

(actually, a beautiful 120) at the Benson Airport, one at Bisbee, and so forth. And all of these airplanes are about 60 years old, and still going strong! Credit for this longevity undoubtedly goes in part to those people who designed and built them. But the major factor now is a whole lot of tender, loving care. The basic rule for all owners of "vintage" aircraft is to make certain that when the airplane is sold it is in better condition than it was when it was purchased. Following that rule, who knows? For sure, Cessna 140s will last at least another 60 years ... and probably much longer.

Since the 140 was a better airplane in most every imaginable way, it is interesting to consider why even the standard J-3 Cub, with all its peculiarities and obsolescence (like the necessity of propping the engine to start it, and having to solo from the back seat), has gained such cult-status popularity as a major, all-time "classic". With aircraft in about the same condition, a Cub is always valued at least twice what a C-140 might be. It is unlikely that this is just a matter of relative rarity: in total, Piper produced more than twice as many J-3s as Cessna produced the 140s. And while the average J-3 life-span, because of wooden wing spars and ribs, must surely be considerably shorter than the 140s, the current numbers of survivors are likely to be relatively comparable.

In the air, while they both stall at about the same airspeed, the 140 is at least 30 MPH faster in cruise. Control- and stability-wise, the Cub and 140 are similarly nice, but the Cub's tail-down visibility over the nose, from both seats, is really awful. This makes taxiing, landings, and take offs on pavement much more difficult than with a 140 (in which tail-down visibility is excellent). And, while getting into small general aviation airplanes can always be a bit of an adventure, climbing into the front seat of a Cub can sometimes seem almost impossible (for an 80-year old, at least); by comparison, gaining access into the cabin of a 140 is relatively easy. Quite obviously, the current status of the full-scale J-3 Cub as a super classic is based much more on nostalgia than any realistic assessment of rarity, convenience, performance, or appearance.

Editor's Note: The second part of the three-part CESSNA 140 article, entitled A CASE IN POINT, will appear in next month's issue. In this, Russ Davis will describe his experiences with owning and flying a full-scale Cessna 140. CB

Received the following e-mail from Bob McCafferty of Albuquerque NM concerning our November 28th and 29th Tucson Winter Scale Classic Fly-In.. CB

From: RJMcCaff

Sent: Tuesday, December 01, 2009 9:34 AM

To: chuck.brooks@cox.net; cbaspunky@q.com

Subject: Re: WEEK END WING MEN

Chuck and Billy,

We had a great time at your scale meet. Wish the weather had been a little better. It would have been nice to have gotten in a few more flights. I thoroughly enjoyed watching Billy and Harry racing around the sky. That was a thrill. The best part of our time was the fellowship with Chuck and Billy and other members of your club. Thank you, Chuck and your wife, for your warm hospitality. It was very nice of you to open up your home and workshop to us. The "hangar flying" sessions were very enlightening and great fun.

We too, are looking forward to your coming up here for the scale meet next summer and of course, to your meet next year.

Many thanks to you and the other members of your club who worked so hard to put on this very enjoyable fun fly.

Bob McCafferty

Vice President, Aeromodelers of Kirtland

Thanks Bob for the kind words. Looking forward to flying with you and the rest of the Albuquerque flyers. CB

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Instructor Pilots

Al Mosher - 885-8874

Craig Blackman 886-8245

Roy Iley, 790-5890

Chuck Brooks - 237-9468



Technical Stuff

Articles from the AMA Insider (Monthly newsletter.)

Nail Those Landings

by Dan Stahn

From the Anoka County Radio Control Club, Inc., Coon Rapids, Minnesota

Hello fellow members. I was looking through my latest *Plane & Pilot* magazine. Hang with me for a minute. It had an article about getting set up for landings. It was titled "101 Secrets for Super Landings." I picked out 22 that would apply to RC.