, I have to ask...why did the FAA not, if this is an EMERGENCY Alert...immediately advise the Cessna web sites and aopa and cpa and avweb? Now nearly a year later, and that has not happened.

Recommendation

Pilots operating aircraft with a fuel selector that enables them to select both fuel tanks are strongly encouraged to select this setting for take-off and landing provided one tank is not completely exhausted. Flight operations with the fuel selector set to "Both" may cause engine failure when one tank is empty. *I have never seen this appear in any airplane mag or club newsletter*

I have not yet found any owner who can comprehend why this statement was passed along. Physics says that two tanks, hydraulically connected via the selector, will exchange fluid until both have the same level. When one tank is empty, it will immediately receive fuel from the other when Both is selected. To select Both means as well that if the tank with sufficient fuel such that it will not unport in the pattern has fuel diverted, then a dangerous situation is set up this way. The comment about causing engine failure when one tank is empty when Both is selected is again not true according to hydraulics and physics.

This Emergency Alert is dangerously incorrect. Neal

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WORLDWIDE
David E. Bishop

Fuel Line Chafing

Bill Rhoades sent us a suggestion for something to add to your annual checklist! He has recently found several instances where the fuel line under the floor tunnel cover has been rubbing on things. In the photo you will see definite rub marks! The fuel line was re-routed in the two 140A models I have checked out, so it may not apply to the A models.



HIGH NOTES*

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Plane and Engine Data, Paper Manuals and CD's for Records and Information Cessna 120/140/140A

Records, References, and Resources:

With the value of the planes ever-increasing, it is recommended that the owners invest a little more to have all the records of the planes and all the resources so as to view the parts of the plane and engine and how they are put together, knowledge especially valuable when parts must be replaced. More and more, the A&X's who work on the planes don't have the documents listed here.

This article explains which records and manuals are available, how to get them, what the Cessna manuals cost and the what and whys of the CD's (Compact Discs).

1. The airplane owner record from the FAA. Free. Downloadable.
2. The Technical Certificate Data Sheets, often referred to as "Certs". Free. From the FAA. Downloadable.
3. Paper manuals, one for the plane noted as the Cessna 120/140 Parts manual and a like manual for the 140A. There are two which cover the engines as "Continental Engine Parts Manual" and "Continental Engine Overhaul manual". These cost money.
4. The "Plane Operation manuals". And these cost money.
5. Aircraft Records, a listing of the plane from the day it was born, with all owners and bills of sale in one file and the features of the plane when purchased as well as all the official changes via 337's through the years. These cost less than ten dollars as paper or \$6.25 as CD's from the FAA.
6. The McCurtain CD's

A CD from McCurtain which contains the scanned 120/140 parts manual file and the 140A parts manual and the 120/140 Operation manual. \$20

A CD from McCurtain with the two Continental manuals noted above, also scanned into .PDF files. \$20

FAA web site, Free Downloads;

By going to the FAA site and filling in your plane number (leave off the N or NC prefix but include the letter suffix)), you get to this record. No charge. We don't know if they are ever updated. We submitted the 337 for the engine change to the O-200 5 plus years ago. <http://162.58.35.241/acdatabase/defimg.asp> It proves that you are owner of record and that the numbers are correct. (Or that you are not the owner. A twin crashed into buildings in New England yesterday....sold two years ago but never re-registered. You can imagine the law suits, insurance rejections and finger pointing.)

N-number	:	N72425
Aircraft Serial Number	:	9586
Aircraft Manufacturer	:	CESSNA
Model	:	120
Engine Manufacturer	:	CONT MOTOR
Model	:	C85 SERIES
Aircraft Year	:	1946
Owner Name	:	WRIGHT NEAL F
Owner Address	:	1542 S WOLFE RD SUNNYVALE, CA, 94087
Registration Date	:	16 Dec 1971
Airworthiness Certificate Type:	:	Standard
Approved Operations	:	Not Specified

Although you might not be computer-savvy, everybody today knows someone who can download and print the items listed here.

“Certs” or TCDS’s (Type Certificate Data Sheets) are good to have.

http://www.airweb.faa.gov/Regulatory_and_Guidance_Library/rgMakeModel.nsf/MainFrame?OpenFrameSet

Plane model specific, available from the FAA, such as a cert for the Cessna 120/140 and another for the 140A (the A data is also useful for reference for the 120/140).. The certs list all the standard options as to engines, props, carburetors, skis, etc.. The certs are Free. There is a cert for the C-85 and one for the C-90/O-200 Continentals and others for the Lycoming engines and a cert for whatever prop you have Use the URL above and see the listing which is shown in the figure to the right.

