

An instructor friend and I have tried “no rudder”, “rudder only” (no ailerons) and even “no elevator” landings, and while these are difficult (and especially so for me) we have proven to our own satisfaction that emergency landings such as these can be at least survivable.

The 140 was apparently designed and built during a time in which people were smaller. The cabin is narrow and tight, the seats can’t be adjusted much, and FAA maximum gross weight with full fuel tanks is exceeded with two people on board who weigh much more than 175 lbs each. Cessna 140 owners learn to adapt to the narrow cabin, and generally ignore minor cases of overloading. Unfortunately, while J-3 Cubs and Aeroncas qualify for the Light Sport Aircraft category (aircraft that can be flown by pilots without an FAA medical exam), the weight of the 140 exceeds the allowable maximum by a few pounds.

It should be no surprise that the Cessna 140 is not much of a cross-country airplane. With a re-pitched prop, 663 is now cruising at about 110 MPH. With two wing tanks, it carries a total of 25 gallons of fuel. During cruise, with the new prop 663 burns about 5.6 gal/hour (of aviation fuel that costs now about \$4.00/gal) and a flight of four-hours is easily possible. So, with patience it can go places. However, I’ve found that a flight of about 2 hours is the most I ever want, and in any case this is at the fuzzy edge of the limit of what my bladder will currently allow. Most flights last about one-hour in total.



Basically, the Cessna 140 is the sort of airplane that one flies simply for the pure fun of it, in ways that would be “beneath the dignity” of fancier and faster airplanes. I fly 663 much like Chuck Brooks flies a non-aerobatic RC model. We both enjoy doing easy “air work” (gentle, no-G aerobatics), and especially touch and goes! To me,

doing just plain ol’ touch and goes (of all types) is one of the major fun parts of flying, and for these a little tail-dragging 140 is ideal.

A couple of years ago I sold half-interest in this airplane to a young friend. This was more for the need to have young people around to fly with than anything financial, but just the same it’s nice to have someone with whom to share the expenses. At that time, for the purpose of the partnership, we appraised the value of the airplane, with all its upgrades, at \$20,000. Now, with considerable time on its engine, it’s worth somewhat less. I’d be happy to discuss my experience with the current cost of light, General Aviation airplane ownership, including monthly hangar rent, annual inspections and service, and whatever ... with anyone who is interested.

Editor’s Note: The third part of the on-going 3-part article, entitled CESSNA 140 MODELS, by Jeff Olmstead, will appear in next month’s issue of the NOISE. CB

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What hair color do they put on the driver's licenses of bald men?