



International Cessna 120/140 Association

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International Cessna 120/140 Association

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A bit about Club President, Christian Vehrs



My name is Christian Vehrs and I am the current President of the Cessna 120/140 Association. I would like to welcome you to the club take a moment to introduce myself.

I live in Fayetteville Georgia with my wife and my two children.

My love for these airplanes came early with my Dad's influence restoring airplanes in our garage and taking us to Oshkosh while I was a teenager in the late 70's. My first flight lessons came in N2646N, a 1946 model 140 that he and his friend restored after it had been flipped into a snow drift by a member of a local flying club.

We picked up N2032V, our current 1947 120 as the local dog of the field. Out of annual, and badly needing TLC, we returned it to airworthy condition and I began my lessons once again. I attended my first convention in Faribault Minnesota in 1996 as a student pilot logging over 20 hours cross country making my way from Atlanta to Faribault and back. I have approximately 650 hours in 140s to date and am undertaking the writing a 140 buyer's guide, and we have two other 140 projects in our garage.

I am currently an Instructor/Developer for Delta Air Lines in Technical Operations Training and have 20+ years in aircraft maintenance.

I know you will find our website packed with valuable information regarding the maintenance and operation of these airplanes. Please let me know if there is anything I can do to help or guide you in any way. Also please consider attending our next convention in Spearfish South Dakota. It's a great way to put the names with faces.

Christian Vehrs

On the Technical Side, By: Victor Grahn

In Keeping with my last article in the Newsletter to provide the Membership with additional "Positive" information on their aircraft, Mr. Doug Combs with the Luscombe Association has been kind enough to provide the readers with an alternative to the standard electrical generation system (Generator and voltage regulator) by providing some information on his STC complete with pictures.

Classic Aero LLC

2487 S GILBERT RD., STE. 106, PMB 113, GILBERT, AZ 85295, (480) 650-0883

RELIABLE LIGHTWEIGHT AIRCRAFT ELECTRIC

The small continental engines on our airplanes were equipped originally with Delco-Remy generators & regulators that have become less reliable, or inadequate as loads in the electrical system increased. To resolve these issues, Classic Aero had been installing a lightweight (6.1 pound), BC433 alternator /dynamo since the early 1990's under an FAA field approval process. Wee Now have a multiple STC for this unit

The problem

Original Equipment Delco generators or even the OEM Prestolite alternators have brushes and commutators that wear and require service each 300-500 hours. Most of these have become less reliable due to aged windings, worn commutators, bearing failures and technological obsolescence of the designs. Most of these accessories have been overhauled and serviced multiple times.

Often due to internal damage in the field windings, or in the armatures, their service history has become unreliable, and even some 'freshly overhauled' units fail to produce good output within just a few hours after return to service. Often times the use of brushes for regulation and power delivery causes these units to have a propensity for generating radio interference and squeal that can be difficult to suppress or eliminate. (See Deb McFarland's January 2010 article in General Aviation News about 'squeal interference from her air power alternator unit)) Also, these units are heavier than the BC433, generally weighing between 18-21 pounds with regulator, compared to just 6.1 pounds for the BC433.

The solution:

During a meeting with the FAA about our PMA production, we were asked about doing an STC for this product because there had been MANY field approval requests, and the FAA believed that a, "better mouse trap", had arrived on the scene that was technically superior to other generation devices (BC433). I concurred, and after a few months had an STC in hand for upgrading ALL of the electrical systems on Cessna, Luscombe, Taylorcraft, Aeronca, Swift, and Ercoupe airplanes formerly equipped with gear driven generators or alternators.

How it works:

The BC 433-H permanent magnet generator is a direct replacement for the Delco Remy Generators, or Prestolite alternators installed in the original electrical power generating system. No change to the existing aircraft electrical system is required downstream of the electrical buss for the proposed installation. **ADVANTAGES:** This installation improves safety by using modern alternator components to replace worn and tired generators and regulators. Interface with the engine is accomplished using the same three mounting studs on the engine, and utilizing the Continental drive gear assembly specified by the engine manufacturer to mesh with internal gears. Low RPM electrical production is accomplished using alternator technology that improves both charging and radio utilization on the ground and at low power settings, and results in significantly lighter weight that improves useful load and aircraft utility.

The Regulator and PM/OV components mount to the firewall inside, on the glove box, or elsewhere under the instrument panel. The alternator control/interrupt switch and the load limit breaker are installed prior to the existing aircraft distribution bus.

