

## Tech-Talk by Victor Grahn





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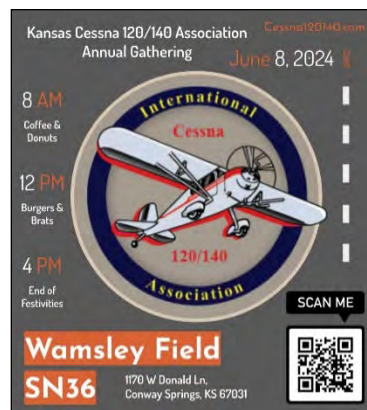
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# Kansas Fly-in

June 8th, 2024  
Brett Swartzendruber  
Roy and Marcy Aycock  
...Christian Vehrs



The official 2<sup>nd</sup> annual Kansas Cessna 120/140 Association Gathering was a huge success! Whenever Brett and Roy get together, it's something you don't want to miss.

Coffee and donuts were waiting for the early arrivals, and they were greeted with a fly-over by the B-29 Superfortress "DOC" which is based in the area. DOC is one of only two flying B-29's today.



*Marcy Aycock and Heidi Vehrs relaxing in the OSU Cowboy corner*

The cover photo for this issue was taken of Boston Parker's 1946 Cessna 120 that he purchased in 2020. He rescued it from a backyard and took it through an aggressive two-year restoration process to get it flying again.

Over a dozen airplanes stopped in throughout the day. It was great for me to see John Kliever with his beautifully polished 120.







The picture on the door documents all the states that he has visited so far. I'm looking forward to seeing him next year to see how many he has added.



*Phil Ciholas and Bonnie Johnson get the award for best dressed while bringing his 1946 model 140*



*Brett Rowland and his dad Doug with Brett's 1946 model 120*

Of course, what is a fly-in without some great food. Brett Swartzendruber is our Kansas State Rep and owner of the famous Hooray Grill company. Brett demonstrated the proper lighting and cooking technique using Roy's customized OSU Cowboys model.







*Roy and Marcy hosted a great fly-in once again.  
Make plans to join them next year.*







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STC'd for Installation Cessna 120 - 210-F



International  
Cessna 120-140 Association

December 2019

*2020 Wall Calendar*



**We are always looking for some good resolution photos for our calendar!!**

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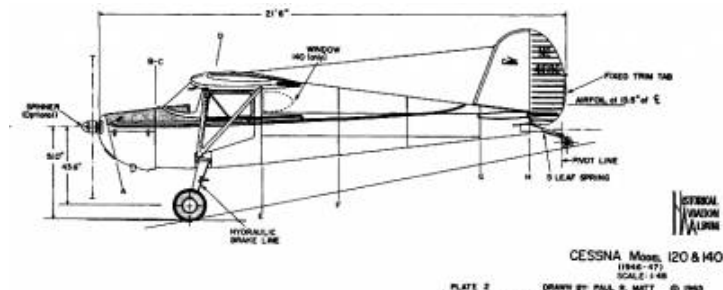
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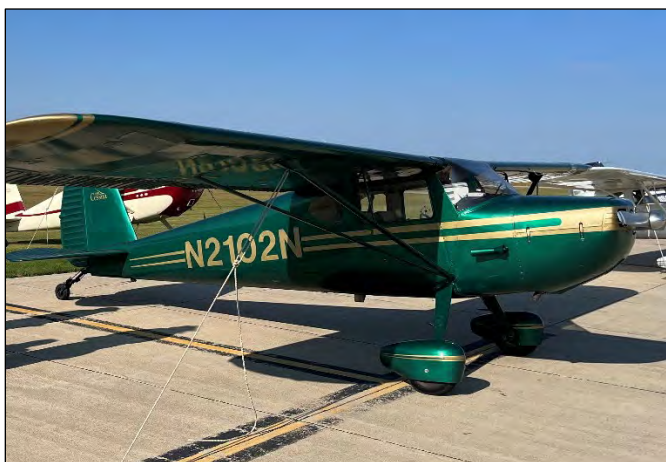
# Tech Talk ...by Victor Grahn



## Engine options for the Cessna 120/140 fleet.

In our last newsletter, Ken Morris covered the Continental engine for our aircraft, primarily from a cooling and baffling point of view.

This month we're identifying the engine options, but focusing on the Lycoming installation from a general perspective. We will also get into installation and how to keep it cool. Also, all of the photos shown here were provided by Reddoch Williams showing the Lycoming Engine installed on his 1947 model 140. He said he would be more than happy to discuss this installation. He can be reached at (850) 621-5645.



