



CULVER CADET NEWSLETTER

.....

PUBLISHED EVERY 3 MONTHS BY
Vic Schroeder Agency Corporation, P.O. Box 22125, Dallas, Texas 75222 Phone 214-748-3526
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APRIL, MAY, JUNE 1973

SANTA YNEZ, CALIFORNIA "FLY-IN"
 June 23 & 24, 1973

2-73-01

Reported by: Larry Low, 60 Skywood Way, Woodside, California 94026
 VIRGINIA & JOHN DAVIS, 3667 Tivolo Street, Santa Ynez, California 93460 were royal hosts
 BILL LUKE, the FBO there, provided adequate space for the Culvers and pretty much gave
 us "The Run Of The Place". Had only 7 FLY-IN Culver Cadets. However, 7 Cadets at the
 same place at the same time, made an impressive display. It was an enjoyable affair.

CULVER CADETS & THEIR OWNERS ATTENDING:

N32471-#203- - Hosmer Auger, 2255 Wellesley Ave., Palo Alto, Calif. 94306
 N1018 -#305-LCA75 - Harry D. Borton, 767 Holly Oak Way, Palo Alto, Calif. 94303
 N41716-#433-LFA80 - Harold G. Bridges, 1523 Calico Lane, Escondido, Calif. 92025
 N34855 - Bob Hathaway, 3471 North Knoll Drive, Hollywood, Calif. 90068
 N281W -#106-LCA95 - Larry Low, 60 Skywood Way, Woodside, Calif. 94062
 N24R -#186-LCA75 - Dick Miller, 1276 Winston Court, Upland, Calif. 91786
 N41708-#417-LCA95 - Paul E. Schuyler, 16,000 Greenwood Rd., Monte Sereno, Calif. 95030

THE FOLLOWING CULVER CADET OWNERS SHOWED UP WITHOUT THEIR CADETS:

N32477-#209-LCA75 - Doyle Frasier, 2017 Garcia St. N.E., Albuquerque, N. Mex. 87112
 N41720- - Mr. Mrs. Paul Harper.....*their address please.*
 N41729-#450-LFA80 - William Lawson, 199 El Camino Corto, Walnut Creek, Calif. 94596
 - Carl Hughes, P. O. Box 454, Costa Mesa, Calif. 92627
 N37828-#328-LFA80 - Mr. Mrs. Robert E. Lee, 20 Glen Oaks, Prescott, Arizona 83601
 - Bob McClain, former N32471 co-owner.... *His address please*
 N20983-#112-LCA90 - Jack McElhone, 11,237 Wheatland Ave. Lake View Terrace, Calif. 91342
 N41708- -KCA90 - Mr Mrs Bob Puryear, 10 Arastrado Road, Portola Valley, Calif. 94025
 LY125 - Phil Rathbun, 16,851 Bellaire, North Edwards, Calif. 93523
 - Stuart Schuyler, 1751 Montemar Way, San Jose, Calif. 95125
 N20983 - Herbert Spunt.....*Address please*
 N41712-#419-LCA75 - Paul Taipale, 5231 N. E. 28th Ave., Fort Lauderdale, FLA 33008
 N34854-#262-LCA75 - Jack West, P. O. Box 454, Costa Mesa, Calif., 92626

See pictures last 2 pages this issue.

Topic Continued on page 2

SANTA YNEZ "FLY-IN" - continued from page 1

"HANGAR FLYING"

- (1) - MUCH OF THE TIME DURING THE TWO DAYS WAS SPENT IN SMALL GROUPS:
 - (a) - Comparing notes on their Culver Cadets;
- (2) - PHIL RATHBUN TOLD US ABOUT FIRE HAZARDS HE HAS RUN INTO WITH FIBRE GLASS COWLS:
 - (a) - The FAA is currently investigating;
- (3) - ROBERT E. LEE'S COMPLETELY ENCLOSED GEAR WHEN RETRACTED, FEATURING INNER LANDING GEAR DOORS:
 - (a) - He showed pictures. They were a real surprise to the group;
 - (b) - The workmanship appears to be outstanding;
- (4) - PAUL HARPER'S CADET FUSELAGE IS ROTTED OUT FORWARD OF THE CABIN OVERTURN STRUCTURE:
 - (a) - Learned he could get help from BILL LAWSON in rebuilding the forward section;
 - (b) - Or, buying a spare fuselage that Bill Lawson has on hand;

