

I have seen recently with my own eyes an accessory drive protruding from the rear of an A-75-9 engine. It hooks into the starter drive gear and was seen on an EAA airplane so it is not approved. But it is a very nice bit of machining that the FAA should be glad to endorse. Even if they didn't something might be worked out. I will try to get details on this if any one is interested. In fact, I am going to try to buy this particular one for myself.

I have a very nice red vinyl seat (less the seat back) for a Cadet that I will sell or donate to a needy Cadet owner. I replaced it mainly because it is not quite as light as foam altho it is pretty light. I can probably provide the seat back less the plywood backing, too, if desired.

This brings up the subject of advertising. For Sale or Wanted or Give-aways information or "ads" will be handled free for the good of all us Culver owners. This might have to change if it gets out of hand, but it seems like a reasonable way to start out.

A new member has expressed a desire to buy a Culver in any condition - any takers?

Questions:

- 1-Anyone else run into asymmetrical lift problems? Mine flies extremely left wing heavy. It takes heavy stick pressure and about 1" aileron deflection to keep it level at cruise. Since flying it, I taken a retractable landing lite out of the left wing, but I'm pretty sure it's not going to solve the problem (it was REALLY left wing heavy).
- 2-Anyone know of legal use of metal or controllible prop on Franklin 90? How about unapproved? I've heard that Geo. Heinley of Lake Placid, Fla. has put metal props on several 90s by using a metal adapter plate which can be made up by local machine shop. I do not know how safe this is; anyone have any comments? I would think a Beech-Roby controllible could be put on the same way; anyone heard of or done that?

3-Does anyone know the reasoning behind the electrical-grounding and/or connecting together of all the wires, control cables, tubing, etc, that pass thru the hole in the gas tank? How important is it? What do you do with a new vernier throttle cable which has an insulating exterior surface?

If anyone has a real good A-75-9, they could probably arrange a good trade with me for my -9 which needs a TOH (otherwise, it seems to be good). Would prefer one that has the 4701 pistons in it making it an 80hp. line has them.

Larry Low of California sent a long and interesting letter which I will extract for the readership. I wish we had more contributors; Larry's was the only one since the last newsletter "...I'm chairman of the Culver Club of the Antique Airplane Association. Larry has the 7th Culver built which is powered by a Cont. 90. The installation and the fiberglass cowl are STC'd. He and another Culver rebuilder have been investigating the possibility of having Univair or someone fabricate Culver replacement parts. Legal problems may prevent this from happening tho. Larry says there was 151 Cadets in the '69 registry with 35 to 40 of them air-worthy. He is investigating the possibility of having wheels made for Cadets, too. He has a real good picture of the original Cadet prototype with the wheel fairings installed. (anyway to share copies of it with the rest of us?). Larry says Ducky McCluey claims 7-8 mph. from his full wheel fairings. He knows of 7 Cadets in the San Francisco area (3 of them flying now). His radio is a Mk III mounted behind the seat on the shelf with a VOA 4 omni head on the dash. He has information for tracking down an A-75 alternator drive via the propeller shaft, and news of a kit for burying antennas (still available Geo Cull?). The Lyc. 235 mentioned was an O-235 (108 hp) Larry. Fite be!

Further, Larry reports that that the Cadet spin characteristics are pretty awful, gear up or down, with or with out fairings."

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Well, Readers, I think we will all get more out of this thing if we each contribute. How about more letters this month? Say at least a short note with one little gem from each subscriber, OK?

E.g., Larry could make some comparative comments re the cont. 90 and Franklin 90 Culvers, availability or fabricating instructions for the cowl, list parts you have (for sale?), tell where/if/how to get and install a Lark 95 canopy, etc.

COMING NEXT MONTH (I hope): a report on our member in Tampa who is rebuilding a Cadet whose fuselage was useful only for measuring replacement pieces. Rebuilders with particular questions should fire them off to me immediately (with some little gem of info) and I will try to get them answered. TOM BAY