First off, only a small percentage of the fleet have been modified with the Lycoming engines, typically either an O-235 or the larger O-290 version. The vast majority of the fleet have the standard C-85 Continental, as well as the C-90. A very popular 'STC' (supplemental type certificate) is to replace the C-85 or C-90 and install a Continental O-200. There are no records or reliable statistics, but from decades of viewing the fleet, I would estimate 90% of the aircraft flying today have one of the three Continental engines.

For information purposes, the C-85 and C-90 are listed on the Type certificate and can be installed with just a logbook entry (were you to switch from one to the other).

An O-200 can be installed with Rice or Thompson STC (both members of the Association) as almost a direct bolt on. Very little modification or change is required since the O-200 attachment is very similar and sometimes identical to the smaller Continentals.

The most significant change on the O-200 install can be that the engine mount used is slightly shorter and uses different vibration isolators than the C-85 and the lower dash number C-90's.

A popular modification to the C-85 is to install the Aircraft Specialty Services O-200 crank STC. This utilizes the easier to locate O-200 crank, connecting rods and pistons. You will also see a net gain of increased performance with no additional weight penalty.

There is a small weight penalty (about 11 lbs) when you remove the small Continentals and install an O-200, but for the performance increase and ease of installation is well worth it.

So, how did some aircraft end up with a Lycoming engine, or how would you as an owner make the change should you desire to do so?

Back in the 1950's there was a company out of Springfield Oregon, "McKenzie Aircraft Repair". This company put together a program to install larger engines in various Piper aircraft, Tri-Pacers, PA-15's, PA 12's etc. In the process of doing so, they wanted to maximize their profits and needed to find a home for the smaller engines that were removed for the "upgrade".



So in addition to installing larger engines in the Pipers, they obtained STC paperwork for several other Aircraft including Luscomb's and our Cessna 120-140's. This would be the "new home" for the removed engines, originally installed in the various Piper aircraft.

Should you desire to net a few more horsepower above the O-200 or what the C-90 can provide, you can move up to a higher horsepower Lycoming. How would you do that?

For starters, item 109 on the 120/140 Type Certificate(A-768) lists a Lycoming O-235-C1 engine which "must be installed per the McKenzie Aircraft Repair installation instructions and drawing number". Here you can legally install the O-235 engine.

If you wish to install the larger O-290 engine, then you will need to purchase that "McKenzie" STC. Luckily if you open your newsletter, you will see that one of our long-time members, Gus Warren out of East Michigan area owns that STC and can legally sell you the paperwork (and can assist with providing some support for information on the STC).

Some of the "pluses" to a Lycoming engine installation:

- A. More power
- B. Probably heightened interest during the sale of the aircraft, especially if you're buyer is from some of the western or southwestern states (or internationally).

A few of the minuses..... Added weight. Right at the start you add 50 pounds to the nose of your aircraft. You will also need a different:

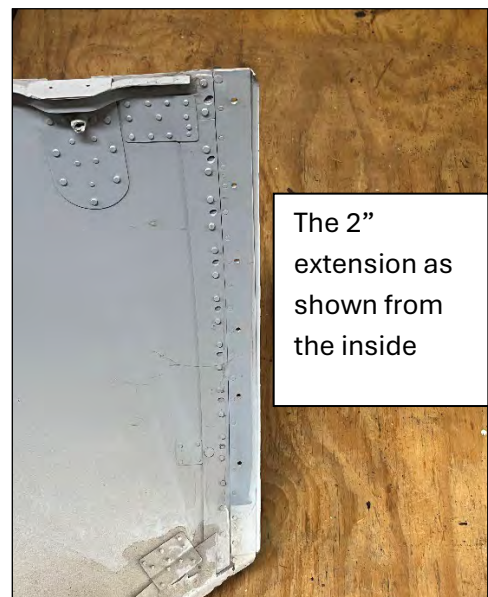
- A. engine(obviously)
- B. propeller
- C. engine mount. This is the major difference (and expenditure).
- D. depending on which STC you acquire and which engine mount you have, you may have to modify the cowling in one of three ways. Some folks have extended the cowling forward. Others have reshaped the nose bowl to make room for the starter, and others have installed a "bump" in the nose bowl to accommodate the starter.



*Notice the bump on the nose bowl to provide clearance for the starter*



*The overall length was increased due to the specific engine mount that was chosen for this aircraft*





Finally, the controls will need to be re-routed. A significant change per the STC is to relocate the battery way back on the aircraft to balance out the CG.

