CULVER AIRPLANE ASSOC.
817 - 22nd Street West
Bradenton, Florida 33505

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Fellow Culver Association member)wen Hower of Hower Aircraft Supply advisedme that he can provide re-cover envelopes and all other sup-plies for recovering. He has Stitts naterials, accepts collect calls, ships promptly prepaid yet! And ne says his prices are competitive.)wen had a Franklin powered Cadet some years back and still sings their praises. His address is 1822 Royal Palm Ave Sarasota, Fla 33580 813-355-5237

Thanks for the $5.!

Mr. Richard Miller, Upland, California, has furnished the following information (Thanks, Richard!): I found rigging the ailerons 1-1/2" nigh at the inboard end of the aileron Inflite greatly increased roll stability in turbulence and also makes ailerons easier to move at 120-130 cruise. I've dove to 180 and encountered no flutter. More nose down trim is required in cruise but stall and landing approach seem the same speed. I have my stabilizer positioned by shimming up leading edge fittings so elevator and tab are streamlined at normal indicated cruise speed.

We do Robertson STOL conversions in our shop and I have thought a lot about clipping the wings of the Cadet and installing a balsa tip similar to late model Bonanzas, covering the remaining slot and drooping the wing leading edge. (Mark, can you get more info on the clip-wing Cadet up your way? Is it Experimental?). RICHARD - ALONG THESE LINES, WITH YOUR EXPERTISE FROM THE STOL CONVERSION WORK, WHY DON'T YOU TRY TO WORK OUT A DROOP-AILERON FLAP FOR THE CADET TO GET STEEPER APPROACHES, ETC. HAS ANYONE OUT THERE DONE ANYTHING ALONG THESE LINES?

About propellers, I (Richard Miller) have flown fixed pitch wood, Hartzell, Stone, Sensenich, Flottorp, Lewis and metal McCauley 70-46 and 69-55. The metal did slightly better mainly on takeoff. My McCauleys had a cruise range of only about 7-10 mph indicated though and only had maybe 3 mph on the top end over the fixed wood or Beech-Roby or Flottorp controllable.

I have stuck to the Flottorp controllable due to its great versatility and it allows me to constant speed my engine manually. It's a good brake for steep descents and will pull you out of a short field or down draft by letting your engine develope maximum horsepower or even more in a pinch. I saved my skin one day with it. I was climbing out of a mountain strip thru a pass and hit a severe downdraft and ended up full throttle and 2800 rpm and just managed to clear the pine trees and get over a large lake and circle until I was safely climbing out of the mountain trap.

I have tried 4 different Flottorp (Beech-Roby) blade designs and for best engine cooling and climb and cruise the paddle blade is superior with the varnish wood and round tip. The Blade no. for these blades is R00-201-70T and it is best all arou nd for the Cadet. The plastic coated fixed or controllable are thicker profile and not as good as the plain varnished. In 5,000' to 6,500' airports, I get off in about half the run required with a cruise, fixed prop. At 12,000' if you want to climb, just flatten the blades for climb rpm and you climb. Experimenting seems to show that 2450 rpm is about the maximum efficient rpm and I do not use sustained rpm above this. For my engine, I like a cruise of 21"-2100 rpm. My plane is light (817# on the scales). With this prop the mountains and high plateaus out here are no problem.

Richard says the Franklin powered Cadet is heavier but it is a smooth powerplant which cannot be allowed to get sloppy inside or they'll fail on you. They're harder to find props for. He has seen one with an Aeromatic prop on it. The rear mounted battery can leak and damage the wood. He feels that a 100 hp Cont. with a metal, controllable blade would be hard to beat.

Cadets up thru about serial # 250 had a windshield and cabin frame that makes the windshield longer and lays flatter in relation to the fuselage.

Mr. Miller says the new Franklin 125or 130 engine will fit either the Franklin or Continental mount.

His most valuable contribution on installing shoulder harness follows.