

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

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The membership is up to 10 now, and some of the enthusiasm is most heartening! However, this operation is already DEEP in the "red" so any one with a few extra bucks may send same.

Mr. Rathbun of California has contributed some very useful information, some of which I have already put to use. His letter follows below, complete with drawing. First, let me try to answer a couple of the questions he raised: I have seen color photos of a Culver Cadet with full wheelwell enclosures. They worked like those on the Staggerwing Beechcraft. The aircraft was owned by a "Buck" McCluey of Torrance, California (22835 Nadine Circle, Apt. A) 90505. He told me that a fellow from Simons Engineering (around LA I think) did the job for him for around \$400. This same plane, incidentally, had an auxillary gas tank (7 gal) with an elec. fuel pump, all approved. The wheelwheel covers were not approved, but were easily removable. He indicated that the lack of approval had not been a problem, perhaps since the Culver came out (I've heard this from other sources, too) originally with this type wheelwell cover. Buck said "Tex" Hilly of Northrop School of Aviation, Englewood, California is knowledgeable re Culvers.

Mr. Rathbun, what kind of approval do you have or expect for the 108 hp Lyc? One airplane only? How about the rest of you guys with non-standard engines (85 Cont., 90 Cont., etc)?

Does anyone know how to secure shoulder harness in the Cadet?

Even tho I own a Cont. 75 Cadet, I'd appreciate appraisals and info re the Franklin 90.

Mr. Vic Schroeder of Dallas Texas estimates he has 2500 hours of Culver Cadet time and owned the last two Cadets sold by Mooney Aircraft. Mr. Schroeder says he may owe his life to the Cadet for bringing him thru icing, turbulence, etc.. Yes, Mr. Schroeder, I for one would be interested in hearing about the role of the Cadet in early WWII. There is one other 'Association member in Texas - he did not indicate if he owns a Cadet or not. Yes, would appreciate copies of the FLYING article you mentioned.

Mr. Welch of Grand Prairie, Texas writes "...Mr. Russell Karnes ran tests and obtained ACA Form 337 approval for modification of Culver Cadet LCA N37825 as noted below:

- 1) Installation of a manually controlled Beech Roby prop with the control shaft routed through the center of the fuel tank along with the other controls
- 2) Installation of a prop spinner from the 85 Swift
- 3) Modification of the cowling by cutting off the lip on the bottom of the cowl back 4 inches from the firewall. He then installed a 4" wide cowl flap across the bottom of the cowl using a piano wire hinge. The cowl flap was operated by an old BT-13 carb heat control and adjusted to open about 30degrees maximum and could be closed during cruise..." He goes on to say that it worked very well.

Mr. Rathbun's (of N. Edwards, Cal.) important letter follows, next pg. (Lets have some more of those informative letters, OK?)

Tuesday

Dear Mark,

Thanks for your interesting letter! Did you get the Swift tailwheel to retract? How'd you do it? Got any ideas for retracting the Cadet t.w.? The Cadet is cleaner than the Swift I think so it seems to me the little things are going to be more important than they were on the Swift. Got some ideas of your own on cleaning it up and speeding up the Cadet (in addition to lightening)? I'd like to hear them. I think mine may be down near 800# now which is probably irreducible. And there are some things I'd like to add to it. The Bonanza carries several hundred additional pounds at Cadet speeds with near Cadet horsepower settings, so it appears cleaning up and refining the basic design should have unrealized potential unless A. Mooney really blew it (Of course, maybe he did).

The guy who sold me my plane said he used J-3 expander tubes. He said they were identical. He also said he used master cyl. parts from (I think he said) '39 Dodge. At any rate he bot them at an auto supply store. I'll try to get some more info for you via the next newsletter.

Merry Xmas!

Tom Bay

P.S. Does your heater keep you warm up there in Minn.? Is it standard or "souped-up"? My heater seems to need some help.