The additional 50lbs can become a factor when attempting to load two adults and full fuel. "Yes.... but it sure does jump off the ground.....Right!"

Two negative byproducts of moving the battery further back on the aircraft.

- 1) Battery servicing and R&R just got complicated. You will need a much longer (and heavier) main battery cable since it routes directly from the battery to the starter.
- 2) The starter is at the front of the engine, unlike on the Continental where the starter is located on the rear of the engine.

Continuing with the Lycoming engine another factor is cooling. The cowlings on our aircraft were designed for the small Continentals which have less mass and generate somewhat less heat than the larger more powerful Lycomings.

Several things to consider:

The 1946 cowling has a larger lower cowling and a larger air opening at the bottom. This cowling does a better job of cooling any engine, including the slightly more powerful O-200 and of course the Lycomings.

Regardless of which engine you have, refer back to Ken's article of last month. Much of the same advice applies - tight baffling to the top, sides and back of the cylinder compartment.

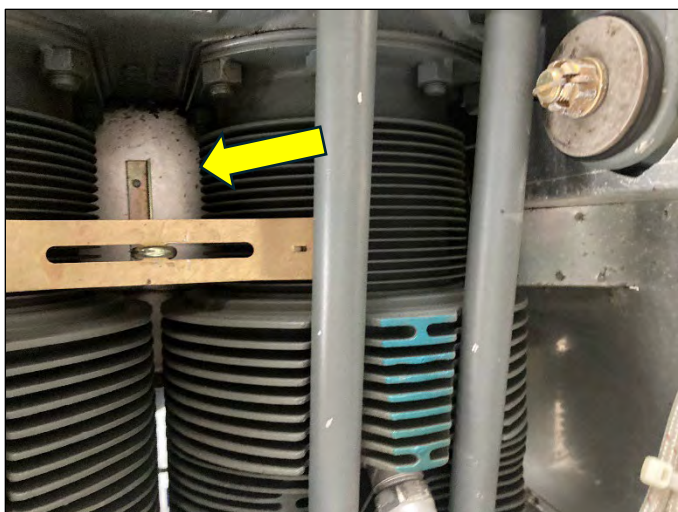
Any air leaks, no matter how small, should be blocked either with the silicon fabric material or if small enough, then simply a bead of RTV. Ensure that there are no air leaks between the baffling and the engine.

Your inner cylinder baffles, between the bores (steel finned cylinders) and the smaller inner baffles between the heads need to be intact and securely held.



*Nice tight fit around the cylinder heads forces the cooling air down through the cooling fins of the heads*





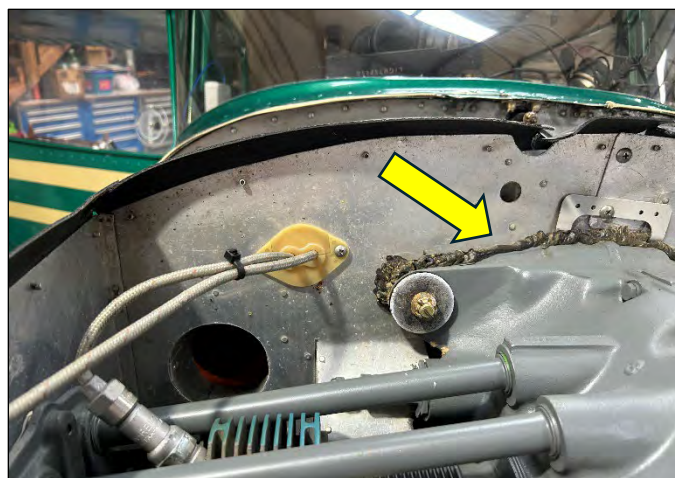
*Smaller inner baffles between the heads need to be intact and securely held*

If you have the 1947 and later cowlings consider installing an oversized "sea-plane lip" under the bottom, aft edge. This will aid in inducing more airflow to travel from the high-pressure area above the cylinders to below the cylinders and then exit out the bottom aft portion, just below the firewall.



