



International Cessna 120/140 Association

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

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Christian Vehrs in N2032V, his family's 1947 Cessna 120

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International Cessna 120/140 Association

Officers & State Representatives "Quick List"

2009-2010 OFFICERS

Ken & Lorraine Morris- President
815-547-3991
Taildragger7w@aol.com

Don Becker
Vice President
620-663-1148
reddoch@aol.com

Dick & Nicki Acker
Secretary/Treasurer
989-339-1009
s-t@cessna120-140.org

Mac & Donna Forbes
Past President
336-226-4582
Mcforbes@alltel.net

BOARD MEMBERS

Blake Mathis
Newsletter Editor
256-479-1000
BlakeMathis@yahoo.com

Margie Preister
Merchandise Coordinator
231-839-2191
fun4me2fly@netonecom.net

Blake Mathis
State Rep Coordinator
256-479-1000
BlakeMathis@yahoo.com

Christian Vehrs
Member at Large
770-460-6164
Christian.s.vehrs@delta.com

STATE REPRESENTATIVES

ALASKA

Jason Mayrand-PANN
907-832-5614
alaska120@yahoo.com

ALABAMA

Steven & Edna Earle Simmons
334-898-7376
sesimmons@alaweb.com

Kenneth Spivey, Jr.
205-979-5436
kenneth.r.spivey@faa.gov

ARIZONA

Ronald Wiener-57AZ
520-742-5485
rkww55@msn.com

ARKANSAS

Donis Hamilton-PGR
870-236-1500
Hamilton@grnco.net

Bill & Marsha Morgan-PGR
870-239-4517
brmorgan@grnco.net

CALIFORNIA

John Hunt-04CL(pvt)
760-765-1406
Desertwings@hughes.net

COLORADO

Jack Cronin-APA
303-333-3000
croinjw@gmail.com

CONNECTICUT

Bob & Sandy Boyer-SNC
203-264-7512
bobandsandy140@charter.net

DELAWARE

Hugh Horning-ILG
302-655-6191
yeepie121@aol.com

FLORIDA

Terry Dawkins-54J
850-376-8284
tdawkin@southernco.com

Kenneth Gibson-ZPH
813-949-6256
140flyer@usa.com

GEORGIA

Bob Parks-WDR
770-962-6875
captbp@gmail.com

Charlie Wilson-1GA2
770-927-6179
cwilson193@aol.com

IDAHO

David & Peggy Hoffman-ID40
208-495-2307
dhpdp@cockpitlights.com

ILLINOIS

Don & Maureen Alesi-C77
847-426-7880
N2084V@comcast.net

Douglas Corrigan-1C8
815-636-1143
DPCflyer@aol.com

INDIANA

Stacey Greenhill-PWK
847-541-7793
sjg140@earthlink.net

Jeff Kohlert-DPA
630-513-9275
Kohlertjc@comcast.net

INDIANA

Scott Spencer-EYE
317-698-6845
aerokinetic@sbcglobal.net

IOWA

Vince & Denise Jackovich-DVN
563-285-7296
vbjfly@aol.com

KANSAS

Don Becker-31KS
620-663-1148
ds-becker@sbcglobal.net

KENTUCKY

David & Gayle Lowe-80KY
270-736-9051
lowesacramento@aol.com

MAINE

Paul Crouch
985-892-1979

Adam Paul
adamppaul@gmail.com

MARYLAND

Fred & Sue Lagno-ESN
410-827-7896
train@intercom.net

MASSACHUSETTS

Ken Manchester-TAN
508-378-3557
kenmanch@comcast.net

MICHIGAN

Matt Lahti-PTK
248-886-8826
eight8november@yahoo.com

MINNESOTA

Tom & Jan Norton-SGS
651-459-1423
lthomasnorton@cs.com

MISSISSIPPI

Rich Briner
662-352-9767
napmat@cableone.net

MISSOURI

Frank Murray-1H0
636-227-4111
famurray@sbcglobal.net

MONTANA

Walter Bell-GGW
406-367-5472
Left_seat48@yahoo.com

NEW HAMPSHIRE

Glenn Mori-NH69(pvt)
603-539-8655
gmoriflys@aol.com

NEW JERSEY

Jim & Diane Morton-WWD
609-884-8723
jdmort@comcast.net

NEW MEXICO

Ed Blevins-E06
505-399-2449
ed_levins@valornet.com

NEW YORK

Robert Campbell-D85
716-358-4210
cessna@alltel.net

Eric Saliba-23N
631-472-8372
esaliba@northeastaviationm

NORTH CAROLINA

Mac & Donna Forbes
704-209-3301
mcforbes@alltel.net

Chris Farrell
704-905-7964
chriswc99@earthlink.net

OHIO

Terri Hull-PLD
419-375-4704
xjpilot@gmail.com

OKLAHOMA

Marty Lochman-SNL
405-391-6773
marty.lochman@tinker.af.mil

OREGON

Bruce Gustafson
541-463-4316
gustafsonb@lanecc.edu

PENNSYLVANIA

Mark & Yvonne Macario-40N
610-380-1313
macario@prodigy.net

RHODE ISLAND

Michele Vida-3G9
724-770-0776

Erik Thomas-EWB
401-635-4381
nc76220@aol.com

SOUTH CAROLINA

Todd Clamp-27J
803-781-4529
tclamp11v@bellsouth.net

SOUTH DAKOTA

Bo Mabry-3J1
843-524-5637
swiftbo@islc.net

TENNESSEE

Bruce Bowen
605-490-1139
bbowen999@aol.com

TENNESSEE

Donald Mitchell-MQY
615-223-1005
hawk175@aol.com

TEXAS

Ken Dwight-DWH
281-440-7919
kdwight@swbell.net

Leonard Richey-58T
940-627-1883
mrichy@ntws.net

Billy Shires-TDW
806-353-1177

Orville Winover, Jr.-TYR
903-939-1418
owinover@aol.com

John "Vic" White
830-438-5072
vwkestrel@gvtc.com

UTAH

Allen Macbean-U77
801-636-6613
allen@photographicsolutions.cc

VERMONT

Robert Desrochers-6B8
802-748-8034
robert@fairbanksmill.com

VIRGINIA

Lonzo & Robin Cornett-W96
804-366-7059
lonzo140@excite.com

WASHINGTON

David Sbur-VUO
360-699-0727
sbur@hei.net

WEST VIRGINIA

William Motsinger-12V
304-397-5155
wmotsinger@suddenlink.net

WISCONSIN

Matt & Carole Rybarczyk-57C
262-767-0920
redtail@winet.com

WYOMING

Bill Madsen
307-682-4390