Having these, you can determine which changes can be made to the plane or engine without the hassle of a field approval or, sometimes, a 337. The URL just below the title of this paragraph will get you to this page directly.

Search:

Search Help

▼ Type Certificate Data Sheets

New TCDS (Last 45 Days)

▼ Current Models

By Make (TC Holder)

By TCDS Number

By Product Type

By Responsible Office

Select **“By Make”** and see this:

 Search  Previous  Next  Expand All  Collapse All  Print View

A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

Choose C to find Cessna and see the next offering. Note the “Print View” hot link on the right above? Sometimes, the FAA download stalls and won’t let you go beyond the first page of the category, but if you invoke the “Print View”, it shows all and lets you scroll.

▼ <u>Cessna Aircraft Company, The</u>		
<u>120</u>	<u>A-768</u>	Rev. 34
<u>140A</u>	<u>5A2</u>	Rev. 21
<u>140</u>	<u>A-768</u>	Rev. 34

The 120/140 is a shared Cert and its revision is 34. The revision of the A cert is 21. If you go back to the menu where you selected “By Make” there is the option of the History By Make. Choose that, and C and you will see no history for the 120/140 Cert but there are two listed for the A. You can download and compare the version 21 of 2003 with the version 20 of 1995. I will save you time. The 2003 version adds the zip code to their address (honest) and page six adds the caveat about not using alcohol fuel.

Manuals, Paper

The “Paper” Cessna 120/140 parts manual is useful. This and the next manuals are available for purchase on the net, ebay, or from Spruce or Univair.

The paper parts manual for the C-85/90 and O-200 engines shows the assemblies and accessories and every bolt and nut. There is also an overhaul manual for the C and O-200 engines.

The International Org has a Reference manual for about \$45 and it is worth having because it contains so much “stuff” of value for maintaining the airplane and it gives you a place to store future articles pertinent to the plane, engine, and accessories.

CD's for Plane and Engines

The McCurtain CD's <http://www.mccurtaintg.com/> (don't skip the tg for Technology Group)

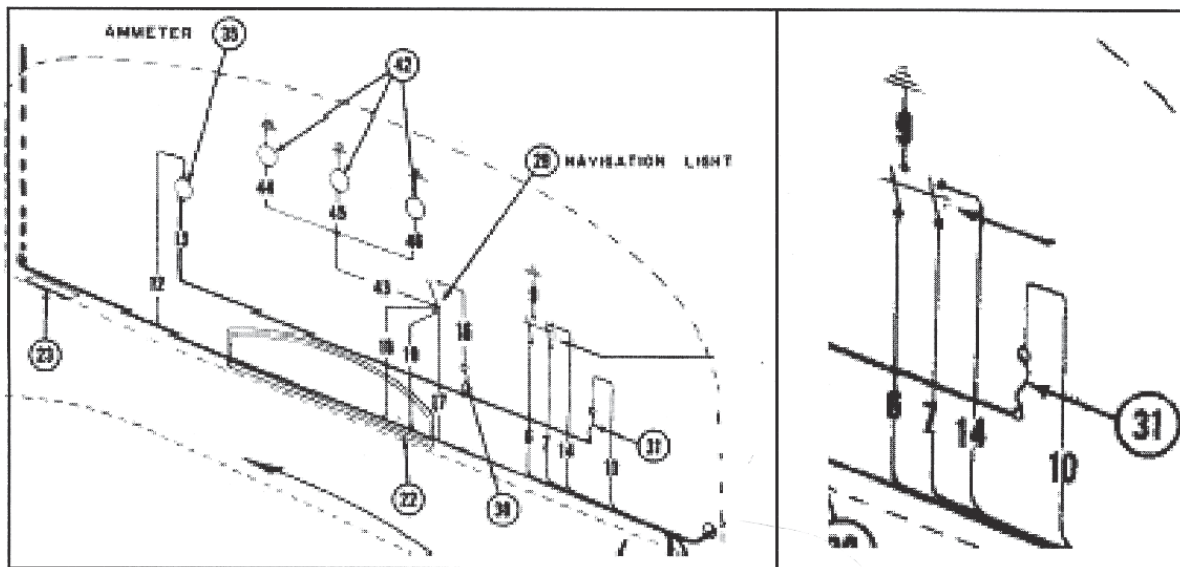
There are two McCurtain CD's we recommend. The CD for the 120/140/140A contains two files of the parts manuals for the 120/140 planes, one of which is a scanned copy of the paper parts manual just like the paper manual with the figures and text at 90 degrees to each other and another in which they turned all the pages “right side up”. The 120/140 Operating manual is there as well. The parts manual for the 140A is on the same CD; it is handy even for the 120/140 owners because some of its figures are so much better than in the 120/140 manual file. This CD costs \$20

