



# International Cessna 120/140 Association

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

ISSUE 362

February/March 2010

## In This Issue

Officers & State Reps Info - Page 2

On the Technical Side - Pages 3-4

120/140 Buyers Guide-Part 2 - Pages 5-19

Upcoming Events - Page 20

Classified Ads - Page 21

Mark your calendars for Sun-N-Fun and the 2010 Convention



**Serving the World of Cessna 120/140s for over 32 years!**

# International Cessna 120/140 Association

## Officers & State Representatives "Quick List"

### 2010-2011 OFFICERS

Christian Vehrs- President  
770-460-6164  
Christian.s.vehrs@delta.com

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

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

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

### BOARD MEMBERS

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

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

Orville Winover  
State Rep Coordinator  
903-939-1418  
owinover@aol.com

Chris Farrell  
Member at Large  
704-905-7964  
chriscw99@earthlink.net

### 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  
rkw55@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

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

Paul Crouch  
985-892-1979

**MAINE**  
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  
chriscw99@earthlink.net

**OHIO**  
Terri Hull-PLD  
419-375-4704  
xpilot@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

Michele Vida-3G9  
724-770-0776

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

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

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

**SOUTH DAKOTA**  
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  
wedeas@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

# On the Technical Side, By: Victor Grahn

It is a new year, and this year we're all probably hoping to do some more flying. No more than anyone else I can't comment on whether or not the economic slump is over or not, or on the price of Av gas but I certainly hope we are past the worst of the slump and I hope we continue to have Av Gas.

Mostly I just want to be able to fly more than I did last year. Due to a variety of reasons I wasn't able to get airborne nearly as much as I wanted to.

In the interest in starting out the new year right(or at least new) I've decided to attempt to toss in a few more articles that aren't strictly "nuts and bolts" type articles, and in doing so I'll start with this article.

As I review previous Technical Articles from the past I find myself mostly writing on what you might consider "negatives" about our airplanes. So many times maintenance articles (mine included) go along the lines of "watch out for cracks here, or defects there, or bad parts over there, or failures because of....." and so on. It's almost become a standard to "warn" of impending doom.

We in the maintenance industry feel obliged to pass on the items of note that you need to concern yourself with when it comes to operating your aircraft. Failures or problems we've seen in the past and want you to look for as well. The reason we do this is pretty straightforward, Mechanical defects are best found in several venues.

A. Before they get out of hand and scare you silly or worse

B. While you are still on the ground

Before they cost more money than they already have

Primarily we feel we are doing a great "service" to the flying community by calling attention to defect "such and such," thus the reasoning for all the "negative" articles.

Honestly however, especially in looking at our favorite Cessnas, we have to remain realistic and realize that, "No, these airplanes are not falling out of the sky in droves", there isn't anything terribly wrong with them and they do make for pretty good magic carpets.

One only needs to read the many, many flying articles posted in the Newsletter in the past last 30 years of the Association to realize that folks have flown these aircraft across the globe and must have accumulated zillions of flight hours with no regular major failures and only the usual minor nuisances when it comes to mechanical failures. About as much as any other vintage aircraft from the same period.

Or you can read Dorchon Forman's fine book, "The Cessna 120/140 Story Book" and take trips along with folks as they fly the aircraft under flight conditions that many of us may never see.

Sit down some time with a calculator and multiply the number of hours you have to an average speed. Say if you have flown small single engine two seat aircraft all your life then pick a realistic number like 94 miles an hour as an average speed. It doesn't take too many flight hours to realize you've covered some real distance. If you've flown faster aircraft in addition to your favorite Cessna then pick a faster speed and be prepared to be enthralled with a larger milage number yet.

My Dad who spent his whole adult life flying for a living, and owned just one watch during that same career like to say, "this is my Bazillion Mile Watch".

Getting back to the point, the Cessna 120/140 series which started out as a post World War II basic "trainer" type aircraft has morphed into a personal aircraft that many people have come to love, and many including myself consider a "part of the family".

Given that much, it stands to reason that once in a while even the most practical, pragmatic, & level headed Technician has to admit....."there is a lot that is right with the Cessna 120 and 140's."

To add to the fact of being a good flying machine and time/milage travler, I'd like to point out a few things that the airplane and this Association have going for them that augment these fine aircraft.

# On the Technical Side, By: Victor Grahn “cont”

1. A well versed and good supply of knowledgeable Technical people ready to assist the owner (or potential new owner) in what ever may come their way in Mechanical situations or questions. A simple perusal of the Members directory in the back pages lists Members who are A&P's and IA's by state. This way should you find yourself flying cross country you can find help .....hopefully even close by.
2. A respectable list of “Options” via STC for your aircraft. There are possibilities of adding a larger engine, several alternators (including one of the new light weight alternators), Cessna 150 exhaust(this is a nice feature which allows for dis-continuation of an AD and also makes for more readily findable parts), Cleveland wheels and brakes, shoulder harnesses, vortex generators, cowl fastners and leading edge lights and so on.
3. This Newsletter which allows for folks to advertise their products and airplanes
4. The “Cessna 120/140 Technical Manual” which includes all of the relevant airframe Airworthiness Directives and service bulletins. It also has plenty of other useful info to assist the owner.
5. Parts suppliers, such as Univair who actually know what a Cessna 120/140 is and stock PMA'd parts for it.
6. Our website, [www.cessna120-140.org](http://www.cessna120-140.org) Here is another venue for finding out information and products available to the membership. The forum is a great place to visit and/or exchange info on the airplane and keep up with our friends.

This short list is simply a highlight of what is available. As many people who read these pages are well aware, it is the “People” that make any organization what it is. Whether the organization thrives, expands, does a “good or great job” or not really depends on the people in that organization and how people volunteer to help out others and assist in any way they can.

The list I've noted above comes about via people taking the extra step and working to add to the ownership of something they hold dear. This was really brought home to me once I made the decision to regularly attend Conventions. Once you see the drive and all the outpouring that goes into one of these events.....by People.....then you realize what the Association really is all about, an airplane which brings out a common bond to enjoy it and keep it flying. In my case I opted to jump in with both feet and volunteer to help out by being the Technical Advisor. Others help out in their own way.

In keeping with making this a positive year, I'd like to invite anyone that is associated with our aircraft, or a product that is available for it to send in a short note or article that lets the membership know about them and their service or product.

Last year we were fortunate enough that Randy Thompson out of California wrote about his Engine STC option. Many of our members are not “computer types” and the Newsletter is their resource for keeping up to date. Let folks know you who you are and what you do.

Once again, thank you for your support and I hope we'll see each other in the air or at one of the many fly ins around the country!

Victor Grahn, Technical Advisor





# Cessna 120/140 Buyer's Guide— PART 2

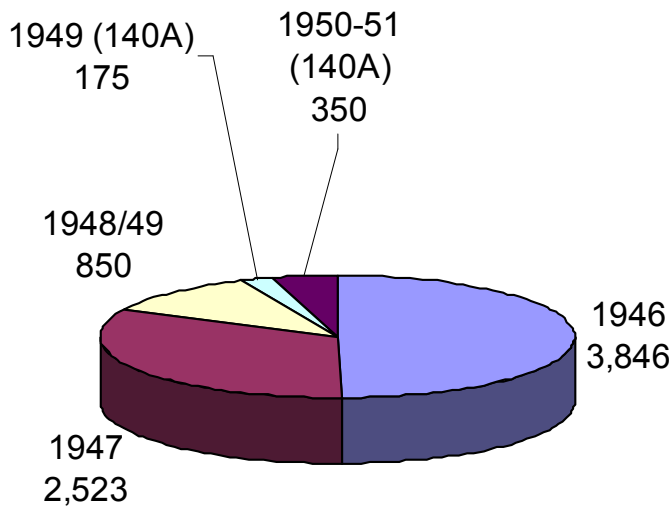
*(Continuation of a series begun in the August/September newsletter)*

## Year Models - Descriptions and Differences.

As we begin considering the various years and models differences, let's start off by reviewing the production numbers throughout the series. As we can see from the chart below, the 1946 year model makes up almost half of all the aircraft produced. Cessna anticipated an eager market and 1946 saw peak production.

If you are considering your first Cessna 120/140 purchase, you might have already noticed that there are more 1946 aircraft available compared to any other single year.

