



International Cessna 120/140 Association

Issue 419 Summer 2021 May/June/July



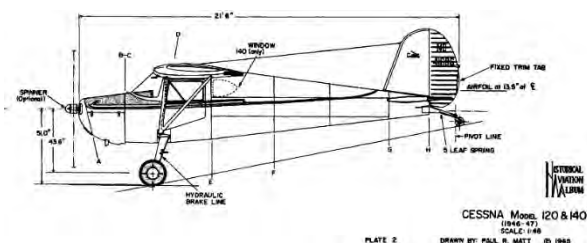
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Restoration of Prototype 140A
(UNO part 8)



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Horacio Berardone Bouhebent

Entre Rios, Argentina

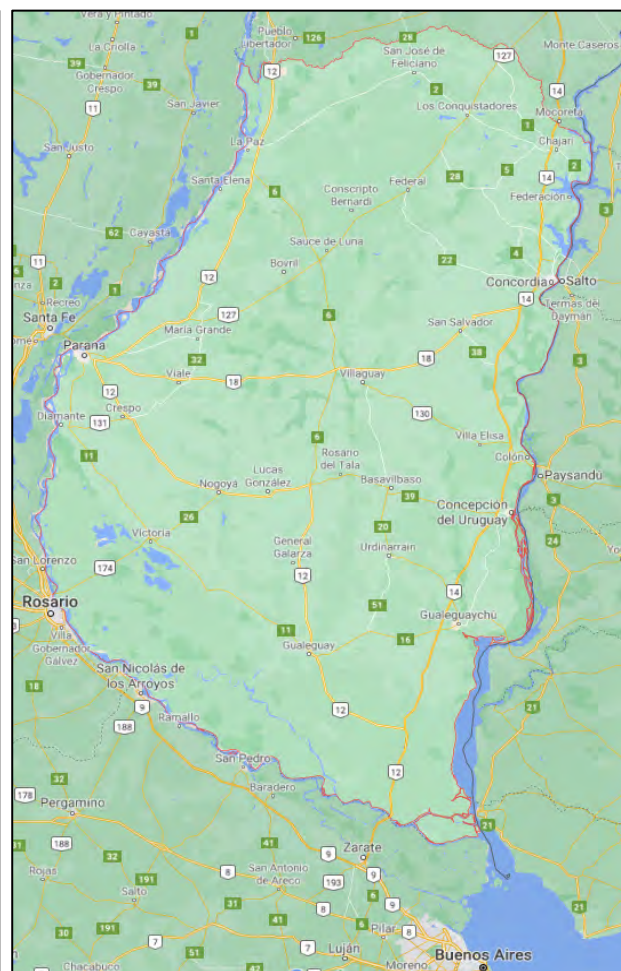
1946 Cessna 140 (LV-NGL)

When I was nine years old, my Grandpa called me on the phone and invited me to have a Coke at his office. It was a few blocks away from our house in downtown Buenos Aires. The walk only took me a few minutes. My Grandpa was Italian; we called him Tonio. We went together to Avenida Corrientes, a busy street full of bookstores and newsstands, and he bought me the magazines for my birthday. He knew of my interest in airplanes, engines and electricity.

Nobody spoke English at home, Papa was fluent in Italian and German, Mom in French, but no English at all. Those magazines were my first contact with words like wings, engines, propellers, magnetos and so on. So Mom bought us a good English dictionary, and I started fighting Shakespeare's language.



Entre Rios is a province in Argentina's northeastern Mesopotamia region.



Entre Rios lies between the Paraná and Uruguay rivers, just north of Buenos Aires



Visiting the Las Flores Aero Club



Parana River, about 70 km north of Buenos Aires

Papa was a Civil Engineer, and my dreams at that time were to study Aeronautical Engineering and have an airplane. Both he and my brother Guillermo passed away from renal illness and Hodgkin's disease by the time I was 18, but I remember clearly just one objective. I said to myself: to get a very sound engineering university degree was the only way to rebuild my life and start over. Fortunately, I could do it.

By the end of 1975 I answered a job advertisement requesting young engineers with French and English for Africa. It was very rare in Buenos Aires for a young engineer to master the French language. I got the second position in that team and feel very fortunate to this day.

It was a project with a schedule of one and a half years to provide the design for water and electrical supply for twelve small locations in the Congo. Those small villages never had them before.

In some of the sites the solution was surface treatment, in others water drills. For me, the adventure was to face a completely new and very challenging work environment with no roads and very difficult, not to say impossible, rail and river transport. Consequently, I learned a new French expression: "Petit porteur". Literally it means "Small porter", but practically it designates the small GA aircraft.

I was very happy, just married, feeling comfortable both socially and professionally.

The following year we won an international bid and became responsible for the water treatment of the cities of Kananga and Mbandaka. That water treatment design required several in situ analyses to capture the different water characteristics during the seasonal variation of rain, temperatures and so on.

I was very lucky to meet Mr. Åke Jansson, a Swedish pilot and owner of 9Q-CUK, a Douglas C47B he rented mainly for cargo flights.



Our company reached an agreement with him, and we did one or two flights a month. We took off one hour before sunrise and landed back at the end of the day with the chemical, physical and bacteriological results of the samples. He flew as a single pilot, but an African mechanic was always on board. He kindly asked the mechanic to go to sleep in a small metallic bed behind and I sat at the controls. He taught me all the basics.

Åke didn't like French so I got an aeronautical English course for free! That C47 was the first aircraft whose controls I had in my hands. It was heaven for me! He was extremely patient to show me all the details of that fantastic machine, that flies today at Vallentuna Flygfält, with the same Swedish flag colors.

One day, at coffee time on the last leg, he told me: Horacio, there is a very new F152 that is waiting for you, and a French instructor that is a wonderful person. Why don't you give him a try?

I was very excited about getting my private license. I did all the paperwork and started by mid-December. I remember that precisely, because my wife, who was not very convinced about my skills, asked me one night: Horacio, are you sure you will be alive for Christmas dinner? I gave her all sorts of reassuring arguments and promised her to be extremely careful. In some way she was right. At least the Congo was not the most forgiving environment for single engines.

The airplane was a brand-new F-152-II, freshly made in France by Reims Aviation under a Cessna license. She had that fantastic smell of new leather, blended with the premium paint and all the avionics free from the lightest scratch. Her number was 9Q-CTB. Tango Bravo, a very special name for an Argentinean pupil.

I did my solo flight with 8.5 hours flown on January 8th. Jacques told me to be careful and not be surprised by the high climbing rate and encouraged me to do two or three patterns as far as I felt comfortable. He said "Amuse-toi bien" and gently closed the right door. I did two T&G's and a full stop. What an incredible day.

Learning maintenance

One Easter Sunday I was flying back from Moanda, on the Atlantic Ocean at the mouth of the Congo River, to Kinshasa Ndolo with my family, Jacques on the right seat and a couple more friends. The plane was a superb C207 Stationair II. With Jacques' benediction, the owner allowed me to fly it.