affordv1@hughes.net

INTERNATIONAL

England

John Stainer
john@stainair.fsnet.co.uk

Germany

Wolfgang Schuele
wedees@gmx.net

Quebec, CA

Michel Charette
mcharette@passion-aviation.qc.ca

Chile

Olegario Reyes
oreyes@mi.cl

Mexico

Eduardo Haddad
525-596-3805

Director of Maintenance

David Lowe

Phone: 270-736-9051

Email: lowesacramento@aol.com

Technical Advisor - Victor Grahn

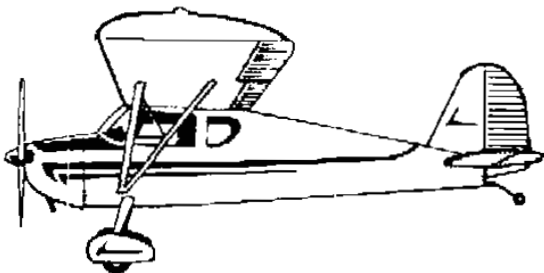
Phone: 616-846-9363

Email: vaagrahn@att.net

Letter from the Editor, Blake Mathis (Alabama)

Wow, I have come to appreciate all that newsletter editors before me have done. Probably the hardest part if getting info from all the club members, it reminds me of pulling teeth. Ha ha. I want to remind you all this is your newsletter. I want to put things in here that you want to see, things we all can learn from and experience you want to share. So, below is a list of some ideas that you need to keep in mind while you carry on throughout your regular day, especially if flying is mixed in:

- Any photos of you and your plane
- Any neat places you have flown and maybe someone you met
- Your family with the plane and a little about them
- Kids experiencing flight
- Maintenance issues you learned from
- Safety issues/lessons learned
- Upcoming fly-ins
- Upcoming air shows
- Neat history you learn about your plane



Upcoming Events

Sept 26, 2009– Lee Bottom Annual Fly-In

Sept 26-27, 2009– Greenwood Lake airport, West Milford, NJ.

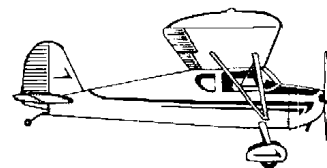
Oct 3, 2009-Huntsville, Texas, Fall Fly-in and Fair on the Square. For details, Call: 936-295-8138

Oct 3, 2009-Franklin, KY-35KY, Welcome field Airport– 2000' grass field, hamburger lunch fly-in

Oct 11, 2009-EAA 67 Fly-In BBQ, Noblesville, IN, KI80, grass field

Oct 16-18, 2009-Pineville Airport, LA 2LO, fly-in/campout. Largest in state. Homebuilt, floatplanes and sports.

Oct 17, 2009-New Lexington, Ohio, Perry Co. Airport, I86. Fly-in breakfast 8am-4pm



Keep your events coming in for the next newsletter!!!

Building Up Some HorsePOWER!

By: Victor Grahm

Cessna 120/140 Association Technical Advisor

For this issue's Technical Article, I'm doing something a little different. For so many issues in the past, I write about things to look out for. Usually, items or systems on the aircraft that break or wear out. Sometimes it's items that are expensive if you don't replace them or catch them in time.

In short, basically, I spend a lot of time writing about perceived "negative" things. I recall a pilot telling me years ago, "you're like my lawyer, you're expensive and every time I'm talking to you, it's bad and costs me money". Hopefully not everyone thinks of their mechanics this way, but I could see the guy's point.

So, this time I'm going to go about the Tech Article differently. I was able to talk our very own Randy Thompson into writing a short article about his O-200 STC. Something that I really think is worthwhile, in fact I have it on my airplane. Yes, it does cost money, but it's a real benefit.

For anyone else out there in Aviation Land, anyone that has something to offer, a service, an STC, a business, etc, if you have something to offer the membership, please feel free to write an article about it and we'll make sure it ends up in the Newsletter. We're all volunteers here and we all love our "Little Cessna's" and anything we can do to keep them flying and add to their value, and just as importantly, add to our flying experience, hey, we're all for that!

Victor Grahm, Club Technical Advisor

O-200 Installation

By: Randy Thompson, at the request of Victor Grahn, Tech. Advisor

I am the current holder of STC SA547EA for the installation of O-200A engines in Cessna 120's, 140's and 140A's. This STC has been in existence since the 1960's. Originally it was created to install the O-200 engine in the 140A. Later was modified to include 120's and 140's.

The conversion is quite a benefit to the type. Most airplanes of the mid- forties were powered just about right. Enough power for most circumstances. The proper horsepower to weight ratio if you will. The C-85 evolved into the C-90 the second year of our airplanes and some were equipped with them. The original type certificate allowed the C-85 and C-90. Later the O-200 engine was born. It weighs pretty much the same as the 85 and 90 but produces more power. About 18% more power.

With the O-200 our airplanes get into the air quicker, climb better and cruise about the same. A little faster if you push the throttle in all the way. All this without changing the flight characteristics of the airplane.

