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Vol. 2

SEPTEMBER & OCTOBER 1972

No. 5

CULVER CADET PARTS

Mr. Marion L. Wearth, Wearth Aircraft Sales, 513 North Oakley, Kansas City, Missouri 64119
From his 9-20-72 Letter - "When the Culver Factory went bankrupt I bought most of the Cadet
stock of parts to help the Cadets flying over the years."
From his 10-15-55 letter to Flottorp Mfg. Co., Kent County Airport, Grand Rapids, Mich 49500
"We have about 160 Culver Cadet customers which are about all of the ones that are left
flying."

PUBLISHER'S NOTE: Attention - Mr. Wearth
Would like your Culver Cadet Customer list so may ADD to the Newsletter reader file -
such Culver customers we do not now have. THANKS.

PROPELLERS

From JUNE 1972 Newsletter -

By: Joe Silveira, P.O. Box 506, Carson City, Nevada 89701

- (1) - FAA ADVISED THAT THE UNIVERSAL FLOTTORP CONTROLLABLE WOULD BE ELIGIBLE WITH THE C90-12F ON CULVER CADET LCA PROVIDED PROP 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 weighs about 26 lbs.)

From NOVEMBER 1971 Newsletter: -

By: Richard Miller, 1276 Winston Court, Upland, California 91786:

- (1) - ON CADETS HAVE FLOWN FIXED PITCH:
 - (a) - Flottorp; Hartzell; Lewis; Metal McCauley 70-46 & 69-55; Sensenich and Stone;
 - (b) - Me McCauley propellers had about 3 mph IAS over the fixed wood props;
- (2) - I HAVE STUCK TO THE FLOTTORP 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);
- (3) - I HAVE TRIED 4 DIFFERENT FLOTTORP 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
- (4) - THE FLOTTORP 500-201-70Y PERFORMANCE:
 - (a) - At 5,000 to 6,000 feet sea level airports, I am airborne in about 50% of the RUN compared to fixed pitch propeller Cadets;
 - (b) - At 12,000 feet sea level airports, just flatten the blades for CLIMB RPM and you CLIMB. The Mountains and Plateaus out here are no problem; (continued)

(Continued from page 1)

PROPELLERS

Excerpts from correspondence furnished by:

Mr. Marlon Wearth, Wearth Aircraft Sales, 5130 North Oakley, Kansas City, Missouri 64119

10-12-55; 10-27-55; 1-6-56 & 4-5-56 Letters from Flottorp Mfg. Co., Kent County Airport, Grand Rapids, Michigan 48508 TO Wearth Aircraft Sales.

(1) - FOR THE CULVER LCA 85 HP:

(a) - For 70" diameter limitations, we recommend our FLOTTORP R003-232-70T using our R003-401 Adapter Kit. See print enclosed. Reprint on last page hereof.

(2) - FOR LFA 90 HORSEPOWER CULVER CADET:

(a) - In order to use the R003-401 Adapter kit, it is necessary that the face of the Franklin 90 hp be machined, drilled and tapped for four (4) studs.

From 9-20-72 Wearth Aircraft Sales letter:

(1) - A CULVER OWNER HERE INSTALLED BEECH-ROBY ON 90 HP FRANKLIN:

(a) - I helped fill out the Form 337 and gave approval on it;

(b) - He flew it for a short time and then put his WOOD PROP back on;

I did not get to talk to him about it because he moved to Minnesota;

TAIL WHEELS

Mr. Marlon L. Wearth, Wearth Aircraft Sales, 5130 North Oakley, Kansas City, Missouri 64119

From his 9-20-72 letter: "Paul Schuyler's N41708 SPRINGS look real good. We made up about 100 leaf springs - and discontinued because could not get any more spring steel that size"

From March 1972 Newsletter -

By: Richard Miller, 1276 Winston Court, Upland, California 91786

(1) - USING A MAULE TAIL WHEEL:

(a) - "Jacks up" the tail about 3½" and does wonders for the Cadet;

(b) - Seeing over the nose is good and the Cadet LANDS by itself almost;

(2) - HAS ANYONE USED A DIFFERENT TAIL WHEEL SPRING TO RAISE THE TAIL ?

