

CULVER CADET NEWSLETTER

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CULVER AIRPLANE ASSOCIATION

Tom Bay, Editor

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Volume 1

A P R I L 1 9 7 2

Issue 12

A NEW FORMAT

Association member Vic Schroeder has generously donated his facilities and staff to improving your Culver Cadet Newsletter.

This issue includes:

- (1) - THREE PAGES OF DRAWINGS BY RICHARD MILLER:
 - (a) - See "Propeller Spinner Installation Drawings" topic below;
- (2) - PICTURES OF THREE CULVER CADETS:
 - (a) - On page 6 hereof;
- (3) - OUR PRESENT ROSTER:
 - (b) - On page 7

It is the same copy as the address labels;

PROPELLER SPINNER INSTALLATION DRAWINGS

Mr. Richard Miller, 1276 Winston Court, Upland, California 91786

Propeller spinner installation for FLOTORP or BEECH ROBY R-002-003 Hub Assembly using STITZ Spinner BN-1.

Copies of 3 pages of drawings arduously prepared by Richard Miller are a part of this issue.

He has used this installation over 700 HOURS and NO PROBLEMS.

And they said it couldn't be done ! THANKS DICK !!!

DRAWINGS FOR CADET REBUILDERS

Mr. George Cull, P.O. Box 117, Tracy, California 95373

George advises that he is working on drawings for Cadet rebuilders.

- (1) - THE FIRST SET WILL BE OF THE FUSELAGE AND IT'S DETAILS:
 - (a) - He hopes he will be able to announce additional drawings with each issue of this Newsletter;
 - (2) - GEORGE NEEDS OUR HELP TO COMPLETE THIS PROJECT:
 - (a) - Needs RIBS for the WING, FIN and STABILIZER for measurements;
 - (b) - He will return them to anyone kind enough to make them available to him;
 - (c) - There were no drawings of the original ribs; they were made from jigs only; apparently the drawings for the JIGS are long gone.
 - (3) - GEORGE CULL VERY KINDLY OFFERS TECHNICAL INFORMATION TO US CADET OWNERS:
 - (a) - If we include a self addressed stamped envelope with our request;
 - (4) - DRAWINGS OF THE CONTINENTAL ENGINE MOUNT ARE NOW AVAILABLE:
 - (a) - The price is \$6.95 each.
- Send order to George Cull (above address).

WHEEL-WELL DOORS

I would like to hear an expression of interest in WHEEL-WELL DOORS from the members.

- (1) - HOW MANY WOULD BE INTERESTED IN PURCHASING A PAIR FOR, SAY \$250.00 ?
 - (a) - Is there anyone of us capable of producing them ?
Hopefully, a modest profit might accrue to the producer if an order for 5 or 10 sets was assured;
 - (b) - I would take a set and our Alaska member - Bob Fike - once said he would take one;
 - (c) - Are you interested in a set ?
- (2) - WILL SOMEONE PLEASE VOLUNTEER TO OBTAIN A COPY OF PLANS FOR A GOOD THOROUGHLY TESTED AND DE-BUGGED WHEEL-WELL DOORS ?
 - (a) - Ones like BUCKY McCLUEY'S seem most desirable;
they work like the BEECH STAGGER WING, giving complete wheel and strut coverage and no extra controls, etc., required to get the wheels up;
 - (b) - DICK MILLER'S are beautiful and probably accomplish 90% of the purpose although part of the wheel is exposed.
Dick is developing INNER DOORS (mentioned in a previous Newsletter) to overcome this. The inner doors will be operated by a separate control.

125 LYCOMING MOTOR MOUNT

Mr. Phil Rathbun, 16851 Bellaire, North Edwards, California 93523

- (1) - HE IS INSTALLING A 108 LYCOMING IN HIS CADET:
 - (a) - He has a motor mount (already inspected by FAA) for a 125 Lycoming installation. I hear he might sell it.

AEROBATIC AIR SHOWS

Mr. Joe Silverira, P.O. Box 506, Carson City, Nevada 89701

- (1) - HE USED A CADET IN AEROBATIC AIRSHOWS ALL OVER THE UNITED STATES:
 - (a) - Anyone else use a Cadet for aerobatics ?

