



# International Cessna 120/140 Association

P.O. Box 830092  
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**A Shucking Good Time**  
John Kliever, N76446

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

# International Cessna 120/140 Association

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# A Special Sun-N-Fun Tribute

As many of you saw on our website forum, our organization was contacted by Charlie Barnes to provide a number of aircraft for a special fly-over of Lakeland Field during this year's Sun-N-Fun convention. This was to be a tribute to Charlie's dad.

Charlie's Mom and Dad (Fran and Dan, circled on right) were joined by Charlie's brother Earl and Charlie's son Brett, while Charlie's brother Terry gave the audience a history of the family's involvement at Sun-N-Fun over the past 25+ years.



Three of our members provided a right seat in their aircraft for a member of the Barnes family, and flew a good looking formation over the convention crowd following Charlie in his family's 1946 model 120. They are kneeling left to right, Tom Julian, Gary Latronica and Christian Vehrs. Whether providence or pure luck, the airplanes in the formation fly-over represented all models of our organization; 120, 140 and 140A.

Charlie tells the story of his family's involvement with Sun-N-Fun and the ageless Cessna 120...

My father, Dan Barnes, bought Cessna 120 N72572 in 1971. I was in high school and had recently soloed my instructor's Taylorcraft BC12D and we needed something more "sophisticated" with a navcom and dual brakes to continue with my flight training. My dad had decided that he wanted get back into flying since selling a J-3 in 1947 that he and his brother had purchased surplus after World War II. I don't remember how, but my dad became aware of the Florida Sport Aviation Antique and Classic Association and we became members. This was a very active group with regular fly in's and fly out breakfasts and my parents were very active with the group. .... cont....

## A Special Sun-N-Fun Tribute...."cont"

.....When Sun-N-Fun started in the 70's, my parents were there. As the show grew, my dad had the idea of building a facility to host the antique and classic folks who attended. FSAACA took on this task. My dad had worked in the construction arena his entire career, and he drew up the plans to the Florida "cracker" style house. Over a number of months, the building was constructed. My parents were there on every work party weekend. I think you could call my dad the working job site foreman. After a lot of board cutting and hammering of nails, the building was completed by a dedicated group of volunteers. It was moved several times prior to landing in its present location on the field, and has undergone at least two additions and hurricane damage repair. During this time period, my parents worked the fly in regularly. FSAACA still hosts the building during the Sun-N-Fun Convention.



As the fly in really started to grow, my dad started scheming about ways to transport people around the show. At one point, he considered a used school bus with the top chopped off of it! The idea evolved into the trailers pulled by tractors that we have today at Sun-N-Fun. By this time, my parents had retired and moved to Kitty Hawk Estates near Live Oak, FL. They had joined EAA Chapter 797 (The Catfish Squadron) in Suwannee County. Chapter 797 took on the task of providing Flight Line Tours for Sun-N-Fun. It started with one trailer and they now have four trailers that operate daily. The chapter members provided the materials and built the trailers that are used at the show. My dad drove the tractors for many years and still helps with the passenger loading and unloading. My mother still works selling tickets for the tour.

My dad has been at every Sun-N-Fun since the start of the show back in the 70's. People may not realize it, but every time a Flight Line Tour wagon rumbles by or the screen door slams shut on the Vintage Aircraft building, it is a tribute to Dan and his wife Fran.

—————continued—————



## A Special Sun-N-Fun Tribute...."cont"

C-120 N72572 is based at Dunn Airpark (X21) in Titusville, FL. The airplane is a big part of my family. Seven of us over three generations have either soloed or gotten ratings in the airplane since 1971. My father, solo and private. My mother, solo and private. My older brother private and commercial, Myself, private and commercial. My younger brother, solo and private. My niece, solo (private in a 172). My son, solo (private in a 172). That's seven of us!



The first Cessna 120/140 formation fly-over at Sun-N-Fun.

Thank you Charlie for arranging the flight and letting us be a part of your family's historic tribute at Sun-N-Fun——Christian.s.vehrs@delta.com

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### Georgia Cessna 120/140 Fly-in May 28, 2010 Peachstate Airport (GA2)



The Cessna 120/140 organization was invited to join the Georgia Antique Airplane Association along with the local EAA chapter for a day of \$100 hamburgers. We had a good presence with thirteen members/guests signing up at our tent and receiving free lemonade. We also had David Holbrook (left) become one of our newest members after a nice introductory flight in the local hill country.

