

I received a letter describing a Cadet which is for sale by a nonmember of the Association. It sounds like a good one; perhaps someone out there will want to contact its present owner:

Serial #261, N29261, 200 stoh, 430 since oh, painted in 3-color acrylic enamel in ay (fabric punched at that time 2nd green rade A), cockpit reupholstered in dark eddish brown naugahyde, relicensed in uly at which time the taxi springs and oleo scissors were rebushed. The aircraft was rebuilt in Dec '65. The abric has been on since that time. "I elieve the wood is new forward of the aggage compartment bulkhead and here also was some wood work done in he epenage section". "We feel the air-lane should be worth around \$3000 ut we are willing to discuss it".

Mr. Henry Barrows
RR 2, Canal Winchester, Ohio 43110

Mike Michael of Houston wrote an interesting letter. We may get some "newsletters" he send out in an earlier effort to start a Culver Association. Mike has been toying with the idea of going into production with the Cadet, perhaps in kit form like the Bede. Mike, are any more canopies or cowlings available from Mr. Spinks of Ft. Worth? Thanks for your letter and please do send those newsletters!

Richard Miller, 1276 Winston Ct., Upland, Calif. 91786 advises that he has "...many Franklin 90 - 80 and Cadet parts which I will probably never use and tell anyone to drop me a line". Mr. Miller has owned 3 Cadets and presently owns LCA #186 N24R, "the best all around Cadet I have ever flown". He has owned both the Franklin and Cont.-powered Cadets (HOW ABOUT A COMPARISON/EVALUATION OF THE TWO FOR US, Richard!). "I think the Cadet is one of the finest light planes built". ALSO, Richard, HOW DOES THAT CONTROLLABLE FLO*TORP COM*PARE WITH A METAL PROP? A friend of Mr. Miller's owns #454 which they believe is the last Cadet built. Richard, I own N29295 powered by a A-80 (Cont. A-75 with high compression pistons). Do send pictures (AND \$\$\$).

Anyone with STCs for higher horsepower conversions, etc, for the Cadet probably should make themselves known to the members of the Association by contacting me. I will certainly pass on the word.

Mark Holliday, Minnesota, thanks loads for that wonderful \$5 contribution to the Association! I may break even on this issue thanks to you! Mark has the engine running on his Cadet, the first time it has run since '57. He expects to fly soon. Vic Schroeder of Texas (a fellow Association member) has logged time in Mark's Cadet. Mark Reports, "A guy up here has a 90 hp Franklin Cadet with clip wings and closed slots. He also has a metal prop of a C-145 Cont. that he did some machine work on. He claims about 20 mph increase in cruise". Mark further reports that Culver Decals are available from Jack L. West

2409 College Dr.
Costa Mesa, Calif.

Also, he has a new fiber glass cowl (nosebowl and bottom) he purchased from Bill Poynter

Louisville, Kentucky (about \$150)
Re gear leaf springs, send old ones to Pittsburgh Auto Spring Co.

5900 Centre Ave
Pittsburgh, Pa. 15206. Don't tell them the springs are for an airplane but do tell them the weight of the vehicle. Mark also sent a 3-dimensional sketch of the Cadet wing sans fabric which some of you may need for 337s or diagramming wing repairs. To save copying cost, I'll make them available on request.

Sure would love to hear from someone who has put shoulder harness in a Cadet! Also, need advice re a good cabin ventilator system that can be readily controlled/turned off; any one? either the existing air from wing roots or airbox on firewall, etc. Comments please!

I'm amazed at the lack of interest that was created by the my mention of the possibility of adding an engine driven generator to the A75-9. Still? Contact me if you need 4 cyl. and pistons (A80) for A75.

Lets keep these valuable contributions coming, Fellows. I really appreciate them and we all benefit. Everyone out there knows something the rest of us don't (re the Cadet). Out with it!

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