We landed in Ndolo by lunch time, Yvonne was there, and she was very upset. We went to the bar for a coffee. She told me that she had invited her husband and two friends to fly over the Stanley Pool and she had a partial power loss shortly after takeoff with our Cherokee. Fortunately, the airplane was lightly loaded, and she managed with the help of the

tower to land downwind. The runway was very long for that aircraft and the wind was almost calm. I tried to minimize the situation and promised her to come back on Tuesday, make a run-up and investigate. The plane was on its first flight after a hundred-hour inspection. On Tuesday's run-up, the fault was simple to detect and difficult to forgive. The carburetor hot air linkage was assembled inversely. And she did not notice the rpm going up slightly when pulling the hot air button.

We quit the maintenance shop, and guess what?...we asked Åke to maintain our Cherokee. The answer was short and hard to swallow. Horacio, you know I don't maintain singles. To make the story short, the plane was hangared in his facility for two months, and obviously grounded. Yvonne went from time to time to run the engine and discuss things with Åke. Finally one day, Åke offered us a coffee and explained his conditions to us. He offered to make an inspection to get his own picture of the condition of CKN. If the plane passed his criteria, he would do the maintenance. He explained to us that he would do also a 25-hour maintenance with compression test, oil filter analysis, etc. He showed us a big blackboard with coffee paper filters, dated and marked. It was the "oil story" over time of the engines of his C47B. He did the inspection and found that many things needed service. We agreed to do all necessary items without any objections. One month later, the spares came from JNB and the Old Cherokee was happily flying again.

Working face to face with him was one of the most valuable gifts I had in aviation. He changed my mindset. He taught me to think in a new way, and consequently accept higher responsibilities. He made me feel the difference between doing the normal maintenance as per the minimums which are clearly described in manuals and do a lot more things on top of the minimums. And many times, those optional items are very low cost, not to say costless. As a result, more than 20 years after we shook hands for the last time, I still change oil @ 25 hours, I still cut filters and inspect oil, and I still do an oil analysis, all items that are not mandatory. And each time I do my own inspection, Åke is in some way here, with me, in Argentina.

Cessna 140

We decided to move back to Argentina when my daughter Carolina was four years old.

At the end of 1997, three young pilots sold the Cessna 140 they had used to build up their commercial license time, LV-NGL. They were all sons of Aerolíneas Argentinas pilots. Today, two of them are AA Captains and Diego is a flight inspector at AA.

LV-NGL was rebuilt with a complete airframe overhaul, wings recovered with new fabric, new Cleveland brakes, the little Continental had a new C90 crankshaft, pistons, hydraulic lifters and overhaul. Priming, painting and so on.

The One Forty was for me, and still is, an incredible airplane. I think that many words can be used to describe how the One Forty flies. We can describe it as an honest airplane. We can talk about a rugged

construction that seems not to get old. We can emphasize its rudder authority and the nice aileron response with the light fabric covered wings. And an outstanding hands off stability and quality of fly. But when we reflect further and realize that our little birds were capable of giving birth to a whole family of strut braced Cessnas, that the same landing gear performed wonderfully for decades, when we realize that all those flying qualities were built in 1946, and still last today, then we can only say: Hats off!

I learned a lot with my One Forty, and I fly confidently on an airplane that behaves always with its inherent good habits.

My eldest daughter, Carolina, did her private pilot course in San Fernando in 2005. We hired a young but experienced instructor that had a deep knowledge of the One Forty and we both enjoyed a very nice time flying together on Wednesdays.



Carolina is flying headed for San Fernando, over Nordelta, a few miles north of San Fernando VOR

From the very beginning I added the spin on oil filter, but still make 25-hour oil changes. When I change oil, I do compression test, exhaust inspection, gasolator inspection and carburetor draining. On 50 hour we cut the oil filter, wash out and collect contents as per Champion published procedure. I run on Warter UL91 no lead gas as much as I can, but UL is not easy to get. Most airfields have only 100LL. And auto gas is not an option because it has 12 percent ethanol. I also installed Hooker Harness seat belts many years ago. I realized the need of this STC reading a forum article that described the vital importance of shoulder harnesses.

An important improvement was to rebuild all the electric installation with new wires and Klixon circuit breakers by the end of 2019. In 2020 I painted and restored the panel and serviced all instruments.



Life Today.

At the end of 2014 I left Buenos Aires and started a semi-retired way of life, working in my ranch in Puerto Yeruá. It is a very small town 420 km north of Buenos Aires, in Entre Ríos province, on the Uruguay river. I had lost my wife to Cancer and my two daughters were living far from Buenos Aires. So I changed gears and switched to a new activity: cattle breeding, but still interweaving engineering projects. This new activity is very challenging for me because in my training as an engineer two plus two is always four. In biologically related processes it is never four. It can be less in bad years and it can be much more than four in good ones.

I started with a Hereford herd and installed the entire infrastructure to manage a rotational high-density grazing as André Voisin suggested many years ago. I built five kilometers of electric fences and water pipes, water for cattle in each parcel, a DC pumping system, remote controlled systems and alarms, and so on. All devices are solar energy driven. Productivity increased over time, and natural pastures improved in quality and production.

Two years ago, I started cross-breeding, incorporating French Limousin male genetics into my female Hereford cows. This protocol is named LimFlex, it takes the good characteristics of the Limousin: low fat, more weight and the best ratio of pure beef to total weight and cross-breeds to add to the excellent Hereford climate adaptation, high-quality meat, very good maternal traits. And to top of all that, the Hereford's temperament is more docile thus allowing easier handling than other cattle breeds.



French Limousin



Polled Herefords



As you can surely imagine, maintaining a classic airplane in Argentina is not an easy job. No spare parts, little knowledge of an aircraft whose entire local fleet consisted of about 24 airplanes in 1946 and very difficult, not to say impossible, import restrictions. This has been made a lot easier in large part because of the kindness and readiness of the members of the Association whose help comes in many forms: material, knowledge and, most importantly, human. Years of exchanging information, giving response to a question that jumpstarts us when we are stuck, offering a spare part for free, servicing my Marvel Schebler when parts were impossible to get in Argentina, pointing towards a good provider, and even writing an obituary for me when I wasn't able to.

I feel very fortunate having the opportunity to write for the International Cessna 120-140 Association. I am very grateful for the friendship that this community shows in this wonderful world of small airplanes, writing and helping in the ICA forums. I was able to attend the convention in Alabama 2009. I flew Delta from Buenos Aires, then a domestic connection. I visited Pensacola with the fantastic museum, and a few days later on the same trip I had the incredible opportunity to meet John Kliever at Teterboro for an unforgettable breakfast.

I will be making every effort to attend the 2021 convention in Atlanta and hope to meet many new friends.

Thank you for over twenty years of friendship!

Horacio





Photo courtesy of John Kliewer

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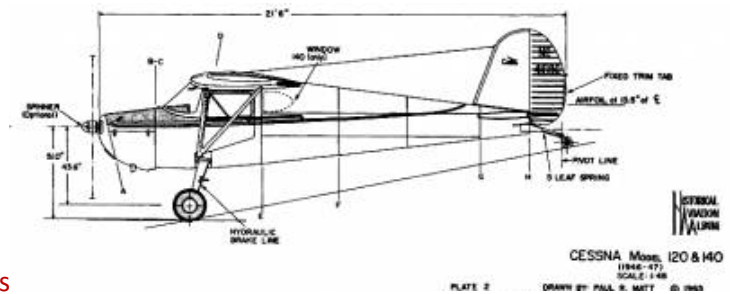


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Tech Talk ...by Mac Forbes/Ken Morris



Loss of Prime in the Oil Pump

Introduction... Christian Vehrs Newsletter Editor.

