



NEWSLETTER

.....
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APRIL - MAY - JUNE 1974

ZANESVILLE, OHIO "FLY-IN"

2-74-01

JUNE 9, 1974

Zanesville Municipal Airport on Sunday, June 9th - sponsored by EAA Chapter #425
Mr. Ben Workman, 3570 Riverside Airport Road, Zanesville, Ohio 43701 - Your HOST.
We furnished him with a list of CULVER CADET owners...A personal letter invitation was
mailed to "their" selected list of Cadet owners.
The next Newsletter will include pictures and a report of this event.

SANTA YNEZ, CALIFORNIA "FLY-IN"

2-74-02

JUNE 29 & 30, 1974

Mr. Larry Low, 60 Skywood Way, Woodside, California 94062 advises:

(1) - MOTEL RESERVATIONS:

Mr. John Davis, 3667 Tivola Street, Santa Ynez, California 93460 arranged:

- (a) - SANJA COTA MOTOR LODGE, 3099 Mission Drive, Santa Ynez, California 93460
Holding block of rooms, subject to reservation and \$5.00 deposit
prior to June 15, 1974;
- (b) - Rates are \$16.50 for a double; \$18.50 for twin beds; \$2.00 for additional
folding bed;
- (c) - Reservations should be made DIRECT and advise that you are attending the
CULVER CADET "fly-in";

(we assume that the block of rooms are held for June 29, 1974 night)

- (2) - ALL REPORTS ARE THAT THIS FLY-IN WILL HAVE MANY MORE CULVER CADETS THAN LAST
YEAR'S FLY-IN AT THIS SAME AIRPORT:
 - (a) - Only 7 Culver Cadets & owners;
14 Cadet owners without their Cadets attended;
- (3) - MR. BILL LUKE, THE FBO, LAST YEAR PROVIDED ADEQUATE SPACE FOR THE CULVERS AND
PRETTY MUCH GAVE THE "RUN OF THE PLACE":
 - (a) - "Hangar Flying"...discussions etc;
 - (b) - "Flight Activities"...Formation fly-bys; Low pass fly-bys; Buddy rides;
demonstration rides....etc.,

OSHKOSH, WISCONSIN "FLY-IN"
AUGUST 2, 3 & 4, 1974

2-74-03

The 22nd EAA International FLY-IN Convention folder enclosed with this Newsletter provides general information of interest.

- (1) - CULVER CADET FORUM ON SATURDAY MORNING AT 10:30 A.M. AUGUST 3, 1974
 - (a) - In the Antique/Classic Forum Tent (Tent #3)
located next to the Antique/Classic division's NEW Headquarters barn,
next to OLLIE'S WOODS across the road from the helicopter area south =
of the main gate;
 - (b) - The FORUM will include:
Information on maintenance problems;
Parts availability and substitution;
Modifications and STC'S;
Restoration techniques;
Flight Characteristics;
Aircraft availability;
*Mr. J. R. Nielander, Jr., Forums chairman, Antique/Classic Division
suggested the above as a general guide, but not necessarily limited to
the above.*
*His address is: P.O. Box 2464, Fort Lauderdale, Florida 33303
He owns a Stinson SR-9C, a Cessna 120 & 195..He flies a Boeing 707*
 - (c) - Mr. Richard "Dick" Miller, the Newsletter's TECHNICAL EDITOR will
conduct this forum. If for any reason he is unable to be there he
will select a qualified person to do so.
- (2) - THE ENCLOSED FOLDER LISTS MANY FEATURES AND DETAILS:
 - (a) - Whether or not you plan on attending READ it carefully and you will
enjoy doing so PLUS learn something about this annual International
Convention.

N41701 STC

2-74-04

Belongs to: Mr. Phillip W. Rathbun, 16851 Bellaire, North Edwards, California 93523
The next 4 pages are reprint copies of the STC issued to use a 125 hp Lycoming Engine,
From his May 16, 1974 letter (quotes):

- (1) - I HAVE NEVER HAD ANY COOLING PROBLEM:
 - (a) - Have flown in 100 F. temperature and climbed all out to 12,000 feet
without seeing more than 190 degrees C. head temperature
and 220 degrees F. oil temperature;
- (2) - THE LATEST CHANGES MADE:
 - (a) - I closed the air OUT-LET at the back of the belly cowl to 1½ inches;
 - (b) - Repitched the prop to 58 degrees (72 inches diameter);
- (3) - PERFORMANCE RESULTS OR DATA:
 - (a) - It will now cruise 125 mph IAS @ 2300 rpm
. 135 mph IAS @ 2400 rpm
140 "plus" mph IAS @ 2500 rpm
145 mph IAS at 2600 rpm wide open.
 - (b) - The rate of climb from 700 feet with 2 aboard (1486 lbs gross weight)
is 1200 fpm.
Rate of climb down to 300 fpm at 13,000 feet.
Have not gone UP to find the SERVICE CEILING. =
 - (c) - My Gas consumption is 6 gph.
 - (d) - I AM QUITE HAPPY WITH THE PERFORMANCE NOW.