PLEASE HELP UPDATE THE MEMBERSHIP ROSTER

You may do so by furnishing us your Cadet's Manufacturers SERIAL Number, The N number engine and airplane data.

Also check the roster on page 7 and advise if there is an error in your name and/or address.

The ADDRESS LABELS are the same and accordingly anxious to have "corrections"

FUTURE NEWSLETTERS

The success of any Association depends on the cooperation of it's members and I would like to hear from you at your earliest convenience.

- (1) - YOUR SUGGESTIONS OF "WAYS & MEANS" TO IMPROVE AND/OR MAKE THIS NEWSLETTER MORE INTERESTING:
 - (a) - To serve a better purpose;
- (2) - INFORMATION ABOUT YOUR CADET:
 - (a) - Accessories, instruments, modifications, Radio Equipment, etc.
 - (b) - Flight characteristics and performance
- (3) - PICTURES OF YOUR CADET IN BLACK AND WHITE FOR BEST REPRODUCTION (COLOR OKEH):
 - (a) - The pictures of Cadets on page 6 have been "cropped" but are actual size. This size is convenient and avoids enlargement or reduction.

NEW MEMBERS

Hundreds of pilots have owned and/or piloted Culver Cadets - and, so far as I know all have rated it "tops" in performance and flight characteristics.

If you KNOW a Culver pilot - not a member of your Association - TELL them about it, or send his name and address to me.

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NEW SMYRNA BEACH
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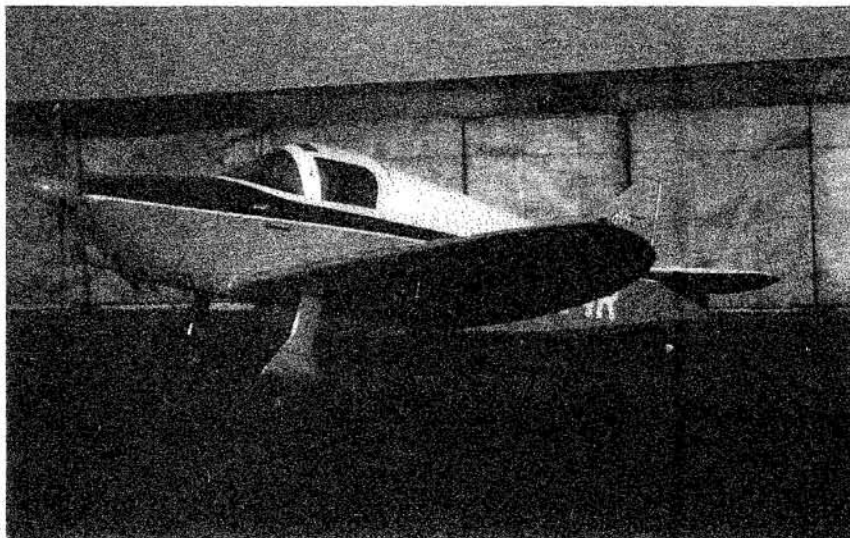
Mr. Richard Welch
2130 Lamart Drive
GRAND PRAIRIE, TEXAS 75050

BY STATES:

Alaska	1	Kansas	1
California	10	Minnesota	1
Florida	6	Missouri	1
Georgia	1	Nevada	1

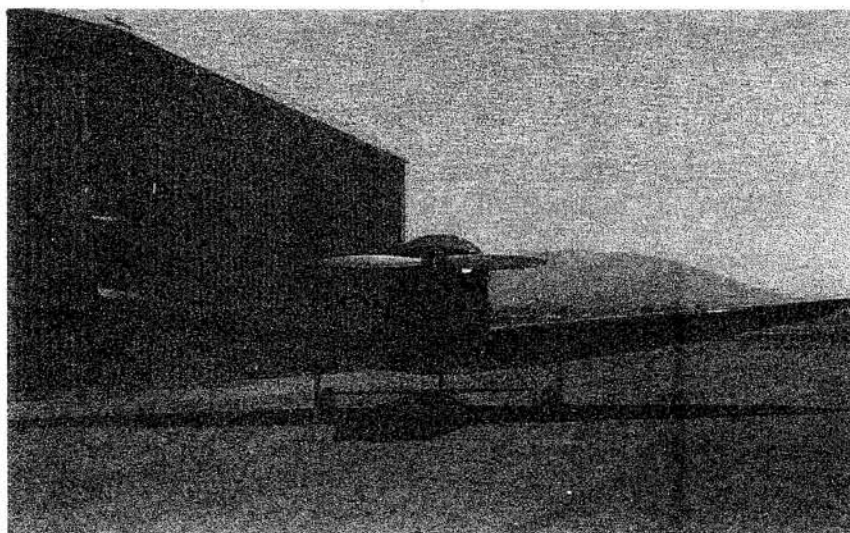
New York	1
Pennsylvania	1
South Dakota	1
Texas	3