I was excited when Mac Forbes sent me this article because I have personally experienced this issue known as "Loss of Prime" in the oil pump. Like Mac, the solution for 2032V was a new/overhauled rear case with new gears. However, when I vetted this issue to our Tech Talk guru Victor Grahn and some of our other very knowledgeable folks, I discovered that there may be a few ways to solve this problem, and some of them might be less expensive. A great alternative was also provided from Ken Morris.

I have included both Mac's and Ken's articles here for your review. I feel certain that this information will be extremely valuable for anyone facing this problem. And by the way, I too have lifted 32V's tail over my head because I heard the same old wives' tale about how to make it work just one more time.

Mac Forbes says...

SMALL CONTINENTAL (C85/CESSNA 140) LOSS OF OIL PRIME - "REPORT"

...will make this as short as possible ;-). The "overhaul" of my accessory case didn't work out. Due to a combination of issues the shop could not accomplish the "weld & machine work" to my *magnesium* case that I had been assured they could & would. *Good folks, and very good communication I'll quickly add & we remain friends!* Moving on then and referred by the original shop to a well-respected "salvage" dealer, they have in stock a low time/good condition accessory case (*aluminum* -- yay!), but it's for an 0200 "D" engine. That engine apparently came supporting only an electric tach, so for my C85-12 this "D" case would have to be modified/machined-- bored for the tach drive gear + mounting studs.

I just wasn't convinced that the mod would be to exacting specs, so decided against that option, plus the case pt. # *might* require a "field approval" (?). Too, the ultimate cost would probably approach that of a new case. Again, a very helpful shop owner...who even answers email on weekends! :-)

The next step(s) included squeezing the piggy bank & trying to purchase *new* @ approx. \$1,600.00+...or, to locate "serviceable". *No new available...in the world, right now!* I'm told that TCM had experienced an issue with their foundry molds at some point in recent history and had re-purchased every case from all of their distributors for building TCM's own factory engines. While they promised (and, continue to promise as of this date) to make more "spares" and ship, it hasn't happened.

Spruce, Aircraft Specialties and all of the big (or, "small") names had *none*...and, can't promise when (if?) they will get any. On to finding "serviceable" & searching for ANY of the applicable part #s (there have been 8 superseded since the original #6726). Ebay, Trade-A-Plane, Barnstormers and other "normal" places turned up very few -- one in California (no photos available), one in Argentina (seller very helpful, but high shipping cost), and one in Georgia, off a 150. ...turns out that the Georgia owner and I have a mutual old friend plus he's been very helpful, even offering a "money back guarantee"! His is low time & in good shape -- I bought that one. (I did notice that another "major" salvage dealer has a few listed & one that *appears* to be NOS, but no info. available other than "they're salvaged/no guarantee!!" -- the purchase price + inspection/yellow tag would add up to more than new!)

That can come via event(s) that allows metal to circulate & cause "grooves"/erosion, or just plain old use and time, or combo. As the cavities wear and allow for excessive gear movement, the shaft holes wear as does the pump cover, gears and gear shafts. The wear and ever-increasing space means that loss of prime is inevitable and will only get worse.

Renowned expert Harry Fenton has been quoted as saying that "the old magnesium cases may eventually actually begin to *rot*"(?). One "approved" and, probably, temporary/stop-gap fix is bushing the gear shaft holes -- at least one of the major machine shops can/will do this...but, some suggest that the bushing material *may* wear even faster than the original casting did(?), 'though combining this with the installation of new gears/cover *might* help extend the inevitable(?).

The use of single weight oil initially, and a willingness to "prime before each start" is certainly an option for those willing to put up with the inconvenience.

An interesting side note -- the "new" Aeroshell "Plus" W100 oil supposedly has a special additive that helps "add" lubrication to those bearing areas that may get a bit hot when starting without initial/proper oil flow. Worth an extra buck or two for oil -- maybe so, maybe no?

I still cannot answer why it seems that some seem to never have the issue -- maybe a better "metal mix" @ the '40's foundries(?), luck at not ever having any particles make it to/through the oil pump(?), fastidious attention to regular oil changes(?), use of "premium" oil (whatever that may be -- opinions vary widely!)(?)...or, just plain old good fortune(?).

The contrast 'twixt my old case (top) and the replacement case (bottom) is absolutely evident, visually and via measurements.



My old case



The replacement case

Like my old case, this one is also made of magnesium (all of the early cases were), but it's significantly low(er) time and really hardly worn.

The pump gears that came with it are also like new, 'though I'm using the new gears & cover "kit" that I already had. Cessna did have Continental include a threaded bore on the left/lower side for adding an air/oil separator on some of the 150s -- this one has that & my old one did not. That's not an issue& they're interchangeable, of course, but of interest (to me, at least :-).

As more and more of these old cases reach maximum wear to a point that a lot of folks are seeking solutions, let's hope that some new cases will be coming to the market. With today's worthless money, \$1600.00 + tax/shipping is almost reasonable. I'm not saying that there aren't some good cases "out there" in "someone's" shop or hangar, but with a great deal of hard work and energy, I surely couldn't find them! I expect that there are still a lot of "overhauls" with "serviceable" accessory cases & gears *reinstalled* that may or may not last. This could well become (even more of) a major issue and expense for many with these little "old" Continentals. Please keep in mind, however, an admonition we see from time to time: "YMMV", and some (many) do make it to OH without facing the loss-of-prime issue.

We've now got'er all reassembled and flying. So far/so good. With still very low time SOH, oil pressure has always been excellent at idle and at cruise and, *now*, there seems to be no "loss of prime" at start-up, even after days & weeks between starts. *Time will tell.*

Mac

Ken Morris says...

Imagine, if you will, taxiing out for departure in a brand-new Cessna 140, and you see some nut (me) holding the tail of a Commonwealth Skyraider over his head while the engine is running.

Well that actually happened. If the oil pump loses prime, you have no oil pressure. The old wives' tale is that supposedly, picking up the tail reduces the distance of air intake oil pickup tube.

If that's what you thought, you are doing it wrong. If you tried taking off the little triangle plate on the left side of the engine, (where the filter adapter goes), and squirting oil in there, you are doing it wrong. If you tried pulling out the oil pressure regulator and squirting oil in there, you are doing it wrong. If you tried adding 2 or 3 more quarts of oil, so that there is no air in the pickup tube, it will work, but when it starts and shows oil pressure, you must stop it and drain the excess oil out. This is not fun, so, you are doing it wrong.

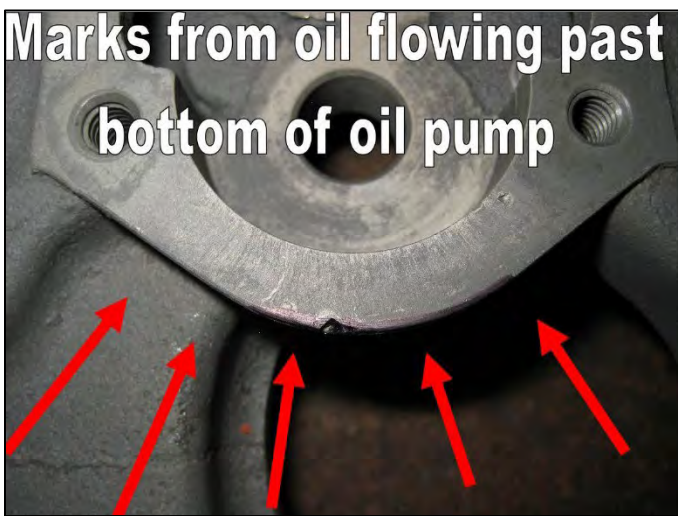
I have personally done every one of the above ideas, with mixed and mostly poor results. I did get a sore back picking up the tail though.