CULVER CADET FLIGHT ACTIVITIES:

- (1) - SATURDAY AFTERNOON (23) FLYING:
 - (a) - Formation "Fly-Bys";
 - (b) - Low Pass "Fly-Bys";
 - (c) - "Buddy Rides";
 - (d) - Demonstration rides. Doyle Frasier now rebuilding N32477 - had never had a ride in a Culver Cadet, managed 2 hops in Cadets, before returning to Albuquerque, New Mexico;
- (2) - SUNDAY (24) FLYING:
 - (a) - Dick Miller gave a TAKE-OFF demonstration using Beech Roby propeller and it was very impressive despite a rough "mag";
 - (b) - Flight Swapping...Culver owners flying Cadets other than their own;
 - (c) - Local passenger hopping;

SANTA YNEZ "FLY-IN" WILL BE ANNUAL AFFAIR:

- (1) - THIS WAS THE CONCLUSION OF THOSE ATTENDING:
 - (a) - The next one will be on June 29 & 30, 1974

COMMENTS:

- (1) - PAUL TAIPALE, 5231 N. E. 28TH AVE. FORT LAUDERDALE, FLORIDA, JULY 3, 1973 LETTER:
 - (a) - Enjoyed meeting all the faces that go with the names I read about in the Newsletter;
 - (b) - Unfortunately, I was unable to fly my Cadet to Santa Ynez, because of poor weather in Florida....so rode the airlines instead.
 - (c) - As a result of experiences at Santa Ynez...Tom Bay, Phil Clawson and I had a "fly-in" at IMMOKALLE, FLORIDA on Saturday, June 30, 1973
We enjoyed it very much.

REGIONAL "FLY-INS"

2-73-02

SANTA YNEZ "FLY-IN" notices were mailed to all Culver Cadet owners on the Newsletter mailing list. Had many letters from Cadet owners, expressing delight in knowing about it - but for one reason or another, explained why they could not attend. Two Culver owners wrote THAT planned attending...did not do so according to attendance information received.

- (1) - SINCE THERE WAS A FINE RESPONSE TO THE INVITATIONS:
 - (a) - Why not have "regional" fly-ins ? ...Suggestions are solicited;
 - (b) - Example: Even "localize" them in areas convenient to current Cadet owners;
 - (c) - Your Newsletter Publisher will coordinate plans and send invitations to ALL Culver Cadet owners on the mailing list - for each FLY-IN.

CONVERSIONS, MODIFICATIONS, OPERATING, REBUILDING & RECOVERING

RIGGING AILERONS

2-73-03

Technical Editor: July 1972 Newsletter:

- (1) - RIGGING AILERONS 1½" HIGH AT THE INBOARD END OF AILERONS:
 - (a) - In flight greatly increased ROLL Stability in TURBULENCE;
 - (b) - EASIER to MOVE in the 120 to 130 IAS cruise;
 - (c) - Diving to 180 mph encountered NO FLUTTER;
- (2) - THIS RIGGING REQUIRES MORE "NOSE DOWN" TRIM FOR CRUISE:
 - (a) - Stall and "landing approach" speeds the same as before the CHANGE;

RAISING LEADING EDGE OF STABILIZER

2-73-04

Technical Editor: August 1972 Newsletter:

- (1) - EXAMINE METAL BRACKET THAT ATTACHES FIN AND FORWARD BOLTS:
 - (a) - SHIM (plywood) will tend to move it FORE or AFT;
- (2) - STABILIZER FORWARD ATTACHMENT SHOULD REST DIRECTLY ON TOP OF THE FORWARD BRACKET:
 - (a) - Do not have shims between the two brackets;
- (3) - THE AFT PART OF THE STABILIZER MAY BE RAISED OR LOWERED:
 - (a) - To help gain "Less Angle of Incidence" in the stabilizer;
 - (b) - Tab should be STRAIGHT OUT Normal Cruise;
- (4) - STABILIZER IS "POSITIONED" BY SHIMMING LEADING EDGE FITTINGS:
 - (a) - So Elevator and TAB are streamlined at normal indicated cruise;

