



CESSNA 195

*Park the Packard and strap on
a **big** set of wings.*

BY RICHARD L. COLLINS

Two basic types of airplanes flourished in the post-Depression, pre-World War II days. One was the light airplane, the E-2, J-2, and J-3 Cubs, for example; the other was the airplane, open or closed, monoplane or biplane, sporting a big radial engine. The open-cockpit versions were sporty and spatted affairs in which an aviator made a statement about his kind of flying. The closed-cockpit cabin airplanes also made a statement: The guy who rides in this one wants to be comfortable. And comfortable they were. The cabins were large and the

appointments very much like those in the Packard autos and Pullman railroad cars of the day. They offered performance that was as good, or nearly as good, as the airliners of the day. The Fairchilds, Spartan Executives, Wacos, Staggerwing Beeches, Howards, and Cessna Airmasters were the Learjets and Citations of the day. Beech and Lockheed upped the ante with twins, equal in stature to today's Gulfstreams, Challengers, and Falcon 900s, but that is another story. The big singles bore the brunt of the corporate role.

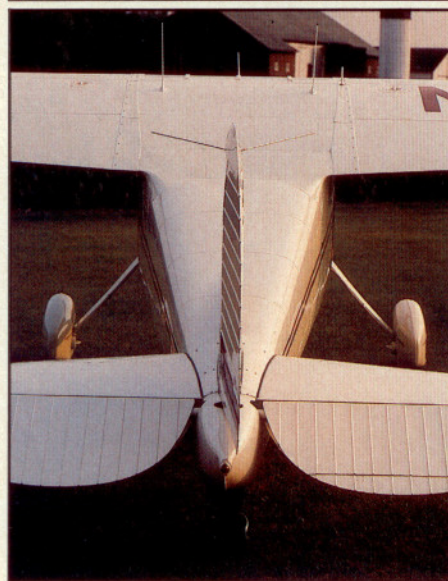
After World War II, Beech built a few Staggerwings, the fabled G17S models, but the Bonanza quickly illustrated that the price of the big-engine biplane was staggering in relation to the quick V-tail. Twins, war-surplus and otherwise, took over the corporate role. But Cessna persisted with its 190 and 195, even larger and all-metal versions of the super-efficient Airmaster that had won a number of air races in the 1930s. The 190 and 195 had big cabins, with plenty of room for five, and they even had one last vestige of the prewar days: a window on the pilot's side that you could roll up and down.

The radial engines used—a 240-horsepower Continental for the 190 and a Jacobs of 245, 275, or 300 hp for the 195—were available new immediately after the war, but the Continental quickly went out of production. That was not a big bother because the engines, used in wartime training airplanes, were plentiful in the surplus marketplace. At one point, you could even buy your own engine and ship it to Cessna for installation on your 195 as it rolled down the assembly line.

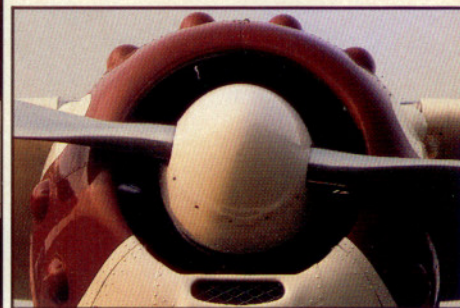
The big Cessnas lasted well past the bust in general aviation that came immediately after the initial postwar demand for airplanes was satisfied. The 190 lasted until 1953. The more popular 195 lasted through 1954. A total of 230 190s and 866 195s were built along with 83 LC-126 versions of the 195 for the U.S. Army and Air Force.

Which brings us to Carroll County Airport in Maryland on a warm summer afternoon. I was in my T-hangar, not far from the runway, doing a little cosmetic work on my airplane when I heard the sound. A radial engine. He wasn't due for another 30 minutes, but Tom Hull, owner of the pristine 195 you see here, was early. I popped out onto the ramp to watch him land. Squeak. Wow.