First, we will discuss why we lose prime, then we will discuss the fix. Then, if that is not doable, how to get pressure back without open heart surgery. Another related issue would be exercising the engine more. Another great excuse to fly more!

Let's find out why we lose prime... The Continental C-12, -14, -16 and O-200 all share the same rear case. Most of these, especially the older ones, are magnesium. The newer ones are aluminum, the gears are steel, the oil pump cover plate is aluminum. Most often it's the oil pump gear cover that causes the loss of prime.

There is much big (lots) of pressure in those 2 gears spinning around. The pump has to move more oil than is required. That puts an enormous pressure on the aluminum oil pump cover plate.

There are 4 bolts that hold down the plate and are placed kind of on the corners of the plate. You can see from the pictures that there is a significant gap between both the top two and bottom bolts. (It would have been better if there were another bolt on top and bottom of the plates).



It is the bottom gap that is the culprit, with all that pressure, over time, the cover actually bows out slightly. This allows the high-pressure oil to 'escape'. The more that escapes, the bigger the gap due to the erosion of the housing.

So now you shut down and go on vacation... When the engine stops, the oil pump is full of oil. Over time, depending on many factors, the oil finds its way past the oil pump gear shafts. This is ok because even if it flows out to the bottom of the lower shaft, there is plenty of oil left in the lower gear to suck oil up the intake tube.

BUT, if the aforementioned cover warp and erosion has taken place, all of the oil can escape. This will leave no oil for the gears to suck up. THAT is the reason you lose prime!

The correct way to fix this is to remove the rear case and do the following. (Open heart surgery).

I spoke with Dave Mitok at Poplar Grove Airmotive. He explained that they have a fix for shaft wear (bushings) and edge wear, (fill and recut), but most times it is possible to square up the cover plate on a surface sander.

After it is square, put some self-sticking sandpaper (fine) on the cover plate, trim the edges, then use it as a sanding block to carefully sand the oil pump housing, taking down the high spots.



Oil pump cover plate front and rear sides



When everything is square, check the gear clearance with the case. You may need to put some sticky sandpaper on a gear, trim the edges and smooth the bottom of the housing so the gears fit.



Obviously you will be doing all of this with adult supervision - the watchful eyes of a qualified mechanic.

OK, so let's say that this open-heart surgery is not an option at the moment. Here is a temporary field solution...



On the A series engines, the oil screen is on the left side and slightly above the oil pump. On the A65 or 75 or -8s, all you do is pull the oil screen and squirt oil into the bottom of the screen housing. The oil will go directly onto the oil pump gears!

So what, you say. Am I supposed to be jealous of a Champ Pilot because they have an easier fix?! Hardly...

The Continental engines that we have in the 120s and 140s are -12, -14 or O-200s. The oil screen is on the right side, and slightly below the oil pump (damn). Remove the screen, yes oil will come out.



Get an oil squirt can with a long flexible line. Stick it up into and to the left past the oil screen housing. There is an opening directly to the oil pump gears. Give it a couple of good squirts and that is it.

I asked Dave Mitok if it would help to slowly pull the prop through, (mags off). He said it shouldn't be necessary, but I think it can't hurt. (Me talking). After this process, don't waste time going to lunch. Put it back together and go fly!

So what have we learned?

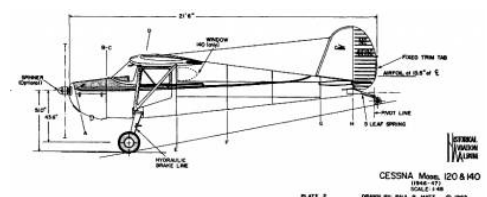
Do not fly without oil pressure!

We know the reason for loss of prime.

We know how to do open heart surgery on our engine.

We know how to give your plane an enema.

That guy holding the tail over his head with the engine running really is a nut.





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2020 Wall Calendar



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blakemathis@yahoo.com

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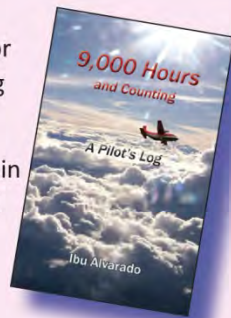
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Congratulations Bill Scott Sun-N-Fun grand Champion !!!

Uno Part 8

The discovery, recovery and restoration of the prototype Cessna 140A



... Ken and Lorraine Morris
See Summer 2019 issue
for Uno part 1
Fall 2019 for Uno part 2
Winter 2019 for part 3
Spring 2020 for part 4
Fall 2020 for part 5
Winter 2020 for part 6
Spring 2021 for part 7

Well, here we thought we were about done with Uno, and only had one more story part to do, but as with all airplane things, we were 90% done, and 90% to go...

Fall 2020 rolled around, and I forgot to say NO to some friends, so ended up committing myself to three full interiors. And not small ones either. So, the December through February were spent sewing up a Beech 18 interior, a Navion Rangemaster interior, a WACO interior, a Cessna 140A interior, as well as several other small jobs. So while I was sewing away, Ken was doing the little things we needed on Uno.

Around the middle of February, I decided to get back on the UNO bandwagon and try to get the parts that were going to need paint ready for said paint... A neighbor had a few original advertisements for the 'New All Metal C140A', and it had pictures!

There are very few parts on this plane that have paint. We are all used to seeing the familiar C140A paint scheme, with painted wing tips and wheel pants. This plane only has paint on the fuselage and cowl, the vertical fin and rudder, and the N numbers on the wings. Also, in 1949 the CAR stopped using NC on the N numbers, and only used N. So the N numbers are 'shorter' than the straight 120/140.



Cover of the Cessna 140A Operation Manual

Now All Metal!

ANNOUNCING A SENSATIONAL 1949 2-PLACE

IT'S BIG NEWS! Good news! For now this great new 2-place Cessna offers even finer performance, even greater utility...at low cost! It makes cross-country business and personal flying safe and practical for thousands!

NEW! Tapered, All-aluminum wing for better control, greater flying stability, lower maintenance.

NEW! More effective wing flaps for easier, safer landings.

NEW! Semi-cantilever construction with single wing strut! Better looking—better aerodynamically!

NEW interior styling! Fine upholstery. Hyacinthine rubber. Comfortable foam-rubber seats.

AVAILABLE WITH EITHER 85 H. P. OR 90 H. P. CONTINENTAL ENGINE. Top speeds—over 120 and 125 m.p.h. Cruising speeds—over 105 and 110 m.p.h. Range—over 450 miles!

Ken was a bit unhappy with the fit and finish of the cowlings, so he has been tweaking on it. It really looks good, and I wish I could specifically tell you what he has been doing, but he keeps fiddling and it looks better and better each time he is finished.