CONTINUED NEXT PAGE

On the Technical Side, By: Victor Grahn "cont"

Basic Control and operation

The pilot controls the system by a 2A circuit breaker switch powered from the aircraft buss. Via relay, the pilot moves the switch to actuate the regulator and over-voltage module, which in turn automatically control the PMG output to meet electrical demand of the aircraft system. Electrical power is then delivered to the aircraft buss through a current limiting breaker or fuse link, whenever the engine is turning the PMG.

The system status is monitored by use of an "alternator off" light. The alternator warning lamp is illuminated when the circuit breaker switch is OFF, or when the regulating/over-voltage module has tripped. There are no special procedures for operation, and the system is limited to 30Amps of output at the electrical buss.

The entire kit includes the alternator, regulator, install chassis and all electrical components, wire, terminals and ALL materials except the installation tools. Kit is \$795, it comes with gears and hub assembly which you must return in exchange. A fully refundable deposit on the drive hub and gear assembly is \$500. Ken Morris has installed two of these on his airplanes, and we have 10 or more of these in other C-120 /140 airplanes, plus hundreds across the vintage fleet.

Additional details and a copy of the STC may be had at <http://luscombe.org/index.php?page=sdf>; or call us at 480-650-0883 for questions or orders.

Some details are in an advertisement at Barnstormers

Doug Combs,
For Classic Aero LLC



Cessna 120/140 Buyer's Guide, Part 3


(Continuation of a series begun in the August/September 2009 newsletter, By Christian Vehrs)

1947 and 1948 Year Model Changes

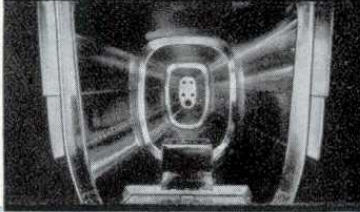
Since these two years are so similar, they will be addressed together for simplicity.

CESSNA SETS THE PACE AGAIN IN 1947 WITH


More for your Money




MORE Comfort, MORE Utility, MORE Safety, More for your Money



Durability Up, Maintenance Down! Cessna's all-metal structure is impervious to damp or dry climates, means maximum safety, minimum maintenance. A typical example of Cessna quality!



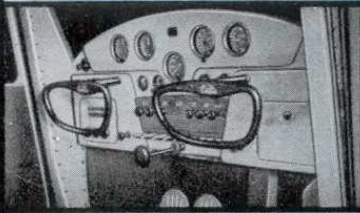
Airliner-Type Ventilation. Cessna's new noiseless, all-weather ventilating system provides precise, easily adjustable control of air flow into cabin. Rain-proof in flight or on ground.




New Muffled Exhaust greatly reduces noise level both inside and outside the cabin, permits normal conversation in flight... another Cessna feature that adds to your flying pleasure.



New Interior Styling with top quality two-tone fabrics and genuine leather, plus new foam-rubber seat cushions mounted on no-sag springs, affords the utmost in beauty and flying comfort.



Redesigned Instrument Panel with new ultra-modern styling and rheostat light control, and shock-mounted for longer instrument life, greater accuracy. Also enhances interior beauty.



CESSNA 120

Students! Learn to Fly the Plane You'll Buy!
The Cessna 120 is the ideal trainer—the "station wagon" of the line. Same size as the 140—all-metal structure—top speed over 120 m. p. h.—a fine, general utility craft with real cross-country performance. See it at your dealer's!

Get off to a flying start on business or pleasure trips... in winter or summer... in a Cessna. It's a year-round, cross-country performer with a cruising speed over 100 m. p. h.—a range of more than 450 miles—a service ceiling of 15,500 feet and an 80-pound luggage capacity. Directional ventilation system makes possible heating the cabin for comfortable cross-country winter flying. What's more,

with the Cessna patented, safety landing gear, you can take off and land safely in winds that ground most light planes.

The Cessna 140 is a fast, clean, 2-place craft, that delivers for only \$3245 (f. o. b. Wichita). The 120 is basically identical—minus starter, generator, battery, flaps and with less luxurious interior trim—and delivers for \$2695 (f. o. b. Wichita).



Cessna

THE PILOT'S AIRPLANE

MAIL THIS COUPON NOW...
Cessna Aircraft Company, Dept. 5—Wichita, Kansas
Please send free literature on Cessna 140 and 120.
Name.....
Street No.....
City.....State.....

MARCH 1947

59

Announcing!

THE NEW 1948 CESSNA 140 AND 120



MAGIC CARPETS To Profits and Pleasure

1. Now 90 horsepower—in the new Cessna 140—for shorter take-offs, faster rate of climb, greater cruising speed (over 105 m. p. h.) . . . *at lower RPM's!* And that means quieter operation. Yes, more than ever, Cessna is *the* practical cross-country plane . . . fast, rugged, reliable!