The installation of the O-200 is straight forward. It does take a different mount than the C-85, but the same mount as the C-90-14. The reason for this is that the lord mount system used on the C90-14 and the O-200A puts the engine about $\frac{3}{4}$ inch forward. On the C-85 or C90-12 mount the cowling won't fit and more importantly the Center of Gravity would shift forward. The lord mount system is more vibration free than the C-85 bushings.

The O-200 uses different propellers than the C-85 and C-90. This is because the redline is increased to 2750 RPM and the 1A90 and 1B90 propellers are not designed to turn this fast. My STC allows three different propellers that were common on the Cessna 150. Originally the 1A100, later the 1A101 and then the Sensenich 69CK. I added the Sensenich a few years ago as they were a little less expensive and came on several models of the Cessna 150 a common source for O-200A engines.

Continued on next page—

O-200 Installation “Cont”, By: Randy Thompson

The accessories used on the C-85 or C-90 can be transferred to the O-200 engine. The original baffling is used in the STC conversion. My STC states that the same mufflers as used on the C-90 installation can be used. If your airplane had been modified using O-200 mufflers then you can use them on the O-200 since they are an airframe item. The same is true for alternator conversions. These are airframe modifications and are compatible with the O-200 engine.

The proper carburetor for the O-200 is the Marvel-Shebler MA3-SPA. It has an accelerator pump and idle cutoff mixture control. The mixture control cable needed for the O-200 is longer than the original for C-85's and C-90's.

Lastly, I charge \$200 for the STC permission which includes the STC itself, a permission letter, installation instructions and a flight manual supplement. The STC is issued to the aircraft by Number and Serial number. If you are due for an overhaul or just want a better performing Cessna 120, 140 or 140A this conversion may be for you.

Randy Thompson
Thompson's Air
4375 Six B Road
Anderson, California 96007
530 357-5440



**See Alabama
Convention details
on pages 16-18!
Fly South in Oct.**

A Special offer from Mort and Sharon Brown to Association Members

Mort Brown was the chief test pilot for Cessna during the production of Cessna 120/140's. He has a collection of interesting information including logbook entries of the 120/140's he test flew at the factory. He has put much of the information in CD format and would like to share it with you. Perhaps you will see the original logbook entry of your aircraft's test flight. Send your Name, Address, Aircraft Registration Number (when new) with \$3.00 for shipping and Mort and Sharon will provide you with a CD full of information and photos. Mort enjoys hearing about your aircraft and seeing current photos.

Mail to: Mort and Sharon Brown
905 North Mission Road
Wichita, Kansas 67206

Nice neat note from member having to drop out.

I have enjoyed being a member for the last year. When I joined I owned a 1976 Cardinal RG and was planning to sell it. I planned to downgrade to a two place a/c and had a lot of experience with the C-120. In December I found a buyer for the cardinal and after shopping for extensively I bought a 1975 C-150M at a quarter of the sales price of the cardinal. As I am 75 years old now it will probably be my last airplane. I will not be renewing my membership with you. Incidentally the Cessna 120 I started flying was my Mothers airplane she was the first woman in Clark County, Mo. to be a licensed pilot. She turned me over to another flight instructor in the 120 at the tender age of 14 years and two months. I soloed with mothers permission and the illegal blessings of the instructor pilot who had been a fighter pilot over Germany. His first lessons were how to properly strafe a freight train. We startled some train engineers on the Santa Fe railroad in those days! Thank you and keep up the good work. John R. Riley, C150M N-66590

Special for Cessna 120/140 Club Members

Going on a Trip? Need to book travel?

We can get you there!

Call club members David Knies & Blake (In Alabama)
for any or all of your travel needs.

Advantage Travel..15 years of expert travel experience.

+The Best In the Biz+24/7 Service+

Beach trips, cruises, Disney or business!

Weather got you trapped in your plane?

We'll get you a hotel, rental car or airline ticket.

Discounts for Club Members

Advantage Travel—800-699-9230

David@TravelHSV.com

Cessna 120 / 140 Buyer's Guide Introduction

"What years were these models produced?"

"Is it true that the 140 has metal wings and the 120 has fabric?"

"How hard would it be to add the swept gear speed modification?"

"What is a pancake muffler, and should I expect eggs or grits with that?"

"Does the 120 or 140 qualify for the Light Sport category?"

All of these questions and many more like them have been posted on the forum section of our website (true story). I am always excited to see folks considering the purchase of their first 140, and I'm sure we all want to encourage them in their decision making process by providing sound guidance along the way. I'm pretty sure these questions have all been answered at least a couple of times by our willing and able members throughout the years. And just for the record, the swept gear is not a speed mod J.

I remember sitting at the Saturday night convention banquet in Newnan Georgia several years ago listening to long-time members share stories about how this organization started. What was readily apparent to me was how much we have benefited from the contributions of those who have flown and maintained these airplanes before us.

So, as a member of an all volunteer organization, I began looking for an avenue to return some of the good will and servant hood that I have received. Since I love to write, this seems like a good way to contribute something that I think will be of some value.

Recently someone asked me, "What qualifications do you have for this?"

I hope I was able to ease their concerns by simply replying that it is not my intention to present myself as an expert, or to present a document that supposes to be a final authority on the many varied issues we will look at. Certainly there are far more knowledgeable members in our group than I. We just need someone to get the ball rolling.

It has been said that there is no single *one* of us that will be as effective as all of us. It is in that vein that I propose this project. What will follow will be a series of newsletter articles. Each article will tackle a subject that I will research to the best of my ability. Then comes the easy part – your review. Forward to me any corrections or additions to that subject and I will incorporate them into the final document. In the end, we will have constructed a pretty good resource that we can place in our library to refer others.

And finally, one last word to the wise.

A buyer's guide should never be used as a substitute for a thorough pre-buy inspection performed by a knowledgeable and qualified Authorized Inspector.