Continued.....



Georgia Cessna 120/140 Fly-in  
May 28, 2010 Peachstate Airport (GA2)



Saturday morning saw some scattered thunderstorms in the Atlanta area. Although they never came over the field, they might have dampened the turnout. We had expected a dozen of our airplanes, but saw only eight. I trust everyone had a good time looking at the airplanes on the field as well as touring the museum,



There were plenty of classic airplanes on the field, and several Experimentals as well

I think the Piper and Stearman crowds beat us in attendance this year, but we'll git 'em next year! Many thanks to all who came.  
[christian.s.vehrs@delta.com](mailto:christian.s.vehrs@delta.com)





# Cessna 120/140 Buyer's Guide, Part 4

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

## Cabin Ventilation



Cabin air ventilation was highlighted in the advertisements beginning in 1947 on the model 120 and 140. It is commonly believed that this is when it was first offered, but it cannot be verified through the parts catalog from aircraft serial number applicability.

All 120s and 140s from 1947 and later had vents, but they may have been introduced in late 1946. The Cessna parts catalog lists the cabin vent as an optional kit, meaning it could be purchased and installed on aircraft previously manufactured without it.

Several 1946 aircraft have cabin vents installed.

The vent slides in and out of the wing root to open and restrict the airflow. Additionally, it rotates easily to direct the airflow against the windshield or towards the pilot and passenger. It is not connected to the cabin heat system, but simply provides outside air to the cabin from an inlet located on the leading edge of the wing.

The cabin vent is a perfect place to install an outside air temperature gauge. Several aircraft have them in this location, although it was never original equipment.



# Cessna 120/140 Buyer's Guide, Part 4 "cont"

## Exhaust

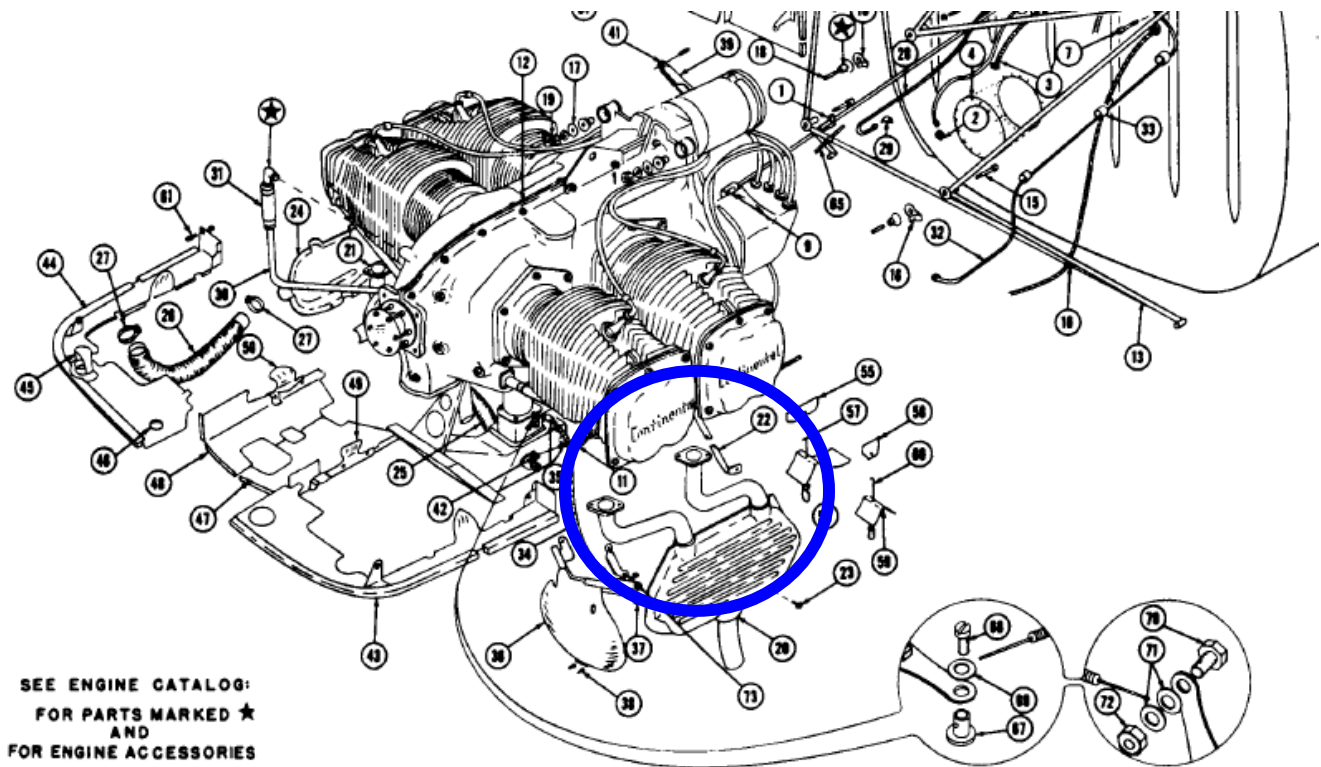
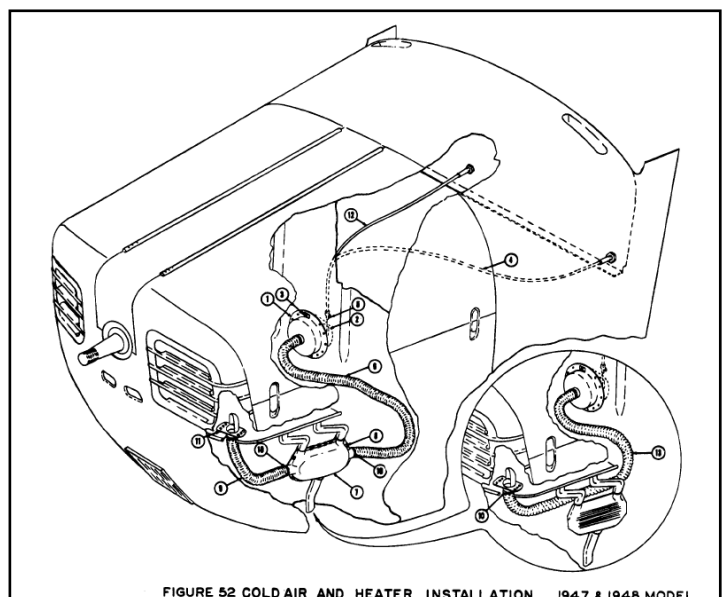