2. Interiors are even more luxurious. Beautiful two-tone upholstery, handsome new instrument panels, air foam seats help make every minute of every trip a pleasure. Directional ventilation, too! And smart, new striping on Cessna's silvery all-metal fuselage reflects speed and quality styling!

3. Business trips are fun (and profitable)—vacations more relaxing—in these new Cessnas. They're easy to fly! Cessna's Patented Safety Landing Gear smoothes the roughest runways. And the 140 has full-range wing flaps for super-safe shortfield landings. See the 1948 Cessnas!



The 120 is essentially the same as the 140 pictured above but has an 85-h.p. engine, less luxurious interior and is not equipped with starter, generator, battery and flaps. Both are rugged all-metal-structure airplanes with ranges of over 450 miles. See your Cessna dealer.

Also see the new Cessna 195 and 190: Practical, 4-5 place personal and company airliners! All metal. Every safety and comfort feature! Cruising speed—over 160 m. p. h. Range—over 700 miles! Famous Cessna cantilever wing construction. See them now!

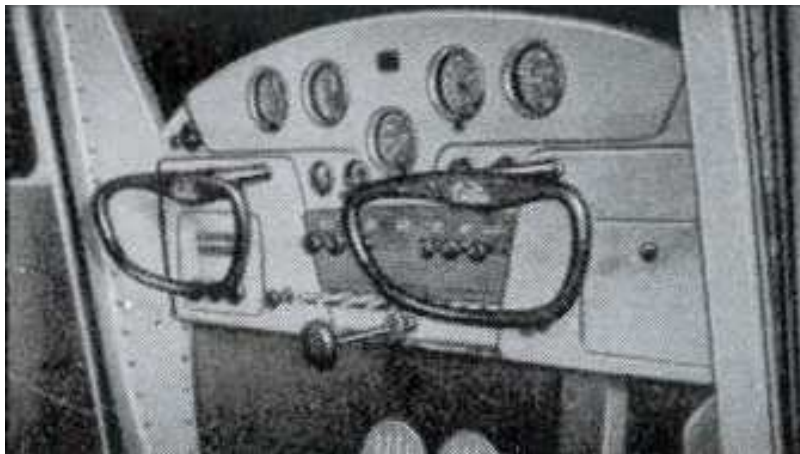


MAIL THIS COUPON NOW...

Cessna Aircraft Co., Dept. T, Wichita, Kansas
Please send free literature giving complete description of the Cessna 190, 195 ☐ Cessna 120, 140 ☐
Additional material for model builders ☐

Name _____
Street No. _____
City _____
County _____ State _____

YOKES



As we mentioned in the previous chapter, the pretzel style control yoke (below illustration, bottom arrow) gave way to the new style in 1947 as seen in the above advertisement. Just like the pretzel yoke, the new yoke can easily be switch to facing up or down according to personal preference, but was always shown facing down.

The new yoke design applied to both the 120 and 140 models and remained unchanged in 1947 and 1948.

