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PUBLISHED EVERY 3 MONTHS BY  
*Vic Schroeder Agency Corporation, P.O. Box 22125, Dallas, Texas 75222 Phone 214-748-3526*  
*Executive Editor*  
*Mr. Tom Bay, 817 Twenty Second Street West, Bradenton, Florida 33505*  
*Technical Editor*  
*Mr. Richard Miller, 1265 Winston Court, Upland, California 91786*  
*Managing Editor*  
*Mr. Vic Schroeder, P.O. Box 22125, Dallas, Texas 75222*  
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JANUARY - FEBRUARY - MARCH 1975

THIRD ANNUAL SANTA YNEZ, CALIFORNIA "FLY-IN"  
 JUNE 28 & 29, 1975

1-75-01

If you have attended a previous "Fly-In" you know what to expect.

- (1) - JUNE 23 & 24, 1973 ATTENDANCE:
  - (a) - 7 Culver Cadets and their owners;
  - (b) - 14 Culver owners without their Cadets;
- (2) - JUNE 29 & 30, 1974 ATTENDANCE:
  - (a) - 12 Culver owners and their Cadets;
  - (b) - 6 Culver owners without their Cadets;
- (3) - PROGRAM PLANS FOR JUNE 28 & 29, 1975:
  - (a) - At least 20 Culver Cadets and their owners are expected to attend;
  - (b) - Refer to the July - August - September 1974 Newsletter. This will give you some ideas of what will happen at this event.

SUN'N FUN "FLY-IN"

1-75-02

It was the First Annual Mid-Winter event - held on January 24, 25 & 26, 1975 at Lakeland Florida, sponsored by the Southeastern EAA Sport Aviation Council.

*Mr. P. D. Clawson, 375 West Baffin Drive, Venice, Florida 33598*

From his 4-6-75 letter: "They had a real nice show. Hoped to see more flyers from the southeastern part of the country - but, a couple of NASTY WEATHER FRONTS kept most of them at home. We did have 2 CULVER CADETS and a LARK, plus the CULVER RESTORATION project on display"

*From the Executive Editor's 2-2-75 letter:*

"I arrived at Lakeland on Saturday. The wind 25 to 35 knots almost directly across the runway. Taxying was precarious...the tail felt like it was going to TAKEOFF and FLY over the nose....on TAKEOFF - just as I got off the ground a GUST hit me and I thought sure it was going to BEND my Cadet, but it didn't. They had a very fine show planned, but the weather "messed" up everything.

#2 - FLIGHT EXPERIENCES:  
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N41629 PERFORMANCE

1-75-03

*Lt. Col. Reginald F. Braddock, 109 Arbordale Drive, Hammond, Louisiana 70101*  
*N41629 formerly owned by Vic Schroeder is pictured in April-May-June 1973 issue page 10*  
From his 1-15-75 letter:....

- (1) - OUR OLD N41629 IS STILL DOING JUST FTNE.I PICKED UP 4 TROPHIES AT "FLY-INS" LAST SUMMER:
- (a) - Cross Country Race for 85 to 100 hp airplanes; not much competition from Cessna 150'S, Ercoupes & Luscombes. N41629 was on the ground and "gassed" when the "second place" airplane entered the pattern;
  - (b) - "Spot" Landing Contest, open to all aircraft attending;
  - (c) - Flour Sack "BOMBING". Hitting a target with a sack of flour is nothing short of miraculous. And - getting the sack of flour out through the door takes some doing;
  - (d) - The OLDEST airplane there;
- (2) - SINCE RETIRING FROM THE AIR PORCE AM OPERATING AN AIRCRAFT REPAIR SERVICE:
- (a) - I use the N41629 to chase parts and run errands. It takes over an hour to drive to Baton Rouge while the Culver does it in 20 minutes;
  - (b) - We enjoy advising our customers that we are keeping their Commanches, Bonazas etc., flying by hauling parts in our 34 year old WOOD airplane.