FIGURE 38 - ENGINE INSTALLATION (1947 & 1948 MODEL)

As mentioned in the previous chapter, the 1946 straight pipe engine exhaust was updated to an efficient muffler design in 1947 commonly known as the pancake muffler. This new design remained unchanged until the end of production in 1951.

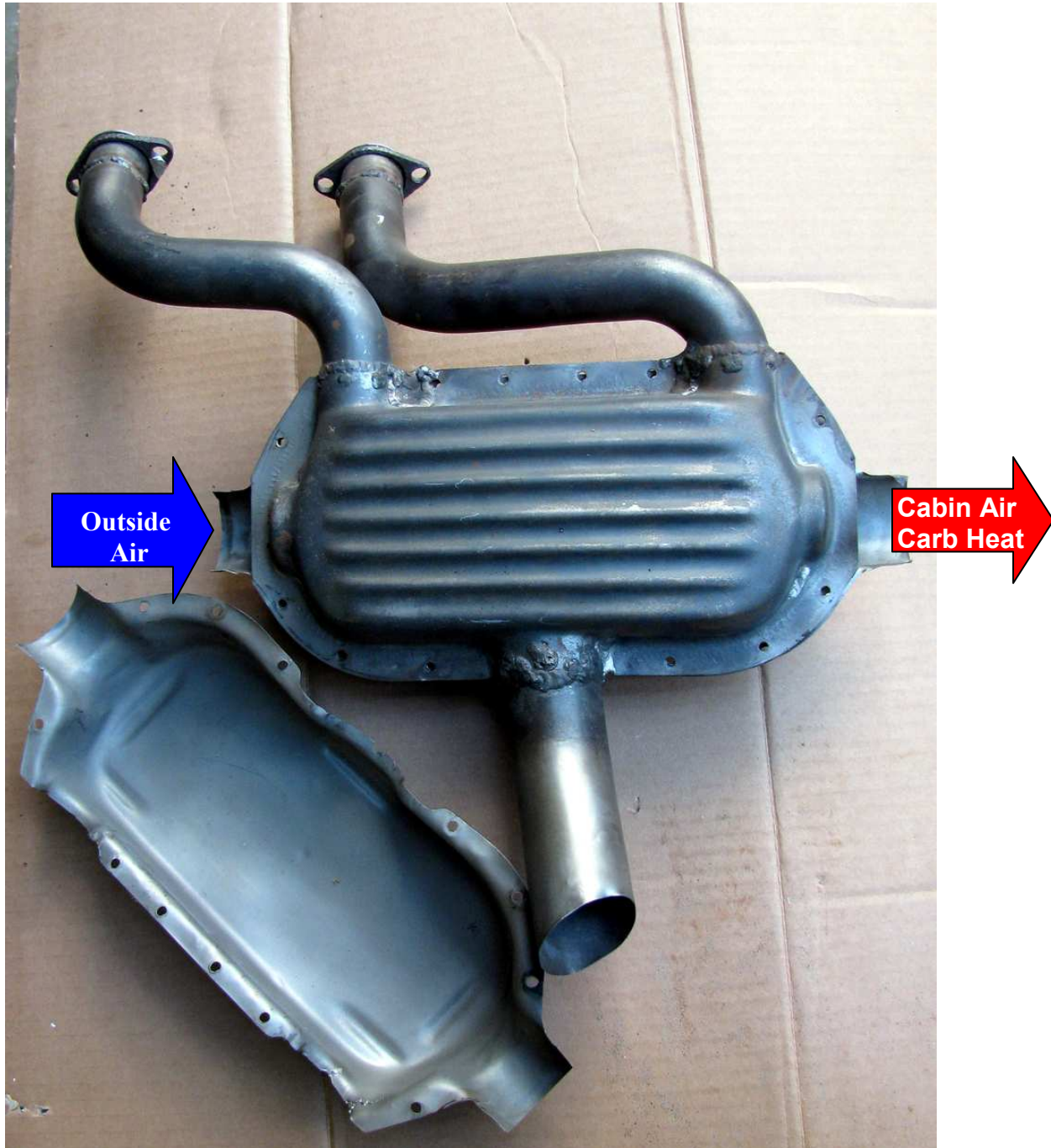




## Cessna 120/140 Buyer's Guide, Part 4 "cont"

### Exhaust "cont"

The pancake muffler is enclosed by two clam-shell outer pieces that provide an airspace for fresh air from the outside to be warmed and used for cabin air and carburetor heat.



Removal of the outer clamshell halves should be accomplished during annual and 100 hour inspections to check for muffler cracking. This will be addressed more completely in a later chapter entitled *Special Attention Items During Inspection*.