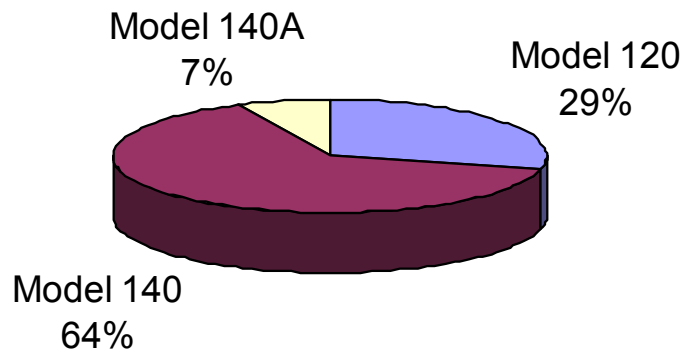
### Production Totals per Year



Looking at the production of the three distinct models, the first thing we see is that the model 140 makes up the lion's share of the aircraft produced. The Cessna 140 is somewhat unique in this regard. Usually in production units, (whether automobiles, boats, houses, appliances or airplanes) the standard base model sells more units than the finer appointed model with all the upgrades. Luckily for us, there was a good share of fully equipped 140's produced.

It is unclear whether the 120 and 140 production ratios were uniform throughout 1946-1948. It is generally assumed that the 120s produced were evenly distributed throughout 1946-1948 (roughly one 120 per every two 140s).

### Model Production Totals (all years)



The second thing we notice is that the 140A model is the rarest aircraft of the series. Model 140A's generally bring a premium price, and this is one of the reasons why. Other reasons for the premium prices will be discussed later as we compare model differences.

# Cessna 120/140 Buyer's Guide— PART 2 “cont”

## 1946 Cessna 120/140

The 1946 Cessna model 120/140 are two place monoplanes with fabric covered wings and an all metal fuselage. They have metal tail feathers and ailerons, with metal flaps on the 140. The Cessna 140 was equipped standard with a complete electrical system, manually operated wing flaps, deluxe upholstery and rear quarter windows. The Cessna model 120 was priced much lower without starter, generator, flaps, deluxe upholstery and trim. A complete electrical system with starter, generator, battery, and lights was offered as options on the 120, but none were known to have been built. All 120s were manufactured without rear quarter windows and flaps.

The 120 and 140 came standard in 1946 with the Continental 85 hp. engine and wooden Senenich propeller. No other engine options were available in 1946. As seen in the advertisements below, all 120s and 140s came with a bare polished aluminum fuselage and tail with a simple accent paint stripe. The certified gross weight is 1,450 lbs.

**ANNOUNCING**  
the FIRST of a Complete, New Line of FINE Personal Aircraft



**THE CESSNA 140**

Only the Cessna 140 gives you ALL these features in the low-priced field

- ALL-METAL STRUCTURE
- MAN-SIZED TIE BRACKS
- FULL-RANGE FLAP CONTROL
- PATENTED, SAFETY LANDING GEAR

**At Your Dealer's in March**  
There's something in the air! It's the new Cessna 140, a new high in light airplane performance, speed and value.  
Here are the highlights. The Cessna 140 is a two-place, side-by-side airplane with an 85 h. p. Continental engine.  
This fast, safety-engineered Cessna gives you a full 4-hour gasoline capacity, positive-action hydraulic brakes, self-starter and generator, navigation lights and the patented Cessna safety landing gear that lifts off across rough fields, lands easily even in high winds that keep most light airplanes in the hangar, and actually consists ground-looping tendencies. Another big plus is that standard equipment on the 140 includes flaps with full range control for both glide angle in landing and extra lift for short take-offs.  
The sound-proofed, beautifully upholstered cabin has excellent visibility including wide-vision rear windows. Priced at less than \$3000.00 F. O. B. Wichita, this new Cessna 140 is the plane that you should fly before you buy your personal plane.  
The Cessna 120 also gives you all the advantages of all-metal structure, an 85 h. p. Continental engine, the patented safety landing gear, sun-proof Plexiglas windshield, 2 wide cabin doors, 4-hour fuel capacity... but it is not equipped with starter, generator and flaps... to deliver for less than \$2500.00 F. O. B. Wichita! Be sure to see these two high-performance, safety-engineered personal planes at your dealer's in March. Don't buy any airplane until you fly the new...

**Cessna**  
THE PLANE AIRPLANE

In addition to the Cessna 140 and the 120 in the low-priced field, Cessna will introduce two new, all-metal, four-place models... the 170 and the 190 in the summer of 1946. Worthy successors to the famous Cessna Airmaster, three times judged the World's Most Efficient Airplane, all four of these new Cessnas are more airplanes for your money. Remember, when you start flying, you're a pilot. And you, like thousands of pilots who know, will choose a Cessna.

CESSNA AIRCRAFT COMPANY, WICHITA, KANSAS

AVIATION, February, 1946

November, 1946 FLYING 65



For Safety, Comfort, Performance... you get  
*More for your Money* in a CESSNA

SAFETY	COMFORT	PERFORMANCE
 <p>The sun-proof, full-vision windshield is Plexiglas, even to flaps between fuselage, windshield and wing. With all-metal structure and patented landing gear, it all spells Cessna safety.</p>	 <p>No more cramped leg positions. The wide, adjustable seat is placed at a natural angle that lets you ride in ease for hours. Yet there's room for 80 pounds of baggage, plus a handy utility shelf.</p>	 <p>A top speed of more than 120 m. p. h. A service ceiling of 15,000 feet! A cruising range of more than 450 miles non-stop! All these advantages add up to real performance... more for your money.</p>
 <p>No more cramped leg positions. The wide, adjustable seat is placed at a natural angle that lets you ride in ease for hours. Yet there's room for 80 pounds of baggage, plus a handy utility shelf.</p>	 <p>A top speed of more than 120 m. p. h. A service ceiling of 15,000 feet! A cruising range of more than 450 miles non-stop! All these advantages add up to real performance... more for your money.</p>	
 <p>A top speed of more than 120 m. p. h. A service ceiling of 15,000 feet! A cruising range of more than 450 miles non-stop! All these advantages add up to real performance... more for your money.</p>		

Decide any morning that you'd like a couple of days of fishing, visiting or shopping in some favorite spot 400 or 500 miles away. You needn't worry about transportation shortages or schedules. Just start out in your Cessna—and in a few hours, there you are!

Priced at only \$3245.00 (f. o. b. Wichita), the Cessna 140 gives you these features plus full-range flaps, steerable, full-swivel tail wheel, shock-mounted instrument panel, 85 h. p. Continental engine. And the 120, at only \$2695.00 (f. o. b. Wichita), is essentially the same fine airplane, minus flaps, starter, generator, battery and with less luxurious interior appointments. See these new Cessnas at your dealer's today... and you'll see why they're both more for your money!

