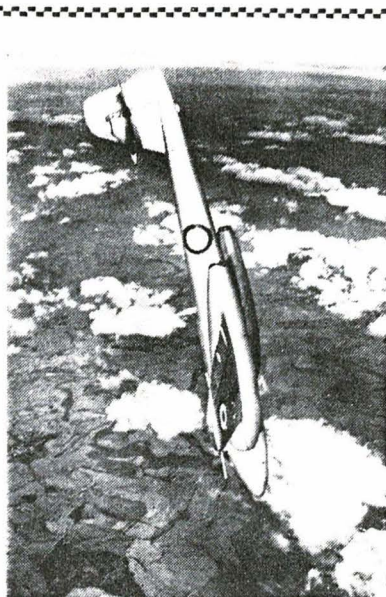


followed quickly. We must admit that the suddenness of the wing drop made us miss the reading of the airspeed. However, there was lots of warning by the stall warning indicator. In addition we were at an extreme attitude when the stall came . . . in fact, anybody who gets into a similar attitude in this or any other airplane of its class (except for, as in our case, the purpose of scientific observation), should go promptly to the handiest tree surgeon and have the hole in his head plugged up with a sturdy bung.

Pilot Error: We next decided to try a few landings. Through no fault of the airplane we found that we were suffering from a tendency to overshoot. We shall blame this on our being in a strange airplane and the fact that the pilot sits a little higher than in *AIRCRAFT'S* own 140, thereby giving the impression that our angle of glide was steeper than it actually was.

The approach was made at the recommended 70 mph with full flap, in spite of which we noticed the forementioned tendency to overshoot. We found that this new Cessna does not have the same inclination to float after round out that the old 140s have, but instead sits down on the ground much more promptly. As a result we made a couple of bouncy landings which we were able to smooth out with a small helping of power. Of course this happened only because we were flying FPS as though it had the same landing characteristics as DMW. Actually there is no excuse for not making a comparatively smooth landing on the first try, even if the Cessna is a completely strange machine to the pilot. The steerable tailwheel gives good directional control on the ground after touchdown and the landing roll is quite short.

Liquid Refreshment: Ordinarily the new 140 has a cruising range of approximately $4\frac{1}{2}$ hours, but for special long range use this airplane can be obtained with two 17.5 Imp. gallon tanks giving a cruising duration of about eight hours. Into the tanks in either the long or short duration models have been built new stabilizing compartments to prevent the fuel from continually sloshing the full length of the tanks. Cessna claims that this makes more accurate reading of the fuel gauge possible by dampening the oscillations.



OVER THE TOP

Across an aviation editor's desk there pass each month literally hundreds of photographs relating to the aircraft industry. Some of these are bad, while others are taken by the best photographers in the world and are perfect in every detail.

But good or bad, it is not often that a photograph appears that is absolutely unique. In this class, we think, is the picture that appears above. It is one of a series of air-to-air shots taken while two Gloster Meteors were looping in formation.

The photographs were taken by Gloster photographer R. Adams using a Speed Graphic while flying as a passenger in a Meteor 7 trainer flown by Captain F. J. Vijzelaar, a Dutch service pilot on loan to the Gloster company. The aircraft in the picture, on the other hand, is a Meteor 8 fighter flown by Gloster pilot J. Zurakowski, considered to be one of the world's foremost aerobatic pilots.

It is quite frankly amazing that a photographer should be able to get such sharp pictures under the conditions to which he would be subjected in a loop. High G forces would make his camera unwieldy and he would have to work from some unusual angles.

It also gives a better supply of gasoline at the fuel outlet point in each tank when flying through rough air.

Standard equipment includes: dual controls; stall warning indicator; steerable, full swivelling tail wheel; landing light wiring and brackets; navigation lights; oil pressure gauge; oil temperature gauge; tachometer; flaps; dual controls; cigarette lighter; instrument lighting; generator; hydraulic brakes; ash tray; airspeed indicator; altimeter; ammeter; battery; carburetor air filter; carburetor heater; cabin air vents; parking brake; rubber foam seat cushions; shock-mounted instrument panel; starter; tie down rings; wood propeller.

Special Wheels: For rough or soft field operation a special light eight inch tire is available for the main wheels as well as an eight inch pneumatic tail-wheel. Crosswind landing gear is optional equipment on all Cessna airplanes.

The aircraft that we flew was fitted with a low frequency GE two-way radio, but a buyer may also obtain factory installation of Narco two-way VHF radio equipment, including omnidirectional receiver. This latter would be useful to Canadian owners at the present time only if they are frequent visitors to the U.S. The 140 can be fitted with a full panel to take primary blind flight instruments, plus a directional gyro and a Sperry attitude gyro. A safety blind flight hood for instrument practice may be obtained.

Eight Colors: If the buyer wishes, he may get the 140s fully painted with a high gloss enamel. There are eight colors which may be selected from; any two of these can be combined, one for major color and the other for trim.

And finally, here are a few extra figures on the all-metal 140: Service ceiling, 15,600 feet; landing speed, 41 mph; gross weight, 1,500 pounds; empty weight, 900 pounds; fuel capacity, 20 Imp. gallons; span, 33 ft. 4 in.; length, 21 ft. 6 in.; height, 6 ft. $3\frac{3}{4}$ in.; wing area (inc. fuselage), 159.6 sq. ft.; wing loading, 9.75 pounds per sq. ft.; power loading (90 hp), 16.7 pounds per sq. ft. (85 hp), 17.6 pounds per sq. ft. The old 140 had a wing area only slightly smaller, and with a lower gross weight its wing loadings were a little less. The only other dimensional difference is in the wing span, which was 32 ft. 10 in.