O 200
Mr. Jack West
P.O. Box 454
COSTA MESA, CALIF. 92627



LCA-75 #186 N24R
 Built at Port Columbus, Ohio
 in June 1940
 Was N29394
 EMPTY WEIGHT:
 817 pounds on scales
 (owner)
Mr. Richard Miller
 1276 Winston Court
 Upland, California 91786
 (Editor's note:)

- (1) - BEECH ROBY controllable propeller with STITS spinner;
- (2) - Wheel fairings;
- (3) - Custom tail fairing (Stinger);
- (4) - Steerable tail wheel;
- (5) - Battery powered TRANSCEIVER apparently uses buried antenna;



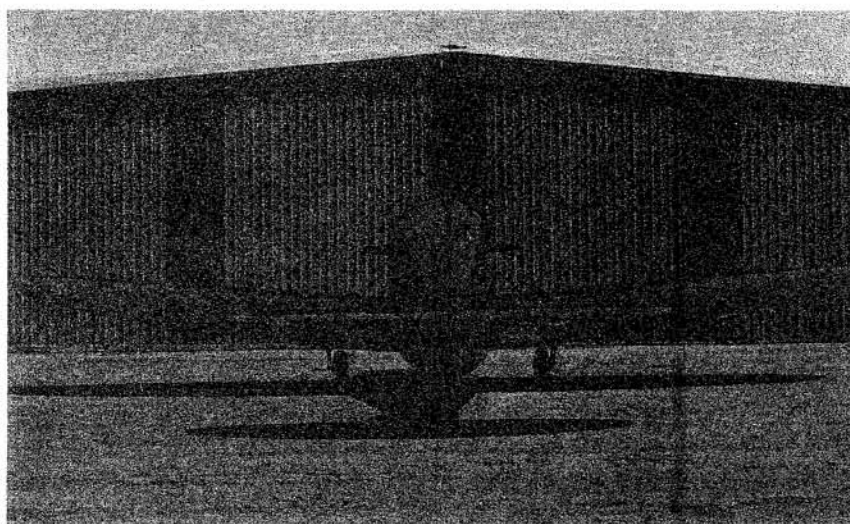
C-85 pictures.
 Also has a C-90 not quite ready to fly.
 (owner)

Mr. Paul Schuyler
 1751 Montmar Way
 San Jose, California 95125

- (1) - This plane has a cross-over single exhaust pipe system;
- (2) - Custom all metal cowling;
- (3) - Semi circular main gear springs have been replaced by 6" internal COIL springs;
- (4) - Fixed metal prop and C-85 give a top speed of 150 mph and cruise 135 IAS;
 Paul says the indicator has been checked and double checked;