CESSNA AIRCRAFT COMPANY, DEPT. F, WICHITA, KANSAS



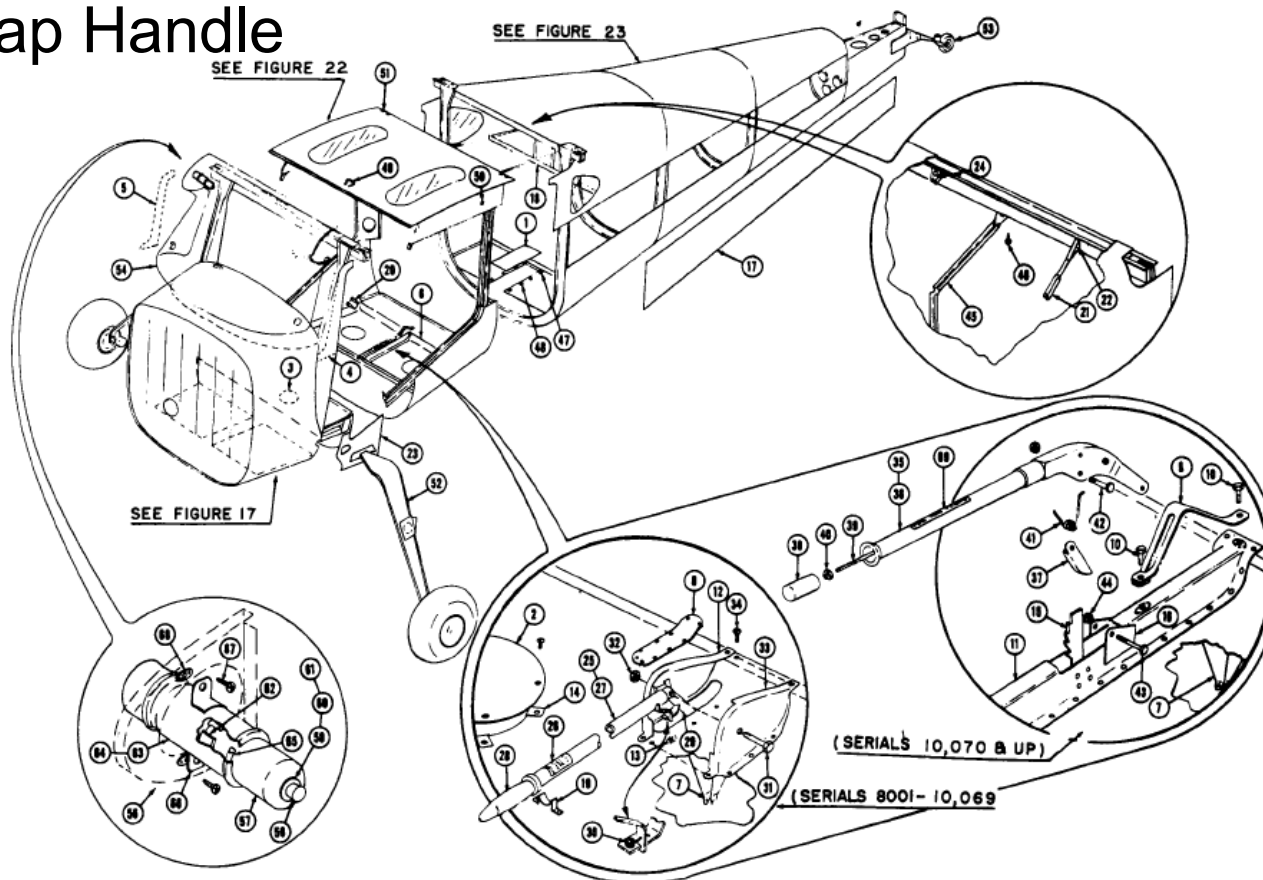
Several design changes occurred during the prototype testing, most notably the engine cowling. As you can see from the two advertisements above, the prototype aircraft was used for the first ad dated February 1946. Notice the oval shaped air intake on the lower portion of the nose bowl as opposed to the square intake on the later ad dated November 1946. All of the production aircraft utilized the square intake, and the 1946 cowling remained unchanged during the production year. A slight change was implemented in 1947 as we'll see later.

## 1946 Mid-Year Changes

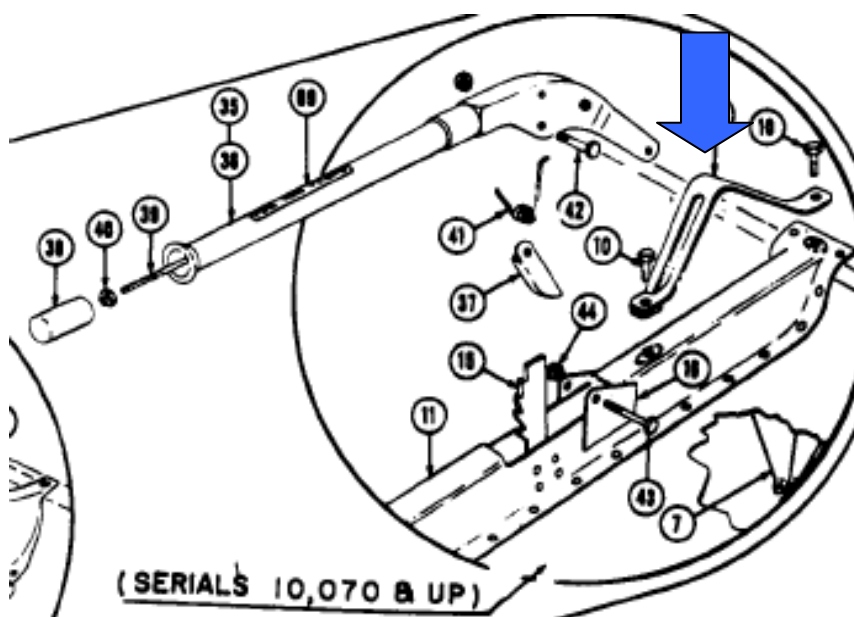
Some of the early design changes carried over into the first year of production, and the 1946 year model saw a few of those changes introduced during the year. One of the changes implemented mid-year '46 was the design of the flap handle on the model 140.

# Cessna 120/140 Buyer's Guide– PART 2 “cont”

## Flap Handle



The earlier design, commonly known as the twist lock handle (left), was manufactured on serial numbers 8001 through 10,069. The later design, commonly known as the push button handle (right), was manufactured from serial number 10,070 through the end of 1946. The push button handle remained through the rest of the series until the end of production in 1951.



At the same time the flap handle was changed, a center seat belt bracket was added in-between the two seats. The earlier design employed a single belt across the pilot and passenger. The later design allowed the use of two separate belts which could be adjusted independently. The seat pan assembly was also changed at this time to accept the seat belt center bracket.

There is also a Supplemental Type Certificate (STC) available for the earlier style airplanes that will convert them to accept the dual belts without replacing the seat pan. This is very handy since it allows the installation of the Hooker shoulder harness system that has become a very popular upgrade for these vintage airplanes. (Discussed later in the chapter entitled Popular Modifications and Upgrades).



# Cessna 120/140 Buyer's Guide– PART 2 “cont”

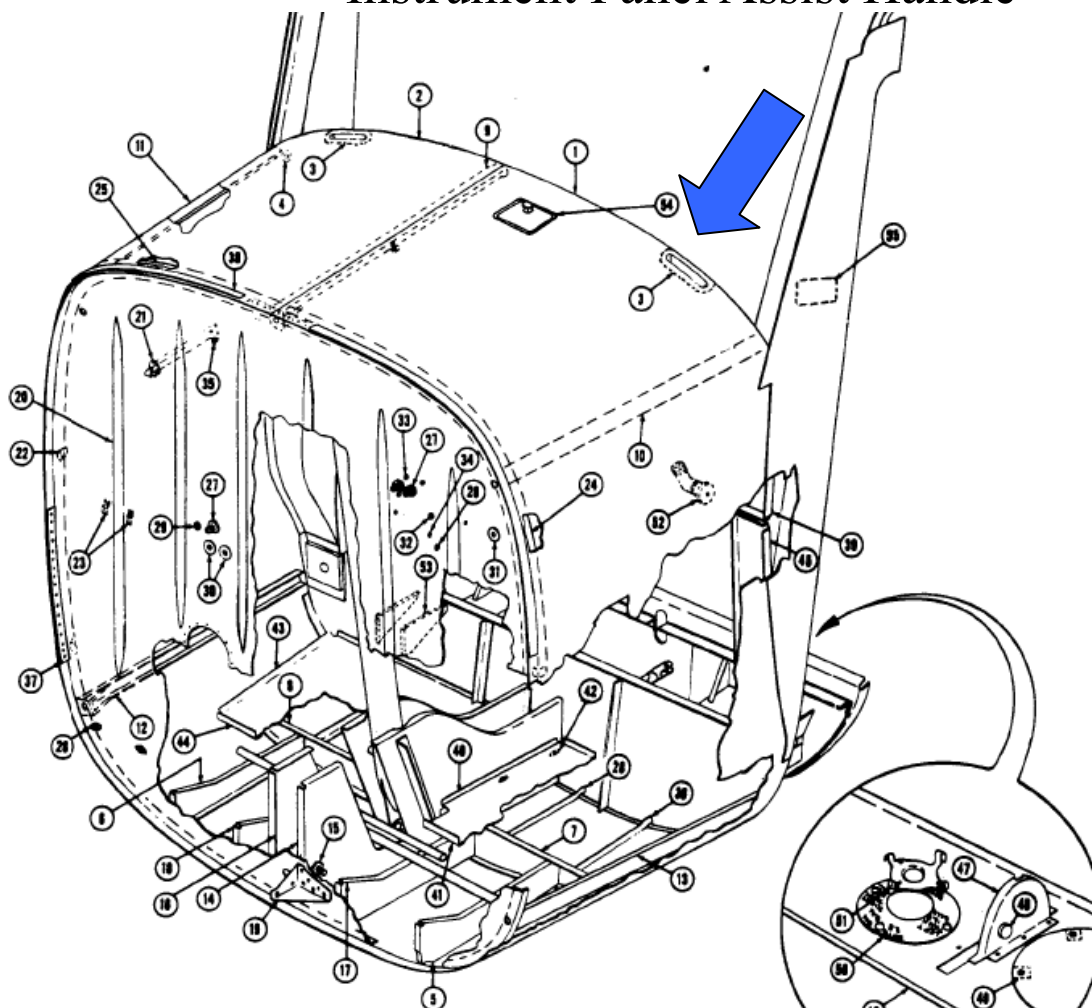
## Wheel Extenders

Immediately after its introduction, the 120 and 140 became popular aircraft for student flight training. It also quickly became apparent that an inexperienced student could have a moment of panic and upend the aircraft on its nose. A quick solution from Cessna was to offer landing gear extensions (commonly known as wheel extenders) that could easily be bolted on to the bottom of the gear leg. This would effectively move the main wheels three inches forward, thus providing a change in the ground handling characteristics and lessen the likelihood of a surprise ending to the day's flight lesson.