Christian Vehrs
2032V
1947 Cessna 120

Buyers guide start on the next page



A Brief History

The Cessna Aircraft Company has its roots in a Kansas farm boy named Clyde Vernon Cessna. In 1911, Clyde taught himself to fly, and by 1918 had become a well known exhibition pilot. His desire to manufacture airplanes led him to form a partnership with Walter Beech and Lloyd Stearman to begin Travel Air Manufacturing, Inc. in 1925.



1925 Travel Air Special

Throughout the next several years, Clyde developed and exited a number of partnerships, fully believing that the biplane design was not the future of the practical modern airplane. Clyde sought to develop aircraft using a fully cantilevered wing (a wing using no external bracing). He believed these monoplanes (single wing) would be the fastest and most efficient design for air travel.

During the 1930's, racing provided the environment to test new designs and equipment, and the Cessna airplanes made their mark in racing history. The most notable of these were a pair of sister ships, the CR-2 (Cessna Racer 2) and the CR-3. Initially flown with the 110 h.p. Warner Scarab seven cylinder radial engine, and eventually fitted with the 145 h.p. Super Scarab, they combined to win the 1933 All-American Air Race in Miami and the 1933 Omaha race. They captured first and second in the 1933 Chicago race, and first and second in the 1933 Aero Digest Trophy race.



CR-2



Cessna CR-3

The lessons learned through racing provided valuable experience for developing the next generation of production aircraft for the general public. It was during the bleak times of the depression that Cessna needed a successful production airplane to keep the company afloat. The C-34 was to become that airplane.



Cessna C-34

The C-34 was a four place monoplane designed to compete in the business class market. In July 1935, flight testing was complete and the Approved Type Certificate was granted. In one of its first outings, the C-34 won the Detroit News Trophy at the 1935 National Air Races in Cleveland, in addition to winning the Sweepstakes race as well. After successfully defending the Trophy by winning the 1936 All-American race in Miami, the C-34 was awarded the title of "*The World's Most Efficient Airplane*", and backed it up by winning the Argentine Trophy Race later that year.

The C-34 progressed through several design changes in the coming years and became the C-37 (in 1937) and the C-38 (in 1938). The C-38 was the first model to officially be known as the Cessna "Airmaster". The name *Airmaster* quickly became popular for the entire series of airplanes going back to the C-34.

In its final model change in 1939 (you were going to guess C-39), Cessna dropped the year-designator system and began model designation to include engine displacement. From then on, the Airmaster was known as a C-145 or a C-165.

This popular series of business aircraft carried the Cessna Aircraft Company up to the Second World War.

Cessna's biggest contribution to the war effort began as the T-50, a light twin engine aircraft designed to carry five passengers at speeds approaching 200 mph which could also be used as an airline feeder or charter aircraft. Plans for this aircraft began in 1937. After all flight testing was complete, the Approved Type Certificate was issued in early 1940.



Cessna T-50

The new T-50 was quickly marketed to Congress as a trainer for the pilots who would be flying multi-engine bombers during the upcoming war. Congress agreed that it would serve well after a few modifications, and the contract of the military version AT-17 was awarded. In a short span from January 1941 – December 1942, Cessna produced 1,839 of these light twins for the military

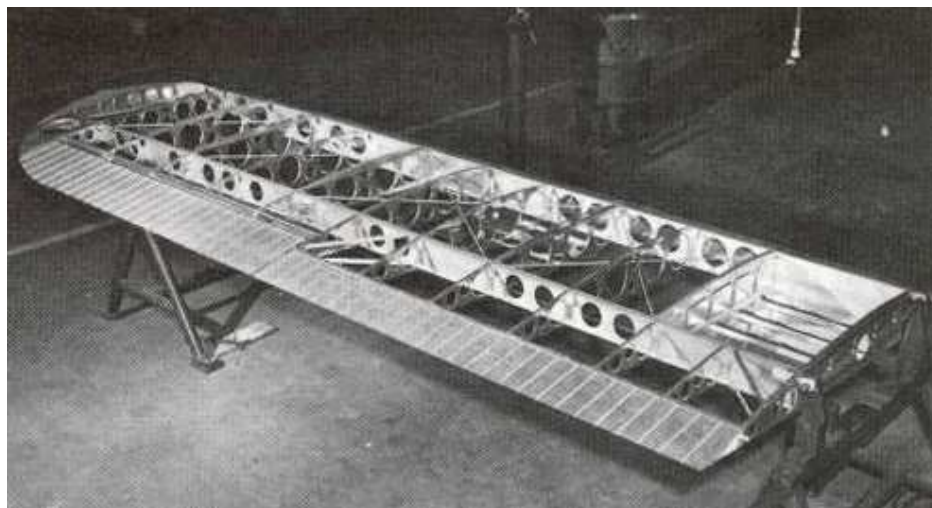


AT-17 Production

As the war drew to a close, there was a great anticipation in the aviation community about the demand for small, two-place aircraft. Congress had authorized federal assistance for flight training, and manufacturers of small aircraft were eager to enter the revitalized market. Most manufacturers, including Aeronca, Taylorcraft and Piper entered the post-war market with aircraft utilizing pre-war construction techniques – a steel tube and wooden fuselage with fabric covering, wooden spar wings with wooden ribs, and a standard four cylinder 65 h.p. engine.

Model 120/140

Cessna engineers hit the drawing board with a new vision. They wanted an aircraft with an all metal fuselage employing an 85 h.p. Continental engine. They retained the fabric covering on the wings with a semi-cantilever design (some external struts) to reduce weight and production costs. But the wings were to have aluminum spars for extra strength with stamped aluminum ribs, reducing time and labor.



*Cessna
140
Wing*

With a nod to the racing days of the 1930's, the model 140 employed a chrome-vanadium steel spring landing gear. It is more than coincidence that the Cessna 140 landing gear greatly resembles the landing gear of a famous 1930's racing airplane – Steve Wittman's Bonzo.