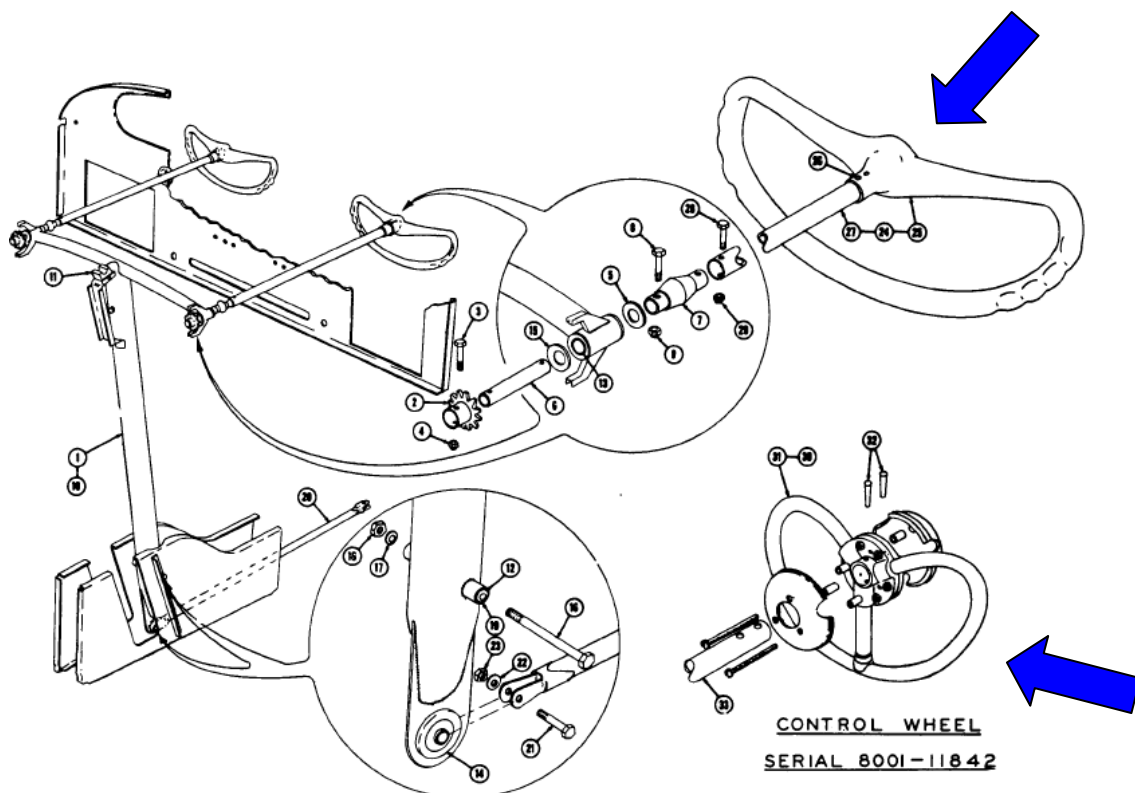
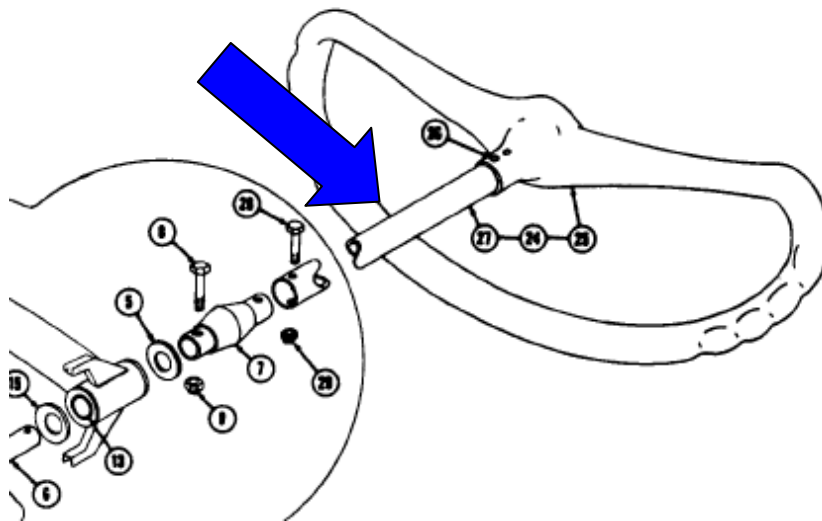
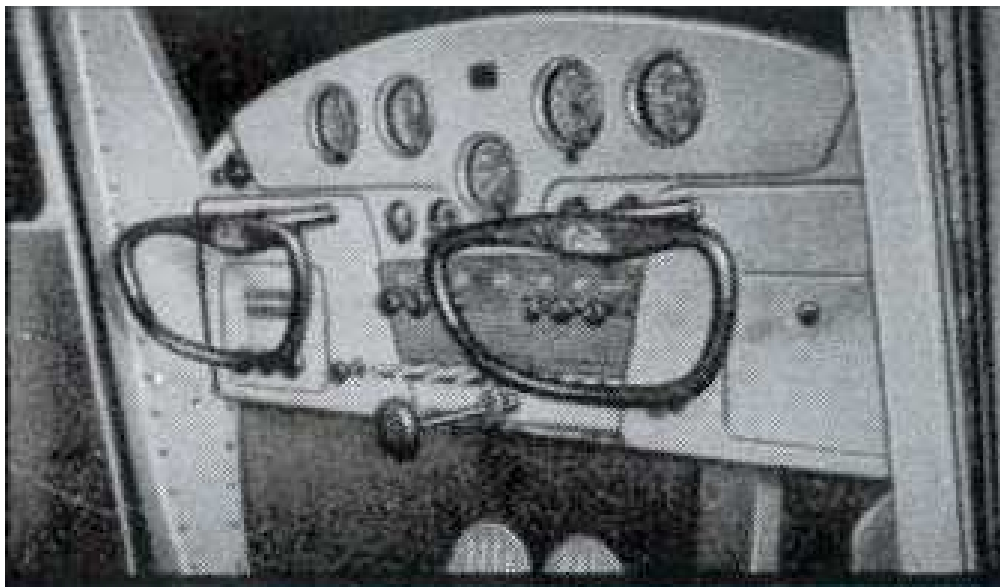


