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OCTOBER - NOVEMBER - DECEMBER 1974

OSHKOSH, WISCONSIN "FLY-IN"

4-74-01

August 2, 3 & 4, 1974

*From report by the Technical Editor:*

I tried my very best to get to Oshkosh to Coordinate the Culver Cadet Forum, but my car was no end of trouble and did not arrive at Oshkosh until late Sunday, in not very good weather.

However, everything went off OK in my absence.

JACK WEST talked about Culver Cadets for almost an hour;

PHIL RATHBUN explained and discussed his 125 hp Lycoming conversion.

About 40 people attended the Culver Cadet Forum in TENT #3 on Saturday.

OLDSMOBILE V-8 ENGINES

4-74-02

*From FLYING MAGAZINE, December 1974 issue -*

*"Oshkosh: Riding the EAA Juggernaut" article starting on page 57*

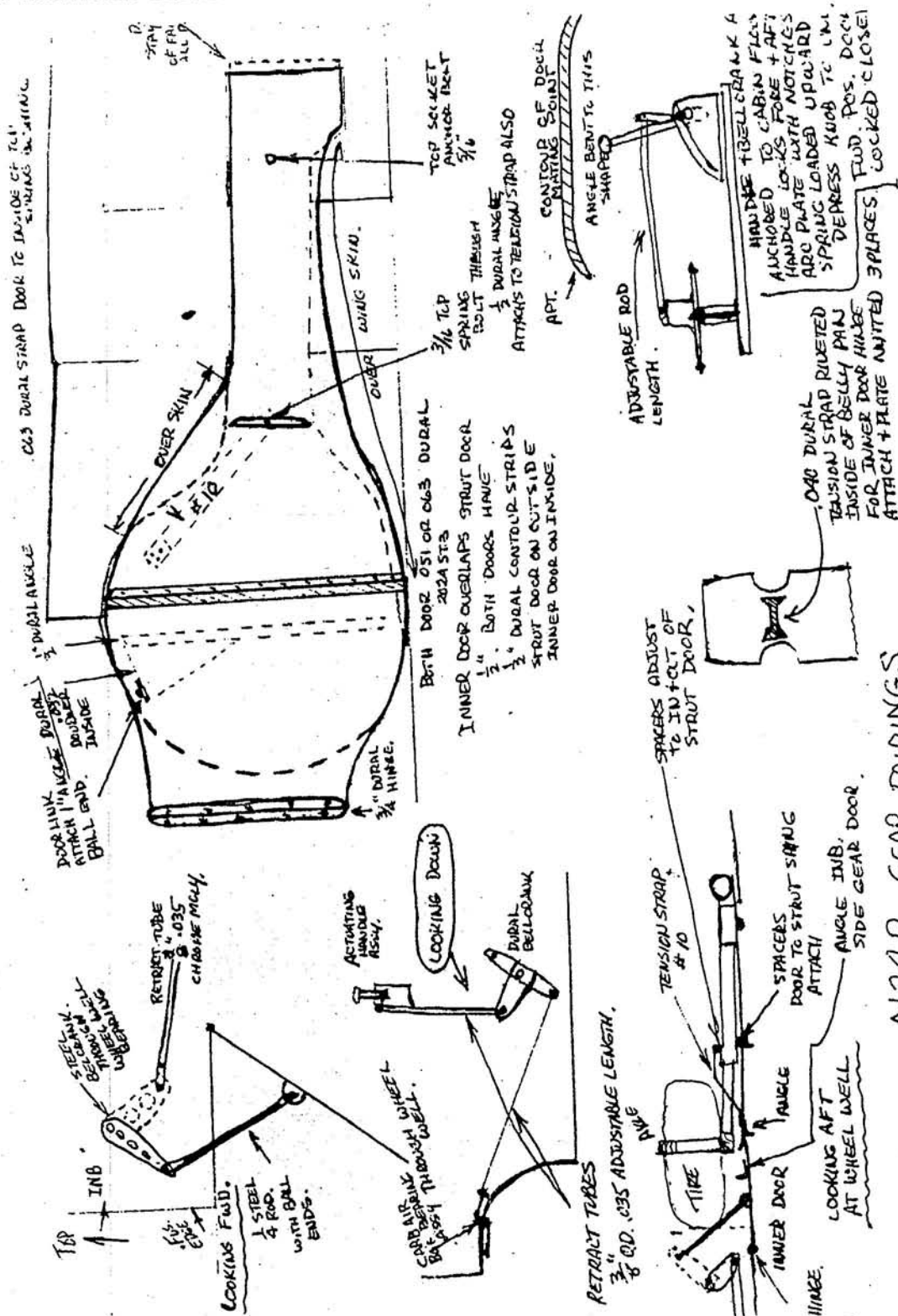
- (1) - STEVE WITTMAN TESTED A TAILWIND WITH AN INVERTED OLDSMOBILE V-8 ENGINE:
  - (a) - Its radiator mounted horizontally atop it and exhaling, hot-rod wise, through a louvered hood.
  - (b) - It was said that he was only taking 125 hp or so from the engine, and that was all it had to give at usable speeds;
- (2) - WHICH MADE IT A SHAME THAT WITTMAN HAD NOT EARLIER MADE CONTACT WITH A CHAP DOWN THE ROAD:
  - (a) - Whose stock 215 cubic inch Olds, modified only by attachment of a propeller;
  - (b) - Was claimed to put out something like 265 hp while using only 7 gallons of gas or so an hour;
- (3) - THIS IS THE ENGINE EVERYONE HAS BEEN WAITING FOR; IT IS NOTHING SHORT OF A MIRACLE:
  - (a) - With a specific power output twice that of a conventional aero engine, and half the specific fuel consumption;
  - (b) - At perhaps an eighth of the price;
  - (c) - It is 32 (2x2x8) times better than anything we have today;

# 1 - CONVERSIONS, MODIFICATIONS, OPERATING, REBUILDING & RECOVERING:  
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N24R GEAR FAIRINGS

4-74-03

By the Technical Editor -



N24R GEAR FAIRINGS

#2 - FLIGHT EXPERIENCES:

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ROUND TRIP - NORTH EDWARDS, CALIFORNIA TO OSHKOSH, WISCONSIN

4-74-04

Thank You PHIL RATHBUN for your interesting report of your flight in your Culver Cadet N41701 s/n 410 - 125 hp Lycoming.