# Cessna 120/140 Buyer's Guide, Part 4 "cont"

## Cowling and Trim

NOTE  
1947 & 1948 MODEL COWL SUB-ASSEMBLIES  
ARE NOT INTERCHANGEABLE WITH THOSE  
FOR 1946 MODEL

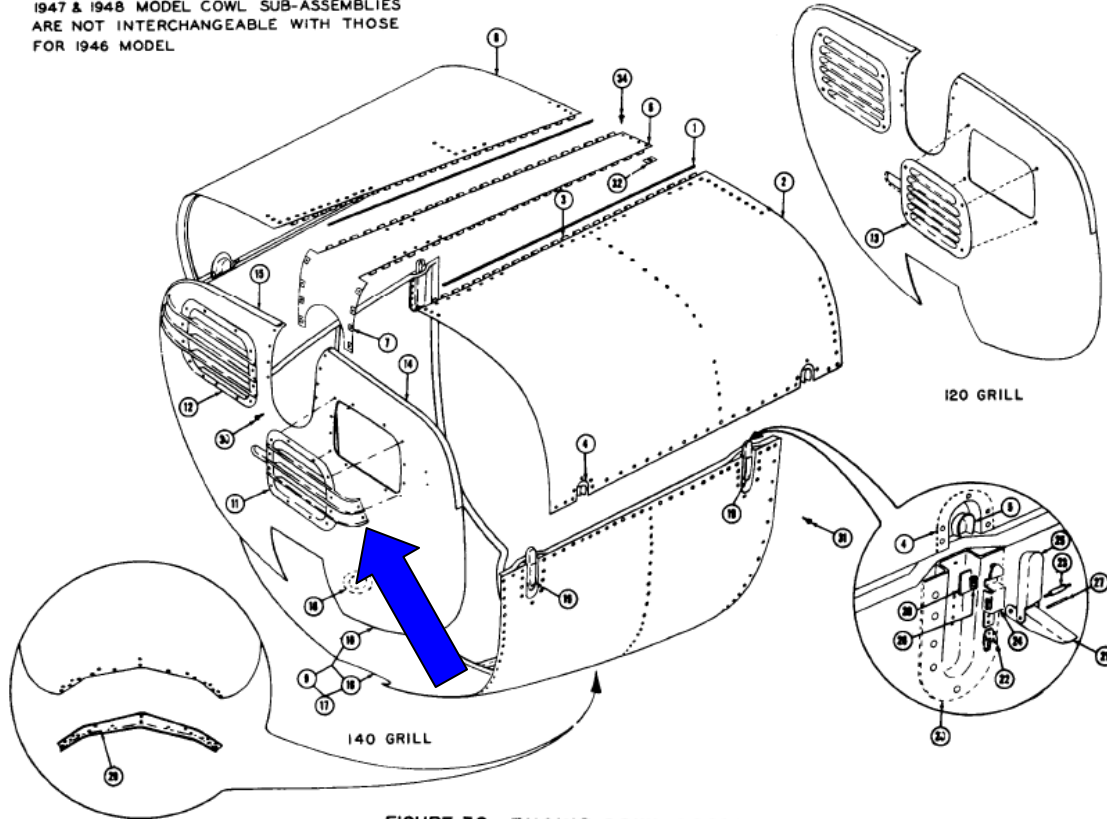
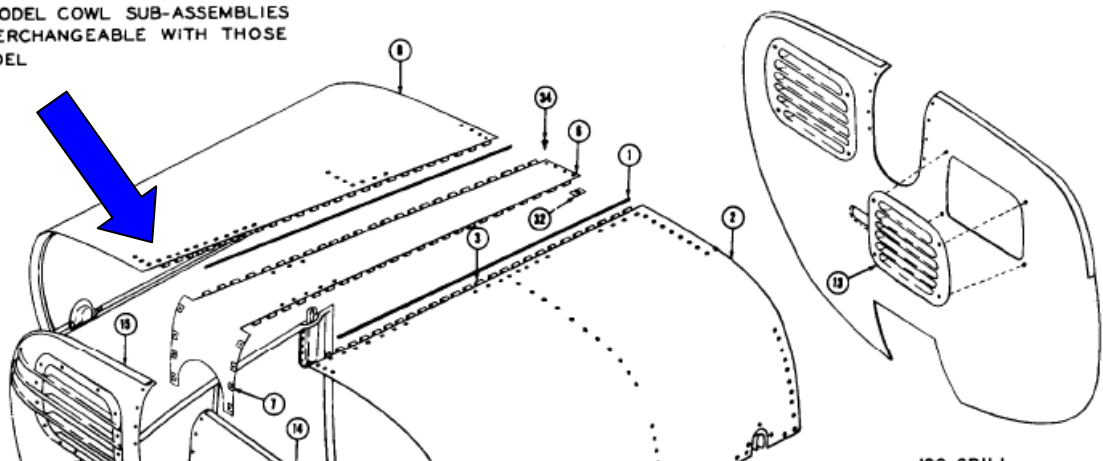


FIGURE 36 - ENGINE COWL ASSEMBLY 1947 & 1948 MODELS

The engine cowling for the model 120 and 140 is new for 1947 and is identical for 1948. As can be seen from the above illustration, the front grills on the 1947-48 model 140 received an extra trim piece (arrow). The 120 did not receive this extra trim.

NOTE  
1947 & 1948 MODEL COWL SUB-ASSEMBLIES  
ARE NOT INTERCHANGEABLE WITH THOSE  
FOR 1946 MODEL



One easy way to distinguish the 1947 from the 1946 cowling is to note that the top hinge extends all the way forward to the nose bowl.



## Cessna 120/140 Buyer's Guide, Part 4 "cont"

Also, the 1947 exhaust exits the bottom cowling through two holes approximately mid-way between the front and rear of the cowling. There is still an opening in the cowling just forward of the firewall to provide engine cooling, but it is noticeably smaller than the opening for the 1946 straight pipe exhaust. Also notice the 1947 cowling fits flush with the bottom of the firewall where the 1946 cowling extends lower.