Department of Transportation — Federal Aviation Administration
Supplemental Type Certificate

Number SA2778WE

This certificate, issued to PHILLIP W. RATHBUN

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 4a of the Civil Air Regulations, dated April 7, 1950

Original Product — Type Certificate Number: A-730

Make: Culver

Model: LFA (Normal Category) N41701, Serial No. 410

Description of Type Design Change:

Installation of Lycoming O-290-D engine and Sensenich M74DMS5-2-60 propeller and associated changes in accordance with Phillip W. Rathbun Installation Instructions No. 1.

See Continuation Sheets - pages 3 through 5.

Limitations and Conditions: Data not suitable for reproduction of installation in other aircraft; therefore, they are satisfactory for Culver LFA, Serial No. 410 only. No additional modifications of this type are to be approved solely by reference to this Supplemental Type Certificate or to the data submitted therefor.

Supplemental Type Certificate Addendum No. SA2778WE is a part of the Certificate. A copy of this Certificate, STC Addendum No. SA2778WE, and Phillip W. Rathbun Installation Instructions No. 1 shall be maintained as part of the permanent records for this modified aircraft.

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application: April 1, 1972

Date issued:

Date of issuance: OCT 26 1973

Date amended:



By direction of the Administrator

[Signature]
(Signature)

[Signature] Chief, Aircraft Engineering Division
(Title)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

United States of America
Department of Transportation—Federal Aviation Administration
Supplemental Type Certificate
(Continuation Sheet)

Number SA2778WE

Date: OCT 26 1973
STC: SA2778WE
Culver LFA, N41701
Serial No. 410

SUPPLEMENTAL TYPE CERTIFICATE ADDENDUM NO. SA2778WE

The conditions and limitations of Aircraft Specification No. A-730 apply except as follows:

This Addendum, which is part of Supplemental Type Certificate No. SA2778WE prescribes conditions and limitations under which the product for which the STC was issued meets the airworthiness requirements of the Civil Air Regulations. A copy of this Addendum shall be maintained as part of the modified aircraft permanent records.

Supplemental Type Certificate Holder: Phillip W. Rathbun

I - Model LFA 2 PCLM (Normal Category), as modified by STC SA2778WE.

Engine:	Lycoming O-290-D
Fuel:	81/87 Minimum Grade Aviation Gasoline
Engine Limits:	For all operations: 2600 RPM (125 HP)
Airspeed Limits: Glide or Dive -	158 MPH TIAS
Propeller and Propeller Limits:	Sensenich M74DMS5-2-60
	Diameter: 72" Maximum 72" Minimum
	Static RPM: 2400 Maximum 2300 Minimum
Maximum Weight:	1305 lbs. (See Note 2)
No. seats:	2 (+ 30)
Fuel Capacity:	19 gallons at station (-3)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

United States of America
Department of Transportation—Federal Aviation Administration
Supplemental Type Certificate
(Continuation Sheet)

Number SA2778WE

Date: OCT 26 1973
STC: SA2778WE
Culver LFA, N41701
Serial No. 410

SUPPLEMENTAL TYPE CERTIFICATE ADDENDUM NO. SA2778WE (CONTINUED)

Oil Capacity: 6 quarts at station (-23)

Powerplant Instrument
Markings:

Tachometer: 2600 RPM (Red Radial)
Oil Temperature Gage: 245°F (Red Radial)
Cylinder Head Temperature
Gage: 274°C (Red Radial) (Optional)
Oil Pressure Gage: Minimum - 25 psi (Red Radial)
100 psi (Red Radial)
Green arc between
60 and 90 psi
Fuel Pressure Gage: Minimum - 0.5 psi (Red Radial)
Maximum - 6 psi (Red Radial)
Normal - 0.5 psi to 6 psi (Green arc)

Serial Numbers

Eligible: No. 410 only.

Certification Basis:

Same as specified by Aircraft Specification No. A-730.
Under the provisions of CAR 4a.1(a) a maximum useful
load placard is provided for deviation from CAR 4a.723.
See Note 2.

Required Equipment:

In addition to the equipment applicable and required
by Aircraft Specification No. A-730, the equipment
specified by Phillip W. Rathbun Installation Instructions
No. 1 must be installed as a result of the incorporation
of this STC.

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

United States of America
 Department of Transportation—Federal Aviation Administration
Supplemental Type Certificate
 (Continuation Sheet)

Number SA2778WE

Date: OCT 26 1973
 STC: SA2778WE
 Culver LFA, N41701
 Serial No. 410

SUPPLEMENTAL TYPE CERTIFICATE ADDENDUM NO. SA2778WE (CONTINUED)

- NOTE 1. Current weight and balance report including list of equipment included in certificated empty weight, and loading instructions when necessary, must be in the aircraft.
- NOTE 2. The following placard must be installed in front of and in clear view of the pilot:

"TOTAL WEIGHT OF PILOT, PASSENGERS, FUEL, AND BAGGAGE
 SHALL NOT EXCEED 310 POUNDS."

Note: The useful load of 310 pounds was determined by subtracting from the maximum weight the sum of the aircraft empty weight and 8 quarts of oil (15 lbs). Should the aircraft empty weight change due to the addition of equipment, the useful load specified in the above placard must be revised.

- END -

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000 or imprisonment not exceeding 3 years, or both.