16851 Bellaire  
No. Edwards  
CA 93523  
9 Aug 1974

Dear Vic,

I thought I should give you a run down on my trip to Oshkosh. My friend, Max Garner and I took off from Mojave, CA on 7/27/74 at 5:30 A.M. Our gross weight was 1580 lbs. including 31 gals of gas. We got to Prescott, Ariz. in 3 hrs and 15 min. I should back track and tell you we left here with two 718's, a Mini Mustang, a Piper Arrow and a BD-4 (180 H.P.). We caught them before they had gassed up. We left there and flew to Albuquerque, N.M. and caught up with the group again. Stayed over there because weather didn't look so good, but some of the group went on to Dalhart, Tex. We caught up with them before they got out of Dalhart. They had quite a hoop-ti-doo over so many home built and antiques at one time. Gassed up and went to Newton, Kan. where we were supposed to meet with Jim Bede and go through his plant. But he nor anyone else was around, so the rest of the group went on to Wichita. They had left before we got there and we got all messed up on where they were going. We were informed they were going to Wichita Munic. so we tried to find them there and did not succeed, so went back to Newton (which by the way is the most horrible landing strips we encountered. It is concrete, rough, wavy and to top it there was a 20 M.P.H. cross wind.) Sure proved the strength of the broom stick landing gear.

We toured Cessna, Beech and Learjet plants while at Wichita. Was quite impressed with the workmanship at Beech and Lear, but can't say the same for Cessna. We left Wichita on Tues. Stopped at Kirksville, Mo. for gas and then on to Dupage Airport just out of Chicago. Stayed overnight with a cousin of mine and on to Oshkosh on Wed. I don't think there has ever been so many planes in one place at one time before. 1100 plus registered by Sat. not counting factory built which was more than ever before altogether. Really something to see. We had a great time.

There were two other Culver Cadet's and a V there but don't remember their names.

We left Sunday A.M. about 10:30. It was supposed to be VFR but about 10 min. out it closed in on us and we decided to go up through. Went to 11,500 ft. before we got over the top, but only had to fly at that altitude about 30 min., then it was broken and we could see the ground once in a while. Got to Mason City, Ia. and gassed up, then on to Yankton S.D. and on to Scotts Bluff, Nebr. Just beat a thunderstorm there. We stayed over night with my Aunt and got out of there around 10:00 A.M. We flew non-stop to Ogden, Ut. where my friend has a sister. Stayed there over night. We flew at altitudes over 12,000 ft on this leg and experienced some pretty severe turbulence, but the little bird rode it out like a champ. We left Ogden about 10:30 A.M. Tuesday. Stopped at Boulder City for gas and got back to Mojave, CA at 4:30 P.M.

PHIL RATHBUN letter continued -

I can't say enough for the little bird. We made an-over-all average of 120 M.P.H. total flying time and an average of 20.58 miles per gal. gas. I think the little bird is about one of the finest in every respect. It sure proved its worth. From Wichita to Dupage A P we averaged 145 M.P.H. and we never run the engine over 2450 RPM. The bird rode out some pretty severe turbulence and never once gave any indication it might fail. And with the over load it sure proved its worth. I can't praise it enough. We sure fell in love with it.

This trip has been a real experience and proved one thing; factory built aircraft isn't in the same ball park with my Culver Cadet.

Wish you could see it some day.

Sincerely

*Phil Rathbun*  
Phil Rathbun

#3 - CULVER CADETS FOR SALE ..WANTED TO BUY  
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WANT TO BUY

4-74-05

Paul Taipale, P.O. Box 471, Bellevue, Washington 98009

From his 11-20-74 letter: "I have not done anything about a "new" Cadet, except cry about letting N41712 go. My intention is to nail one down if I can find one at the right price in this general area.

Managing Editor comment:

Paul is a Pan American Pilot. He has had 3 Culver Cadets & traded his last one for a 24W46 Fairchild N81263 with Mr. A. Kirby Hemby, Rt. 1, Box 15, Thomasville, Ga. 31792

#4 - COMPONENTS, PARTS, SERVICES, SUPPLIES, ETC.  
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WING MOUNTED VENTURI

4-74-06

By the Executive Editor:

I have installed a modified super-streamlined VENTURI on top of the left wing on my N29295 s/n164 LCA75

- (1) - It is mounted about one third of the way from the fuselage to the landing gear:
- (a) - It is installed on an airfoil shaped pylon;
  - (b) - The pylon has no "drag" producing broad base at the bottom;
  - (c) - It is a standard 4" venturi and it pulls both D.G. & Artificial Horizon.

Managing Editor comment:

Tom sent 3 pictures and installation looks good. Sorry could not use pictures because not enough contrast to "print" satisfactorily.

#5 - GENERAL INFORMATION  
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MY 35 YEAR LOVE AFFAIR

4-74-07

A reprint from THE VINTAGE AIRPLANE (EAA publication) September 1974 issue. See page 10 this issue giving permission to reprint.