1946 cowling



1947-48 cowling

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## Swept Gear

As mentioned in the previous chapter, gear extensions were offered as optional equipment to move the main wheels three inches forward. During the 1947 production year, Cessna redesigned the angle of the gear legs to move the main wheels forward to simulate the geometry of the gear extensions. This change was incorporated on aircraft serial number 13400, and continued to the end of production. The later style legs are commonly known as swept gear since the gear legs sweep slightly forward. The earlier style legs then became known as straight gear.

Photo next page

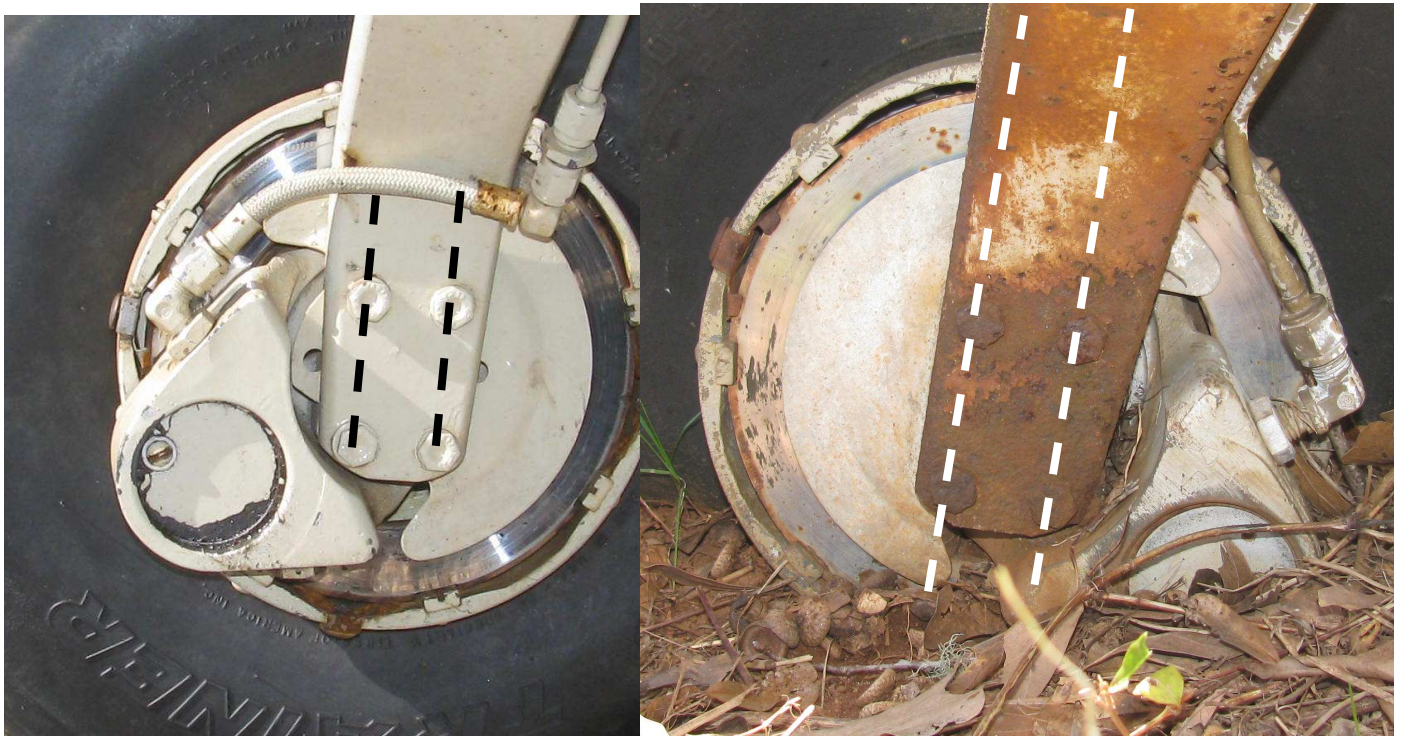


## Cessna 120/140 Buyer's Guide, Part 4 "cont"



*Straight gear leg shown above on an early 1947 model 120*

If you are considering a 1947 model 120/140, the quickest way to see if you have swept gear is to look at the bolt pattern of the axel



On the swept gear legs, the bolt pattern is slanted forward as shown above

*Sorry for the poor quality picture- I am looking for a better one. This is a 1948 model 140 that is in the neighborhood, and it shows the difference clearly. As you can tell, this aircraft needs to be rescued.*



# Cessna 120/140 Buyer's Guide, Part 4 "cont"

## 90 Horsepower Engine

Beginning in 1948, Cessna introduced the new Continental 90 horsepower engine. The new engine was only fitted on the 140 since the 120 was to be dropped from the Cessna line the following year.