"REPITCHED" 150 CESSNA PROPELLER

1-75-04

*Mr. Leon Bryson, Eugene, Oregon..phone (503)-995-8027.....(we misplaced address)*

He called about a gasoline tank for his N41625 LFA90 and advised:

- (1) - THAT HE IS USING A "REPITCHED" 150 CESSNA PROPELLER:
- (a) - And, has been clocked at 170 mph;
  - (b) - Has NOT received FAA approval;

#3 CULVER CADETS FOR SALE OR WANTED TO BUY:  
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PQ8-A FOR SALE

1-75-05

*Mr. E. P. "Mike" Michael, 1515 Saxony Lane, Houston, Texas 77058*  
N61468 with LARK Canopy, Radio, E.G.T. & Remote Compass, licensed for \$4500.00

WANTS TO BUY A CADET

1-75-06

*Mr. William J. Lee, 103 Sparta Street, Warner Robins, Georgia 31093*  
He writes: "At One time in my life flying was the most beautiful experience imaginable. I owned CULVER CADET N34782 LCA75"....he would like to buy a wrecked, rebuildable or even PLANS to build from scratch a Culver Cadet LCA or LFA. His phone number is (912)-922-5624 and ask for BILL LEE.

#4 - COMPONENTS, PARTS, SERVICES, SUPPLIES, ETC:  
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LOCKS FOR LANDING GEAR

1-75-07

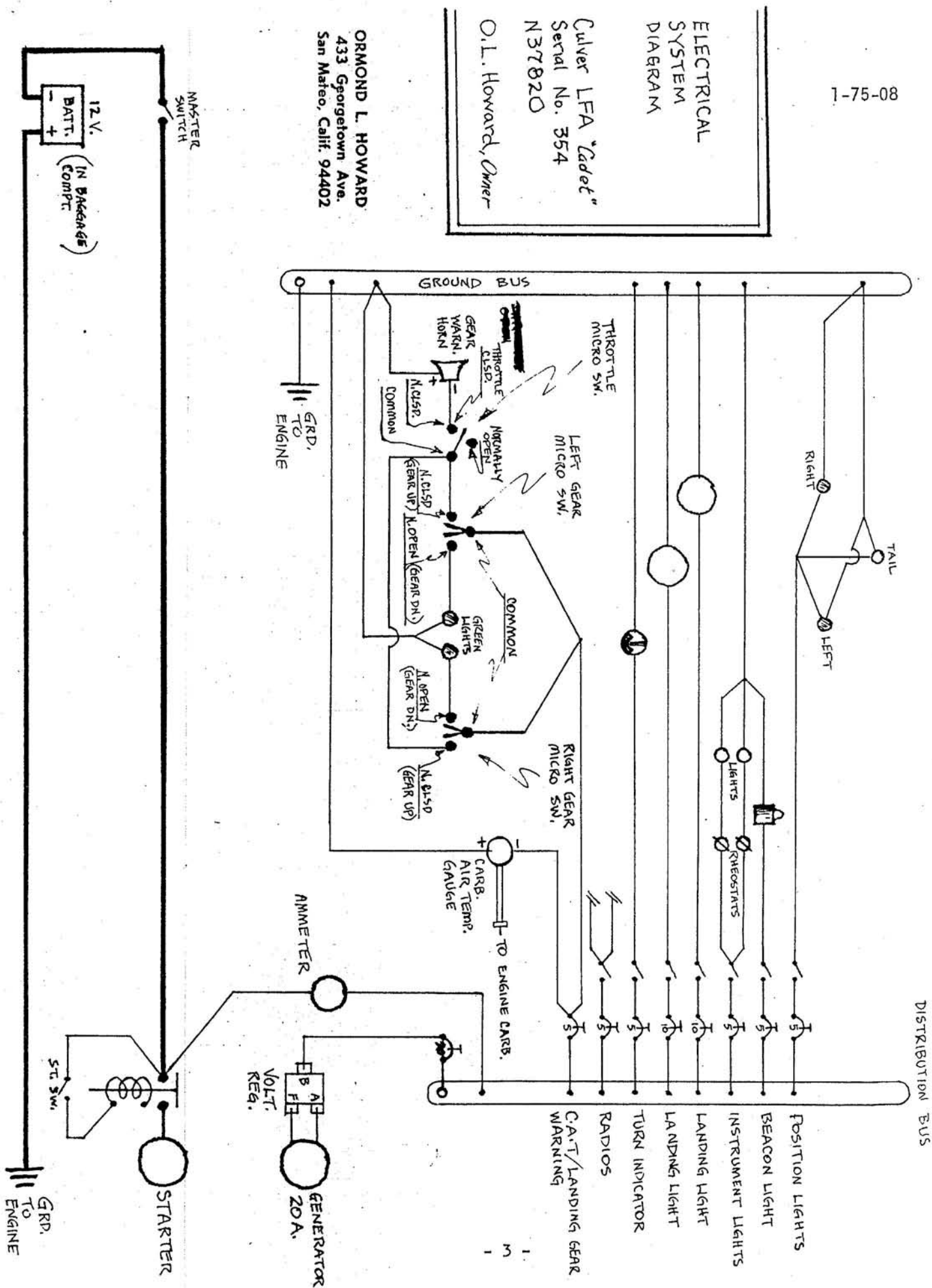
*Mr. Tom Benedict, 13640 Northwest Pettygrove Street, Portland, Oregon 97229*  
Would like to know if anyone has made up LOCKS for the Landing gear - so that the UP tubes will NOT be stressed in ROUGH AIR.