The second CD is for the Continental C-75, C-85, C-90, and the O-200 engines. Two major files, one being the overhaul manual which includes many of the limits and the components of the engine and how to use them. It explains all the features of the engines and how the accessories work. The other file has the figures of all the components of the engine, including the accessories, down to the last nut, and great figures. This CD costs \$20.

CD advantages

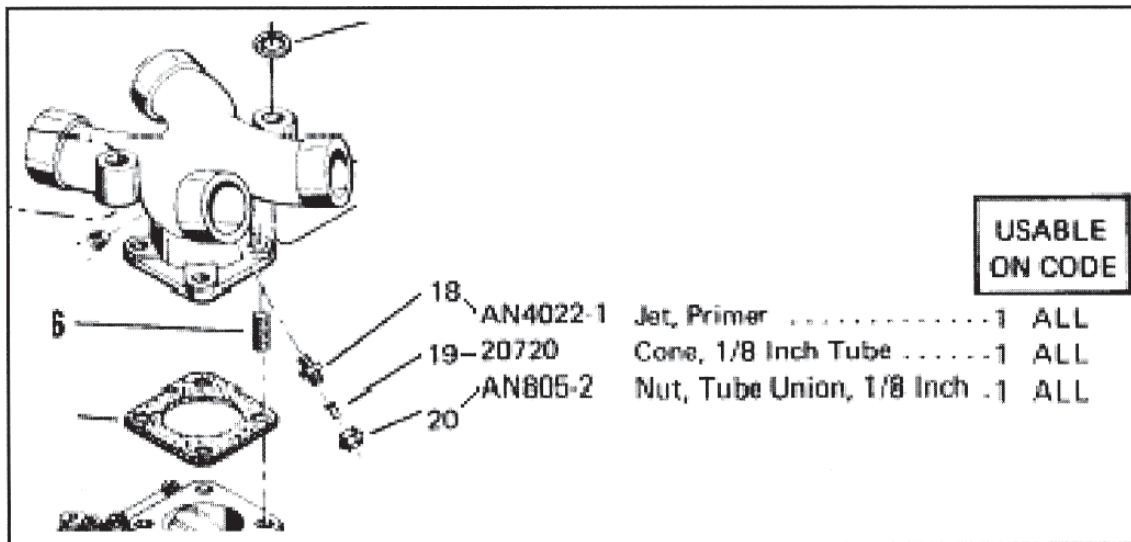
And the reasons you want both the paper manuals and the CD's? You can carry the paper manuals wherever you are or need them. The advantage to the CD's is due to the fact all the files are .PDF type. That means you can go to any figure and expand it as much as you want, up to 800 percent, and print that special feature.

Once you have the CD's, you can transfer the files to the computer, leave them there, and have them available without having to reload the CD each time.



On the left above is the 120 optional wiring at 100 percent which would look the same in the paper manual and on the right is a segment of it at 200 percent. Being able to expand the figures or parts of them makes it easier to understand the steps of assembly and the relationships.

Next, an example from the Continental Engine Parts CD is a figure and callouts for the later primer jet which improves the atomization of the fuel into the induction spider; the “ALL” means that the parts can be used on all the C engines and the O-200 and other parts codings indicate which parts cannot be used except for a particular model. A caveat. All the manuals have errors or left-outs.



Costs:

For the FAA registration record of the plane. Zero. Downloadable.

For the FAA TCDS's (Certs) for the engine and the plane and the prop. Zero. Downloadable.

A new 120/140 parts manual, paper, is \$20

The 120/140 owners manual is \$7

The sum for the 120/140 would be \$27. The McCurtain CD which has all that is \$20 (but both is better).

A new 140A parts manual, paper, is \$176. The horrible new cost of the 140A manual really gives you incentive to skip it until you find it on ebay or via the club. The A owners manual is \$10. The same McCurtain CD which has the 120/140 manuals includes the A parts manual and costs \$20.

