

Culver

Cadet - Gram

1996

Newsletter

Summer Issue

AWARD WINNERS Reunion '96 • Merced, Ca.

As a standard part of the Culver Aircraft Association's Annual Reunions, three awards are given to persons in attendance.



- ① **The "Al" Mooney Award** - Given to the Oldest (PIC) and Oldest "Culver" Aircraft at the Reunion. This year's award went to **Tim Lucero**, Lompoc, California in his *M-18 (MITE)*, age 49 years, along with Tim of 72 years, for a total of 121. Tim was delighted.
- ② **Longest Distance (PIC)** - This award went to **Gary Gramman**, up to Merced from El Cajon, California in his M-18 "Mite" also. That's a long way in a "MITE". Gary is also 72 years old.
- ③ **"Club Choice"** - Awarded to *N20U, Serial #458, Glenn Snavelly, Carlsbad, California, in his Continental powered "CADET"*. Glenn's CADET was the last delivered CADET before the factory was "commandeered" by the Army Air Corp making PQ-8 and PQ-14's.

Congratulations to Glenn also for his award by the judges at MERCED for **CLASSIC AGE (1935-1941) CABIN MONOPLANE, under 100 HP, SPECIAL AWARD.**

MERCED - '96.....103° in the SHADE!



COOLING DOWN - MERCED '96

The Culver Aircraft Association Reunion '96 was held in Merced, California June 7th and 8th in concert with the 38th Annual Merced West Coast Antique Fly-In. Our Culver enthusiasts were joined by over 600 registered aircraft and over 110 aircraft in on Saturday, June 8th. The Merced Fly-In is often referred to as the OSHKOSH of the West when it comes to quantity, quality and variety of aircraft in attendance to this two day event.

In numbers for the Culver Aircraft Association, it was somewhat disappointing that more of the California owners did not make the event. However, those that participated had some good exchange of information concerning restoration problems and ideas. There was 16 former or present owners on hand with a world of information and advise to new owners of flying machines or restoration projects.

When we gather at these reunions, it's very apparent that we members need to somehow get all this knowledge on Culvers recorded before it's lost forever. This is my main purpose of the time and money I have spent over the past six years trying to generate enough interest in people to help organize, collect and record this valuable information of building, maintaining and flying Al Mooney's products.

People such as Mr. Jamison in Florida, Bob Short in Missouri, George Hinely in Texas (Franklin man) and many others are a world of information for sources of help in "fixing" broken Culvers. We really need to find some way to capture all this information for future Culver owners.

Carl Badget and a group up in Winsted, Connecticut (203) 738-9373 are working hard to mold a group in the NORTHEAST to bring a number of "Projects" back to life. Carl and his group are planning an interesting program for a REUNION '97 up that way next year. Details will follow in coming CADET-O-GRAMS.

FROM THE FIELD.....

Joe Deruytter, Lake Placid, Florida, phone 465-7260, purchased Joe Lively's YELLOW CANARY and is showing it around the Southeast. Joe has joined the Culver Aircraft Association and is anxious to meet other Culver owners.

Jim Costello, Cypress, Texas, has flown Serial #116N95N in June after 18 years of down for minor repairs, new home in Texas from California. CADET is now hangared at David W. Hooks Airport, north of Houston.

Neal La France advises he has finished new cowl "plug" ready for molding. Our wing finished and a second one being covered. Much interest being developed on his steel tube Culver.

Jack Blockwell, 1165 Karon Dr., St. Charles, Missouri, 63304, is parting out V-188, N80107. He has lots of parts, paper work and pictures - Best Offer. Contact Jack ASAP.

Lou Lambert, Daytona Beach, wants to know if anyone has put a Cadet in the "Experimental Class". He has built a Zehair CH-100, a RV-4, and likes the low cost of annuals and maintenance in EXPERIMENTAL aircraft. If someone has any info on the subject, give me a call and I'll pass onto Lou at (904) 255-8488.



GLENN SNAVELY LEAVING MERCED WITH ALL HIS 'LOOT'!

CULVER "SKUNK WORKS" - WINSTED, CT.
(203) 738-9373



Jim Jenkins

Dale Smith

Carl Walston

Carl Badgett

THE NORTHEAST CULVER CLUB

Carl Badgett

The Northeast Culver Club, located in an old carriage house in Winsted, Connecticut, is the newest example of the resurgence of interest in the Culver Cadets. To date, there are three active restorations underway, and several more planned. Our group just had a meeting, presided over by Neil La France, during which we learned a lot about the technical aspects of the Cadet and some very interesting historical background on the early years from Al Mooney's biography. Neil is very knowledgeable on the Culver in every respect, and has done a tremendous service to all of us who want to see the Cadets restored and flying.