FIGURE 19-CONTROL TEE ASSEMBLY

Cessna 120/140 Buyer's Guide, Part 3 "cont"



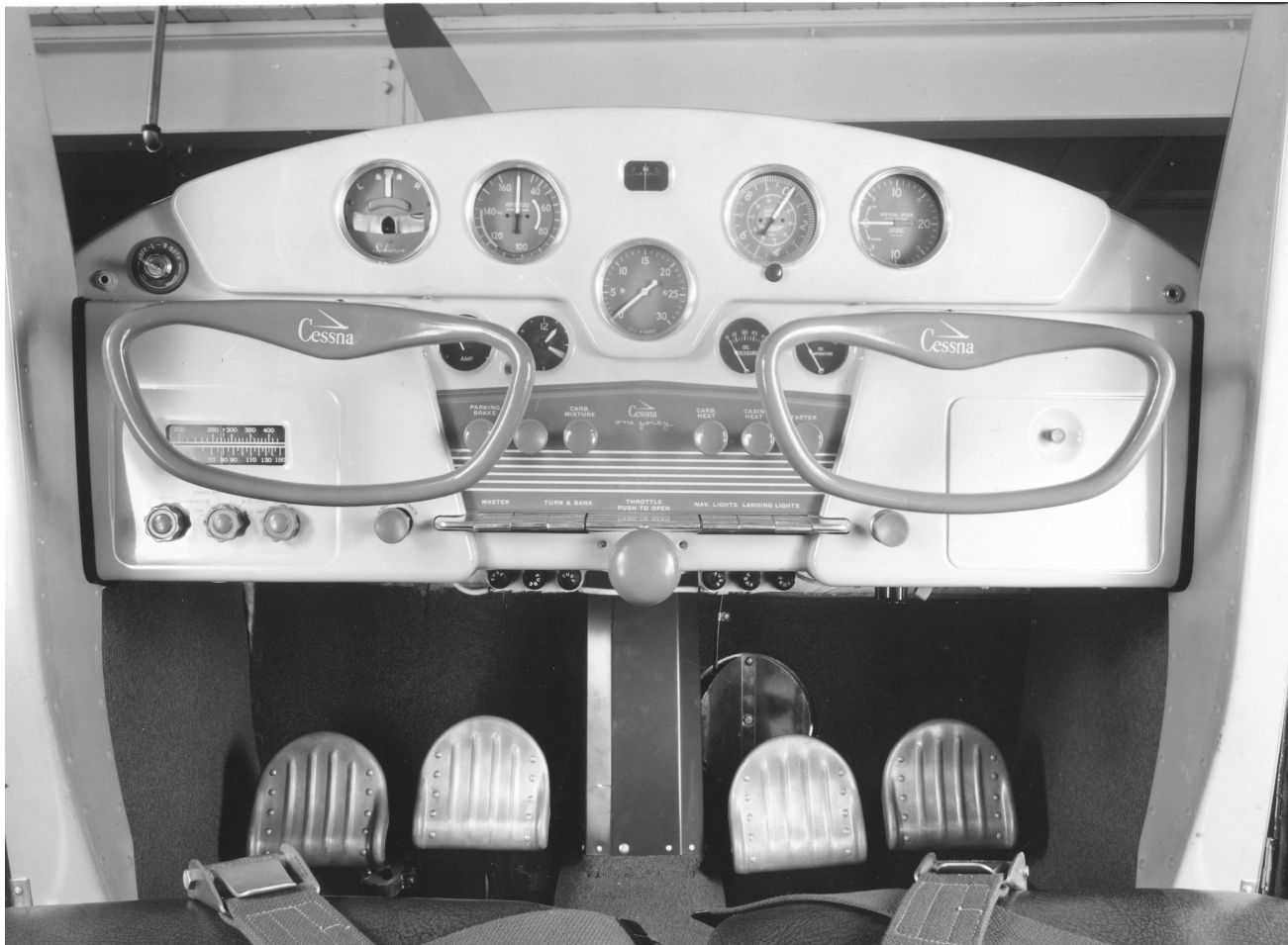
The control tube, (arrow) was cadmium plated in 1946 and 1947, which gave good corrosion protection with a somewhat dull finish. In 1948, the control tube was chrome plated on the model 140 and remained chrome plated until the end of production in 1951. The 1948 model 120 did not receive a chrome plated control tube - all model 120 control tubes were cadmium plated.



Redesigned Instrument Panel with new ultra-modern styling and rheostat light control, and shock-mounted for longer instrument life, greater accuracy. Also enhances interior beauty.

Cessna 120/140 Buyer's Guide, Part 3 "cont"

The 1947 and 1948 model 140s received an "ultra-modern" instrument panel which not only changed the look, but served to further distinguish it from the model 120. The model 120 panel remained unchanged for the three years of its production, 1946 through 1948.