When we made the appointment to



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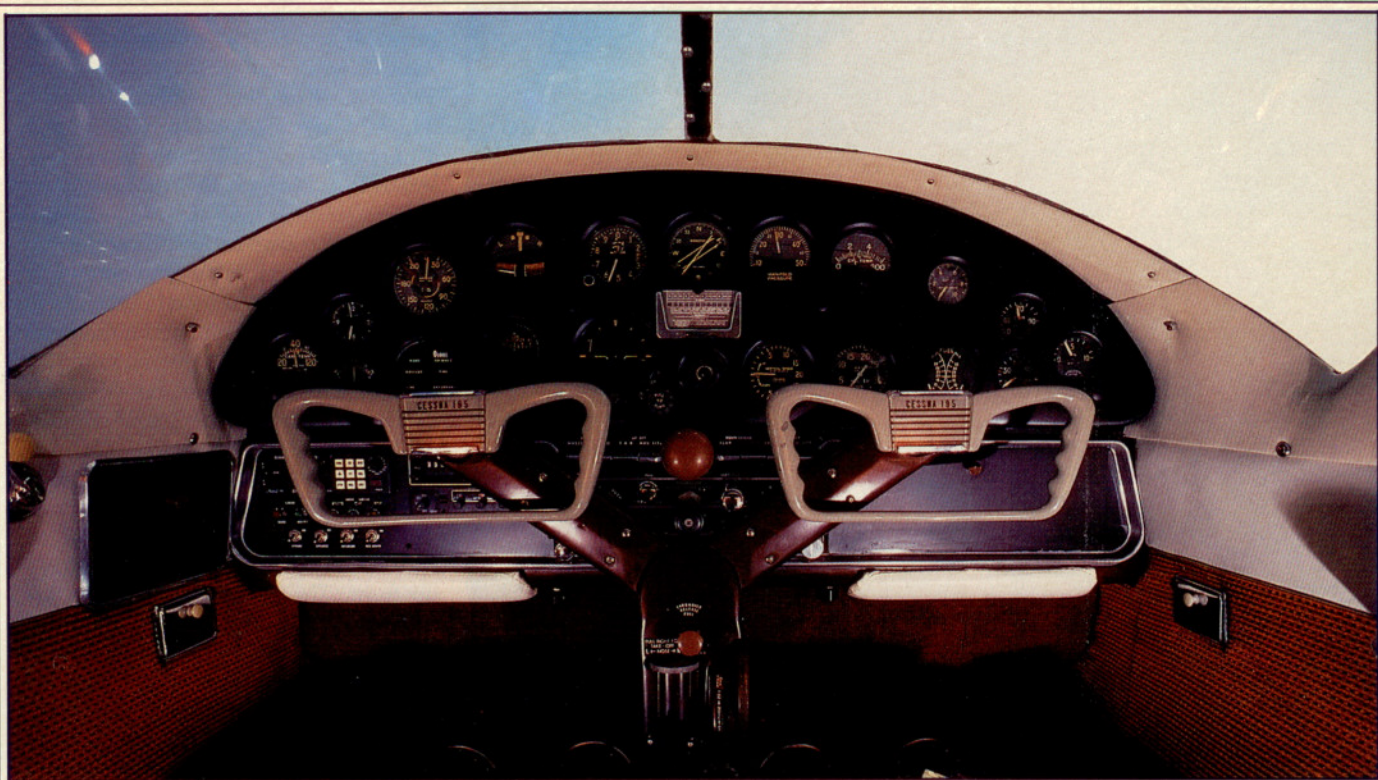


have a look at Hull's airplane, I set out to remember as much as possible about 195s. The fixed-base operator where I had worked, a leading Beech dealer, had a 1951 model, N1559D, which was four years old at the time. One of the reasons the 195 lasted as long as it did was illustrated by the uses to which we put the airplane. You couldn't put a stretcher in a Bonanza, at least we couldn't, and the 195 had a special stretcher kit that also allowed carriage of an attendant. Not pleasant trips in the sense that you don't like to see someone hurting. But it was usually a case of someone getting hurt on the road and wanting to go home. The 195 made that possible. Memory of another special use was prompted as Hull taxied up. Portholes in the bottom, up front. The 195 was popular as an aerial mapping airplane because of its large cabin. A factory option was available, including the two portholes so pilots could look straight down. There was a larger hole in the back for the Fairchild mapping camera. Keeping the wings level is a big part of mapping, and a horizontal bar mounted in front of the windshield helped the pilot keep the round nose level with the flat horizon.

After Hull parked, he performed the 195 pre-shutdown check list, consisting mainly of pulling the prop control out to the high-pitch, low-rpm position to get all 20 quarts of oil in the right place for the ensuing start.

Hull's 195 is a 1951 model. It was bought new by the State of West Virginia and used for aerial mapping as well as for transportation of state officials, including the governor. It went from there to an aerial mapping company that eventually fell on hard times. Hull's father, a DC-2 to 707 TWA captain, bought the airplane at a bankruptcy sale and flew it until he passed away. Tom Hull bought it from the estate and set out to completely rebuild the airplane, a chore that took eight years. Originally he planned just to refurbish, but in his desire to make it as perfect as possible he wound up dismantling the airplane and renewing everything, including the wiring.

Hull wanted the airplane as original as possible, so the instrument panel and instruments are as they were in the beginning. He did make an avionics concession: The 195 now has a Terra nav/com, including glideslope, an intercom, an Apollo loran, and an altitude-reporting transponder. When 195s were new, they had all the equipment required to



operate in the system; Hull's still does. The exterior is done in the 1952 stripe job, and while some purists might scoff at the overall base paint, the 195 was offered with natural aluminum as standard with overall paint an option.

The reason he was a little early relates to a 195 characteristic that has remained unchanged over the years. Oil finds its way out of Jacobs engines on a predictable basis, and on a 195 it splatters the left wheelpant as well as decorating the belly. For photos, he wanted as little oil as possible on the airplane and had the equipment aboard to clean oil from the beautiful airplane.