The paper Continental engine overhaul manual is \$84

“ “ Continental “ Parts “ is \$62.

\$146 for them both

The McCurtain engine CD has both the Parts and Engine Overhaul manuals for \$20.

For \$40, you could have all of the noted manuals, except the 140A operating manual, on the two McCurtain CD's.

FAA web site Plane Records/history;

This is the official record of your plane, including the owners, bills of sale, and with the reported 337 changes. All those I have seen also have the original plane feature list. It used to be that you sent in for the microfiche but if is very hard to read and to get a paper copy, you had to find a reader and printer combo, almost impossible in '05. Today, according to the lady on the phone, microfiche copies are no longer available but paper copies or CD's are available.

To get the CD or a "paper" copy, 1-405-954-3116 (central time) or
<http://162.58.35.241/e.gov/ND/AirRecordsND.asp>

Tell them your plane N number and serial number and address (or fill that in on the web site)

Expect to get the CD or the paper copy and the bill within a few days.

The bill will say: please send \$6.25 for the CD or a cost per the formula for the paper version depending on how many pages are in the record.

This next figure is the information page of the FAA's online resource to order the plane's CD or "paper" information. Read the bold last line....they send a bill with the CD or the "paper" and do not ask for a credit card when ordering: A query in Oct '05 confirmed that they only take the order for the plane but no pre-pay. On the internet site, they claim that they will send a bill and do not ask for or want a credit card at the time of the order.

Request Records

You can mail or fax your request for aircraft records or Request Copies of Aircraft Records online.

Format

You can order paper copies or electronic copies (on CD-ROM) of aircraft records. Each CD-ROM contains one aircraft record. You can view the CD-ROM files using Adobe Acrobat Reader. We will include a copy of the latest reader on the CD-ROM.

Most records for aircraft removed from the U.S. Civil Aircraft Register before 1984 are in storage and only available in paper format. We can retrieve them on request.

CD-ROM

\$6.25 per CD ROM (one aircraft record per CD)

If required:

\$3.00 to certify the record is true and complete (generally only required for court cases)

Paper

\$2.00 search fee, charged for each aircraft record requested

\$0.25 for photocopy of first page of records on paper

\$0.05 for each successive paper page (an average paper record has 76 pages)

\$2.00 if the record must be recalled from Federal Storage

If required:

\$3.00 to certify the record is true and complete (generally only required for court cases)

We will send a billing letter with your aircraft records.

This URL takes you right to the page to enter the N number and the Serial number.

<http://162.58.35.241/e.gov/ND/AirRecordsND.asp>

And you see:

Request for Copies of Aircraft Records Entry Screen

For more information about requesting copies and a schedule of fees click [here](#).

*My comments are
italicized and underlined*

*If you click on the hot link "click
here", you will see the costs as
shown on the previous page.*

Do you want these
records on?

☒ CD ☐ Paper

Do you need these
records certified?

What is Certified?

☐ Yes ☒ No

Is this for a
Government entity?

☐ Yes ☒ No

You need to enter both N and Serial.

N-Number: Serial #

Add aircraft to cart

Go to Checkout

Cancel all

Add Aircraft to Card

Go To Checkout

Cancel All

Shopping Cart

*For reasons known only by someone who gets paid for making things difficult, the three bottom hot
buttons are goobered until each is clicked on...and then they can be read....what they state I have
repeated in red above them.*

Empty

When you go to Checkout, the price will be part of the message.

When you move to the "Go To Checkout", you will see the billing information as here:

For my plane, the "paper" cost would be proportional to the number of pages:

# of Pages	Cost
Registration - 110	\$8.40
Airworthiness - 54	
<hr/>	
Total Cost	\$8.40

And the CD cost, regardless of the number of pages, would be:

Model	# of Pages	Cost
120	Registration - 110	\$6.25
	Airworthiness - 54	
<hr/>		
Total Cost		\$6.25

There is no additional cost for postage (80 plus cents) whatever your order.

According to the FAA web site this morning, 12 Oct '05, when you order "paper" you get paper. You cannot order microfiche any more.

If you order by phone 1-405-954-3116, my "best way". You get the package and the bill within a few days. Very pleasant order takers.

Other notes.

I ordered my plane records on microfiche several years ago (the only offering) and found that locating a microfiche machine coupled to a printer is very difficult and the resource to me then has been discarded. It cost me between 20 and 30 dollars to make copies of the microfiche and was very slow, taking hours.