**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!

Look forward to the next installment – 1949-1951 Model 140A.

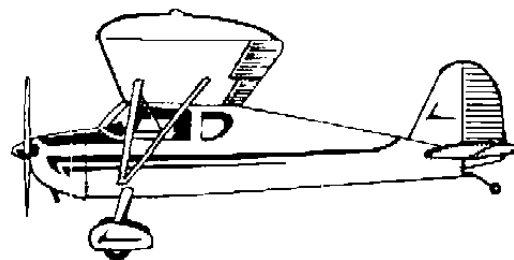
Thanks to all who have been supporting this effort.

Please send comments, additions and corrections to:

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Don't Forget  
the Annual  
Convention  
Spearfish, SD



# Cessna 120/140 Buyer's Guide, Feedback!!!

## Additions and Corrections



**Time to celebrate!** We have our first response to my invitation to join the fun writing the buyer's guide. Actually we had two, both on the same topic. As I stated on the first installment, I'll do the research to the best of my ability, then the easy part is your review.

The responses came from a statement in the April/May 2010 newsletter about the original factory equipment installed on the model 120, including optional equipment packages.

Here is the quote,

*"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".*

Holy cow!!! I don't know what I was thinking.

Actually I have to confess to some serious condensing of a previous statement in the Feb/ March issue.

Here is the original statement in the Feb/ March issue:

*"The model 120-A, with steerable tailwheel and co-pilot brakes, and the 120-B, with 120-A equipment plus complete electrical system was offered in May, 1946 but none are known to have been built."*

When I recapped that statement in the April/May issue, I shortened it just a little too much. Many thanks to Brad Howerton and Marv Poland who raised the B.S. flag (baloney sandwich).

Continued



# Cessna 120/140 Buyer's Guide, Feedback!!!

## Additions and Corrections



The quote in the Feb/March issue is from Edward Phillips book entitled, "Wings of Cessna, Model 120 to the Citation III". Copy write 1986.

In Mr. Phillips dedication of his book, he thanks several individuals from the Cessna Aircraft Company , including Dean Humphrey, Alice Helser, Roger Fife, Tim Brogan, Don Mallonee, Jim McCuen, Larry Wiggins, Jim Hild and Chuck Braden for providing information from the Cessna Aircraft Company.

I believe the intent of Mr. Phillips statement is that (to the best of his knowledge as provided by the folks at Cessna) there were no 1946 model 120's built in the "A" or "B" trim packages. I do not believe that he intended to say that all model 120's were delivered without an electrical system. The two responses I received from our readers simply asserted that their 120 had a factory installed electrical system. **Absolutely**. In fact, Marv included a copy of his original equipment list, which confirms what many of us already believe – several 120's were delivered with complete electrical systems.

It is unclear whether Mr. Phillips meant that the "A" and "B" trim packages were only offered on the 1946 model 120.

Mr. Phillips goes on to say that the 1947 model 120 included many changes from the 1946 model, including an optional electrical system.

Both of our readers cited examples of 1947 or 1948 model 120's with factory installed electrical systems. So it remains unclear whether the 1946 model 120 had an optional electrical system available, or if you had to purchase the "B" trim package to get the electrical system in 1946.

*It is clear* that the optional electrical system was available on the 1947 and 1948 model 120, and several model 120's were delivered in that configuration.

Brad and Marv, please come to Spearfish so I can shake your hand.

Keep up the good work guys! I will amend the article so that our final product will be accurate.


