

Paul Taipale sent me a chart from EAA magazine which dealt with propeller pitch, rpm and airspeed. According to the chart, my Cadet cruises at 92 mph at 2450 rpm since I have a 45" pitch prop. This assumes the usual 12% slip. Can this be? I figured this out myself one time but concluded that there must be such things as negative slip (i.e., negative angle of attack of the prop blades at cruise - I've heard that some planes cruise at negative angle of attack). Perhaps I've been dreaming, eh? It is really hard to believe the thing is THAT slow tho. Could there be some additional factors involved? I'd like to hear some comments on this. If it is really prescribed by rpm and pitch, it looks like the controllable pitch prop is the only way to go because a big pitch prop (big enuf to allow 120 or better according to the table) wud hardly get one off the ground at take-off. Lets hear from the "grass roots"!

Paul also furnished the name of a place that has Culver tires (dimple tread) - Corner Supply

3022 NW 62nd St

Miami, Fla. Ph: 696-0366

I called them and the price is \$9.95.

Hop over to Bradenton, Paul, next time you fly your plane (Paul lives in New York but keeps his plane in Ft. Lauderdale, Fla).

William Kapsos, Jeanerette, Louisiana is rebuilding Cadet N34856 which was bellied in some time ago. He may be writing to some of you for information and parts. He has not yet joined the Culver Association but I hope he will.

A happy note from John Davis: He did not have to sell his Cadet and is continuing to work on it!!

I received some beautiful pictures of Paul Schuyler's Cadet! I'm sure it didn't look THAT good when it was delivered new by Culver. It has wheel enclosures and internal coil springs instead of the semi-circular leaves. I'm hoping he and/or Mr Miller will give us details on this conversion which is neater looking and lighter I'm told. Paul also has a cross-over, tuned exhaust system (Just one pipe sticks out which I'd like to learn more about. Paul has a "stinger" tail cone for the Cadet complete with nav. lite which he will sell for \$30. He says it looks real good he may be able to furnish a photo.

Richard Miller sent several Culver Cadet ads that appeared in '40 - '41. Very interesting - I'll share them with

anyone interested who promises to return same. Dick, do you (or anyone else) have a relocated trim wheel in your Cadet? The factory's location is very inconvenient for me - if it cud be moved even a little forward, it wud be much better. If it was put on the dash near the throttle or on the floor between the seats it wud be better yet.

Last week I put a small tailwheel on my Cadet because the big pneumatic Maule wheel seemed a bit much. However, after two short hops, I put the big Maule tailwheel back on. I found the Maule jacks up the tail about 3 1/2" which just does wonders for the Cadet. It almost seems like a tri-gear. Seeing over the nose is not even a challenge. It lands by itself almost. Having the tail higher seems to do something psychological too. I heartily recommend getting that tail up - however, I wonder if anyone has accomplished the same thing by using a different spring or reshaping the tailspring? This wud permit using a lighter/smaller tail wheel. Does anyone know of the availability of a smooth-tread, aerodynamically shaped tire for the Maule pneumatic wheel?

Dick Miller reports that the Cont. C-90-8 will bolt right on to the A-75 mount with no modification. He mentioned an C-200 and Lyc. 125 conversion which I hope he will report on soon. Dick is working on inner gear doors, like Bonanza's for his Cadet. We may get a report on them soon. "Off they Come", he says, "If they don't help a lot". They will be closed on the ground and in the air - open only to allow the gear to extend or retract. He already has doors on the struts.

Dick suggest a 68"dia and 53"pitch for the A-75/A-80 engine. The smaller dia allows a fairly good static rpm even with the higher pitch. I may try it...or a Beech-Roby prop (Anyone know where I can get one?).

Just went thru a big thing with ignition interference in the radio. It was so bad, I cud hardly hear the tower. After putting on a brand new shielded harness, there was NO improvement. Finally, I put in a "magneto filter" for each mag which really helped. It's still not 100% tho. Anyone got any suggestions? By the way, I have a good shielded harness available (the one I took off apparently was OK and it looked like it had heavier wire in it than the new one).

Heard you got the tri-gear'd Spartan! That must be quite a plane. Hope it won't completely dominate your life at the expense of the Cadet. I saw a shield of honor at the Sunnyside