

What's the latest from Minn? Have you guys worked out a super-up motor (for Cont. or Thunderbolt)? What else do you know. Please Write!

Tom Bay

Lou Owen, 7279 Irvington Ave, Indianapolis 46250 has Skycrafter VHF Superphone for sale for around \$200. He may take less. It has 10 or 12 crystals but will take up to 24. He says it is new and never installed in an airplane. He's not an Association member but it sounded like a good deal so I'm mentioning it. It pulls about 5 amps so it is no good for those of us without electrical sys.

Bob Pike, our Alaskan member, has generously donated \$10 to the Association! For that kind of money, lets try to help him. He wants to know if any one has moved the bulkhead back of the seat to provide more luggage room. Has anyone put a Yankee canopy on a Culver? I presume Hed'd settle for a Lark Canopy...which is something that may appeal to a lot of us, eh? Bob says he'd be interested in wheel covers "at any price". Well, Bob, I was too until I got Dick Miller's letter (he's got them on his) saying they don't increase his speed any. More on that later. As to your concern re those 5 x 4 tires, Bob, you may find that you cannot tell they are not much larger. It surprised me I know; they work just like any other wheels it seems to me.

Howard Twibell has contributed his experience with propellers on his 85 Cont. 70-47 McCulley works real well for climb but turns 2575 in cruise at only about 1/2 throttle. The 70-50 works well for moderate climb and turns about 2475 at 1/2 throttle in cruise. 69-52 Senenich from a Cessna 150 turns about 2450 at 2/3 throttle in cruise. Readings were taken @ 3000' @ 80 F. Howard says he has a fairly heavy Cadet with full electric and a Beech gear warning sys. Howard, too, contributed a couple of bucks!

The best news of all came from Larry Low who says there's nothing with my landing gear! I'm lucky, too, Larry 'cause both gears come up together. Larry, I'm wondering if you have a manifold pressure gage on your plane? rpm alone will not, of course, tell if one is pulling 75% power. One of our members reports 125-128 mph with an A75. Of course your C90 is heavier but probably the difference lies in the gages, eh? Thanks for the info re gear spring. Paul Schyler thinks he has one for me. Larry, do you know the wt

of your C90 (per the book). I noticed a recent Continental ad saying the O-200 weighs 188". That's only 11" more than my A30-9. Your C90 has the same displacement and puts out 95 for takeoff. Do you feel it is conservatively rated? Do you ever "over-rev" it (i.e., operate to O-200 rpm limits). Do you hold the STC for the C90 installation? Do you know who or how to get hold of the one (IS there one?) for the O-200?

Attn: Richard Miller - Do you find your controllable (Beech-Roby/flo-torp) prop requires much maintenance? For example, complete hub inspection every 100 hours, etc. Have you worked out a (Large?) spinner for it? Can/will you provide design drugs, etc, for your wheel closures? Even the pictures would be very interesting. It is very interesting and very frank of you to admit that they have not increased your speed (Mr. Miller does report a slight increase in rate of climb). If your wheels were not up all the way, I suppose it would be worse to have them than not have them. Is there any possibility that they are hanging down at all? One certainly would expect them to help some. Did you build them yourself? Thanks much for your interesting letter! Oh, yes; I'd like permission to publish your performance figures.

Dragging that tailwheel thru the air still bothers me. Retraction, ANYone? If not retraction, has anyone worked out or dreamed up a very skinny tailwheel. Perhaps something supported by a tube like the old Cessna 180 (a small or tube, of course) and a very small and skinny tailwheel.

Is there any safe and reasonable way to reduce the two exhaust stacks to one? For example, will the Luscombe or T-craft systems fit? Other? Has anyone built there own? Is there any system available (even with two stacks) that will fit the Cadet, complete with heat muff?

Has anyone the slightest interest in the droop-aileron flap idea? Has anyone installed a "stinger" fairing for the rear of the Cadet (help)? Wing-tip (or other) strobes; anyone installed any?

Glen Dawson of S. Dakota is one of our more recent members. He's flown about 1100 hours in his LFA Cadet. He's very knowledgeable re Culver landing gear. He's found the gear to be "real tough" which is contrary to what the hangar-flyer experts say. If anyone has gear problems, I may be able to answer them by referring to Mr. Dawson's letter (and others). Glen, have you had to do anything to boost the Cadet heater up there in S. Dakota? Do you fly in winter at all? Perhaps you can answer some questions re exhaust system ask earlier in this letter (and/or others), eh? Drawgs and/or prints to supplement your letter on the landing gear would be greatly appreciated. Oh yes, a typed letter would be easier to read but I'll settle for whatever I can get. Thanks for your helpful letter. Please send Carl Hughes' address - I've been sending his copy to Jack West in California.

Mr. S. V. Schuyler wrote a very interesting letter and advised me that his son Paul may be able to provide a landing gear spring for me. Suggest anyone needing parts write to the Schuyler's at 1751 Montemar Way, San Jose, Calif 95125. Mr. Schuyler reports some important inspections for Cadet owners: The last 20 inches or so of the fuselage (a Seattle Cadet reportedly lost its tail due to rot in this area), glue joints in door area, pull out gas tank and check upper longerons behind tank position (between tank and firewall), be sure drain holes outboard of ailerons are clear (drill more if indoubt). From the same source, Mr. Schuyler reports that all Cadets fly left wing heavy solo. The Schuyler's Culver has its entire upper sur- (wing) face plywood covered. This is a very interesting idea...I wonder if much weight was added??? Thanks Mr. Schuyler!

28 Jan 65

James Christensen
Route 1, Box 250
Lakeville, Minn 55044

Sir:

My price with new annual is \$2000.00 firm!! Would accept Red Clipped Wing Cub as trade or suitable run out J-3 for converting to Aerobatics.

This Cub has 871:41 T.T.A. / 915:46 TTE and 101:41 SMOH. Has landing lights, flashing position lights and eye-brow cowl pit lights. Red carpet and seats.

Burns $4\frac{1}{2}$ gph at 2250 and turns 117 MPH. Its too touchy for my wife to fly. Must sell and let her fly a 172 or Cherokee.

Its clean and will draw a crowd anywhere it lands. I am having it annualled now. So some one will get a plane well worth the money and good for lots of flying.

Sincerely
Bill Ressler

322-6852

Code 817