

Cessna 140 Model Guide

The Cessna 140 is a two-seat, single-engine piston tailwheel airplane built from 1946 to 1951, in 140 and 140A variants. It has all-metal monocoque construction with fabric-covered wings. Power is a Continental C85 or C90. This guide covers what it is, the weight limit, operating basics and what to check before buying.

KEY TAKEAWAYS

- Two seats, piston power. The type certificate lists a 1450 lb maximum takeoff weight for the landplane.
- The POH calls the flight characteristics normal, with no unconventional handling to master.
- Check that the shoulder harness adjuster and seat belt bracket service items were done and logged.
- Check the logbooks for the mainspar cap corrosion directive and the generator drive coupling inspection.

ENGINE AND OPERATING BASICS

Approved engines are the Continental C85-12, C85-12F, C90-12F and C90-14F. The POH says to keep the engine at 800 rpm or less for the first 60 seconds. Oil pressure should show within 30 seconds, and 30 to 40 psi before takeoff. Do not take off on less than 1/4 tank.

AIRWORTHINESS ITEMS TO VERIFY

The shoulder harness adjuster spring directive (P/N 443030-401) applies to the 120, 140 and 140A. Service Bulletin SEB-25-03 is mandatory seat belt bracket inspection for serials 8000 thru 15075. A South African directive index lists corrosion of mainspar caps for the 120, 140, 150 and 175.

PARTS AND ELECTRICAL SUPPORT

Cessna published parts catalogs for the 140 (1954) and the 140A (July 1951). Aftermarket suppliers list control cables, tailwheel leaf springs and air filters for C-85 and C-90 engines. One logged alteration replaced a 15A generator with a 35A unit and a circuit breaker.

SPECIFICATIONS

Seats	2
Max Takeoff Weight Landplane Lbs	1450
Max Takeoff Weight Seaplane Lbs	1556

PERFORMANCE

Family Max Range Nm	270
Family Max Cruise Speed Kt	90
Family Max Service Ceiling Ft	15500

WEIGHT & BALANCE

Max Takeoff Weight Lbs	1450
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SAFETY NOTES

- Do not run the engine above 800 rpm in the first 60 seconds. If there is no oil pressure within 30 seconds, stop and investigate.
- Drain a small amount of fuel from the strainer on the first flight of the day to check for free water.
- Confirm in the logbook that SEB-25-03 and the shoulder harness adjuster directive were complied with.