Steve Wittman and his racer Bonzo

Steve's patented spring steel landing gear provided a relatively light and aerodynamically efficient design. Cessna purchased the manufacturing rights to this design and touted it as the "Safety Landing Gear".

An excerpt from a Cessna 140 advertisement reads,

"The famous Cessna patented safety landing gear is another outstanding feature. ...this chrome-vanadium steel gear has proven its outstanding qualities of safety and tough reliability. You'll find that it's the easiest riding you've ever taxied. It literally erases the bumps. You'll find that it'll take the roughest shocks you can subject it to, that it combats ground looping tendencies, that it makes cross wind landings a cinch. And best of all, it requires no maintenance – only a simple visual check at 100 hour inspections".

The model 140 prototype first flew on June 28, 1945. After some minor modifications and flight testing completed, the 140 received Approved Type Certificate on March 21, 1946. Production lines delivered the first aircraft later that month to an eager public, equipped with a complete electrical system, manually operated wing flaps, deluxe upholstery and rear quarter windows – all for only \$3,385.

Any pilot can tell you why you get
More for your money in a CESSNA

<p>Comfort Plus is built right into the Cessna 140 with its roomy, adjustable seats, high enough above floor level for natural leg position. And the sound-absorbed cabin is beautifully upholstered in fine two-tone material.</p>	<p>All-Metal Monocoque Construction is an outstanding fuselage feature of all the new Cessnas... combining maximum strength with minimum weight for longer life, less maintenance, greater safety, and performance.</p>	<p>80-Pound Luggage Capacity means there's ample room in the large compartment for two large suitcases and two large brief cases, or for three suitcases. And there's a handy utility shelf for hats and parcels.</p>
<p>Full-Range Flaps increase performance. They can be set instantly for any desired angle of glide in the approach with a touch of the convenient finger-tip control. They can also be used for unusually short take-off.</p>	<p>Patented, Safety Landing Gear is a real safety feature on all Cessnas. It actually combats ground looping tendencies, taxis easily even in high winds. And there are no moving parts to wear, rattle or service.</p>	<p>Ample Cruising Range assures 4 1/2 hours or over 450 miles non-stop flying in the 140. Top speed is over 120 m.p.h. and twin wing tanks carry 25 gallons of fuel. You can really go places and see things in a Cessna.</p>

CESSNA ALONE GIVES YOU ALL THESE FEATURES IN THE LOW-PRICED FIELD.

All These Features and Many More, such as starter, generator and battery, are standard equipment on the smart, speedy, two-place Cessna 140, at only \$3245.00 F.O.B. Wichita. The Cessna 120, also equipped with an 85 h. p. Continental engine, flush doors, safety landing gear, quick-service cowlings, full-size hydraulic toe brakes, sun-proof windshield... but without starter, generator and flaps... delivers for only \$2695.00 F.O.B. Wichita. Both sleek, fast, two-place airplanes have service ceilings of 15,500 feet. And they're both ready for you now at your Cessna dealer's. Late this year two new all-metal, four-place Cessnas, the "170" and the "190", will be added to the line for those who want real "big airplane" room, speed and performance.

So, before you buy, be sure to fly a Cessna. Compare. And you, too, will choose Cessna.

CESSNA AIRCRAFT CO., DEPT. S, WICHITA, KANSAS

Cessna
THE PILOT'S AIRPLANE

July 1946 Cessna 140 full-page advertisement in Skyways.

Cessna's advertising campaigns primarily focused on the model 140. The 140, with its all metal fuselage and complete electrical system, held a distinct advantage over the other airplanes in the market with tube steel/wood, fabric covered fuselages and the standard 65 h.p. engines.

Cessna also offered the model 120. The model 120 received much less lime light in the advertising brochures, and was portrayed as the lower cost alternative to its finer appointed cousin.

This ad describes the 120 as follows;

"Basically, the 120 is the same airplane as the 140, but is priced much lower without starter, generator, flaps, and extra luxurious appointments. With a much lower initial investment, but virtually the same performance, the 120 makes an ideal trainer and cross-country charter plane... A complete electrical system with starter, generator, battery, and lights may be added to the 120 when desired."

As stated in the ad, the model 120 could be ordered with most of the upgrades that were standard on the 140. It has been reported that the sales department offered the 120-A with steerable tailwheel and co-pilot brakes, and the 120-B, with 120-A equipment plus a complete electrical system, but none are known to have been built.

The base price for the model 120 was \$2,695 in 1946 as compared to the model 140 at \$3,385.

From a distance, the model 120 could be distinguished from the model 140 by the lack of wing flaps and rear windows, two items that were never offered on the model 120. Through the years, several 120's have been modified by adding rear windows from salvaged model 140's, a topic discussed in a later chapter entitled, Popular Modifications and Upgrades.



Cessna 120

ALL YOURS

on the Cessna 120 and 140

Basically, the 120 is the same airplane as the 140, but is priced much lower without starter, generator, flaps, and extra luxurious appointments. But you'll find the same good looks and quality construction. Upholstery of Redolite leather . . . a good-looking, tough, and washable material made by DuPont . . . covers seat cushions, seat back, and door panels. The floor is covered with long-wearing carpeting. A generous amount of soundproofing is used at the firewall. A two-toned, shock mounted instrument panel adds distinction to the handsome 120.

With a much lower initial investment, but with virtually the same performance, the 120 makes an ideal trainer and cross-country charter plane for the operator. Low cost of maintenance and operation, exceptional comfort, and low noise level offer additional advantages . . . not only to the operator but to the instructor, student and owner as well. A complete electrical system with starter, generator, battery, and lights may be added to the 120 when desired.