While he was fiddling, I got the top of the right wing polished all the way through the Nuvite S. It was like a mirror finish. Of course there was about 30 inches of snow in the past three weeks, (the normal for a whole winter in this area), and now we had to transport this wing to the paint shop.

Luckily the shop is across the airport. We have a neighbor that was a car body guy in his youth, and now he is retired and has set up a paint shop in his hangar. He does a great job. So we were able to schedule the wings in for the N number paint.

We borrowed a trailer, I scooped about 8" of snow and ice off the trailer, and then we put two old cushions on the top of the snow/ice covered trailer. Then carefully placed the right wing on the cushions and drove at idle one mile away across the airport. (took about 13 minutes.) The last thing I needed was to go too fast and have the wing shift, or worse, slide off! We were NOT going to strap it down, because I had just finished polishing, duh!



We had already figured out the color, metallic Green, according to the original Cessna parts manual and the original equipment list.

Long ago we had restored a C140A that was originally green, and had never been painted.

We still had a chunk of that plane with the color on it, so used it to match for Uno.

Ken went to our local Paint supply place and purchased the paint and primer to supply our painter.

We made it to the paint shop, put the wing in the booth and talked over the placement of the N number. I had already ordered the N number masks and took them over to the paint booth with us. If you need any graphics, or stickers, Marilyn at Aerographics is wonderful, (800) 336-9633. (shameless plug)!



The Left wing has numbers on the bottom of the wing, so I got it ready to go as well, but then Ken realized that there are two inspection holes that access the strut attach points. One of those was going to be in the area the N numbers are painted, so we got into the pile and pulled out the inspection covers. UGH! Somebody had really scratched them up badly in prep for paint and they were terrible. So Ken lightly sanded one up so I could get it polished and ready for the paint in case the N number covered that area.

Then we started going through the rest of the inspection covers. There are only 7 inspection holes in the 140A. Two small ones under each wing for accessing the wing strut bolts, and one larger one on each wing to access the Aileron cable attach pivots.

There is also a small one under the horizontal stabilizer that covers the elevator trim jackscrew, (it has 4 screw holes). Ken found all the inspection panels and cleaned up most of them so they are ready for polish. The stabilizer inspection cover was terrible. It was obviously homemade, and the holes were in the wrong spots. To correct the holes, somebody had just elongated a few holes to make it fit.



*Old stabilizer inspection panel –
ugly elongated holes*

Ken made a new one and it looks great too. Now all I have to do is polish up all the inspection panels separately from the part it goes on.

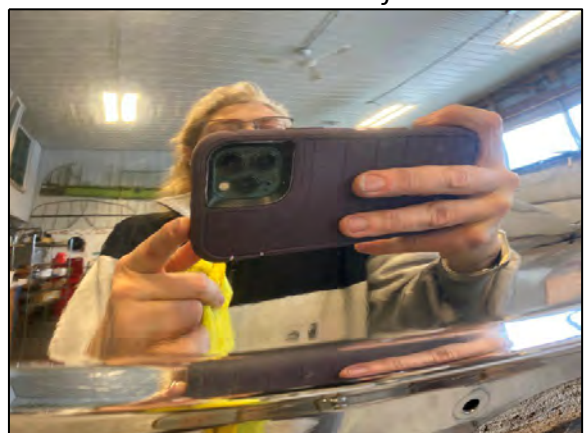


New stabilizer inspection panel – beautiful

We pulled out the wheel pants. These were BRAND NEW wheel pants, still in the box. They were covered in the protective coating that Cessna put on them which was like a thin plastic. The only thing I could get to cut it was paint stripper. Not even MEK could make it budge. They had been in the box for so long, there was tiny bits of surface corrosion starting in many places. I was able to polish the heck out of them and get them looking pretty good. There is no paint on these, so that was important.



Now that's a mirror finish!





All these polished parts are starting to look the same and we lost the wheel pants for a moment

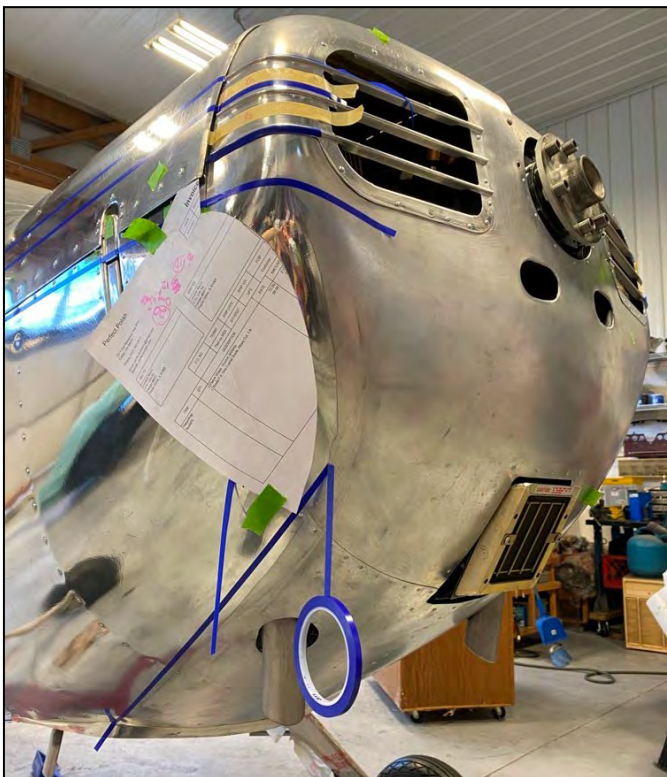
We had already polished up the wing tips. We had to strip and clean up about 5 wing tips to get two that would work and didn't have either patches or dents. They have no paint either, so had to be perfect.

We polished up the fuselage where the paint would go and taped up pictures of the second 140A (N3780V) to figure out the scheme. There do not appear to be any real pictures of our prototype anywhere, so we are using 80V for paint plans.



Masking the cowling using a picture of 80V

We got the fuselage and cowling masked, then set the vertical fin on the plane to make sure it matches up and masked the fin.



Fuselage paint trim



The tail ended up at the painters so he could fit them in when he got a small break. He had several jobs on his plate and was working us in as he was able. When he got another break, we took the fuselage and cowl down and he did his magic.



Taking the fuselage to the paint shop



*Once the fuselage was done,
we saw the end in sight.*

Like the rivets, if there is a cover on and you polish, you get a 'ring' around whatever is sticking up and it is hard to get rid of it, so I polish all the inspection covers separately and then install them. My plan is to coat everything with a ceramic coating when it is finished. John's 360 coatings sounds like the way to go, and it is suppose to allow you up to two years without having to polish again. If nothing else, it will keep under the wings better.

Once the parts were all back from the painter, I got the tail surfaces mostly polished up to where I wanted them to be. I installed new rubber trim on the side skins that meet the bottom of the stabilizer where it sets on the tail cone. I also installed the rubber trim on the two sides of the leading edge of the horizontal stab, where they meet the fuselage. They are small areas, but it really makes the plane look finished when they are new clean rubber.