# ELECTRICAL SYSTEM DIAGRAM

Culver LFA "Cadet"  
Serial No. 354  
N37820

O.L. Howard, Owner

ORMOND L. HOWARD  
433 Georgetown Ave.  
San Mateo, Calif. 94402



#5 - GENERAL INFORMATION:  
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CULVER CADET KITS ?

1-75-09

Mr. E. P. "Mike" Michael, 1515 Saxony Lane, Houston, Texas 77058

From his 1-28-75 letter:

He has indicated he might be interested in furnishing Kits for sub-assemblies such as fuselage, empennage, wings, etc., if there is enough concrete demand for these items. People WHO ARE INTERESTED and will state they have a definite desire for complete assembly KITS are requested to contact him direct (furnishing a large self-addressed stamped envelope). These ITEMS would be furnished from reverse engineering his PQ8-A CULVER which is basically the same as the CULVER CADET.

COMBINING 2 CULVER CADETS

1-75-10

Mr. Hugh H. Olsen, 951 Emerald Drive, Gurnee, Illinois 60031 - phone (312)-244-0979

He is using the fuselage of s/n 366 and the wings from s/n 448. Will have some left over parts FOR SALE.

CULVER CADET SERIAL NUMBER SUMMARY

1-75-11

At the end of 1974 the Newsletter reader list shows the following number of Culver Cadets for each series as listed. Have received several since then but have not made a summary:

SERIES	NUMBER
100	26
200	30
300	33
400	14
no s/n	04
TOTAL	107

#6 - PUBLISHER COMMENTS:  
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EXPERIMENTAL AIRCRAFT ASSOCIATION & ANTIQUE/CLASSIC DIVISION MEMBERSHIP 1-75-12

The enclosed folder is self-explanatory and is well worth your time to read it.

(1) - THE FOLDER DOES NOT INCLUDE "ANTIQUE/CLASSIC" DIVISION DUES:

(a) - Dues are \$10.00 per year which includes 12 months subscription to VINTAGE AIRPLANE magazine;

(2) - PRIOR TO THE LAST EAA BOARD OF DIRECTORS MEETING AS REPORTED ON THE PRESIDENT'S PAGE IN THE FEBRUARY 1975 VINTAGE MAGAZINE, YOU HAD TO BE AN EAA MEMBER IN ORDER TO BE A MEMBER OF THE ANTIQUE/CLASSIC DIVISION:

(a) - Quotes: From the President's Page - by E. E. "Buck" Hilbert  
GREAT NEWS ! THE DOOR IS OPENED

At the last EAA Board of Directors meeting the decision was made to allow membership in the ANTIQUE/CLASSIC Division without mandatory EAA membership.

(3) - IF YOU DECIDE TO BECOME AN EAA MEMBER AND/OR ANTIQUE/CLASSIC DIVISION:

(a) - If ANTIQUE/CLASSIC division member only so INDICATE on the folder application;  
(b) - EAA membership is \$20.00 per year (increased from \$15.00 on February 1, 1975).

(4) - I SPEND OVER \$30.00 PER YEAR FOR VARIOUS AVIATION MAGAZINE SUBSCRIPTIONS:

(a) - My aviation magazines, etc., reading time: At least 95% reading SPORT AVIATION and the VINTAGE Airplane magazines.