A more complete description of wheel extenders can be found in a later chapter entitled Popular Modifications and Upgrades – Optional Equipment.

The next two items are not documented in the Illustrated Parts Catalog, but can be seen anywhere a large gathering of 120s and 140s convene. It is not known when these changes occurred in the production line. It is often simply a matter of trivia shared over a couple of drinks (similar to the 1953 Chevrolet Corvette trivia - in which the first 300 units rolled off the assembly line with Impala hub caps).

## Instrument Panel Assist Handle

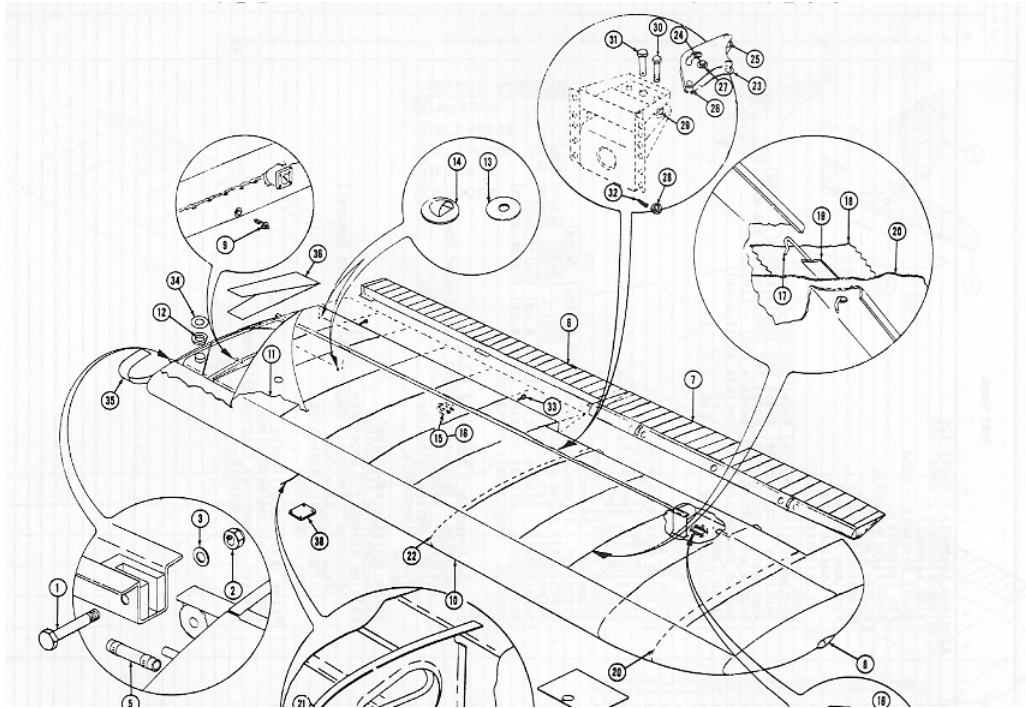


The very early 1946 aircraft did not have the assist handle on the top of the instrument panel. It is not known when these handles were installed, but it must have been very early after production began since only the lowest of serial numbered aircraft are missing them. Aircraft serial number #80049, N89045 is one such example.



# Cessna 120/140 Buyer's Guide– PART 2 “cont”

## Wing Root Fairings



The very early 1946 wing root fairings employed additional brackets attached to the fuselage above the door frame.



These brackets are seen on aircraft serial number #80049, N89045 (waiting to be restored).

## Cessna 120/140 Buyer's Guide– PART 2 “cont”



*Early fairing with extra attachments*

These early fairings are somewhat rare. The above picture was taken at the Cessna 120/140 convention fly-in in Dayton, Ohio.



*Common wing root fairing*



# Cessna 120/140 Buyer's Guide– PART 2 “cont”

## Features unique to the 1946 Year Model

### Pretzel Style Yokes (Up-side-down or Right-side-up?)

The 1946 model was the only year that used a control yoke design commonly known as the pretzel style yoke. These yokes were identical on the models 120 and 140, and were replaced on both models in 1947. Pictures of the prototype airplane showed the yokes facing up. Several ads throughout the year show the yokes facing both up and down.



*Instrument panel of c/n 8000, the prototype Model 140.*



**6. The Shock-Mounted Instrument Panel** of the new Cessna 140 prolongs the life, accuracy and trouble-free service of the instruments ...another feature usually found only on planes of much higher price.

June advertisement



**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-proofed cabin is beautifully upholstered in fine two-tone materials.

July advertisement



# Cessna 120/140 Buyer's Guide— PART 2 “cont”

July, 1946

FLYING

65



July



**Longer Life** for valuable instruments is assured, because the Cessna's instrument panel is shock-mounted. Your instruments will be more accurate ... and require less frequent servicing ... when you fly the new Cessna.

September



**Instantly, Effortlessly,** finger-tip control sets the full-range flaps to give you any desired angle of glide, making short-field landings easier and safer. They can also be used in quick take-offs from small fields.

October

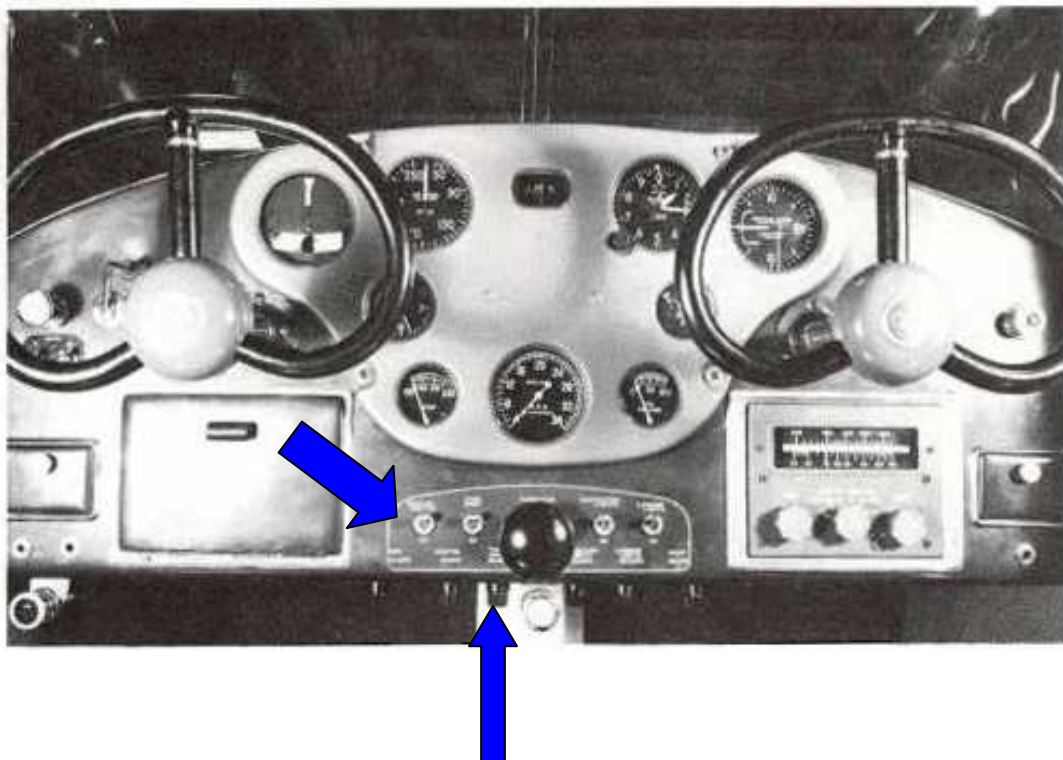
Yokes facing up or down seem to be personal preference and they are easily switched to either position.