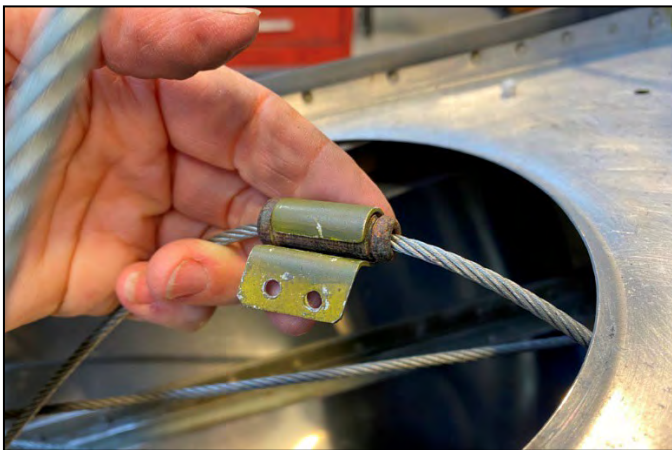
I started to crawl down the tail but noticed that there appeared to be blood on the seat pan. This does not really surprise me, as there has been lots of blood let during this project. The more I looked, the more I saw. It appeared to have dripped through the cracks and pooled below the seat pan. Gross. Somebody really bled a lot!



I queried Ken about what part of his body had been sacrificed this time. Turns out he was showing off the plane after a day of hard work and set his glass of red wine down somewhere that wasn't level and it spilled in the seat pan. He obviously didn't get it cleaned up very well. I flushed the area good with plain old water and now there is no trace of the spill.

With that mystery solved, I once again crawled down the fuselage to get the trim cables straight. When I did, I also fed the rudder and elevator cables through their respective holes or channels. At this point we realized that the Bakelite ferrules that channel the rudder cables on each side of the tail were installed, but there were no cables in them! Ugh! Ken had to drill out the rivets, pull the ferrules out, feed the cables through the ferrules, reinstall them in the aluminum and safety wire the ends to hold the ferrules together. Then re-rivet them to the tail cone. It is a good thing we did it now, because if we had discovered it after the stab was on it would have required removing the stab...not good.

Once the cables were all straightened out, Ken installed the horizontal stab and fed the trim cable through the maze that is the stab. If you have never disassembled the tail, it can be daunting. It usually requires a couple of tries to get it right. If there are any twists in the cables, it won't reach the trim actuator and you will think it is too short.



We knew that we had replaced one of the two trim cables because the old one was rusted and frayed, so we started there. We got it somewhat straight, and then checked for obstructions. When we replaced the old battery with the Odyssey battery, we installed a shelf for the battery to sit on. When the new ELT was installed, the battery shelf was widened to accommodate the new ELT. The back of the shelf has an angle stiffener on it and the trim cables were touching the angle. I had to squat in the plane backwards and use a file to file the angle down so the cables had clearance.



Moving forward with the trim cables, we realized that we hadn't polished the trim tab housing. More Ugh! I fabricated a barrier so the polish didn't get all over the Bakelite trim tab itself. Polishing those small areas is difficult and can be hard on fingers. I tried using small dremmel brushes in my drill and that works good in very small areas. But it leaves marks and wasn't going to work for the whole thing.



Fabricated barrier to prevent polish compound from contaminating the trim wheel.

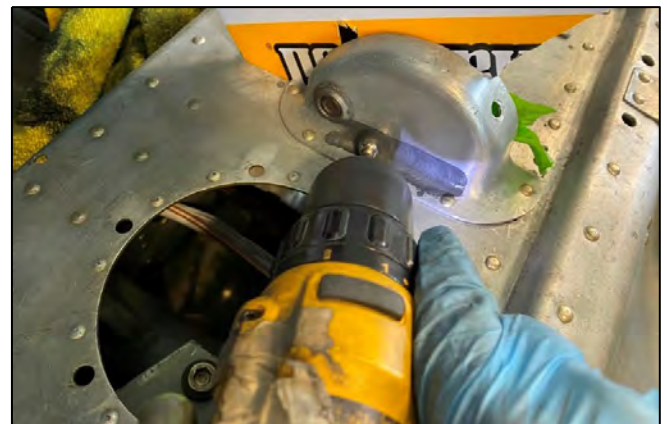
I tried sewing some old fabric scraps together in a square and used a wire brush on top to anchor it and that worked ok for the larger areas, but when I get too close to anything that sticks out the pad would catch on the part that stuck out and would sling the pad away. Not good.



First attempt with square pad.



I sewed the scraps into a circle and that worked better.



With the proper polishing pad created and barrier installed, polishing the trim tab housing was a success.

When I first took the trim tab system apart a couple of years ago, I put some penetrating fluid in the bearings that the trim tab rolls on. It had been 'penetrating' for awhile now. I took some lacquer thinner on Q tips, and was able to clean out the races and get them working and rolling freely. A drop of good oil in each side and it should be ready for another 70 years.



Somewhere along the way the plane had lost some parts. One of those missing was the headliner attachment anchors above the doors. The 140A had a one-piece headliner and the area above the doors is sewn to the headliner and the fabric is anchored above the doors in the same way the headliner material is anchored around the D windows in all planes. David Lowe had the piece I needed, so he sent them to me and I got them installed.



Headliner attach bracket installed

A friend of ours called up and asked us to come and see the C140 he just bought. It had been owned by an older gentleman who had owned it for 30 years. Our friend had never owned a 140 and wanted our opinion. We flew Charlie over to take a look at it. It was an early 1946 C140. Original everything! It even had the original GE radio! Our friend had pulled the radios out and was going to junk them. My eyes lit up and we did some horse trading and I came home with an original radio!



Original 1946 panel where the GE radio was removed and donated to UNO.

Ken had busted his butt and made a really cool radio cover. It was an old Super Homer radio face. It wasn't original to the airplane, but was old and looked cool, and successfully hid the new radios. When we dragged the 'new' GE home, he busted his butt again, and made a new cover with the GE radio face. It looks fantastic!



Radio face to complete the installation

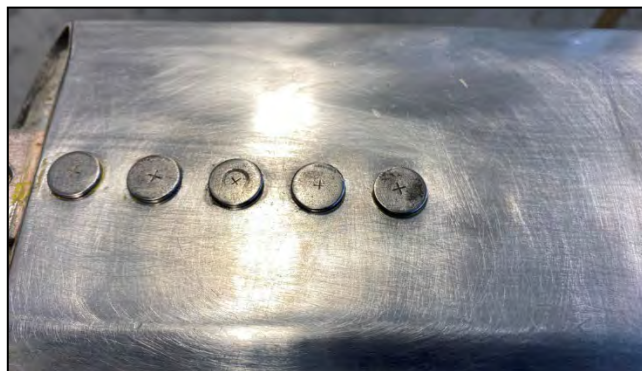


New radio cover with original GE radio installed in UNO's panel.

While we were this far into it, I called up David Lowe, and asked if he had the old radio antenna supports. He came up with them and sent them to us. Oh boy, this I going to be so cool! Ken got them installed, and now I am on the hunt for copper wire for the antenna.



Original radio antenna mounting hardware



Wing struts cleaned around rivets



Everything was deemed polished and ready, so Ken started assembling the tail surfaces.



Vertical fin radio antenna mount

Back to polishing...Again.

This whole plane was painted, so anything that was original to the plane and not replaced or re-skinned had been painted. It was really good paint and primer and did not want to be separated from the plane. It took a long time to get the primer off the struts, and the worst part was around the rivets. I stripped and re-stripped and re-re-stripped and stripped some more. Finally, I ended up using a razor blade and fine pick to get that damn paint and primer out from around the big rivets at the top and bottom of the struts. I finally declared it acceptable, and started polishing the struts up.



