

Have you ever seen a brand new, '72 model Culver Cadet? I have! well, almost. Walter Hudson of Tampa, Florida is well along with a new 'Cadet Fuselage. He Purchased a 90 hp Franklin-powered Cadet with fuselage deteriorated beyond repair. Only the hardware from the old fuselage is being used. The rest of the plane was pretty much OK.

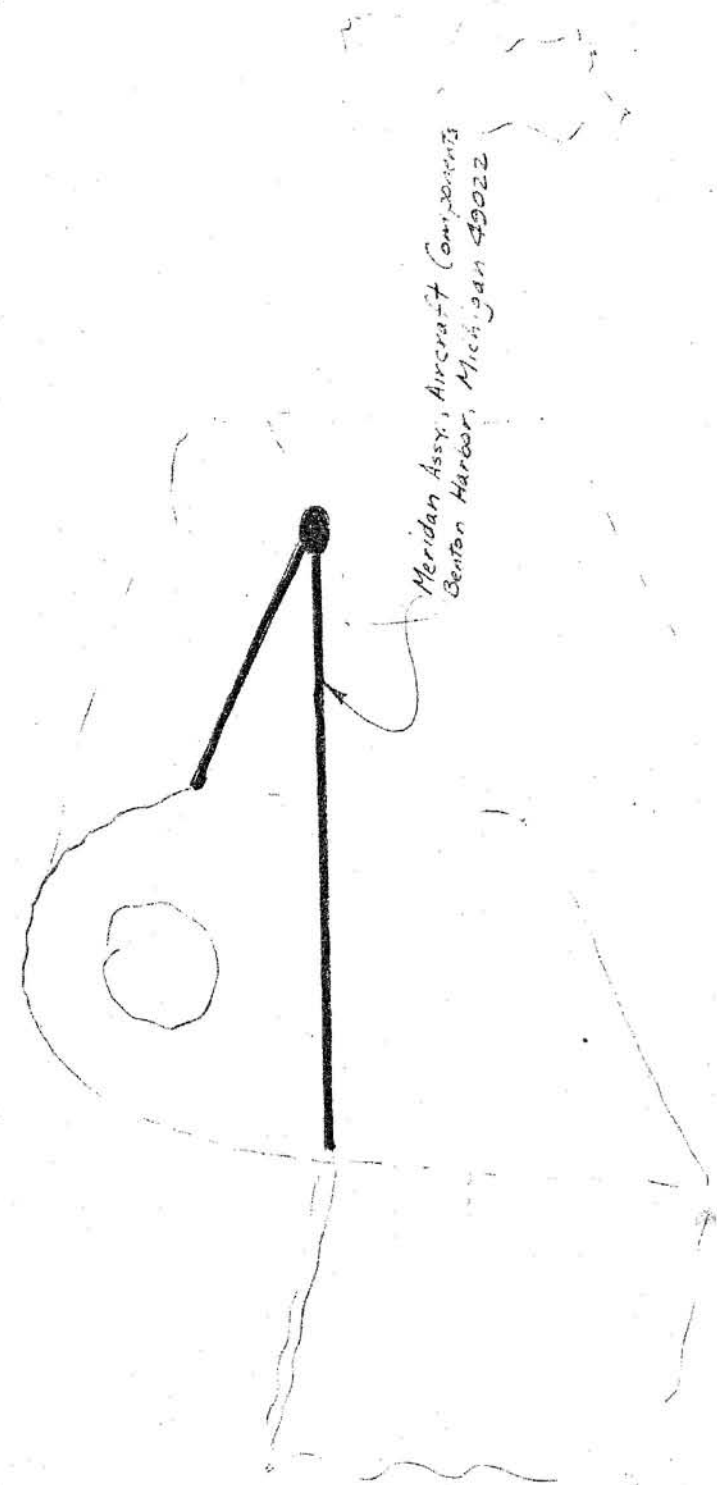
I'd like to hear from anyone interested in installing a Lark Canopy on his Cadet. It is all plexiglas and must greatly improve visibility as well as modernize the Cadet's appearance. Cee Bailey's Aircraft Plastics (Long Beach, California) made the canopies for Lark but no longer have either canopies or the mold for making them. However, George Cull (Tracy, Calif) may have the drawings or some way of producing a mold. George says, "If you have good shop facilities, it will be reasonably easy to use a Lark canopy. I can supply SOME xerox copies of Lark drawings..."

George further reports that the kits for burying antenna in the Cadet fuselage are no longer available. But he says, "At Lark we used the 'Meridan' assembly installed back of seat bulkhead (rough sketch attached)".

George Cull also generously provided the solution to wing heavyness problems. See the attached drawing.

Vic Schroeder of Dallas, Texas has some more interesting stuff about Culvers: Courier service for 2nd Army Air Forces during the early days of the war - as operations officer handled 23 daily schedules including 2nd Army airforce bases in Iowa, South Dakota, Nebraska, Kansas and Utah - used 3 Culver 80 hp and one 75 hp on schedules involving high wind conditions. And, records show that Cadets landed in high wind conditons where B-17 C-27 were unable and/or not permitted to do so. On one ocasion I personally landed at Smokey Hill Air Base (Salina, Kansas) when the wind was "over 50" and gusts up to 65.

"Note with interest Larry Low's comments re Cadet spin characteristics. My experiences with the Cadet spinnig were no different than that in a PT-19 or PT-22. I checked out many pilots on Cadets on the Courier Service assignments - with the vertical fin and rudder



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der as small as it is - recovery from spins was not difficult by using FIRM correction controls and a blast of the prop to make rudder more effective. Recovery elevator gradual."

Perhaps I will abstract some of the articles re the Lark which Vic send next month or soon. Meanwhile Mr. (Vic) Schreoder (Phone 214-748-3526) would like to hear from a Bill Taylor who was test pilot for the Cadet, "V" Mite and 4-place Mooney. Are you out there, Bill?

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