If you are looking at a 1946 model, you may see the center trim hub showing its age. These are easily replaced with newly manufactured pieces available through a vendor advertising in the Cessna 120/140 club newsletter.

# Cessna 120/140 Buyer's Guide– PART 2 “cont”

## Instrument Panel

The instrument panel on the 1946 model is also unique to that year.

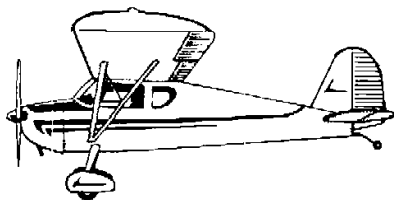


The front face of the panel, adjacent to the throttle control, is where you will find several toggle switches used to activate the various electrical features on the model 140. These toggle switches control the master electrical solenoid, generator/alternator, navigation lights, interior instrument lights, etc.

These toggle switches were replaced on the 1947 model 140 with a different style switch commonly known as the piano keyboard switches (discussed in the next chapter – 1947 model changes).

The model 120 instrument panel is virtually identical with the exception of the radio and the other electrical features standard on the model 140. The model 120 did not receive the new piano keyboard switches in 1947 or 1948. The model 120 panel remained unchanged throughout all years of production.

Also note the location of the electrical fuses under the front face of the instrument panel. These fuses remained in this location throughout all years of production. It is only mentioned here because it is common not to find these fuses today. Many aircraft have been upgraded to modern circuit breakers which provide ease of maintenance, added safety and quick resetting during flight. Circuit breakers can be mounted in the same location as the original fuses and do not have to affect the appearance of the panel.





## Cessna 120/140 Buyer's Guide– PART 2 “cont”

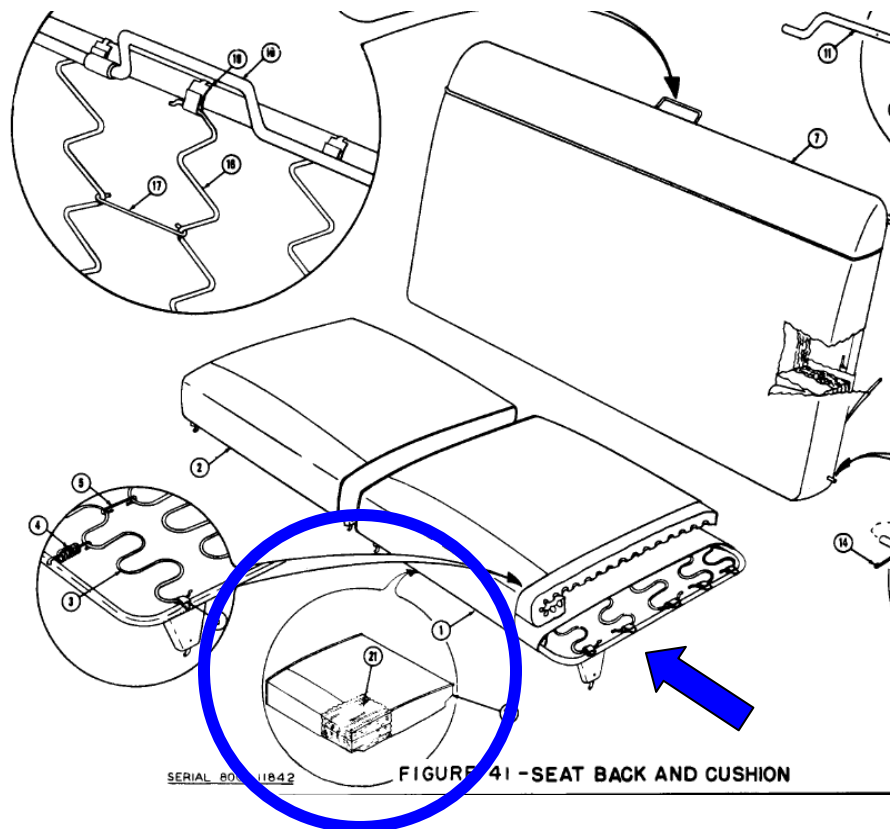


Here are two very nice examples of modern 1946 model 140 instrument panels that have been kept close to original. The example below shows a nice, clean supplemental panel added to the bottom (under the throttle control) for mounting the new circuit breakers.





## Cessna 120/140 Buyer's Guide– PART 2 “cont”



### Seats

The design of the seat bottom cushion is also unique to the 1946 year model.

The 1946 seat bottom cushion (circled) is a deep foam core that fits the contour of the seat pan. It was reconfigured in 1947 using a metal frame and no-sag springs, covered with a layer of foam (arrow). The later design remained in use for the remainder of production through 1951.

Several owners have discovered the versatility of the 1946 seat bottom which can also be used as a suitcase. Simply unzip the cover, remove the foam core and pack with clothing.



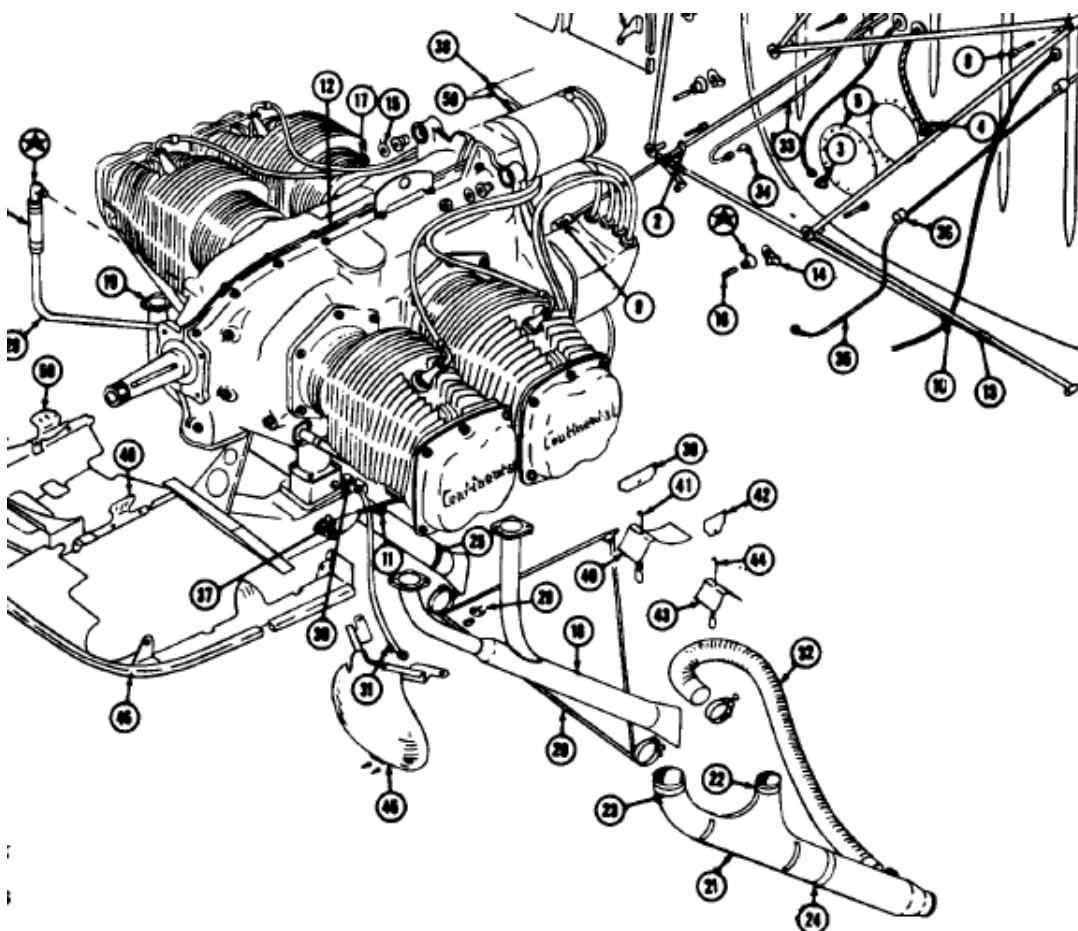
*Typical 1946 style seat bottom cushion. (Looking for a better picture)*



# Cessna 120/140 Buyer's Guide– PART 2 “cont”

## Cowling and Exhaust

The engine cowling and exhaust are the last significant features of the 1946 model that are unique to that year.