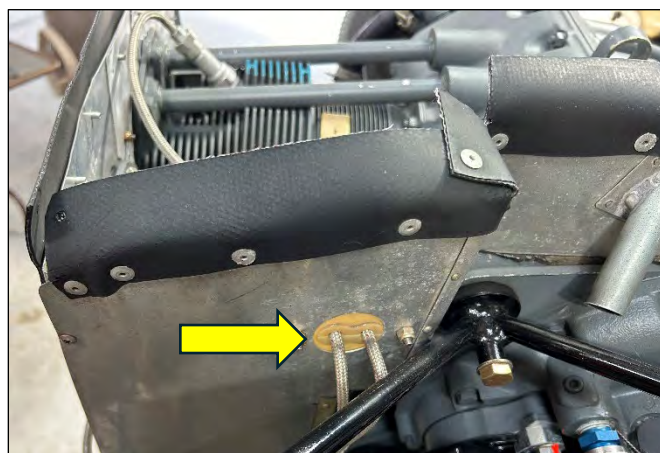
*Continental O-200 installation with an additional cooling lip to aid airflow*

We've put in some pictures of a typical O-290 install. Notice at the back of the case, as the baffling meets it at 90 degrees, there is a healthy bead of RTV to seal that air leakage point. This is important anywhere you want to force air from on top of the cylinders through, down and out to the area below the engine.

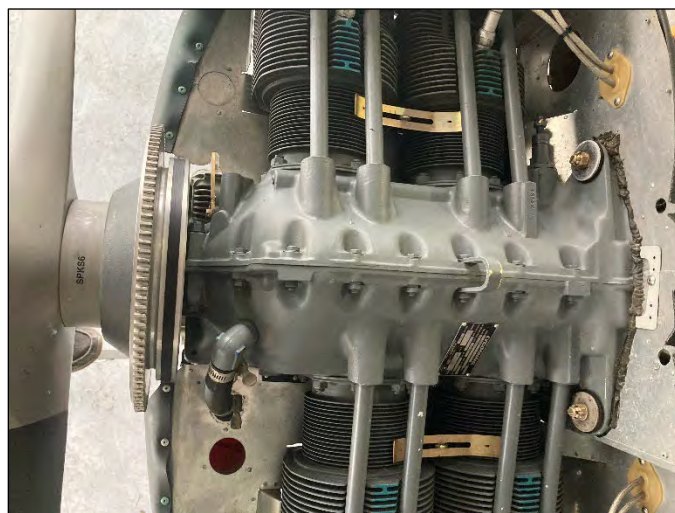


*Caulk to seal air leaks*

Also note that upper and sides of the black baffling material need to face forward. As the air enters the upper cylinder region, it will force this baffling out (and up) to seal against the cowling - very important.



*Baffling material on rear baffle facing forward to ensure tight seal. Also note the grommets for the ignition wires passing through the baffle to keep the leaks to a minimum.*



*A very nice installation Reddoch!*





# State Rep News

## Meet our new Michigan State Rep Mike Torello



### **How I was to become Michigan State Rep.**

Being at the right place at the right time sums it up. But the love of aviation in general and these beautiful little wings we fly helped too. So, here's my story...

I have been around general aviation most of my life entirely. My father has had something pretty much as long as I can remember from rotorcrafts to fixed wings. My brother flies a chopper for some rich unknown down in Texas.

My first glimpse of a 140 was when I was a little boy. It was like a scene out of a movie. I was standing beside my father on a hilltop, when this beautiful, polished thing came up from below the horizon and missed us by mere feet. I remember asking my father what it was. He replied, "a Cessna 140". Now truthfully, it could have been a scene of a movie, or a dream I had as a little boy that I repeated into my brain as if I was there, but I still picture it like yesterday.

About five years back, my father purchased a beautiful Cessna 172 in hopes it would provide a spark in me and my stepmother to get our license.

He kept that girl for nearly two years. But then around lunch time on a workday, I got a phone call from my father asking if we should sell the 172 as he bought a Cessna 152 Tail Dragger. I said I would, especially since the market had climbed since he purchased it. It was a no brainer. Unfortunately, during the weeks' time of cleaning up the plane, getting pictures and posting, I had quietly fallen back into wanting to get a license. Of course, I couldn't say anything at this point with buyers from across the US wanting to see it. Apparently, we had listed too low as we had 79 messages about it within the first two hours. How was I supposed to return from that?

A week later the plane was gone. Dad's 152 seemed lonely in the hangar now. So I was on the hunt to find me a plane. A plane that can be called truly ours. I didn't really want a plane-jane 150 (Pun Intended), but something I knew my wife Brooke and I would enjoy while getting heads to turn. The Cessna 120/140 was the answer.

Within a week I heard about a 120 in Sandusky, Michigan. Only an hour drive, or a quick skip and a hop flight. So we chose the latter. This wasn't "officially" listed for sale and to my knowledge is still not.