STEERABLE TAIL WHEEL

2-73-05

From July 1972 Newsletter: By Phil Rathbun, 16851 Bellaire, North Edwards, Calif. 93523

- (1) - TO MAKE TAILWHEEL STEERABLE:
 - (a) - I mount two cable pulleys on the first cross member ahead of the rear bulkhead;
 - (b) - Then ran the cables from the MAULE tail wheel through the pulleys and clamped on to the rudder cables -
AFT of the BULKHEAD back of the seat - using electrician type Cable Clamps, TWO on each. This type of clamp is brass and does not deform the cable in any way.
I have tested this and it will hold enough to BREAK the cable.

CONTINENTAL C-90-8 CONVERSION

2-73-06

Technical Editor: March 1972 Newsletter.

The C-90-8 will bolt right on to the A-75 mount with no modification.

LANDING GEAR RETRACTION

2-73-07

From July 1972 Newsletter: By Paul Taipale, 5231 N.E. 28th Ave. Ft. Lauderdale, Fla.
GAINED 8 mph IAS by getting the LAST CLICK in retracting Landing Gear;

John P. Davis, 3667 Tivola Street, Santa Ynez, Calif. 93460

- (1) - HE EXPLAINED THAT THE LANDING GEAR IS "PUSHED" UP:
 - (a) - Pulling "G'S" as in aerobatics may cause the retraction TUBES to BEND as in "column failure";
- (2) - THE ROD ENDS ARE PARTICULARLY BAD ABOUT THIS:
 - (a) - He recommends replacing the 3/8" rod ends with 7/16" rod ends;
- (3) - ANY BEND IN THE ROD ENDS OR RETRACTION TUBES THEMSELVES MAY CAUSE:
 - (a) - One gear to LAG when the other is UP - the last CLICK problem.
- (4) - HE ADVISES THAT THE "O-RINGS" USED IN STRUTS MAY BE PURCHASED FROM:
 - (a) - Republic Supply Co., 2101 South Santa Fe Ave. Compton, Calif. 90221;
 - (b) - Ask FOR: 24 sets 1-1/8" x 1½" #7815E..Solid GARLOCK Rings.

CONTROLLABLE PITCH PROPS

From June 1972 Newsletter: By Joe Silveira, P.O. Box 506, Carson City, Nevada 89701

- (1) - FAA ADVISED THAT THE UNIVERSAL "FLOTTORP" CONTROLLABLE IS ELIGIBLE WITH THE C90-12F ON CULVER CADET LCA PROVIDED PROPER GROUND CLEARANCE OF 9" CAN BE HELD:
 - (a) - Hub: R003-100;
 - (b) - Blades: R003-225-72 or R003-232-72;
 - (c) - Diameter: 72" maximum; 70½" minimum;
 - (d) - Weight: 36 lbs....The McCauley weights about 26 lbs.

From June 1972 Newsletter: By Technical Editor

- (1) - HE CHAMPIONS THE "BEECH-ROBY" CONTROLLABLE:
 - (a) - For the LCA75 recommends a 68-53;
 - (b) - The slightly smaller diameter should hold the static rpm and the bigger pitch help the cruise;
 - (c) - He got 2050 rpm STATIC out of his 69-55

The April 1972 Newsletter included 3 pages of drawings to install FLOTTORP or BEECH-ROBY using a STITS SPINNER - furnished by the Technical Editor.....