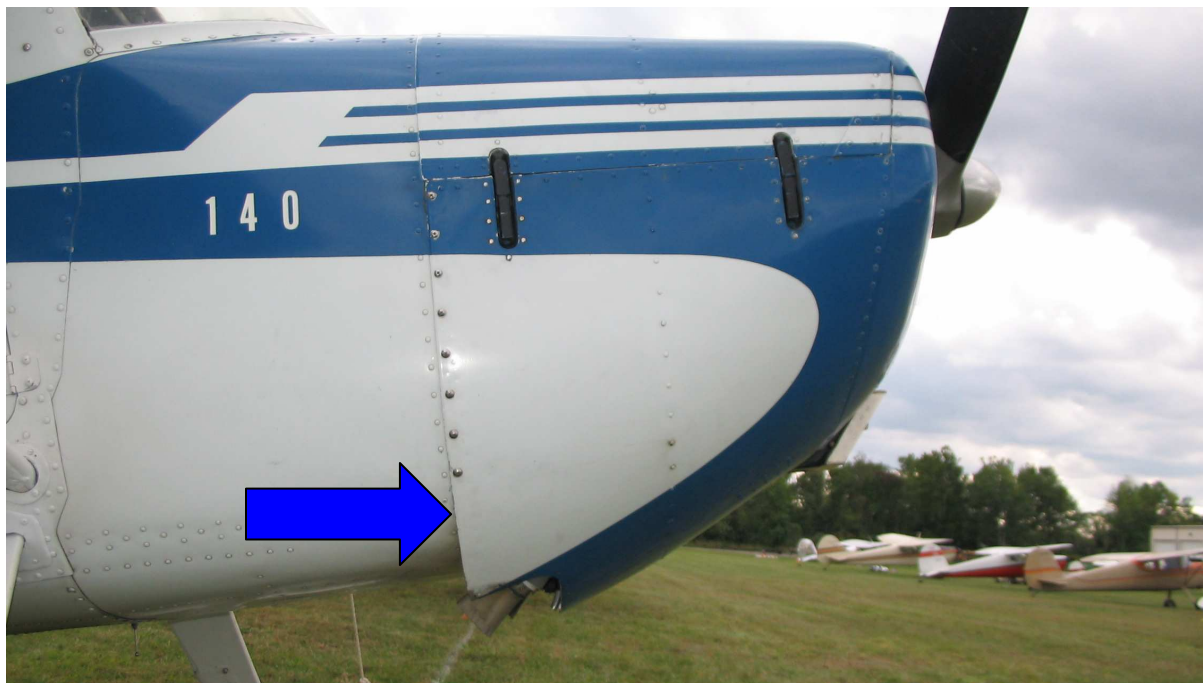


**FIGURE 37 -ENGINE INSTALLATION (1946 MODEL)**



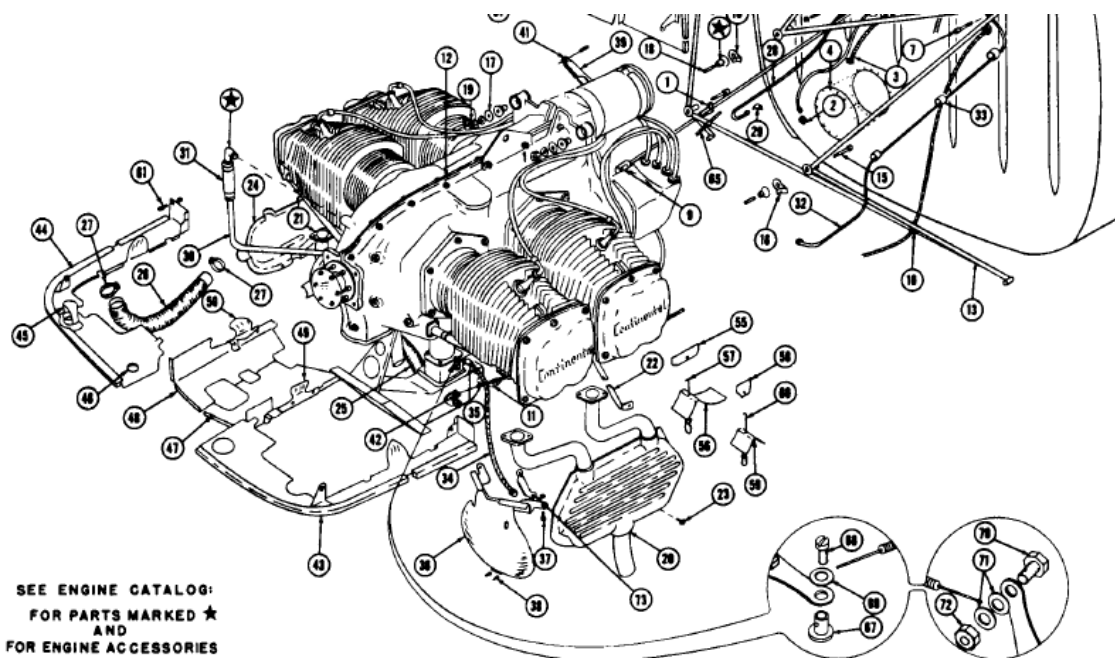
## Cessna 120/140 Buyer's Guide– PART 2 “cont”

The 1946 exhaust is commonly known as the straight pipe exhaust. As its name implies, it is little more than straight pipes from the exhaust ports of the cylinder heads that extend to the bottom rear of the cowling and exit just in front of the firewall.



There is a large group of folks who love the sound of these old pipes. Most pilots who have flown aircraft with the original straight pipe exhaust admit that a good set of headphones is a wise investment.

If you are considering a 1946 model 120 or 140, you will discover that most of the 1946 aircraft have been upgraded to a later model exhaust system that employs an effective muffler to quiet the engine noise.



There are two popular options of late model exhaust upgrades that will be discussed in more detail in a later chapter entitled - Popular Modifications and Upgrades. But quickly, the first option is simply to install the 1947 and later style exhaust commonly known as the pancake muffler. It is assumed that the term pancake was coined due to the muffler's flat, oval

FIGURE 38 – ENGINE INSTALLATION (1947 & 1948 MODEL)



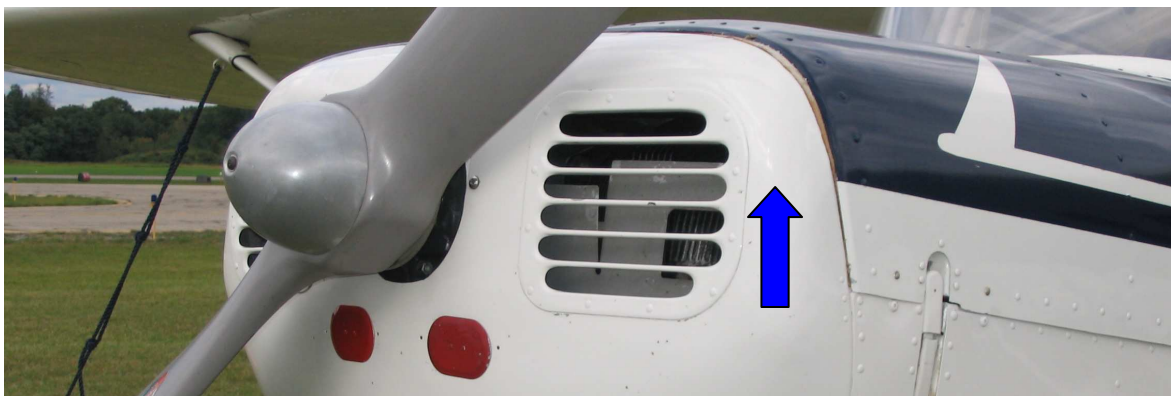
## Cessna 120/140 Buyer's Guide– PART 2 “cont”

The second option for a quieter sound is to install the exhaust system from a Cessna model 150, commonly known as the 150 exhaust. The Cessna 150 uses a 100 horsepower Continental O-200. The O-200 engine is so similar to the Continental C-85 that some of the parts are interchangeable. A model 150 exhaust can be installed in a Cessna 120 or 140 with no modifications to the engine or exhaust system.