Beautiful bird, but at the time of me knowing nothing about these 120/140s, I noticed a rag wing, which instantly turned me away. The following day, a gentleman came strolling on his bicycle to my father's hangar where I was trying to convince myself to just learn in this 152. He claimed word got around (fast apparently), that I was looking at a 120. He told me he had a 140 on the field. Hard to believe as I thought I knew every aircraft in every hangar.



He claimed he bought it a month ago for his wife as that is what she learned on, telling me it wasn't for sale, but he would consider it. Also stating the fact that it flew good, it just happened to quit on him and he dead-sticked it in. Off to a great start I see.

I headed over to see this pile of junk and to my surprise it was opposite. I fell in love instantly. Now, how do I convince my wife we need this as we just sold a perfectly good trainer 172. I had to convince her to let me buy this 76-year-old plane.

I pondered what felt like eternity, but it was probably only three weeks. During that time, he decided to list it on Barnstormers. So that is when I pulled the trigger.



*Mike and Brooke with their new 140*

What I thought was the hardest part of my venture, (the purchasing), came the easiest as I couldn't find a tailwheel instructor. It was one of the biggest challenges I had. That's where Dick Acker came into play.

After working some bugs out of the brakes and carburetor, the airplane was ready to be back in the air and so was I. Dick graciously invited the plane to stay inside his hangar as long as his camper fit inside his shop. It did. For months I drove up to Clare, Michigan, then turned right back around to come home a couple hours later. I was completely satisfied with the routine even though Dick still expressed how nuts I was.

My wife and I decided a few years back we would like to foster/ adopt. Three years of paperwork and back and forth getting approvals to foster, it finally happened.



During that time, our family grew very close with the Ackers', and he had mentioned on a couple separate occasions how he would like it if I would take his current position as State Representative as he would be taking over as State Coordinator. It took me multiple weeks to give an answer.

I began by sending out postcards to every member/ non-member to try to get at least one person to join to show I can do this. I got one the first week. I now had to supply a fly in. Clare has always done an amazing job for an annual fly-in, and I didn't want to change that. Poor weather turned our first fly-in into the worst fly-in. I think there were nine of us. Not one airplane to be seen on the field. But we had drivers and that's all that counts. We met some great new people and reconnected with some old ones.

In lieu of the annual Clare Fly-in, which we intend to continue, we will also be partnering with the St. Clair County International Airport KPHN to host a little section for the Cessna 120/ 140 Association during their annual wings and wheels event.

Thank you for taking your time to meet me and my family as we continue this tradition. Please feel free to reach out with anything you need or anything you think I may need at [Michigan120.140@gmail.com](mailto:Michigan120.140@gmail.com)





# State Rep News

## Georgia Fly-in

**Vintage Days** June 1<sup>st</sup>, 2024 (GA2)

Georgia State Representative ...Christian Vehrs



This year marked another great weather day for Vintage Days, resulting in an excellent attendance of airplanes, cars, tractors, and visitors. Peach State Aerodrome is ever the ultimate host for such an event with plenty of parking, food vendors and activities for all ages. Meet our two newest members,

Abby Hunt with her newly purchased  
1946 model 120



Mike Sarsfield who purchased Bob Parks'  
1947 model 140





Abby was so gracious to share her story of how she began flying as well as how she got into taildraggers. As with many of us, she came from an aviation family who planted a seed for her. Abby cites her grandfather Jimmie Hunt as the first pilot in her family. Jimmie flew a Stearman as a crop duster here in Georgia. Abby laughed as she told me the story of how he tried to wipe off the side of the fuselage for this picture.



Jimmie's first airplane was a Luscombe. Abby's family researched the FAA database and discovered that it is still active.



Grandpa Jimmie went on to purchase his first P-51, Contrary Mary which he changed to Jumpin' Jacques before he sold it.



Jimmie was also a partner in another P-51, Vergeltungswaffe, currently flying as Little Witch.



Abby's brother is also a P-51 pilot and flew Triple Tree's Tempus Fugit shown below with one of the family's T34's.



Abby's first ride as a child was in the family's Cessna 180. Her first airplane when she turned 18 was a Cessna 150 that she says she never flew but entered a contract to rent it to a local flight school.





She later purchased a Piper J-3 Cub which she used to begin flight training. She soloed in the J-3 and joined the flying club right here at Peachstate airport to finish her license in a Cessna 172.



Abby kept advancing her skills and received her high-performance complex rating in one of her family's T34's. The yellow T34 was purchased from a local woman, Barbara Kitchens, who operated a banner towing business in the area (another story for another time).