From September-October 1972 Newsletter: By Technical Editor

- (1) - I HAVE STUCK TO THE BEECH ROBY CONTROLLABLE DUE TO IT'S GREAT VERSATILITY:
 - (a) - It allows me to "constant" speed my engine manually;
 - (b) - It is a good BRAKE for STEEP descents;
 - (c) - Will PULL you out of a SHORT FIELD or DOWNDRAFT by letting the engine develop maximum horsepower - or even MORE in a "pinch";
- (2) - I HAVE TRIED 4 DIFFERENT BLADE DESIGNS:
 - (a) - For best engine cooling, climb and cruise the "Paddle Blade" is superior; with plain varnished blades. The plastic coated blade is thicker and not as good;
 - (b) - This is the R00-201-70Y
- (3) - THE R00-201-70Y PERFORMANCE:
 - (a) - At 5000 to 6000' sea level airports - i am airborne in about 50% of the RUN compared to fixed pitch propeller Cadets;
 - (b) - At 12,000' sea level airports..just flatten the blades for CLIMB RPM and you climb. The mountains and plateaus here are no problem.

PROPELLER EXPERIENCE

2-73-08

From May 1972 Newsletter: By Paul Schuyler 16000 Greenwood, Monte Sereno, Calif. 95030

- (1) - WOULD LIKE TO KNOW ABOUT YOUR EXPERIENCES WITH PROPELLERS:
 - (a) - Size, Make, Model used on C-85 and C-90 Cadets;
 - (b) - Please include the RPM and Manifold Pressures;
- (2) - HE REPORTS THAT THE SENSENICH SKYBLADE C-2FBI-PC WITH TIPS CUT TO 70" HAS BEEN USED SUCCESSFULLY:
 - (a) - This is the propeller used on CULVER V and works well with the LCA85 Cadet;
 - (b) - It requires a drilled crankshaft;
- (3) - PAUL SCHUYLER DOES NOT HAVE THE DRILLED CRANKSHAFT:
 - (a) - He is using a 69-52 McCauley IA90 on his LCA85

From September-October 1972 issue: By Technical Editor

- (1) - HAVE FLOWN THE FOLLOWING FIXED PITCH PROPS ON CULVER CADETS:
 - (a) - Flottorp, Hartzell, Lewis, Metal McCauley 70-46 & 69-55; Sensenich & Stone;
 - (b) - Metal McCauley had about 3 mph IAS over the fixed pitch wood props.

INTAKE MANIFOLD

2-73-09

From July 1972 Newsletter: By Technical Editor

- (1) - USES C-85/O-200A INTAKE MANIFOLD:
 - (a) - Gives more power and allows both a primer and manifold pressure take-off;
 - (b) - He recommends using 3/4" blast tubes from rear engine baffle to cool mags.

Conversions, Modifications, Operating, Rebuilding & Recovering (Continued on page 5_

REMOVE WINGS WHILE RECOVERING

2-73-10

From July 1972 Newsletter: By Technical Editor

Always remove the wings while recovering - under the TRUSS is a good place for ROT.

- (1) - CHECK TO BE SURE REAR SPAR ATTACHMENT FITTINGS ARE NOT LOOSE ON THE BULKHEAD IN THE FUSELAGE:

(a) - Holes get elongated there when loose, which is hard to determine with AFT SPAR bolt in;

By: Bill Lawson, 199 El Camino Corto, Walnut Creek, Calif. 94546

He has rebuilt 3 Cadets and advises..NEVER Recover a Culver Cadet without removing the wings.

- (1) - ALWAYS DROP THE MAIN TRUSS & CHECK THE MOUNTING HOLES FOR "EGG SHAPE":
- (a) - 2 out of 3 do have cracks running vertically in the beam from Truss mounting hole and horizontally from lower mounting holes in the Longerons between 1/8" plywood skins;
- (2) - AND, IF SO, "BUSH" THE HOLES WITH THINWALL STAINLESS STEEL:
- (a) - Replace mounting bolts every year or 200 hours, whichever occurs first;
- (b) - ROUT OUT the old beam and replace with a new SPRUCE beam.