The quality of workmanship seems much higher than that found in new aircraft

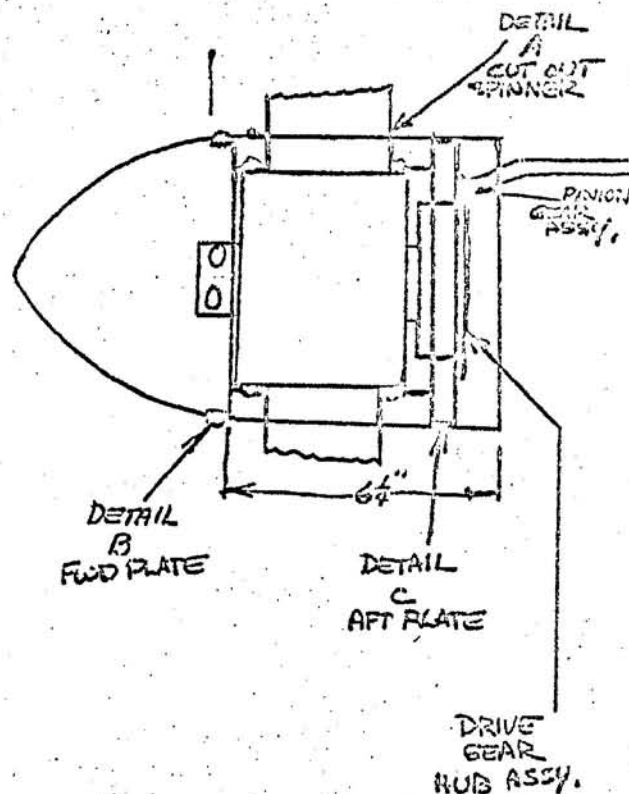
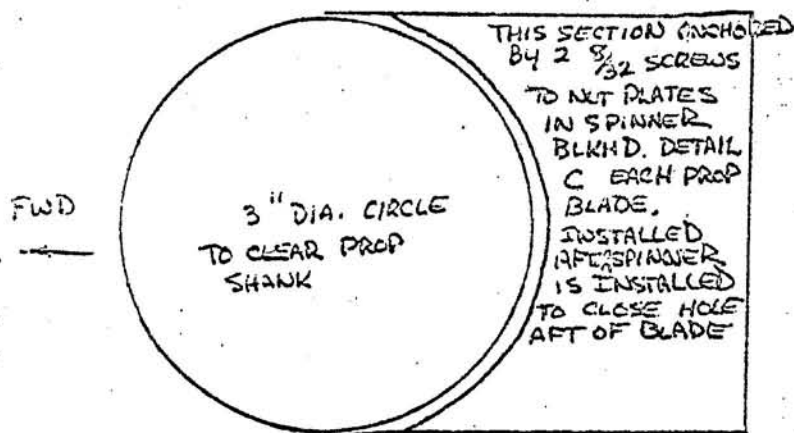
The COLOR Photos are very good. However, to print in black and white..... sorry about the results on this page.



PROPELLER SPINNER INSTALLATION FOR FLOTTORP OR
BEECH ROBY R-002-003 HUB ASSYS. USING STITS SPINNER
BN-1 BULLET NOSE SPINNER FOR CULVER LOA UNDER STC
SA 4-302. -STITS AIRCRAFT WEST RIVERSIDE AIRPORT, RIVERSIDE
CAL. BOX 3084.

TWO SPINNER MOUNTING PLATES MODIFIED PER DWGS. SPINNER
IS POSITIONED SO AFT EDGE CLEARS NOSE COWL AT LEAST $\frac{1}{2}$ " AT
BOTTOM SIDE. FWD PLATE DIAMETER VARIES ACCORDING TO HOW
FAR SPINNER IS POSITIONED OVER HUB ASSY. DUE TO NOSE OF
SPINNER TAPERING. AFT PLATE DETAIL C - $\frac{1}{2}$ " CLEARANCE FOR RING
GEAR FWD SURFACE TO BACK SIDE OF AFT PLATE. MY SPINNER IS MOUNTED SO
THAT THE DISTANCE FROM AFT EDGE OF SPINNER TO FWD EDGE OF FRONT
PLATE "B" IS $6\frac{1}{4}$ "