- √ My Culver, NC 41726, #444, is nearing a complete restoration after a three year effort, and should be flying this summer, sporting a Forest Green/Dallas Yellow color scheme in the original design with the triple stripes.
- √ Dennis Taylor, a corporate pilot, recently acquired NC 41630, #389, which is undergoing a complete restoration.
- √ Carl Walston, another of our group, is the new owner of Ser #191, an LCA. Carl's restoration project is proceeding nicely, and should be back in the air next spring.
- √ Jim Jenkins, whom many of you know, has his Culver apart for restoration. Jim has his own shop, and has produced a myriad of exquisite restorations over the years.
- √ Gene Hyatt, of Richmond, Massachusetts, owned a Cadet for several years. Gene is actively pursuing another Culver, either flying or a project.

Our shop has succeeded in having a new compound curved lower cowl panels produced, and new doorskins and door fairings are on the way. New nosebowls are also on the list. These are aluminum, AS ORIGINAL, but are made of somewhat harder material, since they are produced using power hammers. The finished panels are smooth and require almost no preparation other than priming.

✂ Lower cowls, left and right - \$175 each. (They are made a few inches longer to accommodate fitting, and the difference in length between the Continental and the Franklin engines. The center of the lower cowl is a flat sheet and is easily fabricated.

✂ Left and right doorskins - \$200 each. These are solid, so you can cut out your favorite window shape.

✂ Nosebowls - \$750. Franklin or Continental.

If you have a need for any of these items, drop a line to me at P.O. Box 180, Winsted, CT 06098.

Our group is particularly interested in returning the Culvers to their original condition, and any bits of information some of you may be able to contribute would be appreciated. If you were fortunate to have an original Cadet and can tell us what the color scheme and interior combination were, over time we can build a core of information to work from.

**SERIAL #612 - N29293
RESTORED, JUNE '96**



**JACK WALLACE
JAMESTOWN, NY**

OSHKOSH - '96

Yours truly was able to spend opening weekend at general aviation's largest fly-in ever, Oshkosh '96, and came away with more fond memories to add to those that I cherish most. Sleeping under the wing of a 42 year-old airplane, in a trail tent, 60° temperature, and waking up at 6:30 to the deep growl of a big round #985. Walking down the line of a mixed bag of tube and fabric Pipers to drink coffee with the RAZORBACK crowd from Arkansas. Then sitting around the "Camp", drinking beer, talking with new friends and totally amazed to find a mother with two beautiful little girls, 4 and 8, and it was their 4th Oshkosh!

If you ever have the chance, take in Oshkosh from the ANTIQUE campgrounds. It just doesn't get any better!

And guess what, just two spaces up the line was Tim Lucero from Lompoc, California, in his solid Blue "MITE". A long way from home in a very small airplane, sleeping in his trail tent, enjoying life, for the fourth trip to OSHKOSH and at the age of 72. That's what makes Oshkosh!

What is also amazing is I walked and looked all day Saturday for a CADET. I saw a couple of DARTS, a few "MITES", but not one "CADET" in all of Oshkosh. I put together an information "Flyer" on the Culver Aircraft Association, and someone had a very nice information book on Culver owners, complete with pictures in the TYPE CLUB TENT. I never met the owner, but did see Stan Pitean's name laying around. Perhaps it was Stan's book.

The bottom line is.....not many Culver Cadets ever show up at a gathering. I think the 13 at Blakesburg back in the early 90's will stand for awhile.

There is talk about holding REUNION '97 in Connecticut next year sometime. Carl Badgett is working very hard on it, and perhaps we will have a better turn out. I know we all have a very rare bird in a "CADET", but not one at OSHKOSH is just hard to accept. It sure makes me work harder on the promise to myself that I'm going to finish 25U *SOMEDAY* and fly to OSHKOSH!

MEMBERSHIP
CULVER AIRCRAFT ASSOCIATION

If you have an interest in the preservation, restoration, an association or interest in any way in Al Mooney's line of aircraft designed and produced under the names of DART, CADET, V's and/or MITES, send me your name and address. Ten dollars (\$10.00) will get you four (4) CADET-O-GRAMS per year with information developed for interested people such as yourself. *Drop me a note!!*

Dan Nicholson

Culver Cadet-O-Gram Newsletter

c/o Dan Nicholson
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