

John Davis' project: Culver #102, N20949, bot March '69, had been stored in garage for 6 years. Franklin 90 was run out, 1558 hours on airframe. Much dry rot and oil soaked wood was found. Spar butts were oil soaked. # The 1/16th ply was routered off. Heat lamps were directed on the wood to bring the oil to the surface, then acetone was sponged on till no more oil was present.

The leading edge and trailing edge and wing walk were found to have dry rot. These sections were replaced. Landing gear retraction assys were removed from spar and all bolts were replaced with new. The down lock pins were not engaging so "I line bored and made up new 4130 pins". The rudder was next routered off one side and found the rudder post and top and bottom ribs had to be replaced. The stabilizer was found to be sound after the top section was removed. "U.S. Army" was found stamped on each rib so the stabilizer had to have been replaced with one from a PQ-8 at some time but there was no entry in the logs. All bolts were replaced.

The fuselage tail section was worst as water over the years had run down the tail post and collected on and around the bulkhead the rudder post is attached to. The top longerons were like cheese - you could actually pinch off chunks of wood. All wood that even looked marginal was replaced was replaced - the only original wood is the floorboard and the bottom of the seat.

John packed his C-90 engine out of the mountains on his back. His friend gave him full salvage w/ rights to the damaged Luscombe. It is now majored and installed on the Culver.

John reports that an acquaintance of his gets 145-150 cruise out of his Cadet from a Culver V engine and prop installation (oil controlled prop).

Re landing gear, he advised, "leave it alone if lgt's working". The right gear is master and the left one has to be timed to it - and the left one rises faster he says.

Roy Sidwell
4306 W. 231st St
Torrance, Ca. 90505

LEA 90, #308, N41629
Mark Holliday
Rt. #1
Hastings, Minn 55033

LYC 0-235 (10842)
Phil Rathbun
16051 Bellaire
North Edwards, Ca 93523

C90, #102, N20249
John Davis
4485 Meadowlark Lane
Santa Barbara, Ca 93105

C75
Bob Fike
Pvt/776 Gen. Del.
Whittier, Alaska

LEA 90
Walter Hudson
3608 N. A St
Tampa, Fla 33609

Vic Schroeder
P. O. Box 22125
Dallas, Tex 75222

Richard Welch
2130 Lemart Dr.
Gradn Prairie, Tex 75050

C90 N41708
Paul Schuyler
1751 Montemar Way
San Jose, Ca 95125

C90, #106, was N20926
Larry Low
60 Skywood Way
Woodside, Ca.

C85
Howard Twibell
2820 S. 37th St.
Kansas City, Kan. 66106

Ross Hoffman
c/o Antique Acres Airstrip
Williamson Ga. 30292

POB-4
Ed Michael
17815 Kings Park Ln
Apt 408, Houston 77058

Geo. Cull
P. o. Box 117
Tracy, Calif 95376

Marion Wearth
5138 N. Oakley Ave
Kansas City, Mo. 64119

William Swanson
8700 Midland Ave
Philadelphia 19136

ASU, #164, N2929
Tom Bay
817 22nd St W
Bradenton Fla

Commanche 250
Owen Hower
4822 N. Royal Pa
Sarasota, Fla

A75, #186, N24R
Richard Miller
1276 Winston Ct.
Upland, Ca 91786

Jack West
P. O. Box 454
Costa Mesa, Ca. 9
Also, Carl Hughes
to same address

LEA N4163
Glen Dawson
Box 82
Altamont, S. D.

LCA N4171
Paul Taipale
25 S. Franklin A
Lynbrook, N. Y.

C85
H. M. Ross
New Smyrna Beach
Fla.