CORRECTION "SURFACE CONTROLS FOR TRAVEL"

2-73-11

From January, February, March 1973 Newsletter - By Technical Editor

- (1) - OWNERS WHO HAVE THEIR CULVERS DISASSEMBLED..CN "REASSEMBLY":

(a) - Should CHECK the surface controls for TRAVEL in degrees;

- (2) - THE ELEVATOR IS MOST CRITICAL:

(a) - Because "too much" or "not enough" can really get them in trouble;

"Numbers" listed below indicate "DEGREES"

AILERONS	UP 17 + or - 1	DOWN 15 + or - 1
RUDDER	RIGHT 34 + or - 1 *	LEFT 31 + or - 1
ELEVATOR	UP 21 + or - 1	DOWN 30 + or - 1
ELEVATOR TAB	UP 19½	DOWN 19½

- (3) - AILERON STOPS SHOULD BE CLEAR OF BOLTS WHICH HOLD AILERON HINGE BRACKETS:
- (a) - Have observed STOPS catching on bolt heads or nuts on some aircraft;

- (4) - MOST CULVER CADETS WILL NOT NEED OVER 5 DEGREES UP TRAVEL TO TRIM:

(a) - See "Raising Leading Edge of Stabilizer" (Topic 2-73-04) sub head (4)-(a);

* in error listed RIGHT 17 + or -1. Hope this error did not inconvenience anyone.

FLIGHT EXPERIENCES:

INCREASING RPM

2-73-12

From July 1972 Newsletter:

Paul Taipale, 5231 Northeast 28th Ave., Fort Lauderdale, Florida 33808

- (1) - HE INCREASED THE RPM ON HIS LCA75 CADET:

(a) - Got 140 IAS at full throttle (same checked on a 12 mile course);

(b) - Now 120 mph IAS at 75% power using 2600 to 2650 rpm.

Stuart Schuyler, 1751 Montemar Way, San Jose, Calif. 95125

- (1) - ON A C-85 KEEP THE RPM BELOW 3100 WIDE OPEN:

(a) - Preferably 2850 rpm when straight and level at 2,000 to 3,000' sea level;

- (2) - THE ENGINE IS RATED AT 100% FOR LIFE:

(a) - Approximately 1000 hours, by the Manufacturer;

- (3) - RPM DOES NOT HURT THE ENGINE:

(a) - At 6000' sea level 2850 rpm results in about 80% power;

Flight Experiences - Continued on page 6

Flight Experiences: continued from page 5

MOUNTAIN FLYING

2-73-13

From Technical Editor Letter: 6-16-73

"I have flown round trips from Los Angeles to Indianapolis six times via Grants, New Mexico & Oklahoma City.

(1) - I LOVE THE CADET IN MOUNTAIN COUNTRY:

(a) - But at above 12000' is risky without oxygen;

(b) - Almost passed out after 2 hours at 15,500' in old #102 LFA90 over New Mexico;

(c) - Got LOST and descended and it saved my neck;

(2) - THE BEECH ROBY AT 5000' & ABOVE IS "TOPS" FOR TAKE OFF AND CRUISING:

(a) - Cruising at 10-12 sit there and indicate 120 + mph;

MOONEY MITE M-18C

2-73-14

Technical Editor: From 6-16-73 letter

(1) - RACED A MOONEY MITE WITH METAL PROP LAST NIGHT:

(a) - Climbs fast by my N24R is a good 20 mph faster;

(2) - HIS MOONEY MITE RATED SAME AS 108 HP YANKEE:

(a) - I am "checked out" in a Yankee, but really don't care if I every fly one again...strictly riding on ball bearings;

CULVER CADETS "FOR SALE" AND/OR "WANTED TO BUY"

FOR SALE: N29393 - LCA 85

2-73-15

Jim Raymond, 1310 Esplanada - Apt. 119 South, REDONDO BEACH, Calif. 90277 from his April 12 & 19, 1973 letters, in part quote:

(1) - 200 HOURS SINCE MAJOR OVERHAUL: ANNUAL OCTOBER 1972:

(a) - Always hangared, beautiful condition, hand polished bright red (black trim) Ceconite covering;

(b) - New Escort Radio, cabin speaker;

(c) - Auxilliary fuel tank, chrome spinner and prop.