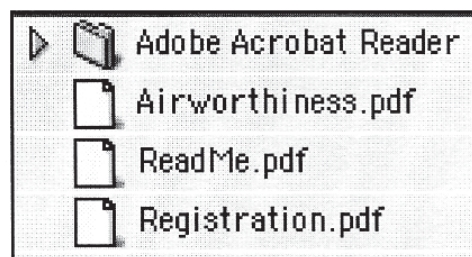
My recommendation? Even if you have the microfiche, get the information on the CD. With it, you can use the computer to print out a selected page, and reading the information from the CD is much easier.

CD contents;

Format: Each CD ROM will contain **Adobe Acrobat Reader**, and depending on the specific aircraft record, it may contain an **Airworthiness file**, a **Registration file**, a **Suspense file**, or any combination of the three files.

The **Airworthiness** file contains airworthiness information, such as airworthiness applications, airworthiness certificates, major repair and alteration forms, etc.

The **Registration** file contains registration and recordation information, such as bills of sale, aircraft registration applications, security agreements, releases, etc.



"Airworthiness" starts with the equipment list at the factory, and the W&B at that time as well. Annuals, operational limitations, 337's for prop changes and radios and re-doing the wing coverings and changing to a new Scott 3200 tailwheel are there.

Blank pages:

You will see blank pages and wonder why they included them. They have no choice but to copy both sides of every submittal and many of the back sides will be blank (actually, you will be confused until you realize that the text on some blank pages is actually the front side printing).

Records:

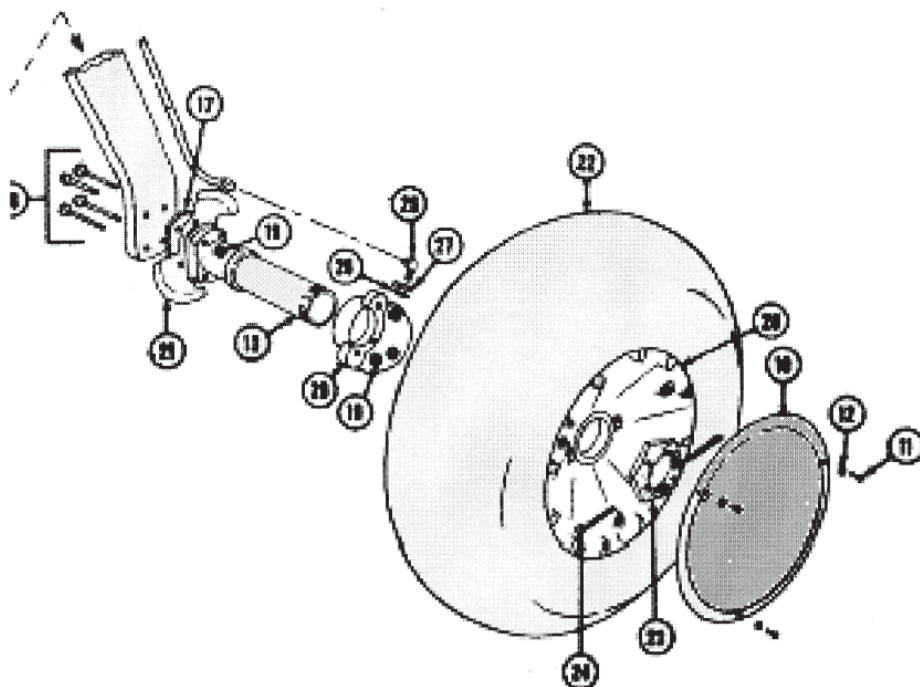
Having either version of these records could be of extreme importance for those with missing log books.

A caveat.

Every manual has errors or left-outs or lists the newer part number but fails to mention the older part number. Use them but don't bet big money on whether they are right. For example, for the Continental parts manual, the figure showing the carburetor shows the Stromberg, but the only callout for a carb is for the Marvel. Cessna is the same in that they neglect to call out the original 3-way fuel selector but do show and call out the four-way selector. Catalogs for years stated that the big brakes on the first planes were on serial numbers zero to 1200; no, they were used on the first 1200 made, starting at serial number 8001.