Here is a factory photo of a 1947 model 140 panel. Several changes in the redesigned 1947 model 140 panel are immediately evident at first glance. The center sub-panel has changed shape. It now follows the top contour of the dashboard and extends almost the entire width of the main panel. All of the flight instruments are still contained in the shock-mounted sub-panel, but some of the remaining gauges have moved to the main panel below. There are two additional raised panels that contain the radio on the pilot side, and the map compartment on the passenger side.

The 1946 toggle switches have been replaced with the new piano keyboard switches located just above the throttle control (arrow).

It's easy to see why the new switches are commonly known as piano keys.

Cessna 120/140 Buyer's Guide, Part 3 "cont"

The instrument panel changed very slightly for 1948 with a new decorative trim panel above the throttle control that replaced the horizontal lines with a graph-like design. The panel in this photo has been updated with a few additional instruments in the upper sub-panel, but still retains the beauty of the original design.



1947 decorative panel

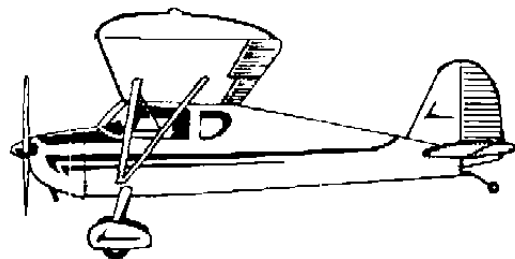


1948 decorative panel

Cessna 120/140 Buyer's Guide, Part 3 "cont"

The change in the panel for 1948 was introduced with serial number 14307. This is another instance where model changes didn't exactly follow the year designator. A few of the very early 1948 model 140s had the 1947 style decorative panel.

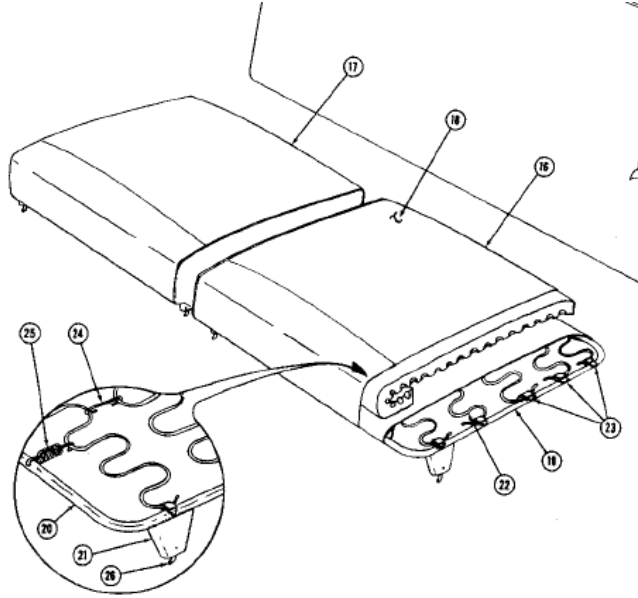
Here is a very nice example of an aircraft manufactured in January 1948 that carries over the 1947 panel features. This panel has been kept almost identical to original. Modern radios and instruments only faintly alter the appearance of this panel.



Cessna 120/140 Buyer's Guide, Part 3 "cont"

SEATS

As mentioned in the previous chapter, the 1947 models 120 and 140 received a new bottom seat cushion design. The new seat bottom employs a metal frame and no-sag springs, covered with a layer of foam. This new design remained in use for the remainder of production through 1951.



Bottom seat cushion 1947 model 120 (no flap handle)

Look forward to the next installment – 1947-1948 Models “Cont”. Thanks to all who have been supporting this effort. Please send comments, additions and corrections to:

Christian Vehrs, 225 Middling Lane, Fayetteville, Georgia 30214
Christian.s.vehrs@delta.com

Quick Trip to SUN-N-FUN, By. Virgil Warren

Wednesday April 13th finally arrived, and I loaded up Belle for the flight to Sun-N-Fun in Lakeland, Florida. This would be the first flight of "trip" length since last year's journey home from Phoenix, and would also mark my first trip to Sun-N-Fun by air instead of the trusty Suburban.

Despite my best planning, it was 10:30 Wednesday morning before I finally got off the ground at Macon Downtown. It was a beautiful day at home, but I already knew I'd have a headwind all the way south, and that the surface winds would build in the afternoon at my final destination. I climbed to 6500 feet, and trimmed for 100 mph airspeed which gave me a ground speed of 85 mph! I barely gained on the southbound traffic along I-75 which is a concrete compass into my lunch stop at Valdosta, Georgia.