(d) - Handcrafted, polished gear doors covering gears completely in flight; FAA approved for this Cadet only;

(e) - Has starter. Nice interior and upholstery. Has Rate of Climb, Turn & Bank, cylinder head temperature (one needle for each bank) gauge.

(2) - HONEST 150 MPH TOP; CRUISE AT 135 MPH:

(a) - One of the finest Cadets in Existence. Price Firm \$4700.00

Managing Editor Comments:

Jim has over 8000 hours from Cubs, 720-B'S and 707'S and now DC 10 for WESTERN AIRLINES His letters describing experiences and observations are very interesting & comical.

FOR SALE: N29272 - LCA 75

2-73-16

Mr. Ken Hengler, P. O. Box 55, Hanover, Minnesota 55341...phone (612)-498-8644

(1) - REBUILT FROM A BASKET IN 1965:

(a) - Has been flying for 6 years and WON many awards;

(2) - HAS ABOUT 100 HOURS SINCE COMPLETE REBUILD:

(a) - 10 hours STOH; about 300 hours SMOH; about 800 hours TTA&E;

(b) - 3 color white, red & gold;

(c) - No Electricity;

(d) - Price: \$3500.00

With Bayside Radio \$4000.00

(3) - RELUCTANT TO SELL N29292:

(a) - Bought a Bonanza and do not have hangar room for both;

Culver Cadets "For Sale" and/or "Wanted to Buy" Continued on page 7

Culver Cadets "For Sale" and/or "Wanted to Buy" continued from page 6

FOR SALE: N29261 -#129 LCA 75 2-73-17
Henry Barrows, Jr., 10,880 Lithopolis Road NW, Canal Winchester, Ohio 43110

- (1) - 1385 HOURS TTA&E; 473 HOURS SMOH:
 - (a) - Uses quart oil every 5 hours;
- (2) - FABRIC GRADE "A" COTTON RECOVERED IN 1965; LICENSED JULY 1972; REPAINTED IN 3 COLORS IN APRIL 1972:
 - (a) - Robert Boston, Columbus, Ohio was previous owner. He advises he replaced the wood in the belly & all wood forward from baggage compartment; and the vertical fin in 1965;
- (3) - TRIMS TO FLY "HANDS OFF":
 - (a) - 115 mph IAS at 2350 rpm. Uses 4.5 gph.
- (4) - PRICE \$3200.00:
 - (a) - Reason for selling, have Stinson 108 and can't afford hangars for both.

COMPONENTS, PARTS, SERVICES, SUPPLIES, ETC.

FRANKLIN ENGINE PARTS 2-73-18
Franklin 65, 90 & 113 hp new surplus parts. No lists available.
Carl Baker Company, 14807 Aetna Street, Van Nuys, California 91401

FOR SALE: RIGHT WING & AILERONS
Mr. Kenneth Hengler, P. O. Box 55, Hanover, Minnesota 55341 ..Phone (612)-498-8644
From N29272 Culver Cadet.

N34784 WAITING "REBUILD" 2-73-19
Mr. Kenneth Hengler, P.O. Box 55, Hanover, Minnesota 55341 - Phone(612)-498-8644
from his 7-9-73 letter:

- (1) - THIS CULVER CADET IS COMPLETE AND PRESENTLY HANGING ON OUR HANGAR WALL:
 - (a) - Waiting for someone with ambition to "rebuild"

WANTED: LANDING GEAR 2-73-20
For N41620 - Mr. Clyde Kitsmiller, P.O. Box 2086, Pecos, Texas 79772

GEAR LEAF SPRINGS 2-73-21
From July 1972 Newsletter:
Send the OLD springs to: PITTSBURGH AUTO SPRING COMPANY
5900 Centre Street
Pittsburgh, Pennsylvania 15206
Advise the weight of the vehicle - DO NOT MENTION they are for an airplane

FULL SCALE CADET DRAWINGS 2-73-22
Larry Low, 60 Skywood Way, Woodside, Calif. 94062..Phone (415)-851-0204
(1) - 1" = 20" CULVER FACTORY 3 VIEW SCALED FROM FACTORY COMPONENT & ASSEMBLY DRAWINGS:

- (a) - Exhibition, rubber or CO-2 powered flying scale model (about 16" wingspan)
- (b) - These drawings are accurate and are applicable to use for reference in rebuilding a Culver Cadet;
- (c) - PRICE: Postpaid \$2.00...send order to LARRY LOW at above address;

Mr. Vern Clements, P. O. Box 608, Caldwell, Idaho 83605
(1) - 1" = 1' BEAUTIFUL SET OF DRAWINGS FOR LARGE RUBBER OR GAS POWERED MODELS:

- (a) - Approximately 27" wingspan;
- (b) - PRICE: Postpaid \$4.00 ..send order to Vern Clements at above address

LARRY LOW: "I do not believe you can ever get a model Cadet to fly very well unless you go "Radio Control" (too short coupled, poor longitudinal and directional stabiliser)

GENERAL INFORMATION:

"CULVER V" ENGINE & PROP

2-73-23

From February 1972 Newsletter: By John Davis, 3667 Tivola St. Santa Ynez, Calif. 93460
He reported that an acquaintance gets 145 to 150 mph out of his Cadet - using a.....
Culver V engine and propeller installation (OIL controlled propeller).

REFER TO: Topic 2-73-08 subhead (2)-(a)

(1) - YOUR MANAGING EDITOR HAS ORDERED AOPA LIST OF CURRENTLY REGISTERED CULVER V AND
CULVER CADET OWNERS:

- (a) - When received will send form letter to "Culver V" owners... asking if their
airplane is for sale and if so...their price;
Also, asking Names and Addresses of people they know that have CULVER V
airplanes they have "inactivated"
- (b) - Answers may be interesting for Culver Cadet owners to BUY "available"
and install engine & prop in their Cadets;

LANDING GEAR ADVICE

2-73-24

From February 1972 Newsletter: By John Davis, 3667 Tivola St. Santa Ynez, Calif. 93460

(1) - LEAVE IT ALONE IF IT IS WORKING:

- (a) - The RIGHT gear is "Master" and the LEFT gear has to be "timed" to it
- (b) - The LEFT gear rises faster than the right gear;

AERO MAGAZINE

2-73-25

Aero-Publications Hubert Zuerl, Aero-Verlag, 8 Munchen 33, Postfach 103 wrote to
TOM BAY asking to send them "ALL PRESS RELEASES, THREEVIEW DRAWINGS, LINE DRAWINGS,
ARTIST DRAWINGS AND GLOSSY PRINTS AVAILABLE ON YOUR Culver Cadet.
Have referred this INFORMATION and the Post Office - to learn what ADDRESS to use and
they had no answer. When time permits - will TRY to contact them.
The Magazine they sent is technical and in detail. Their BO-209 "Monson" appears to be
their popular private general aviation single engine plane.
If we succeed in contacting them....then the Newsletter will be INTERNATIONAL.

PUBLISHER COMMENTS

REPEATING PREVIOUS TOPICS

2-73-26

The November-December 1972 issue had "over 3 times" as many readers - we had before
then...and, now have about 4 times as many readers, we had before the November-December
issue. For that reason have reprinted many of the important TOPICS used prior to the
November-December 1972 issue.

LISTINGS SOLICITED

2-73-27

Culver Cadets "For Sale" and/or "Wanted to buy"...Parts, Services & Supplies for Culver
Cadets...Supplier of Culver cadet and/or Engine parts, etc., This information is very
important and will appreciate our Reader Cooperation in furnishing this data to us.
There is NO CHARGE for these listings.

PREVIOUS NEWSLETTER COPIES

2-73-28

Prior to this Newsletter have published 8 issues of the new format. They are April 1972
May 1972, June 1972, July 1972, August 1972, September-October 1972, November-December
1972 & January, February & March 1973. Copies are available at \$3.00 each or all 8 for
only \$18.00

SUBSCRIPTION CONTRIBUTIONS

2-73-29

To date have received contributions from 23 readers (some have contributed twice). IF
you have not contributed because you are not interested in the INFORMATION given - will
appreciate a letter from you asking to drop you from the mailing list.