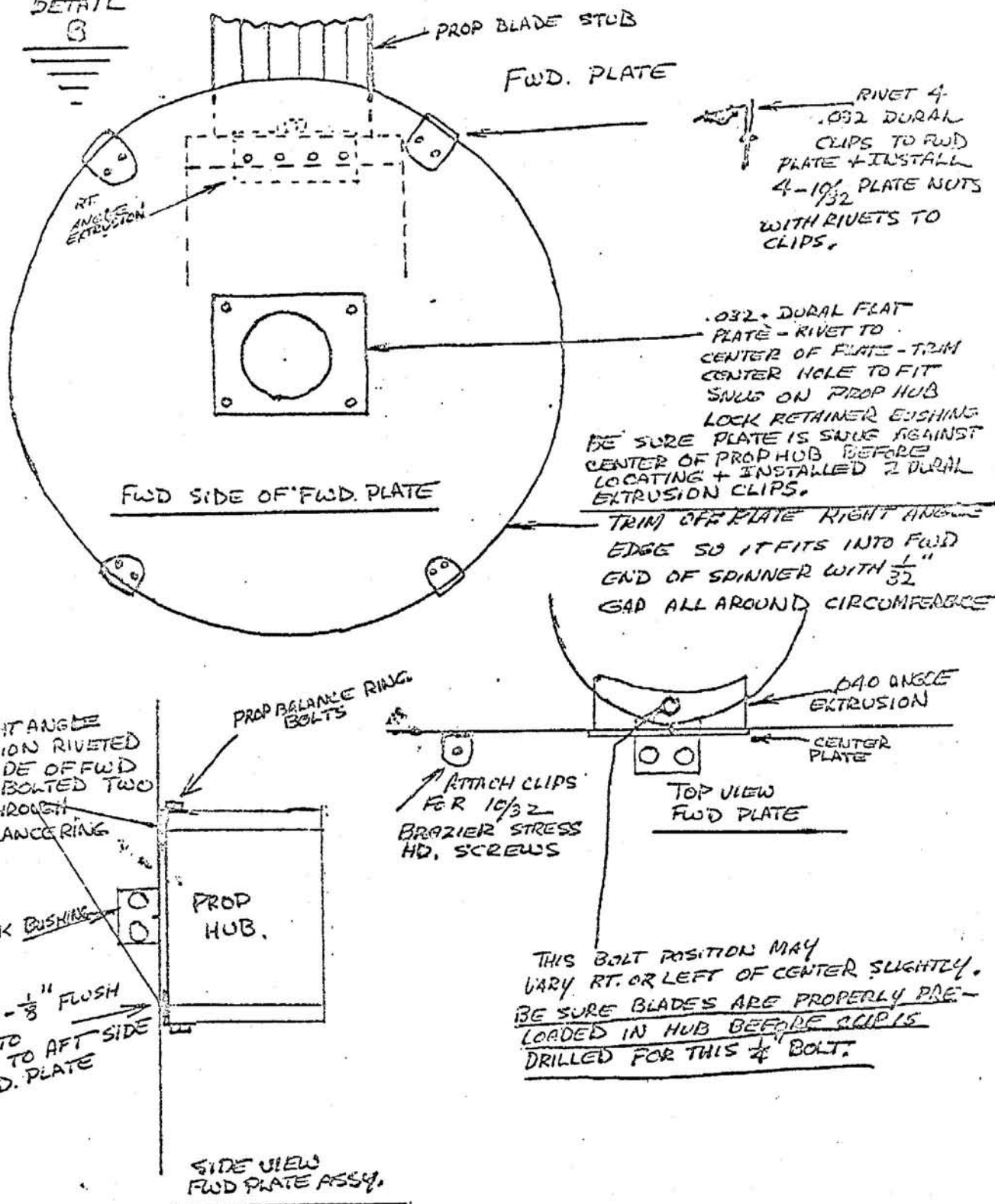
DETAIL A



BEECH CONTROLLABLE PROP SPINNER BULKHEAD

MODIFICATION + ATTACH DETAILS FOR STITS SPINNER BN-1
DETAIL

3



BEECH-CONTROLLABLE PROP SPINNER BULKHEAD MODIFICATION
FOR STITS SPINNER SN-1 DETAIL C. AFT BULKHEAD.