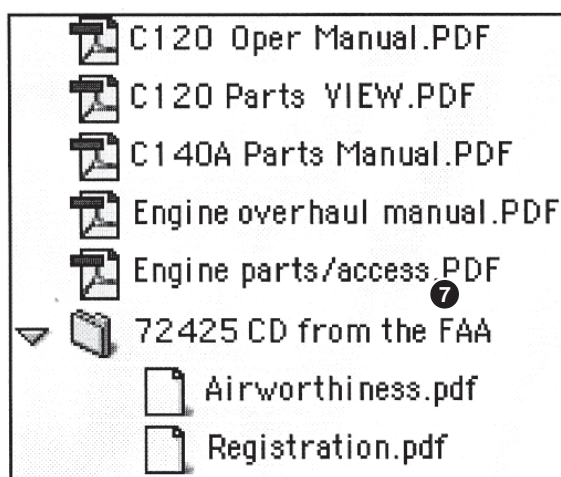
Extras Possible with the CD's:

The files on the CD's are in the .PDF format which means you can bring up a figure on one and it looks exactly like a page in the paper manual because that was its genesis. The manuals were scanned page for page from the paper manuals except that they are all right side up whereas in the paper manuals the figures are rotated 90 degrees from those of text with the part numbers.



Copying a figure or section from the CD, one can take that file to a program which allows highlighting the features or pluck a part and expand that and accentuate it. To do the equivalent with just the paper manual, off to the Kinko's copy place, take the manual apart so as to get flat copies, make the copies, put the manual back together, and home to hand color or not and then send via the PO or scan. With the representation above, one can say to look at the yellow grass cutter.

All in one folder on the computer hard drive, transferred from the CD's:



If you spot an error or see something that should be added or changed, let me know for the next version.

Neal filed as CD's & manuals Nov '05

Neal F. Wright Cougarnfw@aol.com

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P.O. Box 830092 • Richardson, TX 75083-0092

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Disclaimer . . .

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.



Ralph Campbell passed away December 11, 2005 at age 92. He was a regular fixture at our conventions with his "Cub Yellow" 140 with many modifications. It won the "Most Modified" award several times. In 1987 Ralph hosted our annual convention in Gardner, KS.

Every year he would go to Oshkosh weeks early to help get the fly-in ready, especially in the maintenance area. One year I broke my tail-wheel tie-down trying to get it into the Oshkosh 'turf.' Ralph came through with one that would have easily held down a DC-3! And installed it, too. At "88 in 88" in Monticello, Iowa, Ralph was unable to fly his 140 to Oshkosh following an 'problem' landing. Clare & I gave him a lift back in our van. A while later he sent us a plaque titled "Air Rescue" that he had made himself. Very thoughtful and we still have it displayed. We will all miss him.

- J. Warren

Computer Corner, no batteries allowed!

Here are the questions for this month's issue. Be sure to check out the April/May 2006 newsletter for the answers.

Question: You are flying at an altitude of 7500 feet; your IAS is 105 mph; temperature is +15 degrees C; distance traveled is 256 miles; fuel consumption is 11.5 gph; wind is 0 mph; How much fuel will be burned?

Question: If an aircraft burns 8.5 gallons per hour for 2:00, how many gallons of fuel were burned?

Answers for the questions from the last issue:

1. Climbing at 450 feet per minute for 8 minutes, how much altitude would be gained? Answer: **3,600 feet.**
2. An aircraft has to lose 8,000 feet in 19 minutes. What is the rate of descent that is needed? Answer: **420 feet per minute.**

How did you do? Congratulations **George Bryant!** You are the **ONLY** one that sent me a correct answer!

International Cessna 120/140 Association

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■ COMING EVENTS ■ COMING EVENTS ■

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31st Annual Convention - International Cessna 120/140 Association
FARIBAULT, MINNESOTA
September 27-October 1, 2006
Plan Ahead!

Come Join Us?

If you're ever out on a Sunday morning, listen for our Breakfast Club on 122.75 at 8 am (Chicago area). We go all over the place! See ya later. **Gary Latronica.**

FOURTH SUNDAY OF EVERY MONTH

Riverside Flabob "International" Airport (RIR)
Breakfast at the Silver Wings Cafe.

TEXAS & SOUTHERN OKLAHOMA BREAKFAST/LUNCH SCHEDULE

Most every Sunday the group from Texas and Southern Oklahoma gets together for breakfast about 8:30 at the scheduled airport. Here is their schedule:

- | | |
|--------------|---|
| 1st Sunday - | Lake Texoma |
| 2nd Sunday - | Lake Murray |
| 3rd Sunday - | Cedar Mills, at Pelican Bay,
Texas side of Lake Texoma |
| 4th Sunday - | Hicks Field (T67) |
| 5th Sunday - | Hicks Field again |

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