SANTA YNEZ FLY-IN



Front Row - Left to Right
Tom Low, Bob Hathaway, Harry Borton, Stuart Schuyler
Back Row - Left to Right
Dick Miller, Harold Bridges, Larry Low, Hosmer Auger, Bob McClain



Carl Hughes, Mr. Mrs. Robert E. Lee



Bob Hathaway

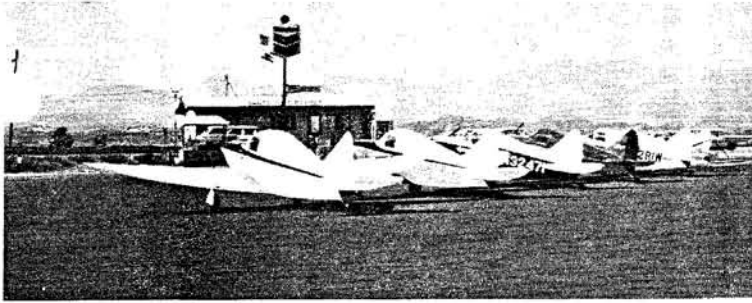


JOHN DAVIS' CULVER - *Left to Right*
Paul Taipale, Dick Miller, Phil Rathbun



LINE-UP on Saturday thru wings
of Bob Puryear's D.H. "Rapide"

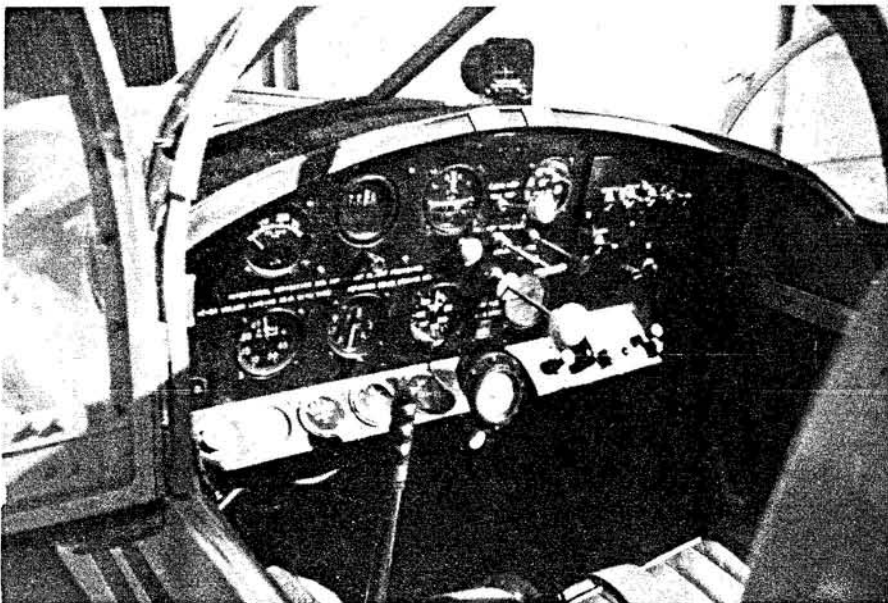
SANTA YNEZ FLY-IN



TWO VIEWS OF 6 CULVER CADETS AT SANTA YNEZ



N41629 - #388 LFA90 now owned by Col. R. F. Braddock, 105 Arbordale Dr. Hammond, LA. 70401
It is the first LFA80 licensed to use Franklin 90 hp - Vic Schroeder had it licensed while he owned it. It was the last of 4 Cadets owned by Vic Schroeder



N34864 - #274 LFA90 Panel

Includes ADF, Gyro Compass,
Manifold Pressure guage, etc.,

Is installing OMNI & wants to buy
BEECH-ROBY controllable propeller.

The Cadet is lemon yellow with
blue stripes..it is beautiful.
owned by:

Mr. W. R. Robinson,
601 North Frances Street
Terrell, Texas 75160

He has Instrument Rating.
Works for
Tri-County Aviation
Love Field,
Dallas, Texas