Elevators installed, but not rigged

A year or so ago, I got industrious and went through the parts manual and made up a list of hardware needed to put the plane together. When I went to OSH that year, (2019), I bought all the parts I could find. I wasn't able to get everything, but most.



You would think that since most of the parts came off the plane they would go back on just fine, but they never do. The stab had been completely disassembled and reskinned. The fin and rudder were original and stripped. the left elevator was original to the plane and reskinned. The right elevator was new to the plane and the top was reskinned, (the other elevator had a 140 trim tab, not a 140A trim tab). Even though it is a slight mish mash of parts, UNO should be flying soon a looking great doing it.

To be continued....





Sun-N-Fun 2021 review

Scott and Linda Ross ... Secretary/Treasurer

Jeff and Cindy Tourt... Merchandise Coordinator
and President

Scott and Linda says...

Last year before the World got complicated Jeff Tourt and I started scheming on a break from the cold Nawthern Illinois Winter. Winter up here is a miserable affair, seemingly never ending and just when it warms up a tad, poof! we're back to the snow, ice, wind and...well yuck.

It's around 1200 miles or so to Lakeland from Nawthern Illinois. Jeff and Cindy Tourt had just bought their camper, never made a trip in it and ours was new to us from Fall of 2020. Just to keep things interesting we brought along two of the three dawgs.

Monday we wandered into Lakeland and got to the SnF Campground. Now there's a huge campground there and the place was packed. It seems the entire Aviation Community that could get away had already gotten there. Next year we'll have to leave a couple of days sooner. SnF reported record attendance and the place was certainly filled up with the usual EAA crowd, neat as a pin, polite and wonderful aviation people everywhere...not to mention airplanes!



We camped at the far Northwestern edge, in the overflow area. Ok...ok...it was a cow pasture! And being immediately South of the runway turned out to be the best seats in the house! Next year we're camping in the same spot.

Jeff, Cindy and Linda and I split up the Type Club table chores, we cooked most meals right at our campers, we got to visit with dear friends and made new ones and had a wonderful time.



Saturday Linda and I headed back with Jeff and Cindy continuing their adventure up towards the Carolina's to visit old friends. We're already planning Oshkosh, next year's trip back to SnF and possibly a little side trip to the Black Hills to check in on the Alesi's.

We're looking forward to seeing you all at Airventure, you'll find us at the Type Club tent working the table and in the evening out at the campgrounds. Cya there!

Jeff and Cindy says...

This year we were really looking forward to S&F last year only one or two flying events were attended and we all know why. So this year was really special because we planned to travel from Illinois to Florida with Scott and Linda Ross with our new camper. This would be our first camper and first trip with it so not doing anything simple I planned a 3,800 mile adventure including 14 days and 9 states to visit.

Pulling into S&F was little backed up at first but we got in and never camped there before we ended up in the west field backed into two nice spot and called it home for 4 more days. Our friendly neighbor asked us if we needed to barrow his rake??? That's when we realized the camping field was a cow pasture just the week before funny thing was all the cow pies around and you still pick up the dog doo.

Tuesday would be the start of things and getting there Monday gave us plenty of time to get set up and get the lay of the show. Thanks to Scott bringing his scooter and Cindy & I always sport the scooters at Osh. It's the only way to get around at a large air show.



We set up the table at the type tent the night before. We did not make any plans for a dinner or a tech. meeting this year the rules of distancing and getting a room for tech. meeting seemed to be too much red tape. We were fortunate to have David Lowe at the table on and off so all technical conversations were covered.



Lots of regulars stopped by and some new members also. This is S&F number 7 for me as I have helped at the table in the past so you get to know the locals.

One of them being Bill Scott he has been rebuilding his 46 120 for some years now and always interested to see how far the project is coming well this year he and his friend flew in with both of their planes. Bill has done such a meticulous job on this complete restoration I was so impressed to see all his detail work. They always say how do you eat a elephant? One bite at a time! So these projects do come true you need to stay on them so you can enjoy flying them. Oh and Bills project won him a very special award GRAND CHAMPION CLASSIC very nice Bill now fly the wheels off it.



Bill Scott, Sun-N-Fun Grand Champion !! Congratulations Bill



The air show starts at 1pm so table gets a little loud with the jets and slows down a bit. Dinner was something at the campsite most nights, but one night 12 or so of us ended up at a buffet style restaurant in Plant City fun times with fellow pilots can't beat eating good food talking planes.



We departed S&F Saturday so did Scott and Linda they headed home to Illinois. When we travel in the plane or car we are always on the lookout for a national park close by. In Savanna Georgia, we stayed at a really nice and the most expensive park (\$81 a night) Tybee Island neat thing was we were a block from the Atlantic ocean and lighthouse was in our view.



One of the last stops on the way home was Williamstown Ky to see the ARK ENCOUNTER. Please look it up we had a customer of ours tell us about it and we said it was a buck list we checked that one off. Replica of the Ark and theme park took us 3 hours to see it and we rushed it a little. It is the largest wood structure in the world and yes its real wood! Amazing I bought the book that shows the building of it. Constructed on 800 acres and built by Amish construction Co. I recommend a visit there.

So as always, this association has shown us places and introduced us to fun new people we would have never seen or met without being part of this, and I thank all that started and have kept the association alive and well. Hope to see you at Oshkosh, then our convention in Georgia.



Georgia State Rep News

Vintage Days Fly-in

June 5-6th 2021 (GA2)

Georgia State Representative ...Christian Vehrs



This year's event was the largest in terms of sponsors, displays and activities. It also was the first time that the event was planned for the whole weekend with on-site camping and facilities. There were no shortage of vintage cars, tractors, military vehicles and aircraft. Although, the mighty Cessna 120/140's made no appearance ☹️. We'll have to get them next year.





Once again, Peach State Aerodrome showed their commitment to this annual event by opening their facilities and bringing in displays and vendors a'plenty to make sure this one is worth planning for each year.



Our local Civil Air Patrol had their tent ready.



Something for everyone makes a family friendly event.



Plenty of space to get out of the sun for relaxing and eating.



Folks were nice enough to bring plenty of experimental aircraft engines still in their original packaging.



The classic Stearman flyover looks good in the air or on the ground.



This year, the Youth Aviation Program is raffling off this beautifully restored 1938 Aeronca Chief with authentic WWII service. The tickets are being offered at \$50 each with only 1,500 tickets sold before the drawing.

That's probably the best odds I've seen for a nice vintage airplane.

I know who has two of those chances in their pocket right now.

Get in on the action by visiting their website....

[**https://rafflecreator.com/pages/49524/win-a-1938--aeronca-chief-\(wwii-active-duty-veteran\)**](https://rafflecreator.com/pages/49524/win-a-1938--aeronca-chief-(wwii-active-duty-veteran))

This year saw some pretty incredible examples of some pretty nice aircraft, like this 1934 Stinson SR-5A. This aircraft was originally used for distributing movies to theaters in the southeast United States during the depression years, The original owner's grandson located the airplane and restored it to its current condition.