But, as can be seen by the above illustration, the later style exhaust does not extend down to the bottom rear of the cowling. Modification of the 1946 cowling must be made to finish the installation. This is accomplished by cutting two holes in the bottom cowling for the exhaust to exit. These two holes are standard for the 1947 and later cowlings, so 1946 aircraft sporting these two holes do not stand out to a casual observer. 1946 aircraft that have been upgraded to a later style exhaust system can be identified by the exhaust exiting the cowling in a fashion similar to the 1947 and later models.



And finally, a couple of other unique features of the 1946 cowling. The model 140 received an additional trim piece outboard of the grills for 1947 and later. A stock 1946 cowling will not have that trim, and the 120's never received that trim.

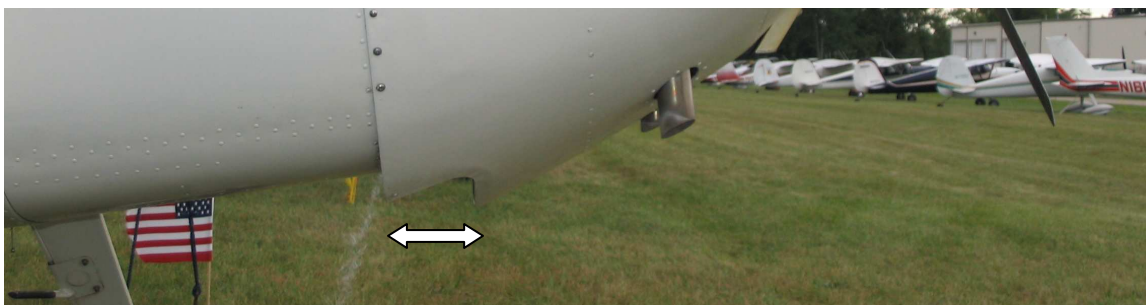


## Cessna 120/140 Buyer's Guide– PART 2 “cont”

The overall shape of the 1946 cowling is somewhat unique as well. Most notably, the top cowling hinges do not extend all the way to the nose bowl like the 1947 and later hinges.



It would be extremely rare to see a mix-matched set of cowlings on an airplane, but it has been known to happen. Legend has it that you can squeeze a 1947 top and a 1946 bottom cowling together, but you will need a strong arm to do it. Simply look for the shorter hinges on top, and the wider cutout on bottom, and you will have a matched set of 1946 cowlings.



Remember, this is our project together – send any corrections or additions  
to  
[Christian.s.vehrs@delta.com](mailto:Christian.s.vehrs@delta.com)

Christian Vehrs    225 Middling Lane    Fayetteville Georgia 30214




## Taildragger Aviation

(815) 547-3991

Replace those expensive, worn Cessna cowl latches with our STC'd units. No butchery required. Return to stock any time you want your headache back. Complete shipset costs less than one factory latch. Available with Phillips head or "wing" type camlocs.  
[www.CowlLatchSTC.com](http://www.CowlLatchSTC.com)

Recovering your wing? If your cessna wing clips are loose, you can replace them with Pop Rivets using the Pop Rivet STC!  
[www.PopRivetSTC.com](http://www.PopRivetSTC.com)

Replace your straight stacks or pancake mufflers with Cessna 150 Mufflers using our STC!  
[www.150MufflerSTC.com](http://www.150MufflerSTC.com)



**Hooker custom Harness INC.**

STC'd for C-120/140s

**JACK HOOKER**  
Phone: 815-233-5478  
Fax: 815-233-5479  
Email: [info@hookerharness.com](mailto:info@hookerharness.com)  
[www.hookerharness.com](http://www.hookerharness.com)

324 E. Stephenson St. - Freeport, IL 61032

# AIRCRAFT SPRUCE

*Everything for your Cessna!*



## TIRES

Goodyear  
Specialty Tire  
Aero Classic  
Michelin

## BATTERIES

Gill  
Concorde



• Best Prices • Free Shipping • Biggest Selection •

- Windshields
- Polishes / Cleaners
- Strobes
- Tailwheels
- Starters / Alternators
- Avionics



**FREE** 800+ page Parts Catalog, also on CD, and full color Pilot Shop Catalog!

Call Toll Free

**1-877-4-SPRUCE**  
7 7 7 8 2 3

[www.aircraftspruce.com](http://www.aircraftspruce.com)

## Upcoming Events

March 31— Scottsdale, AZ, Free Garmin seminar, 6:30pm 480-991-0900

April 3— Pineville, LA-2LO-Pancake breakfast. 318-452-0919

April 10— Liberty, SC, KLQK-Wings and Wheels 864-843-9692

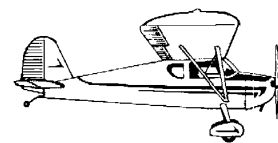
April 10-11, 2010— Elgin AFB Open House-Thunderbirds 850-882-3931

April 13-18, 2010-Sun-N-Fun— stop at the type tent for details

April 25, 2010-Cumberland, MD— pancake breakfast EAA 426, 814-784-3576

## 2010 Convention NEWS

Black Hills-Clyde Ice Airport (KSPF), Spearfish, South Dakota  
September 22-26, 2010  
Hosted by Bruce Bowen.



## Want your yoke to look like NEW?

New production hub covers made from modern, injection molded, colored plastic. Also, center spoke trim replacement kits and complete yoke refurbishment service.

Skyport East  
603-729-0312  
[www.skyportservices.net](http://www.skyportservices.net)  
[John@skyportservices.net](mailto:John@skyportservices.net)



Also available: black or maroon, Taylorcraft and Ercoupe Logos.



# Items for Sale/Items Wanted...

**WANTED:** Looking for LEFT fuel tank for a Cessna 140A, part#0426508, Gary, 312-480-7066

**WANTED:** Cessna 120 RIGHT side window lock. my-ork7@gmail.com

**FOR SALE:** 1946 Cessna 140, \$11,000 OBO lylellc@hotmail.com

**FOR SALE: 1947 CESSNA 140, C90-14F \$27,500** -- Great looking, great flying aircraft. 20 SMOH 4400 TTAF, Slick mags, new plugs, new Bracket air filter. KX125, Sigtronics SPA-400 Intercom with P and CP yoke-mounted push-to-talk. Collins TDR-950 Transponder.

New windshield, plastic panel, headliner, tires/tubes, panel mounted antenna- and power-connections for hand-held GPS. Wheel extensions, toe brakes, retractable Grimes landing/taxi light and Cessna 150 seats,

Complete logs, all AD's complied with. Great Imron paint on fuselage, new Ceconite 102 fabric/dope on wings. May 09 Annual.

Plane is at MD1, Massey Aerodrome, Massey, MD. Contact Don Sloan, dsloan4487@comcast.net or cell 609-458-3568.

**For Sale:** David Clark H10-80 headset \$140 210-834-1780

**Sale:** Pull Starter 209-770-1065

**WANTED:** Nice Cessna 140 for flight school for primary training. 479-422-2473

**FOR SALE-**For Sale-1946 Cessna 140 N76MW TTAF 3835.8 SMOH 1055.4 and 5 since ECI Top Overhaul...O-200, autofuel stc, tanis engine preheat, oil filter, dorsal fairing, scott 3200, strobe light, tail pull handle, brackett filter, cleveland w/b, hooker harnesses, wired for 396, cig lighter, kt76a x-ponder w/ mode c, klx 135A gps/com, new Oct. 08' annual. This is a great airplane and I don't Want to sell, but have a new baby and a 5 year old, and there just isn't the time right now. I'm an A & P/ IA and have taken good care of this airplane. Always in a hangar here in Kansas. \$24,500 o.b.o. Call Eric at 1-620-218-3566

**FOR SALE:** FOR SALE: 1946 ragwing Cessna 120 (hangared) with C90 engine and McCauley 7152 prop. TTAF 2343, TSMOH 370. GX55 GPS, NARCO 12D nav/com with indicator, PTT, KT76A transponder with encoder, altitude alert with audio, intercom, Aerotech LC-2 digital clock/timer, OAT, avionics master switch, pretzel yokes, C150 seats, cowl only winterization kit. \$28,500 for this jewel. 937-667-1679 or 937-361-6100. Active flyer, times will change. Tried to upload more photos, but couldn't. PM for additional pictures..