During SNF week, Valdosta is one of many airports that plan some special events for pilots in transit. It is a great airport, with an old art deco terminal and a operating tower on top. The name of their promotion, complete with tee shirts, is "Free Cheap and Easy." Free lunch, Cheap avgas and Easy in and out. Even without the promotion, Valdosta is a great place to stop. With the headwind, it took me about an hour and forty minutes from Macon versus a normal two hour drive door to door in the Suburban. When I landed, I was guided to a tiedown next to a beautiful Stearman. Its pilot is based out of Peach State Aerodrome, a fantastic grass flying field about thirty minutes north of my home base. Because of the prevailing winds, he had elected to fly as far as Gainesville, Florida, and RON at a grass field until the breezes abated.

After a great lunch, I took off from Valdosta and pointed the nose South. The winds were better closer to the ground, and I made the rest of the trip at about 4500 feet...still making slow time over the ground, but enjoying the beautiful panorama of the central Florida terrain as it passed underneath. Over Ocala, I was able to get a much better glimpse of the many horse farms and training facilities, before overflying the "big swamp" as it's noted on the chart and then reaching the many azure blue lakes as I got closer to Lakeland. The area is dotted with airports, both public and private, and the chatter on the radio let me know I was getting close to my destination.

I chose to base at Bartow, Florida, instead of flying into Linder Field at Lakeland because my trip was going to be short, and I really didn't want to deal with the delays sometimes associated with arriving and departing at Sun-N-Fun. The AWOS for Bartow gave winds at 13 gusting to 20, quartering off the nose from the northeast...but when I contacted to tower, I was told to disregard the automated information...the quartering cross winds were now 20 gusting to 25! Good grief!!! My pattern was not the prettiest, and my landing was really more of an arrival...in fact I probably could have logged two landings instead of one, but Belle and I made it safely to the ground, thankful for a 150 foot wide runway. We were guided to transient parking by marshals, securely tiedown, and I caught a ride to the FBO to pick up the rental car.

After checking into the hotel, I called Dick Acker to let him know I was finally on the ground in Florida, and settled down by the pool with a cold beer and a cigar...glad to be in Florida. I've stayed in Bartow during my past Sun-N-Fun trips, basing at the Sleep Inn (formerly a Davis Brothers Lodge). It's clean, quiet, inexpensive, and usually has a good compliment of Sun-N-Fun visitors. It's certainly not the Ritz, but perfectly adequate to lay my head down each night. From there, it's a short drive of about ten miles down highway 60 to Linder Field and the festivities at Sun-N-Fun.

Thursday morning I was up early, dressed and out the door by 8:00 AM. On arrival at Linder Field, the ticket lines were already forming but the folks there are efficient and I was in the gate before nine...headed to the type club tent to check in with other club members. The Ackers greeted me warmly, gave me the info on the club dinner scheduled for that night, and I promised to check back through the day. Then it was off to meet some friends from Macon and do a quick run through the exhibits and the parts tent.

This year saw several changes at Sun-N-Fun. A new exhibits hangar has been added, and the old museum store has now been taken over by the PilotMall folks. The parts exchange has been moved closer to the exhibits (nearer the camp ground), and there is an expanded area devoted to LSA planes and products. I spent some time with the AOPA folks discussing some issues affecting our airport at home, and then reconnected with several flying buddies that are also exhibitors.

Although I'd guess attendance was lower than in some past years, the crowd built steadily during the afternoon, anticipating the Thunderbirds practice session during the airshow. Their precision flying was magnificent, and I'm glad I had my earplugs as they flew their low level passes over the field. Then, two F-18's made a surprise low level pass over the field...just to make sure everyone was paying attention! The continuing high winds kept a lot of the airshow performers at a higher than normal altitude for their routines, but not the Thunderbirds... they were on the deck with every pass and demonstrated skills that most of us could only dream of possessing.

The club dinner was moved this year to the Elks Club and featured a delicious BBQ buffet...a real treat for the members from the north. The location was excellent and it was great to catch up with the members in attendance. Dick and Nikki did a wonderful job of pulling the dinner together by email and long distance...I left full of good food and sorry I had to make an early departure the next day.

Before I left the field Thursday, I stopped by the FAA field office to get an in person weather briefing for my return flight. The weather looked perfect, with favorable winds and a high pressure system sitting right in the middle of my route. But Friday morning, when I called flight service to get an update, I found that the high pressure system was falling apart and conditions to the north were showing fog, overcast, and inconsistent winds... typical Florida weather for this time of year...but not exactly what I wanted to deal with in a very VFR airplane.

