N2185V
1948 Cessna 140 S/N 14414
Total Time Airframe: 5022.3
Total Time Engine: 3942.5
SMOH: 361.3
Useful load: 444.9
Annual 11/01/2026

This plane was flown up through 2008 at which time the owner was diagnosed with Alzheimer's and lost his medical. From that point the plane was ran up and worked on by the owner and reportedly flown from his private farm strip at times. In 2020 it was moved to a local airport's maintenance shop to be looked over. During that time the owner passed away and project was put on the back burner. In 2021 I purchased the airplane as a project and trailered it from Oklahoma to Ohio. Once back home we started going through the aircraft but it was put on hold after purchasing a 310 and Super Cub from my friends estate that also needed fully going through after sitting since 1996. This past year we started back on an extensive annual. The left wing had some tank damage secondary to clean out and it effected the bay floor under the tank. That wing was replaced with wing that had been fully checked in 2023, cleaned, etched and zinc chromated prior to being covered with Stewart's system. This wing came from my friends 140 that had a fence post strike with the right wing. The right wing was last covered in 1985 but shows well and passes a punch test. I did replace the right tank and covered that area with a Polyfiber process. Micro Aerodynamics VG's were added. I also did the left leading edge landing/taxi light STC. I do have the original left wing with parts to replace the damaged tank floor and I also have the right wing of my friends 140 that is bent up but rebuildable. Once the wings were sorted out we moved onto the airframe which received new skylight's and rear D windows. The older maule tail wheel was replaced with a NOS Scott 3200. This was done in accordance with the Cessna 120/140 Association's instructions. New single bend tail wheel spring, new rubber isolators and all new hardware. New Univair spring/ chain set. Tires and tubes replaced with Aero Classic 8.00 X 6 Tundra tires. The plane does have Cleveland Wheels and brakes. The engine was bore scoped and in excellent condition. It was overhauled in 1992. I added a tempest spin on oil filter, Brackett air filter, 8 new Tempest UREM40E spark plugs and performed an oil change with Phillips Victory 20W50 oil. Main Battery was replaced with a Concord RG-35A. ELT battery will be new upon sell.

The plane was flown to check rigging and flies perfectly. It now has 3.7 hours on it since the annual and I plan to continue flying it as much as possible. The tach does have a slight lag and shows about 175 rpm's less then the true tach. I am waiting to see if it loosens up with some time put on it. The radio seemed to be stuck on full squelch so I ordered a TKM MX300 from an avionics shop. I put a new Sigtronics Transom II intercom in. Transponder and encoder is reading appropriately per ATC but has not had a check done yet. The interior is there and serviceable but really needs replaced. A full kit from Airtex is approx. $2000.

Highlights: Cleveland wheels and brakes, Scott 3200 tail wheel, hooker harness seat and shoulder belts, spin on oil filter, brackett air filter, Micro VG's, leading edge landing / taxi lights. Paint shows well and I would give it a 7/10. Alternator conversion STC.

It needs the headliner pulled and the wing root and roof aluminum cleaned. They used a glue to attach insulation and it looks horrible. It cleans easily with a nylon wire wheel or scotch rite. There is some light caulking that needs wiped down with a water/vinegar mix then neutralized with baking soda. It cleans the chalking easily and does not appear to have involved any metal loss. If I were to keep it I would clean it and then Zinc Chromate the area. I had to do this same thing to my 1965 Cessna 172.