(a) - Or reshaped the present spring to raise the tail wheel;

(b) - And still use the lighter small tail wheel instead of the larger Maule wheel.

LOWER PART OF COWLING "REVERSE SCOOPS"

Mr. Robert T. Smith, 2939 Highland Drive S.E. Smyrna, Georgia 30080

From his 10-4-72 letter:

(1) - I BUILT A NEW LOWER COWL PIECE AND HAD THE FLAT COWL PIECE MODIFIED:

(a) - With "reverse scoops" to fit over "extended exhaust stacks" without touching them...looking something like augments tubes;

(b) - When I bought the Cadet it had an unusual CARBURETOR INTAKE - located between between the reverse scoops that I installed;

ZIPPER FORM FIT CUSHION COVER

Your Publisher saw this completely covering (except landing wheels) on LFA 90 ..N75468 in T-Hangar #7-D at Redbird Airport in Dallas, Texas.

This white with blue trim Cadet "looks like new" - even though was CECONITE recovered five years ago.

Covering was made by CHILDRESS CANVAS PRODUCTS, 10414 Harry Hines Blvd., Dallas, Texas 7523 Did not learn the price but, estimate "Over \$500.00"

This Cadet owned by:

Mr. Ennis Walden (attorney) 1622 One Main Place, Dallas, Texas 75250 - Phone: 742-1684

AND Mr. Larry McCarty (Vice President) Childress Canvas Products (see address above).

They also own a Beech Bonanza

CONTINENTAL C-90-8

From March 1972 Newsletter -

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

MAGNETO FILTERS

From March 1972 Newsletter -

Tried to solve radio interference and put on new ignition harness...no improvement. Installed filter for each magneto....this really helped. Any other suggestions to eliminate radio interference ?

BOLT HEAD FAIRINGS

Mr. Bill Lawson, 199 Camino Corto, Walnut Creek, California 94596

He does fine work and will make "Front Sides" of Fueselage Bolt Head Fairings" at a reasonable price. Contact him direct.

DIMPLE TREAD CULVER TIRES

From March 1972 Newsletter -

Corner Supply Company, 3022 N.W. 62nd Street, Miami, Florida 33147..Phone 696-0566

MANIFOLD PRESSURE GAUGES

From February 1972 Newsletter -

"Everyone should install a Manifold Pressure Gauge. The tachometer alone tells almost nothing!".

LFA CADET FOR SALE

Mr. Robert T. Smith, 2939 Highland Drive S.E. Smyra, Georgia 30080

From his 10-4-72 letter: There is an LFA for sale near Augusta, Georgia for \$3000.00 but do not know it's condition.

THANKS FOR NEW READERS

Mr. Richard Miller, 1276 Winston Court, Upland, California 91786 (owns A75 N24R Serial 180)

Mr. Dale Conway, 1904 Elaine Ave. Pomona, California 91767 - OWNS LCA80 N29290

Mr. Harold G. Bridges, 1523 Calico Lane, Escondido, Calif. 92025 - OWNS LFA90 N41630

WEST COAST "FLY-IN"

Mr. Bob Hathaway, 3471 North Knoll Drive, Hollywood, California 90068

writes: - On September 30, I flew my Culver Cadet N34855 to meet with.....

Mr. John Davis, 4485 Meadowlark Lane, Santa Barbara, Calif. 93105 - OWNS C90 N20949 Ser. 102

Mr. Larry Low, 60 Skywood Way, Woodside, Calif. 94014 - OWNS C90 N20926 Serial 102;

Mr. Paul Schuyler, 10153 Parkwood Drive, Apt. 6, Cupertino Calif. 95014 -OWNS C90 N41708
to discuss a CULVER CADET "West Coast Fly-In" during the Spring of 1973.

No further report - so do not know whether or not they decided to have one. Would like to have MORE INFORMATION for the next Newsletter.

AL MOONEY ADDRESS PLEASE

The August 1972 Newsletter was "returned". June & July 1972 newsletters sent to the same address: ...Winters Private Airstrip, Johnson City, Texas 78603 were not returned. If you know his address - please advise.