I drove to the airport, turned in my rental car, loaded the plane and checked the weather again...conditions were improving and it looked like I could launch and chase the back side of the front all the way up the Florida peninsula. A quick check with the tower cleared me for takeoff and at 9:30 I was wheels up for home. As predicted, the weather over my route was changing...an overcast layer at 4500 feet and lots of little cumulus "cotton balls" broken at about 2500 feet. Off to the east the clouds were massing up...getting ready for some thunder storms in the afternoon...but not a factor for Belle and me. I spent about 45 minutes flying a mini-slalom course under, over and between the little clouds...listening to other pilots as they made their way up the coast and keeping an eye out for traffic departing to the north. As soon as we cleared Ocala airspace, the conditions really improved and a welcome tailwind pushed us on to Valdosta...landing in five knot winds right down runway 17. After another great lunch, and some good conversation with one of the airport authority members who was on hand to welcome pilots into Valdosta that day, it was back in the plane for the last leg home to Macon...a more realistic one hour flight thanks to favorable winds.

My short trip left little time to walk the flight line, and no time for the many informative seminars and presentations offered daily during the entire SNF week. But it was good to get away for a couple of days, catch up in person with many of the club members in attendance, and whet my flying appetite for what I hope will be a great flying season in Georgia. —Virgil Warren




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Upcoming Events

June 12— Michigan fly-in at Clare 48D. 10am start. Lunch noon, games to follow. All welcome. This is Dick Ackers home field!!

June 19— Kittie Hill, TX, 77T BBQ at noon. Sillsaviation.com

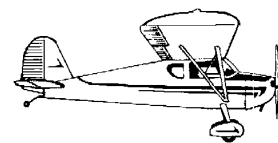
June 20, 2010— Elmira/Corning Airport, NY Fly-in breakfast and pig roast 8am-2pm 607-734-0469

June 26, 2010— EAA chapter 900, Indianapolis, IN, Midwest Taildragger Fly-In- 317-8429-431

July 3, 2010— Mansfield, OH, MFD. Airport Day/Open House-Car show, military displays and more
mfd-aero.com

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WANTED: 120 or 140, lo-mid time engine, nice paint and interior. wings@wii.rr.com

FOR SALE- 1947 140 3910 TTAFE., C-85, 1216 SMOH, McCaulley Prop. 271 SPOH, Compressions: 73,74,72,70, New paint 2003 (9), New interior 2000 (9), Extensive annual- 09/09, new brake discs, wheel bearings, rebuilt starter, new C-150 exhaust system (STC), 60A alternator (STC), Oil Filter (STC), new Slick Mags. (0, original wheel pants, new Maule TW, KY97a, KT76 (mode C), Anywhere Map ATC, Metal Wing (STC), Hangered, Great flyer, Don't miss this one. \$31,500 734-308-6883

FOR SALE: 1946 140-Kansas city. My Cessna 140, N72917, serial # 10111 is for sale. It is in the shop getting a new annual and an alternator conversion from plane-power. My mechanic has the books so I will guesstimate the hours TT 3300 SMOH 500. Polished, I just bought a new cyclo polishing kit, it goes with the plane. Ceconite covering is less than 10 years old. I had the seat bottoms and back re upholsteres including new foam. Had an incident when taxiing in grass and nosed over, no visible damage but the insuranc company paid for totally going thru the engine and having prop re-balanced. I flew it to annual runs great!! **\$24,000** firm. iowawoi@yahoo.com (816)-560-0193

FOR SALE: 1946 140, about 4000 TT on airframe, 500 SMOH on engine. Mark 12D with glide slope & marker beacons. C85-12. March 2010 annual, compressions all 70 +. Hangered in dry desert environment. New tires, brakes, and battery. Good basic 140. \$20,000. Located in SoCal, could probably deliver the plane for expenses, also could check out buyer if necessary and/or tailwheel endorsement., 765-760-1406

WANTED: 0-200A engine mount 423-875-4474

WANTED: Right wing strut assem. 978-437-1835

For Sale: Throttle knob for sale 209-770-1065

SALE: currently in the process of O/H on our C90. Will have 4 cylinders with pistons and rings to that cyl. comp. 65-75, Starter with new gears (100hrs ago) Stromberg carb. Flew it before tear down to get my 3 around the patch in. Any interests please e-mail or call 815 695 997



WANTED: Nice 140 for flight school 479-422-2473

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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
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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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Letter from the Editor, Blake Mathis (Alabama)

As always, please keep me in mind when you run across a special story or make a neat trip in your plane. Take photos, remember names, then let me know. Here are idea:

- 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

■ Active STC's ■

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John Nichols - 845-583-5830

International Cessna 120/140 Association

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