DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
SAFETY REGULATION
Washington

May 21, 1942

AIRWORTHINESS MAINTENANCE BULLETIN NO. 68

Culver Models LCA, LFA

Subject: Acrobatic and Instrument Flight Limitations

Due to a recent fatal accident which was attributed to wing failure during acrobatic maneuvers, it is requested that, as a precautionary measure, you immediately post the following restriction in a prominent location on the instrument panel in full view of the pilot:

"INTENTIONAL ACROBATICS AND INSTRUMENT FLIGHT PROHIBITED"

The acrobatic placard now in your airplane relative to optimum entering speeds should be removed from the instrument panel.

In the near future you will receive a service bulletin from the Culver Aircraft Corporation including more complete information relative to the design and operation of these model airplanes.

The airworthiness certificate posted in the airplane is not valid unless the instrument panel is suitably marked as specified herein.

The request and information contained in this bulletin are based on service experience of the Civil Aeronautics Administration and are made in an endeavor to assist you in the safe maintenance and operation of your airplane.

In case you have sold your airplane, please forward this bulletin to the new owner.

A. A. Vollmecke

A. A. Vollmecke, Acting Chief
Aircraft Engineering
Division

WHW:DAB

CULVER AIRCRAFT CORPORATION
WICHITA, KANSAS

September 14, 1944

TO CULVER OWNERS:

Included herewith is a copy of Service Memorandum No. 21, giving the information necessary to remove the sharp leading edges from the wing of your Culver. You are urged to have this work accomplished at your earliest convenience since it has been demonstrated that the removal of the sharp leading edges has definitely improved the stalling and low speed flight characteristics. This change has been approved by the Civil Aeronautics Administration.

C.A.A. Airworthiness Maintenance Bulletin No. 68, dated May 21, 1942, indicated that a service bulletin from Culver Aircraft Corporation would be issued concerning the acrobatic and instrument flight limitations now in place on your airplane. A very thorough investigation as outlined in Culver Service Memorandum No. 9 proved that all normal acrobatics could be accomplished without excessive load factors providing certain optimum speeds were observed. However, this investigation also showed that, due to cleanness of the Culver, excessive load factors could be obtained very easily at higher speeds. In view of these facts and in line with the probable post-war thinking regarding cross-country aircraft, Culver Aircraft Corporation has adopted the policy that nothing further will be done to remove the non-acrobatic placard. It will be Culver's intention to strive for safe, fast, economical cross-country operational characteristics as a design policy. The removal of the sharp leading edges, you will find, is a very definite contribution toward this policy. We should like an expression from you regarding your opinion of its effectiveness after you have made the change and tried it out.

The accompanying placard must be kept posted on the instrument panel of your aircraft in full view of the pilot as required in Airworthiness Maintenance Bulletin No. 68.

Yours very truly,

CULVER AIRCRAFT CORPORATION

Al W Mooney

encl.
AWM:kc

Al. W. Mooney,
Vice President & Chief Designer

ROY OBERG
6351 Kies N. E.
Rockford, MI 49341

CULVER AIRCRAFT CORPORATION
WICHITA, KANSAS

SERVICE MEMORANDUM NO. 21

SUBJECT: Removal of Sharp Leading Edges.

TO: Owners of Culver Model LCA & LFA Airplanes, All Serials 100 through 459.

INTRODUCTION: The purpose of this bulletin is to supply the necessary information to remove the sharp leading edges from the wing. These sharp leading edges are removed to increase the safety characteristics of the aircraft.

1. Remove the tape strip over the sharp leading edge.

2. Slit fabric over the sharp leading edge and pull back from it about one inch both ways.

3. Remove wood strip of triangular cross section from the leading edge of the wing.

4. Carefully inspect the leading edge after removal of the wood strip. If it is rough or irregular, dress it down smooth and finish all bare wood with two coats of lionoil or equivalent aircraft spar varnish. If the leading edge is smooth and needs no dressing down, apply one coat of lionoil or equivalent varnish and allow to set.

5. Pull up fabric from bottom of leading edge and dope it securely to the wood.

6. Pull fabric down from the top and dope securely to leading edge, trimming it so that it does not overlap bottom fabric.

7. Dope a six inch strip of pinked edge tape along the leading edge overlapping the top and bottom fabric equally.

8. Refinish the leading edge to match the rest of the wing.

9. The above work is to be performed or supervised by a certificated mechanic. An entry of this change is to be made in the aircraft log book.

10. If you have sold your aircraft, please forward this bulletin to the new owner.

ENGINEERING DEPARTMENT

Robert B. Short

ROBERT B. SHORT,
Chief Engineer

Approved September 6, 1944

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