

HAPPY NEW YEAR!

The fellow I bought my plane from said he had just rebuilt the brakes. It may be useful to some of you to know (according to him) that the J-3 expander tube is the same. Also, he said he used a master cylinder repair kit from (I believe) a '39 Dodge.

I have four A75 cyls and 3 A30 pistons with rings and 4 piston pins available. I bot rebuilt cylinders and new pistons and rings and pins before I took the engine apart. The barrels of the old ones mic'd out better than the new ones. A valve grind and some new rings might give some one a TOH and an extra 5 hp (a new piston would be required, too). \$150 for all or will sell separately.

Now for the good stuff.

Mark Holliday has had some experience with Beech-Roby controllable props on his C5 Swift. He says it does require maintenance, about every 200 hours. He had the bolts that hold the blade to the hub break (3 of the 16 broke) which caused vibration. His experience with mounting spinners on the B-R hub has been all negative (I talked to a guy on the phone who says he has managed a successful spinner for it, however. The picture showed it to be a beautiful job, too. I think he used a spinner from the Cherokee. As I remember, he offered to share his knowledge with me for \$15. His name is Paul Fisher, 11 Emerson St., Pittsburg, Pa 15205).

Mark goes on to say that retracting the tailwheel on the Swift did little for performance. He would like to know if anyone has installed 500X4 wheels and disc-type brakes with or without approval? He also needs parts for the master cyl. and expander tubes.

He reports his Franklin 90 started in 6 degree temperature without pre-heat.

Geo. Cull very generously sent some sketches for making and installing parts to solve gear problems I have discussed previously. He also sent an original factory drawing re spar cap splices & repair. These will be sent out on request.

I had the opportunity to look at a Cadet over at New Smyrna Beach recently which employed GE silicon rubber (it comes in a tube - there are cheaper, comparable products) to seal the cabin doors. The owner put wax paper of some kind of grease on the one surface and closed the door after applying the stuff. The airplane forms its own mold. He reports several applications are required. It sure produced a good tight seal - I didn't think it could be done.

Paul Schuyler (San Jose) contributed \$5 to the Association and a nice letter. Thanks, Paul! He also has wheel doors on his Cadet, but he feels that the cowling nose piece is the key to drag reduction. He says the original "bug eyed" one is the best, and it provides adequate cooling even with a C-90-12 if the oil cooler is used. The other item is weight. A clean fast Cadet should weigh under 900# he says. Loading them up can result in drastic speed reduction (mine's supposed to be down close to 800# - shud be fast, eh?). Paul, I hope you and/or others will send details on those wheel doors. Also, we like to have some explicit performance data on them - e.g, do they give any additional speed at all?

I have installed an electronic intercom on my Cadet which I hope will prove to make soundproofing obsolete. Both pilot and passenger have a headset with boom mic, which is always hot. No push-to-talk required for either person. You converse normally without effort, quieter than a car with the deep headset cushions. A plug connects into the radio so that both people hear radio communications over the intercom. And I am mounting a mic on the boom (it will be used with a push-to-talk switch mounted on the stick) for the radio. I think it is going to be the greatest! Six penlite cells power it and the maker says they last almost as long as shelf-life. It's made by Boykin Electronics, Reno, Nevada (see ad in Tradaplne) P.O. Box 5191. They built it heavier than it should have been but I solved that problem by sawing away about 80% of the case which also reduced the size considerably. \$90 with phones & mics

John Davis has written an interesting letter about his restoration project. Paradoxically, I have since seen his plane advertised in Tradaplne! He has requested a Roster, complete with N-numbers and engine installations. We'll see if time allows - good idea anyway.