**SALE:** C-85-12 core parts email ifly140@shaw.ca

**WANTED:** C-120 with runout engine or no engine.678-773-2990

**WANTED:** low time C-140, trade for RV-8 quick build kit 219-309-8144



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

**Our Website**  
**[www.cessna120-140.org](http://www.cessna120-140.org)**

Our website is located at [www.cessna120-140.org](http://www.cessna120-140.org) Our website Committee is staffed by the following members:

<b>John von Linsowe - "Chairman"</b>	810-797-5660	N2165V@aol.com
<b>Matt Lahti - Moderator</b>	248-762-1836	eight8november@yahoo.com
<b>Mike Smith - Moderator</b>	850-871-1082	mspcfi@juno.com
<b>Victor Grahn - Technical &amp; maintenance Advisor</b>	616-846-9363	vaagrahn@att.net
<b>Yvonne Macario - Webmaster</b>	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](http://www.cessna120-140.org)**

Is THE *official website* of the International Cessna 120/140 Association. [www.cessna120-140.org](http://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!



**NEWSLETTER  
ADVERTISING RATES**

Full Page		
1 Issue	3 Issues	7 Issues
\$140.00	\$135.00	\$128.00/issue
1/2 Page		
\$78.00	\$75.00	\$72.00
1/4 Page		
\$48.00	\$43.00	\$40.00
1/6 Page		
\$39.00	\$35.00	\$32.00
1/8 Page		
\$30.00	\$27.00	\$24.00
1/10 Page		
\$26.00	\$23.00	\$20.00
1/16 Page		
\$18.00	\$15.00	\$10.00

**Great Service...  
Great Rates!**

- **EAA-Vintage Aircraft  
Association Approved Insurance  
Program**
- **We write all types of general  
aviation insurance for aircraft,  
hangars, airports, corporate  
jets, helicopters and aerial  
applicators**

**The best is affordable.  
Give AUA a call - it's FREE!**

**800-727-3823**

*Fly with the  
pros...fly with  
AUA Inc.*



**Application for Membership**  
**International Cessna 120/140 Association**  
 9015 E. Coleman Rd., Coleman, MI 48618

Your Name \_\_\_\_\_ Phone No. ( ) \_\_\_\_\_  
 Street or Box No. \_\_\_\_\_ Email: \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
 A/C Info: Model: \_\_\_\_\_ S/N \_\_\_\_\_ N \_\_\_\_\_ Year \_\_\_\_\_ Engine \_\_\_\_\_  
 Your Prime interests in joining: Maintenance ☐ Engine Mods ☐ Parts ☐ Fly-Ins ☐  
 Other (please specify) \_\_\_\_\_  
 ANNUAL DUES - \$25.00\* (U.S. Currency) - Overseas Members add \$10 for postage (total \$35)  
 \*Family Membership add \$5.00



**Carbon Fiber Wheel Pants and Mounting Plates**

www.lahtiaerospace.com



Lahti Aerospace, Inc.  
 2971 Sleaford Dr.  
 Waterford, MI 48329  
 Office: 248-886-8828  
 Fax: 248-942-3849  
 Email: matt@lahtiaerospace.com

Wheel Pants \$625 pr.  
 Mounting Plates \$220 pr.  
 +Shipping & Handling



Weigh less than 2 lbs. Lighter and Sturdier than original metal wheel pants.

**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.*

**Univair has Quality 120/140 Parts & Supplies!**




- Wing Struts • Cowling • Latches & Skins • Manuals
- Wheel & Brake Parts • Engine Mounts • Tail Surfaces
- Tailwheel Springs • Landing Gear Bulkheads

Univair's General Catalog is available for \$5, which will be credited with an order of \$50 or more. Our **free** Parts Inventory Price List is also available upon request.

**TOLL FREE SALES: 1-888-433-5433**

2500 Himalaya Road Aurora, CO 80011-8156  
 Info. Phone: 303-375-8882  
 Fax: 800-457-7811 or 303-375-8888  
 e-mail: info@univair.com  
 web site: www.univair.com

**UNIVAIR®**  
**Aircraft Corporation**

All merchandise is sold F.O.B., Aurora, CO. Price and availability subject to change without notice. 1-29-10

## Stop Gap Measure

**Stop the gap in your cowl !**  
 Replace those expensive, worn Cessna cowl latches with our STC'd units. No butchery required. Return to stock any time you want your headache back. Complete shipset costs less than *one* factory latch. Available with Phillips head or "wing" type camlocs.

W.D. "Dip" Davis,  
 411 Pawnee Trail, Marengo, IL 60152  
 (815) 568-6811  
 BirdDr@mc.net

### ■ Active STC's ■

**C-85 Carburetor STC**  
 David Lowe - 270-736-9051  
**Continental O-200 120/140**  
 Gary Rice  
**Continental O-200 120/140/140A**  
 Randy Thompson - 530-357-5440  
**Alternator Installation**  
 Fred Lagno - 410-827-7896  
**Cessna 150 exhaust**  
 Morris Family - 815-547-3991  
**Shoulder Harness Installation**  
 Jack Hooker - 815-233-5478  
**Vortex Generators**  
 Cub Crafters - 887-484-7865, Ext. 209  
**Cowl Fasteners**  
 Dip Davis - 815-568-6811  
**Wing Fabric Attach Rivets**  
 Dip Davis—815-568-6811  
**Leading Edge Landing Light**  
 John Nichols - 845-583-5830



# International Cessna 120/140 Association

9015 E. Coleman, Coleman, MI 48618

INTERNATIONAL CESSNA 120/140 ASSOCIATION U.S.P.S. 6602-70  
Published monthly by Joy Warren, 6151 Hickory Meadows Dr., White Lake, MI 48383. Subscription rates \$25 per year included in annual membership dues. Periodicals postage paid at Milford, MI 48381  
POSTMASTER: Send address changes to the INTERNATIONAL CESSNA 120/140 ASSN, 9015 E. Coleman, Coleman, MI 48618

PERIODICALS  
U.S. POSTAGE  
**PAID**  
MILFORD, MI  
48381

Are you reading this in Black and White?  
Go to the Website and download or view this newsletter in FULL COLOR.  
It is in the Members Only Section!

  <p><b>AERO CLASSIC</b> Vintage Tires - New USA Production</p> <p>Finish off your pride and joy with a fresh set of Vintage Rubber. These newly minted tires are FAA-TSO'd and rated to 120 MPH. Not only do these tires set your vintage plane apart from the rest, but their deep 8/32nds tread depth will give you good service life.</p> <p>Desser is also a direct distributor for:</p>     <p><b>1-800 AIR-TIRE</b> 247-8473</p> <p>Desser Tire &amp; Rubber Co. 6900 Acco St. • Montebello, CA 90640 3400 Chelsea Ave. • Memphis, TN 38108 Toll Free: (800) 247-8473 Local: (323) 721-4900 FAX: (323) 721-7888 Web: <a href="http://www.desser.com">www.desser.com</a></p>	 <p>"When you want the very best"</p> <p><b>Windshields/Windows</b></p> <p>Our windshields and windows are manufactured under our proprietary FAA/PMA approved process. Any product purchased from us is unconditionally guaranteed to be unsurpassed in quality with special reference to material formulation, manufacturing technique, optical qualities, contour, shape, fit, and resistance to aging.</p>  <p><b>Aircraft Interior Sun Shields</b></p>  <p>Cee Bailey's manufactures aircraft quality sun shields that give your aircraft interior and avionics maximum protection against damaging ultra-violet sun rays and heat.</p> <p><b>1-800 788-0618</b></p> <p>Cee Bailey's Aircraft Plastics 6900 Acco St. Montebello, CA 90640 Tel. 800-788-0618 or 323-837-1497 Fax: 323-721-7888 • Web: <a href="http://www.ceebaileys.com">www.ceebaileys.com</a></p>
---	--

## COMING EVENTS

**<<< ALWAYS BRING YOUR TIEDOWNS >>>**

35th Annual Convention—International Cessna 120/140 Association

**Spearfish,  
South Dakota  
Sept 22-26, 2010**

**Blackhills-Clyde Ice Airport**  
**MARK YOUR CALENDARS NOW!**  
Check club website often for updates...

**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**