In a walkaround, a few features stand out. The wing of the 195 appears large, and it is—218 square feet compared with 175 for a Cessna 210N. The horizontal tail appears small and was enlarged on the very last 195s built. Cessna did a good job of controlling weight on the big taildragger: The standard empty weight of 2,030 pounds compares favorably with the 2,220 pounds of the last 210s built. The overall appearance is of an airplane larger than its gross weight—3,350 pounds as opposed to 3,800 for a 210.

A 195 is boarded big-airplane fashion. The door on the right side admits you to the passenger area, and you maneuver from there up to the flight deck. It's about like making your way to the business end of a basic corporate jet.

The 195 came with one wheel that would throw over, Bonanza style, but most were fitted with optional dual wheels. In another big-airplane feature, the wheels are mounted to a center, floor-mounted yoke.

The Jacobs engine has a unique ignition system that features one magneto and a battery-driven ignition system. Starting is on the battery system; properly primed the engine starts after only a couple of blades have passed by, and if you don't have the window rolled down for the start, you miss a sweet sound.

Taxiing is done very carefully, especially if solo in the airplane, because of the limited view. Crane left (in the left seat) and you can almost see what is straight ahead. Ditto for the right seat. The drill is to S-turn to make certain there is nothing ahead.

Ground time has to be minimized lest the engine get too hot. The part of the propeller that is ahead of the cowl opening is perfectly round, so it isn't an effective fan.

The static thrust delivered by the en-



An old sectional chart showing A-N ranges harks back to the heyday of this Pullman of the air.

Cessna 195

Base price, 1951: \$17,950

Current retail value: approximately \$23,000*

Specifications

Powerplant	Jacobs R-755A-2 300 hp at 2,200 rpm
Propeller	Hamilton-Standard, constant-speed, 78-in dia
Length	27.2 ft
Height	7.1 ft
Wingspan	36.1 ft
Wing area	218 sq ft
Wing loading	15.3 lb/sq ft
Power loading	12.2 lb/hp
Seats	5
Cabin length	7.1 ft
Cabin width	46 in
Cabin height	46 in
Empty weight	2,030 lb
Gross weight	3,350 lb
Useful load	1,320 lb
Fuel capacity, std	80 gal (78 gal usable) 480 lb (468 lb usable)
Oil capacity,	20 qt
Baggage capacity	220 lb, 13 cu ft

Performance

Takeoff distance, ground roll	800 ft
Takeoff distance over 50-ft obst	1,600 ft
Rate of climb, sea level	800 fpm
Max level speed, sea level	152 kt
Cruise speed/Range w/45-min rsv, std fuel (fuel consumption)	
@ 65% power, best economy	143 kt/625 nm 6,500 ft (96 pph/16 gph)

Service ceiling	18,300 ft
Landing distance over 50-ft obst	613 ft
Landing distance, ground roll	1,495 ft
Vso (stall, in landing configuration)	54 KIAS

All specifications are based on manufacturer's calculations. All performance figures are based on standard day, standard atmosphere, sea level, gross weight conditions unless otherwise noted. □

*According to the Aircraft Bluebook-Price Digest

gine and prop is excellent, so initial acceleration is good. Raise the tail, and at 60 mph (no knots on a 195 airspeed indicator), the big wing is ready to go flying. Climbing at 95 mph, the vertical speed will easily show 1,000 fpm if the load is moderate. It will indicate 145 to 150 mph at cruise.

The feel of a radial-engine cabin airplane is entirely different from that of today's airplanes. The rpms are low—1,900 to 2,000 for cruise—and the proceedings are far from frenetic. Anyone who remembers the term "Cadillaging," used years ago for running as slow as possible in high gear in a car, can imagine how a 195 feels at cruise. The manifold pressure is low, 20 inches for a leisurely ride, and flying relatively low over rolling country in a 195 is a true reminder of what it was all about.

The controls are relatively light, especially in pitch, and while the airplane lacks a landing gear to extend to add drag, speed management on pattern entry is easy if you plan ahead. The Jacobs engine begs to be treated tenderly (as all should be), so abrupt power changes should be avoided.

The 195 is different on approach because the flaps, which are under instead of on the trailing edge of the wing, are purely for drag. They don't lower the 62-mph stalling speed, they just help you slow down. It's like a no-flaps landing in a 210 in the sense that the nose is ever higher as you slow to the preferred Vref of 80 mph.

Hull's 195 seemed most at home on his smooth grass strip north of York, Pennsylvania. Eighty through the cut in the trees, work hard at getting the elevator control full aft with the airplane an inch above the turf, a soft touchdown, and rumble to a stop on the grass. Hop in your 1948 Packard Patrician and drive away. Living in the past doesn't work for anyone, but a little slice of it occasionally is good for the soul.

The 195 came from a different time, with different priorities. To fly faster, as in a 210, we sacrifice true light airplane handling and performance in a large single-engine airplane. As Cessna's top of the line single in the 1960s and on, the 210 was optimized for speed and efficiency. As its predecessor, the 195 was optimized for comfort, airfield performance, and handling. To go somewhere in a cold and efficient manner, a contemporary pilot might choose a 210 over a 195. But just to go flying, the 195 would be the choice every time. □