1948 SPECIFICATIONS

	Model 120	Model 140
ENGINE: CONTINENTAL	85 h.p.	90 h.p.
TOP SPEED	Over 120 m.p.h.	Over 125 m.p.h.
CRUISING SPEED	Over 100 m.p.h.	Over 105 m.p.h.
CRUISING RANGE	Over 4 1/2 hrs.	4 1/2 hrs.
RATE OF CLIMB (sea level)	680 ft. per min.	690 ft. per min.
SERVICE CEILING	15,500 ft.	15,600 ft.
LANDING SPEED	41 m.p.h.	41 m.p.h.
GROSS WEIGHT	1,450 lbs.	1,450 lbs.
EMPTY WEIGHT	785 lbs.	860 lbs.
FUEL CAPACITY	25 gals.	25 gals.
SPAN	32 ft. 10 in.	32 ft. 10 in.
LENGTH	21 ft. 6 in.	21 ft. 6 in.
HEIGHT	6 ft. 3 1/2 in.	6 ft. 3 1/2 in.
WING AREA (including fuselage)	159.3 sq. ft.	159.3 sq. ft.
WING LOADING (per sq. ft.)	9.1 lbs.	9.1 lbs.
POWER LOADING (per h.p.)	17.1 lbs.	16.1 lbs.

STANDARD EQUIPMENT

	Model 120	Model 140
ASH TRAY	x	x
AIR SPEED	x	x
ALTITUDE	x	x
AMMETER	x	x
BATTERY	x	x
CARBURETOR AIR FILTER	x	x
CARBURETOR HEATER	x	x
CABIN AIR VENTS	x	x
CIGARETTE LIGHTER	x	x
COMPASS	x	x
DUAL CONTROL WHEELS	x	x
ENGINE MUFFLERS	x	x
GAS GAUGES	x	x
GENERATOR	x	x
HYDRAULIC BRAKES	x	x
LANDING LIGHT WIRING AND BRACKETS	x	x
MAP COMPARTMENT	x	x
MIXTURE CONTROL	x	x
NAVIGATION LIGHTS	x	x
OIL PRESSURE	x	x
OIL TEMPERATURE	x	x
OVERHEAD WINDOWS	x	x
PARKING BRAKE	x	x
REAR WINDOWS (TWO)	x	x
RUBBER FOAM SEAT CUSHIONS	x	x
SHOCK MOUNTED INSTRUMENT PANEL	x	x
STARTER	x	x
STEERABLE TAIL WHEEL	x	x
TACHOMETER	x	x
WING FLAPS	x	x

Model 120's and 140's rolled down the same assembly line and peak production hit 30 airplanes per day in August of 1946.

The biggest change in design came in 1949 when the model 120 was discontinued and the model 140 received an all metal wing. The new wing employed a single lift strut and a tapered outboard planform with squared wingtips that increased performance. The new model was designated the 140A, and first deliveries were received in June 1949.



The 140A was produced through 1951 when Cessna ceased production of two seat aircraft until 1959 when it introduced the first model Cessna 150. (See C-140A ad next page)

The International Cessna 120/140 Association received correspondence directly from the Cessna Aircraft Company regarding the production of all propeller aircraft, including the model 120 and 140. In the letter addressed to all Cessna Distributors and Dealers, the following production numbers are listed:

<u>MODEL</u>	<u>YEAR</u>	<u>BEGINNING SERIAL #</u>	<u>ENDING SERIAL #</u>
120-140	1946	8000	11,846
120-140	1947	11,847	14,370
120-140	1948/49	14,371	15,075
140A	1949/51	15,200	15,724

The production numbers for the model 120 are, a total of 2,172 built from June 1946 until May 1949 including one prototype in 1945.

The production numbers for the model 140 are, a total of 4,904 built from May 1946 until May 1949 including three prototypes in 1945.

The production numbers for the 1949 model 140A are a total of 175.

The production numbers for the 1950-51 model 140A are, a total of 350.

Look forward to the next installment entitled, Year Models – Description and Differences

Please forward all suggestions, comments and corrections to:

Christian Vehrs, 225 Middling Lane, Fayetteville, Georgia 30214

Email at christian.s.vehrs@delta.com

p.s. Special thanks to Vic White who provided the 1946 advertisement !!
I'd love to collect all of the ads out there to include in this project.
Simply scan what you have and email them to me.

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Cessna Aircraft Co., Dept. S-5, Wichita, Kansas.
Please send free literature giving complete description of the Cessna 140 (); Cessna 170 (); Cessna 190, 195 (); Literature for model builders ().

Name.....

Street No.....

City..... County.....

State..... Phone No.....

MARK YOUR CALENDARS!

International Cessna 120/140 Association 2009 Convention



Get Away to Mobile Bay Oct 14-18 2009 Gulf Shores, Alabama

Check the website and upcoming newsletters for the most up-to-date info on the convention.

Updates for the Alabama Convention

IMPORTANT!

- **Hotel**— If you have not booked your room, do it NOW. Call 1-800-634-7263 to get the \$109 rate per night. Mention Cessna 120/140 Association or contract number "6638". **www.PerdidoBeachResort.com**
- **Teledyne Continental Tour**— We must have your name BEFORE you are able to attend the engine plant tour. This is will be a great tour. If you plan to take the tour, email club member, Mike Smith at, mshpcfl@comcast.net, or call 810 730 4807
 - 1. In addition to names, we will also need the individual's address, per Continental.
 - 2. Individuals that attend the tour need to wear long trousers, short sleeve shirts, and shoes that are closed. No sandals-open face shoes, tank top shirts or shorts will be allowed.
 - 3. Continental will provide a gift pack for each individual attending the tour, ie items such as hats, decals, tee-shirts, etc. Lunch will be provided by the factory at a reasonable cost to each.
 - 4. Tours on the history of the Continental Engine development, actual manufacturing, and a tour of a test cell run will be included. We've asked that for the tour of the test cell that a new O-200 be tested, and that an engineer be available to answer questions about use of that engine in the Cessna 120/140 series. In addition, the engineer will answer questions about parts such as cylinders available, and care of the engines in our aircraft.
 - 5. No cameras, video recorders or tape recorders will be allowed in the factory.
- **Naval Air Museum**—Friday, transportation will be provided. Great museum!
- **Airport**— Jack Edwards Airport, (KJKA)
- **Tentative Schedule**— See next page
- **Host**— Reddoch Williams - reddoch@aol.com, 850 621 5645
- **Attendees so far**— WOW, we have 85 rooms held SO FAR!
- **FBO Host**— Gulf Air Center will be our on field host FBO. Please contact them on their personal freq. 129.375, once you land.