Humbly yours,  
Christian Vehrs

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## Upcoming Events

Aug 5-8– UOX, Oxford, MS-Delta Blues Stearman & vintage fly-in

Aug 7 – 7B6, Skylark Airpark, Warehouse Point, CT. Corn Roast & Cookout for \$6, 860-281-1310

Aug 15 – I80– Noblesville, Indiana, EAA 67 pancake flyin, 317-201-6822

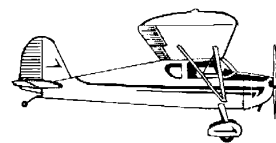
Aug 21 – HOU, Houston, TX– Experimental Aircraft Day, 712-454-1940

Aug 28 – CXO– Lone Star Exec. Airport, BBQ Baked Potato Fly-in 936-494-4252

Aug 29 – BUU– Burlington, WI Breakfast/lunch 262-537-2513

## 2010 Convention NEWS

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



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# Items for Sale/Items Wanted...

**SALE:** 1946 Cessna 120 Polished - N77475 Serial #11919 Metalized wings - 1635 Hrs TT 465 Hr SMOH - Strong C90 - Val 760 Radio - AT150 Transponder - Airtex Interior - Scott 3200 Tailwheel - All ADs CW - All logs since Dec 1946 - June Annual - Very Nice Inside and Out. NDH! 419-435-7641

**WANTED:** Any one have any left side door hinges for sale? [iowawoi@yahoo.com](mailto:iowawoi@yahoo.com)

**FOR SALE-** 1946 CESSNA 140 • \$28,000 TT2760, SMOH 350 Cont. 85hp. 12/09 annual. Restored 1998. Always hangared, complete logs, orig Cessna Test Pilot report. Cleveland wheels & brakes. Transponder & radio. Very original '46 140! Original fuel selector, rotating beacon, Grimes landing light and ramshead yokes. New items: tires, Scott3200 tailwheel, & battery. 10 interior/8.5 exterior. • Contact Peter Spear, Owner - located Salem, WI USA • Telephone: 773-491-1445

**FOR SALE:** About 2700TT and 200SMOH on Continental C-90. Great compressions and uses no oil. New ceconite on wings 2003. New headliner, panel w/ new piano key plastic, battery, ELT, Cleveland wheels and brakes with extenders and dual pedals. Radio, transponder with Mode C. She's just a great flying, well maintained 140. Times will change as we fly it weekly at least. We're only selling the old gal because we need 4 seats. We'll possibly trade for right Stinson or Stinson project + cash. For more information contact my OLD Dad, Ed at 814-460-0512.

**FOR SALE:** nice Polished 1946 Cessna 140 \$15,000 Approx. 1200 SMOH C-90  
Old Com Old Transponder Logs back to 1955 Annual was due Feb 2007 - owner retired from flying Hangared, near mirror finish on polished metal! Fabrice wings done approx. '88 Sold as-is  
(480) 951-6207

**WANTED:** Right wing aileron hinge  
2546-479-1000

**WANTED:** Good woman whose is leaving husband and taking his plane with her. I'll buy gas. Loves2Fly

**For Sale:** (2) Telex Model Air3100 headsets.....\$50.00 each  
\* ( could not find this item on the Telex website, they were discontinued a few years back )  
(1) David Clark Model H3312 headset.....\$80.00  
Stew Cell 480-686-6930

**WANTED:** looking for the inside front windscreen strip [tnjsetter@earthlink.net](mailto:tnjsetter@earthlink.net)



**SALE:** I have the 3 light sockets plus red bulbs as removed from my 46 140. Also the ash tray assy and overhead speaker grill. Take these things cheap I need the space.  
[herrhenrich@yahoo.com](mailto:herrhenrich@yahoo.com)

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!



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

Your Name \_\_\_\_\_ Phone No. (\_\_\_\_) \_\_\_\_\_.  
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 A/C Info: Model: \_\_\_\_\_ S/N \_\_\_\_\_ N \_\_\_\_\_ Year \_\_\_\_\_ Engine \_\_\_\_\_  
 Your Prime interests in joining: Maintenance ☐ Engine Mods ☐ Parts ☐ Fly-Ins ☐  
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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**

**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**  
 Morris Family - 815-547-3991  
**Wing Fabric Attach Rivets**  
 Morris Family - 815-547-3991  
**Leading Edge Landing Light**  
 John Nichols - 845-583-5830

# International Cessna 120/140 Association

9015 E. Coleman, Coleman, MI 48618

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## 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.  
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**256-479-1000**