Abby's love for vintage taildraggers made her one of our newest members when she purchased her 1946 Cessna 120 in May of this year. I expect she will remain as happy with it as she was when she first took delivery.



Abby.taking.delivery

Mike Sarsfield is one of other owners that connected with us during Vintage Days. He purchased Bob Parks' 1947 model 140 (Bob was a previous President of our association). Mike promised to share his experiences with us in an upcoming issue. Make plans to attend Vintage Days next year and meet these two active new members!



Our table drew numerous folks that day and provided me with an opportunity to further my friendships with the Youth Aviation Program (YAP) here at Peachstate Airport.



Dana Vinson is the program Director for the YAP





Kelsey Bockmuller and Dave Moffett, (Mentors for the program) standing in front one of the two Cessna 140 projects currently under restoration



The YAP provides high school students with maintenance training towards their A&P license as well as flight hours towards their private pilot license.





*The Chipmunk came down from South Carolina*

One of the YAP projects is a 140A that was donated to the program by one of our own members living in the area, Keith Lewis. We are going to follow these two projects and this program in future issues.

Vintage Days this year drew several interesting aircraft from the area. The 1940 Waco UPF-7 kept busy giving rides over the airport.



*The Aeroncas made a good showing this year*



*Several fly-bys kept things interesting – this one by a 1951 DeHavilland Super Chipmunk*





My last contact that day was this familiar airplane. This beautiful 140 belongs to one of our longtime friends, John Von Linsowe, and is being flown locally here in the Atlanta area by John's son Justin.



With a great mix of vintage and experimental aircraft, food and fun for everyone, who can resist making plans to join us next year during the first weekend in June!







## International Cessna 120/140 Association Convention Poplar Grove Illinois (C77) September 11-15, 2024



Holiday Inn Rockford  
7550 E State St, Rockford, IL 61108  
(815) 398-2200 \$112 / Night  
Mention Cessna 140 rate



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There will be NO Association transportation to hotels.

Convention Registration \$50 / person (see website)  
Tee shirts sold separately.

Friday night cookout \$30 / person (pre-registration)  
Banquet Saturday evening \$50 / person  
(pre-registration)



There will be a SPECIAL gift for the first 5 people that register for the online registration AND show up at the convention.

The airport at Poplar Grove is an uncontrolled public use airport, but it is privately owned. We are NOT under the O'Hare Class B, and a transponder is not required. The owners are committed to helping us make this a great convention. We have a 4000' long hard surface runway and two grass runways (2700' and 2500').

There is 100LL available on the field, and there is camping space available on the field, with access to a restroom.



### Wednesday:

- Early arrivals and registration
- No scheduled events
- Hospitality Room open
- In registration pack list of things to do for early arrivals, restaurants

### Thursday:

- Arrivals and registration
- Fly out / drive out (TBD)
- Poker run – available on Thursday/Friday/Saturday. Envelope opening and winner announced Friday evening at business meeting.
- Lunch: Subway or Jimmy John's
- Poplar Grove Engine Overhaul Tour
- Thursday Dinner: on our own
- Hospitality Room after dinner

### Friday:

- Fly/Drive out to Marengo, IL to see a B17 restoration in progress
- Day trip for those not on fly out
- Lunch for those at airport: on our own
- Poker Run
- 5pm Business Meeting
- 6pm Friday Dinner: Dinner at airport – Brett Swartzendruber - Hooray Grills
- Hospitality Room open

### Saturday:

- 7am- First Timers Breakfast in conjunction with Pancake Breakfast at C77 is at the EAA building.
- Maintenance Forums at 10:00 AM / Non-Flyer Event
- Lunch: Subway or Jimmy John's
- 1pm Flying Events after lunch (Ground events in case of rain)
- Hospitality Room open before and after Banquet.
- Banquet at 5:30pm in host hotel

### Sunday:

- Departures, coffee / doughnuts at airport

### Other hotels close to the Holiday Inn:

Courtyard by Marriott (815) 397-6227  
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*Poker Run stop, gathering the winning hand*



*B17E "Desert Rat" restoration – checkout their Facebook page*



*Flying Events – short take-off, ball drop, spot landing*



Need Gear? Want to Share Your 120/140 pride?

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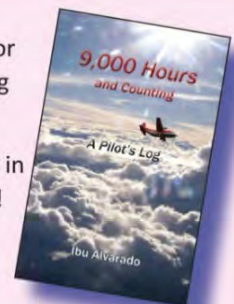
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