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in the
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Tentative Awards to Win

Longest distance traveled
Judges choice
Peoples choice
Best 140, 140A, 120
Best original 120, 140
Best modified 120, 140
Short field takoff
Spot landing
Nerf ball drop winner
Flour bomb winner

Tentative Alabama Convention Schedule

Time	Function	Location	Charge	
WED				
0900 - 1700	Registration	FBO / hangar		Steve & Edna Simmons,
1200	Lunch on your own	on your own		
1800 - 2200	Hospitality room	Perdido Beach Resort		Ken & Lorraine Morris
THUR				
0900 - 1700	Registration	FBO / hangar	40	
0900 - 1600	Fly-out tour of Mobile Bay &	Mobile Downtown BFM	12	Mike Smith
1800 - 2000	Bar-B-Q Southern Food Buffett	FBO / hangar	20	Gift Horse Restaurant
1800 - 2200	Hospitality room	Perdido Beach Resort		
FRI				
0730 - 0900	First Timer Breakfast	FBO / hangar	15.75	
0900 - 1600	Naval Air Museum tour -	meet at FBO / hangar,	20	Tom Julian, Terry
0930 - 1600	Shopping trip to Tanger Outlet,	meet at FBO / hangar,		Tom Julian, Terry
1600 - 1700	Board meeting	Airport authority board		
1700 - 1800	Business meeting	FBO / hangar		
1800 - 2000	Boston Butts brisket	FBO / hangar		Brian Bakken / FBO
2000 - 2200	Hospitality room	Perdido Beach Resort		
SAT				
0930 - 1100	Maintenance Forum	FBO / hangar		David Lowe, Victor Grahm
1200	? box lunches - not a sure thing	FBO / hangar		
1300- 1330	Safety briefing	FBO / hangar		Ken Spivey
1330 - 1530	Flying games	airport		John vonLinsowe
1800 - 2200	Banquet (Buffett style)	FBO / hangar	20	Gift Horse Restaurant
2200 - 2400	Hospitality room	Perdido Beach Resort		
SUN				
0700 - 1200	Farewell & Departure	FBO / hangar		
	juice & donuts	FBO / hangar		

Humor

The controller working a busy pattern told the 727 on downwind to make a three-sixty--do a complete circle, a move normally used to provide spacing between aircraft. The pilot of the 727 complained, "Don't you know it costs us two thousand dollars to make even a one-eighty in this airplane?" Without missing a beat the controller replied, "Roger, give me four thousand dollars' worth."

ATC: "Say Altitude"
Pilot (feeling frisky): "Altitude"
ATC: "Say ALTITUDE"
Pilot: "ALTITUDE"
ATC: "Say Canceling IFR"
Pilot: "Level at 8000 Feet"

Pilot: Request heading 220 to avoid traffic
ATC: What traffic, we show none.
Pilot: The 5 O'clock rush traffic on the ground that I will get tied up in by being late if you keep me on this current heading!!!!

TOWER: Cessna 140, you are cleared for takeoff, no delay, you have a C-130 on a 2 mile final.
PILOT: Roger that, but tell the C-130 to exercise caution for wake turbulence from the **C-140** taking off ahead of him!

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Officer Elections:

Please keep in mind that several officer positions will be need to be filled at the convention at Alabama.

President

Merchandise Coordinator

State Rep Coordinator

Online Store Free Shipping

The online store is now featuring free, that is right, FREE shipping on all items in the store.

It is the goal of the store to keep prices low while maintaining high quality. The best way to keep the cost to our members down is to eliminate the shipping.

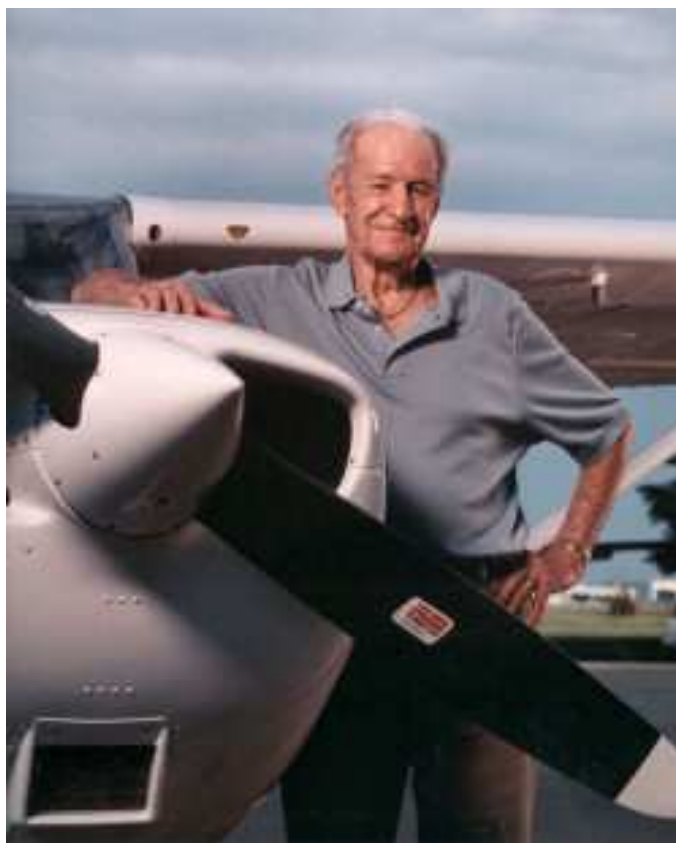
This offer will last until we can get a feel for the impact of absorbing the shipping.