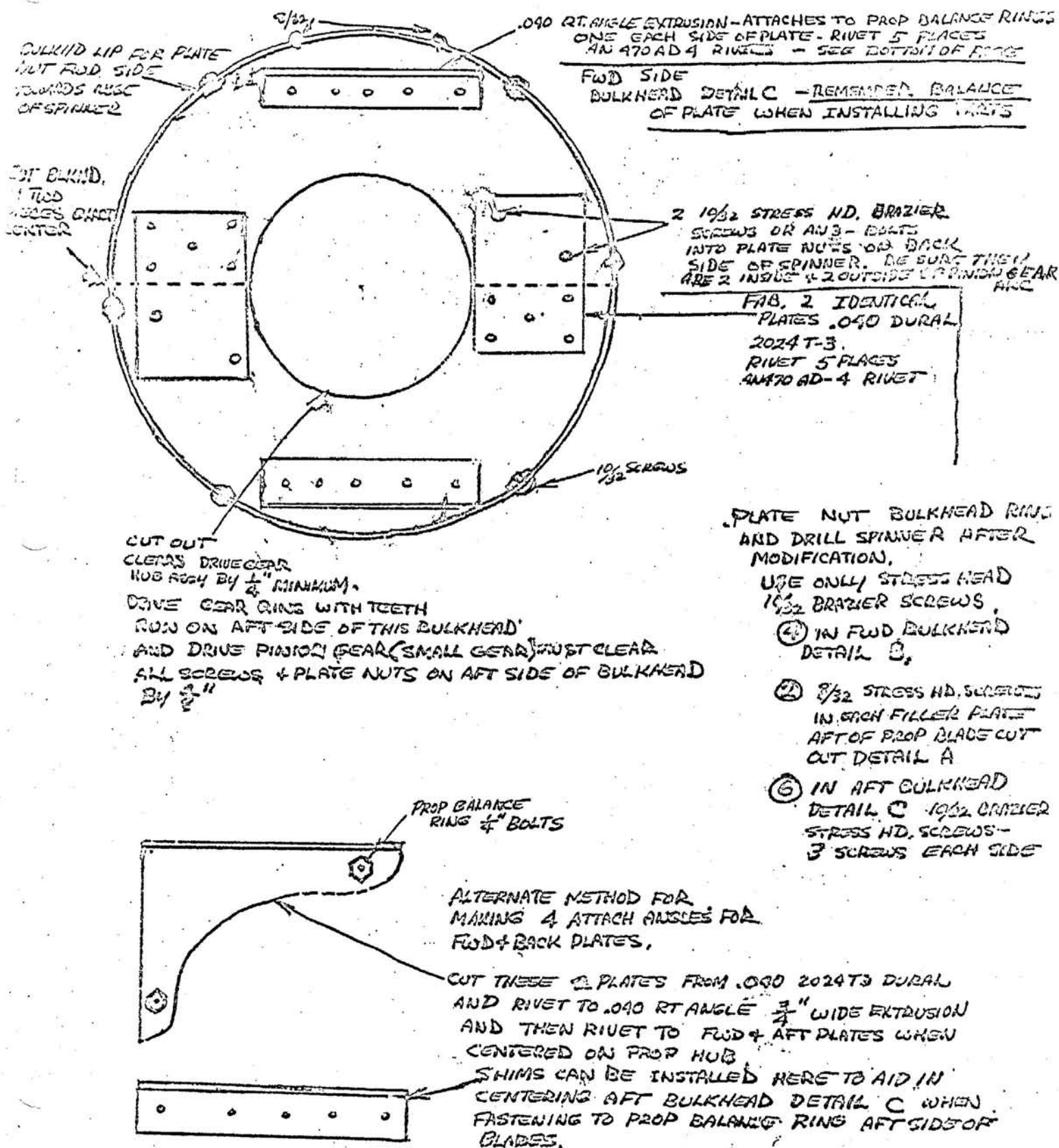


PLATE NOT BULKHEAD RING AND DRILL SPINNER AFTER MODIFICATION.

USE ONLY STRESS HEAD 19/32 BRAZIER SCREWS.

① IN FWD BULKHEAD DETAIL B.

② 8/32 STRESS HD. SCREWS IN EACH FILLER PLATE AFT OF PROP BLADE CUT OUT DETAIL A

③ IN AFT BULKHEAD DETAIL C 19/32 BRAZIER STRESS HD. SCREWS - 3 SCREWS EACH SIDE

NOTE: YOUR CLIPS FOR FWD PLATE ONLY PICK UP TWO BOLTS IN BALANCE RING AND SPINNER SCREWS KEEP PLATE AT RT. ANGLE TO C/L OF PROP HUB.

N37833

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CULVER

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HANDOVER MINN.

LARRY LOCKEN

435-5514

Harvey Christenson

11111111

Orchard Gardens

Lakeville

435-7406

has wrecked Culver

Tree fell on it