PUBLISHER PLANS

(1) - THE FACT THAT THIS NEWSLETTER IS FOR BOTH SEPTEMBER & OCTOBER:

(a) - Does not indicate that future newsletters will be for 2 instead of 1 month;

(2) - HOPE TO HAVE THE TIME TO PRINT EXTRA COPIES OF THE APRIL, MAY, JUNE & JULY 1972 NEWSLETTERS TO SUPPLY THE REQUESTS FOR THEM:

(a) - Starting with April printed about twice the number of readers at that time;

(b) - Since then the reader list has increased "beyond expectations".

Reprint from DALLAS MORNING NEWS - August 3, 1972 issue

Car-Priced Planes

'Land on Driveway I'

DAYTON, Ohio (UPI)—A plastic airplane that can fly at speeds from 80 to 273 miles per hour, take off and land in a 100-foot area and sell for the cost of an automobile, will soon be available in kit form, an engineering company announced Wednesday.

Officials of Vertak Corp., manufacturers of the plane, predicted the craft "will revolutionize the general aviation industry."

The 21-foot long, two-seat model, with a wing span of 24 feet, will cost about \$4,500.

"This airplane is designed and priced to put private aviation within the financial reach of millions," said Jack Reeder, a director of Vertak.

Vertak President Norman Moore said new developments in plastics led to a "strong, but economical" airplane.

"Our finished product could not have been economically produced several years ago," Moore said. "We are utilizing high strength epoxy composites, polyurethans elastrom-

ers and foams, polyesters, polycarbonates, vinyls and other materials.

"In short, we have found a way of greatly reducing labor cost in airplane manufacturing," he said. "For instance, one section which normally would require more than 1,000 rivets and about 40 sheet metal parts is replaced by a one-piece molded part. It is tougher, aerodynamically superior and uses 95 per cent less labor to produce."

A prototype of the plane, which the company refers to as "The Vertak," is on display at the Experimental Aircraft Association's fly-in at Oshkosh, Wis. The plane is to be displayed at the Montgomery County Airport here Sept. 17.

Company officials said the kits they plan to sell will include "completely molded airframe components" for the basic structure, hardware items like control linkages, landing gear fittings and engine mounts, instruments, wheels and a choice of several engines.

"Although the initial plane will be available immediately in kit form,

we plan to produce a certified flyaway model in about two years after we receive our Federal Aviation Administration certificate," Reeder said. "In cooperation with the Dayton Area Chamber of Commerce we are investigating possible sites and financing for manufacturing facilities."

Company officials said after individuals construct the plane from the kits, an authorized mechanical inspector from the FAA would inspect the planes before flying approval was given.

The company hopes to produce eight different models, including a four-seater.

The company's basic model has a 210 horsepower engine with a flying range of 1,137 miles. Officials said the plane is much quieter than conventional aircraft.

"It is only fitting that this plane be manufactured in the Dayton area, where in 1903 Orville and Wilbur Wright got things started," Reeder said. "We are opening another frontier in aviation."

Mr. Leo J. Kohn, P.O. Box 2453, Milwaukee, Wisconsin 53214 (COLLECT - AIR PHOTOS operator)
His 8-25-72 letter in part quote: "While attending the EAA Convention, I saw a mock-up of the VERTAK Plastic Airplane on display. And I, for one, am very much impressed. Obviously it will do ALL they claim. It looks every bit the "AIRPLANE OF THE FUTURE".