Buy now and save.

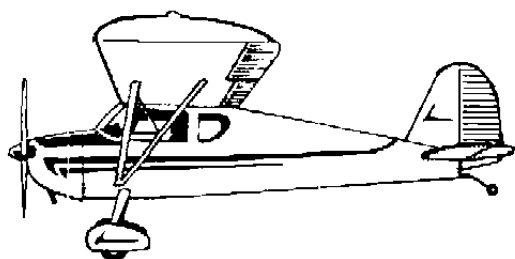
Happy B-day to Mort Brown– 101st.

For those that never had a chance to meet Mr. Mort brown, here is a brief intro from his website. "Mort Brown was the first Chief Pilot of Production Flight Test, Cessna Aircraft Company, from 1937 - 1972. During Mort's nearly 35 years with Cessna it has been calculated that Mort was responsible for releasing over 85,000 airplanes through Production Flight Test, of which Mort personally logged over 14,000 first flights. Mort has accumulated over 20,760 actual flight hours on various airplanes."

Mr. Brown flew nearly all of the Cessna 120/140 that came out of the plant. He recently turned 101 years old and the club would like to wish him a great birthday and to thank him what he did to help make general aviation what is it today.



R. Blake Mathis
Newsletter Editor
Cessna 120-140 Assoc.




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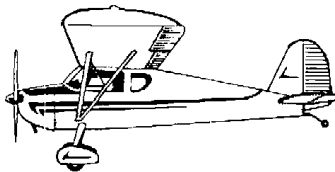
Items for Sale/Items Wanted...

Parting out 140—All airframe parts for 1 airplane available, wings (rag) complete with tanks, struts, gear, cowl, tail H&V, seat, fuselage, doors, small stuff also, fairings, nav lights, venturi. Email with your part number and I will find it, I only have one of everything on a 140, so email soon. Big stuff (wings, fuselage) you have to pick up. Jeff
jeffy@mchsi.com

1946 140 horiz. stab, flaps, right door, gear boxes. Call Dale in Alabama, 205-475-3995

4 each Cont. Overhauled, yellow tagged exhaust Rocker Arms. \$45.00 ea. One each Intake valve, \$45.00. 0-200A Vacuum pump gear assy \$100.00. Servicable P/N 643231 Adapter assy. includes the P/N 633609 needle bearing. \$60.00. Can be reached @:
tomromano@live.com.

Wanted: 1946, C-140 cowlings in good shape, Blake, 256-479-1000



Recently overhauled camshaft. \$400.00 plus shipping. E-mail: tomrmano@live.com.

WANTED: I need a pair of original mounting plates for wheel pants. Any condition will be considered. Bruce, 605-490-1139

FOR SALE: 1946, C-140, same owner for past 35 years, always hangared at Richland, WA (RLD), all logs since new, all AD's complied with. See club site for details for email: Lyle, n535@charter.net \$22,000

SALE: 1948 C140- T.T.3470- SMOH.0078-C90. Very original and clean-polished W/ red trim- MX11 N/C - Transp. Enc. Has all original gauges and the interior is original and in excellent condx. Included is original G.E. AS1B radio Mic. and Headphone and scott 3-24B tailwheel. Call for other details. \$28550. Pictures on request. Rich 334-897-0279

PLANE FOR SALE:
1947 C-140, Call Joe details
810-797-2427

Send your ad to:
BlakeMathis@yahoo.com
or call 256-479-1000

Our Website
www.cessna120-140.org

Our website is located at www.cessna120-140.org Our website Committee is staffed by the following members:

John von Linsowe - "Chairman"	810-797-5660	N2165V@aol.com
Matt Lahti - Moderator	248-762-1836	eight8november@yahoo.com
Mike Smith - Moderator	850-871-1082	mspcfi@juno.com
Victor Grahn - Technical & maintenance Advisor	616-846-9363	vaagrahn@att.net
Yvonne Macario - Webmaster	610-310-1313	macario@prodigy.net

We invite everyone to explore the website as a wealth of information can be found at your fingertips

www.cessna120-140.org

Is THE *official website* of the International Cessna 120/140 Association. www.cessna120-140.org offers club information, Officer and State Rep contacts, membership information, a guestbook, merchandise and club calendar. The discussion Form is a favorite place to communicate with members. The photo album is available to show off your "baby". You can update your contact and aircraft information in the Members Only section as well as join or renew your membership and purchase club merchandise from our online store. There are links to member sites, printable membership applications and merchandise order forms and much more. Stop by and sign in!



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Your Name _____ Phone No. (____) _____
 Street or Box No. _____ Email: _____
 City _____ State _____ Zip _____
 A/C Info: Model: _____ S/N _____ N _____ Year _____ Engine _____
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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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International Cessna 120/140 Association

9015 E. Coleman, Coleman, MI 48618

INTERNATIONAL CESSNA 120/140 ASSOCIATION U.S.P.S. 6602-70

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COMING EVENTS

<<< ALWAYS BRING YOUR TIEDOWNS >>>

34th Annual Convention—International Cessna 120/140 Association

**Mobile Bay, Gulf Shores
Alabama
2009**

Jack Edwards Airport, KLKA
October 14-18, 2009 - Gulf Shores, Alabama

Got Newsletter Ideas?

Email or call Blake Mathis to let him know if you have any ideas, articles or photos for the club newsletter.

BlakeMathis@yahoo.com
256-479-1000