1955 Beechcraft E18S
Which one of these is prettier?
Ken Morris get two votes.
1936 Lockheed 12A



What is that thing hanging out from under the
nose? Blasphemy

*This will be the site for the
Wednesday Poker Run lunch
during our 2021 convention.
Plan to join us!*





Garry Ratliff Spokane Washington

I reached out to speak with Garry Ratliff after I was alerted that he had just sold his airplane after owning it since 1979. I wanted to congratulate him for being a member of the Flying Octogenarians (active pilots over the age of 80). From the pictures he sent and the notes he provided, it is clear he took a great deal of pride in his beauty. Thanks Garry!!

Garry says...

I purchased my C 140 in 1979 in Spokane, WA as its owner and pilot for 41 years. Flew my beauty in Eastern and Central Washington and Northern Idaho and to numerous airshows and fly Inn's with EAA.



For many years I flew to the Aerospace Days at Fairchild AFB open house. My airplane was put on display representing antiques and classics among many modern military aircraft.



My C 140 over the years helped me earn the Wright Brothers Master Pilot Award. The airplane received an award for Best In Show at an airshow nearby Spokane for workmanship, quality and beauty.

How I loved my plane and hated to say goodbye. At 84 it was time to let it go. I found it a good home here in Spokane with its new owner who promised to give it TLC. It was hard to say goodbye to such a faithful and loyal friend after 41 years of wonderful flying.





From our convention hosts... Christian and Heidi Vehrs



International Cessna 120/140 Association

Wow, I can't tell you how excited I am about the upcoming 2021 convention that Heidi and I are hosting here in Atlanta

Convention Schedule

Heidi and I would love to kick it all off by having you over to **our house for Burgers, Bonfire and BYOB** Sunday and Monday evenings for early arrivals.

There is so much to do here in the Atlanta area that there is no way to schedule it all in. Let's start by providing the plans for Wednesday – Saturday.

Wednesday Poker Run will fly over sight-seeing locations such as Lake Lanier, Stone Mountain, **Pinewood Movie Studios**, the **Atlanta Motor Speedway**, and will include a stop at the **Huey/Cobra flight museum**. We will have a lunch at one of the poker run locations on Wednesday.

Thursday Flyout to McCauley Propeller Systems.
(Tentative)

Located just off site of the Columbus Airport (KCSG). We are planning to have a tour of the McCauley Propeller facilities with lunch included.

<https://www.georgiamanufacturingalliance.com/events/mccauley-aviation-plant-tour-columbus-2020>

Thursday evening dinner at the CAF hangar back at our convention airport in Peachtree City.

Friday Morning Maintenance forum, lunch, and the flying games at the airport.

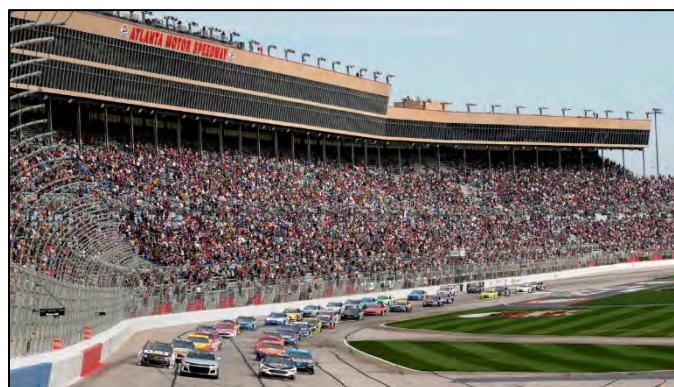
Friday Evening hotel banquet with door prizes and awards.

Saturday morning departure or stay longer for Atlanta area sightseeing or Braves baseball game.

I have blocked rooms at the hotels starting the Sunday evening before the convention. That will allow anyone to come in a little early if they need to skirt some weather, or if you would like to get more sight-seeing and activities in during the week. Heidi and I will be available all year to help plan your visit, and we would love to show you our beautiful area.

In the following pages, I have listed several of the attractions in the Atlanta area. Please feel free to plan your visit with us by including day trips to one or more of these attractions.

This should be a great one! Make plans to join us.
Christian and Heidi Vehrs, Georgia State Reps.





2021 Convention Preview

August 24 – 28

Falcon Field (KFFC) Peachtree City, Georgia



Home of the CAF <https://dixiewing.org/>

Convention Hotel



Crown Plaza

201 Aberdeen Pkwy
Peachtree City, GA 30269
(770) 487-2666

Convention room rates \$105.00

Mention group code CES120

Breakfast coupons can be purchased for a discounted rate of \$14.

Alternate Hotel



Hilton Garden Inn

2010 North, Commerce Dr.
Peachtree City, GA 30269
(678) 827-8400

Convention room rates;

\$109.00 with Continental Breakfast
or

\$114.00 with Full Restaurant Breakfast

Mention group code CES120



770-486-2181 mention Cessna 140 Rates

Economy/Compact/Intermediate – \$47.99

Full size - \$50.99

Premium - \$59.99

Minivan - \$80.99

Standard SUV - \$85.99

All attractions on this page are located at Pemberton Place (a downtown area greenspace) and are walking distance from each other.

126 Ivan Allen Jr Blvd NW, Atlanta, GA 30308

These attractions are 32 miles (40 minutes) from the convention hotel.



World of Coke Museum

Plan 3-4 hours

The World of Coca-Cola is a museum, located in Atlanta, Georgia, showcasing the history of the Coca-Cola Company. The 20-acre complex opened to the public on May 24, 2007.

<https://www.worldofcoca-cola.com/>



Georgia Aquarium

Plan 4-6 hours (cafeteria inside)

Plan extra time for shows, i.e. Sea Lions, Dolphins, 4D theater, sharks.

<https://www.georgiaaquarium.org/>



CNN Studio Tour

Plan 3-4 hours (large food court)

Get behind the scenes of Cable News Network (CNN), which is based right here in Atlanta, Ga. A 50-minute guided walking tour lets you peek into the newsroom, control room and much more.

<https://discoveratlanta.com/things-to-do/attractions/cnn-center/>



Centennial Olympic Park

Fountains and Skyview Atlanta Wheel

<http://www.skyviewatlanta.com/>

All attractions on this page are located at various distances from the convention airport and hotels



Zoo Atlanta

30 miles – 40 min

Plan 4-6 hours

Behind-the-scenes experiences with some of our wildest residents turn a trip to the Zoo into the chance of a lifetime.

<https://zooatlanta.org/>



Stone Mountain Park

51 miles – 55 min

Plan 4-8 hrs

Stone Mountain Park is Georgia's most visited attraction with more than 3,200 acres. Fishing, Hiking, Train ride, Skyride to the summit.

<https://www.stonemountainpark.com/>



Warner Robbins Museum of Aviation

100 miles – 1hr 46 min (Plan all day)

The Museum of Aviation is the second-largest aerospace museum of the United States Air Force, including four exhibit buildings and more than 85 historic aircraft on 51 acres

<https://museumofaviation.org/>



Callaway Gardens

56 miles – 1 hr 10 min

Golf, Bike Paths and Butterfly House

Treetop Adventure and Ziplines

Beach, Resort and Spa

Birds of Prey show

<https://www.callawaygardens.com/>



Braves Baseball

38 miles – 41 min

Monday, Tuesday August 23-24

vs New York Yankees

Friday, Saturday, Sunday August 27-29

vs San Francisco Giants

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