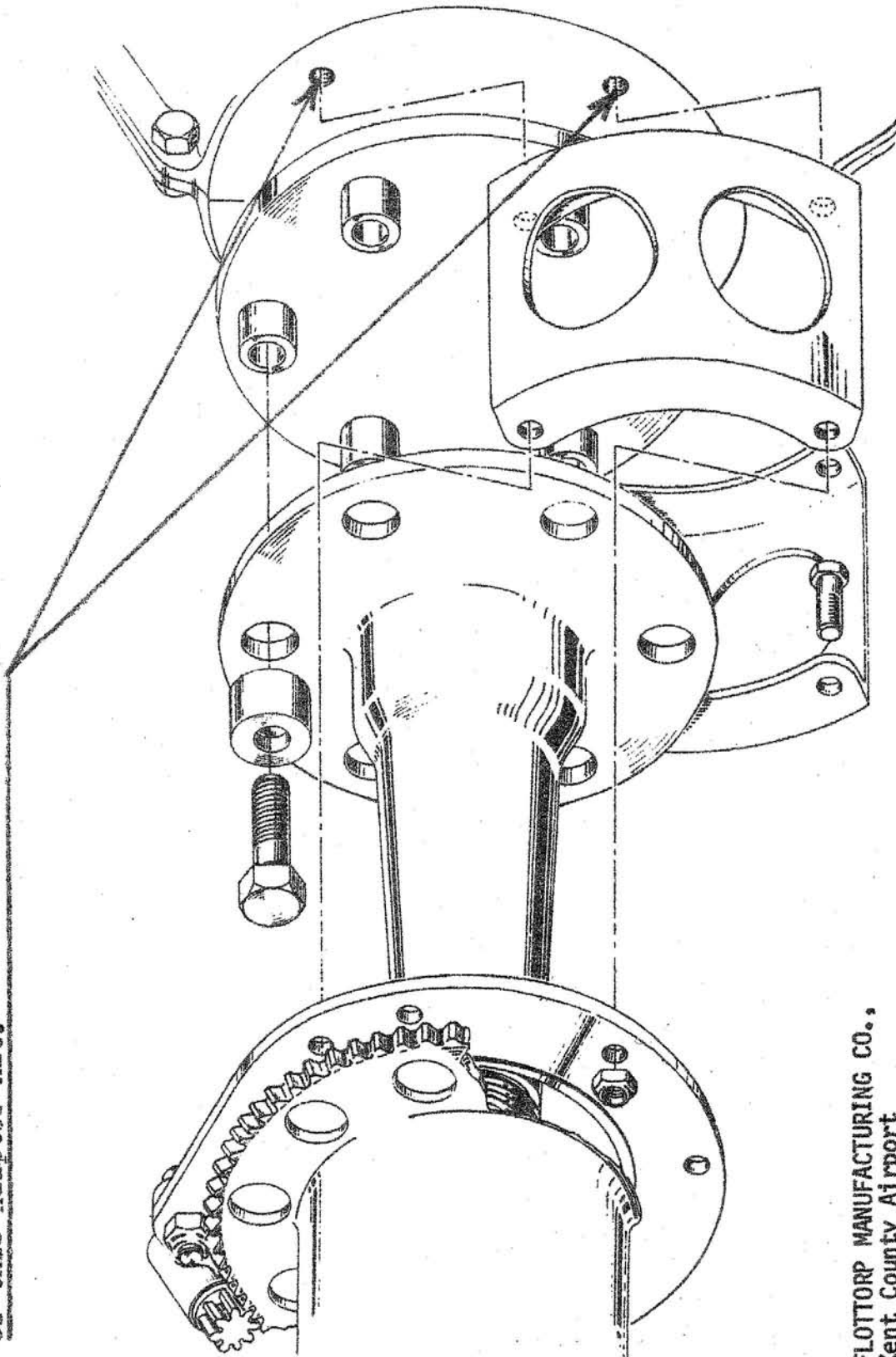
TO:

Culver Cadet Newsletter readers in the DAYTON, OHIO area -
When convenient, inquire about the VERTAK Manufacturing plans. This may be the "ways & means" to build CULVER CADETS at a reasonable price - the same TAPERED WINGS, Fuselage and empennage.....PLUS using 180 hp Lycoming, Controllable pitch propeller and Flaps. The retractable similar to the Mooney Mite and flap control similar to the Piper Cherokee (both "hand lever controls")

IMPORTANT:

the typewriter comments ARE NOT by Flottorp Mfg. Co.

NOTE: These (4) four holes must appear drilled and tapped for studs in order to make use of this Adapter Kit.



FLOTTORP MANUFACTURING CO.,
Kent County Airport
GRAND RAPIDS, MICHIGAN 48508

R003 - 401 PROP AND CONTROL INSTALLATION
NO. 1 FLANGE CONTINENTAL CRANKSHAFT

FOR IFA 90 hp Culver Cadet:
In order to use the R003-401 Adapter kit - it is necessary that the face of the Franklin
90 be machined, drilled and tapped for four (4) studs