

THE

Starduster

APRIL 1975

MAGAZINE

DEDICATED TO THE ACTIVE HOMEBUILDER



PAGE ONE



During the past year, the cost of building a Sport Airplane has risen so much that now a visitor to our store is likely to spend as much as a shopper in the local supermarket. Naturally enough, most people choose to economise on airplane building, instead of eating, with the predictable result of placing many airplane projects on the back burner.

While we are all concerned about the increased cost of airplane supplies, there are ways to hold costs down. Shipping costs are a large part of the total cost, and is particularly subject to economy, provided we understand the total picture. To begin with, shipments small enough, and light enough, may be shipped by parcel post, or United Parcel Service. Because united Parcel offers superior speed and reliability, we routinely prefer UPS over parcel post. However, to ship by either one, your package must not be over 108" combined length & girth, (UPS), or 84", combined length & girth, (post office).

Truck lines all have a minimum charge of 150-200 lbs. This means you will pay as much for one 5 lb. steel tube, 109" long, as you will for a 150-200 lb. shipment. Obviously, it is better to order large quantities, to save on shipping costs, or to place order small enough, & light enough, to go UPS, or parcel post. If you are ordering a small quantity of tubing, and you can do so, it is most definitely to your advantage to specify length short enough to allow UPS shipment. Also, when you receive your shipment, check for obvious damage, and be sure you receive the correct number of packages. Note any shortages or damage on the shipping invoice, and submit any claims within 14 days. Failure to submit claims promptly can lead to a long, drawn out hassle, with increased probability of the claim being rejected.

Another area in which to save money is to buy kits of materials whenever possible. Our kit prices are 8-15% under what it would cost to buy the kit on an item by item basis. On the more expensive kits, this can amount to a really worthwhile saving.

And last, but not least, take advantage of our specials, as well as our everyday low prices. We have several specials in our advertising section. And one new item is being offered at an extraordinarily low price. Our new Stewart Warner oil coolers have a list price of \$146.00. Our low price is \$95.00, still packed in factory cartons. One cooler is needed on 180 H.P. Biplanes, and two on 200 H.P. Biplanes.

With Best Wishes,

Jim Osborne

April 1975

THE STARDUSTER MAGAZINE

TABLE OF CONTENTS

Page One, EDITORIAL ----- 1

HOME BUILDER OF THE MONTH ----- 2

FIRST KIT-BILT ACRODUSTER 1 FLIES ----- 3

NEW PRODUCTS ----- 4

NEW STARDUSTER COMPETITION PILOT ----- 6

ERIC SHILLING JOINS STARDUSTER ----- 8

FUEL TANK INSTL., INVERTED SYSTEM ----- 9

TORQUEING OF BOLTS ----- 11

PIREPS PAGE ----- 12

STARDUSTER IS ESCORT 110 DEALER ----- 17A

CLASSIFIED ADVERTISING ----- 17B

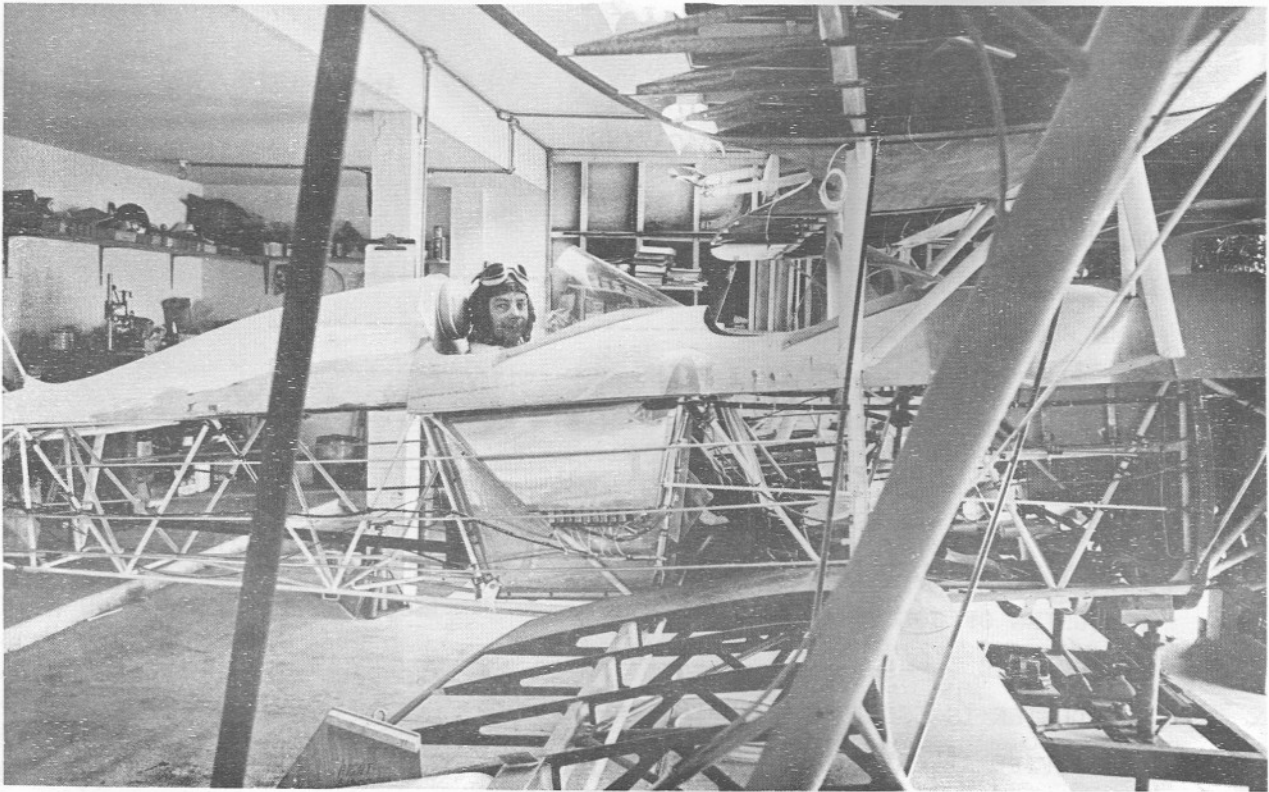
THE MAGAZINE IS NOT COPYRIGHTED. PERMISSION IS HEREBY GIVEN TO REPRODUCE ANY PART OF IT FOR THE BENEFIT OF SPORT AVIATION, PROVIDING CREDIT IS GIVEN TO THE PUBLISHER, STOP STARDUSTER CORPORATION.

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Our cover picture, this month, was sent to us by Don Bates, who won the award for having the best Starduster Too, at Oshkosh, 1974. For detailed information, see the first letter on "PIREPS PAGE".

Our back cover is graced by a beautiful shot of the "Glen Beets Special" flying over southern California, near Riverside. This V-W powered parasol is available from Stolp Starduster Corp. We think it is the prettiest and best performing of the V-W powered airplanes.

As mentioned in our December Newsletter, we have instituted the policy of giving 3-5 lbs of short lengths of 4130 tubing free, with each substantial tubing order. All you have to do is ask for it. This tubing is primarily suitable for welding practice, although an occasional short piece may be useful in construction. No size selections will be made.



John gets "Cockpit Time" in his nearly completed airframe.

HOMEBUILDER OF THE MONTH by Jim Osborne

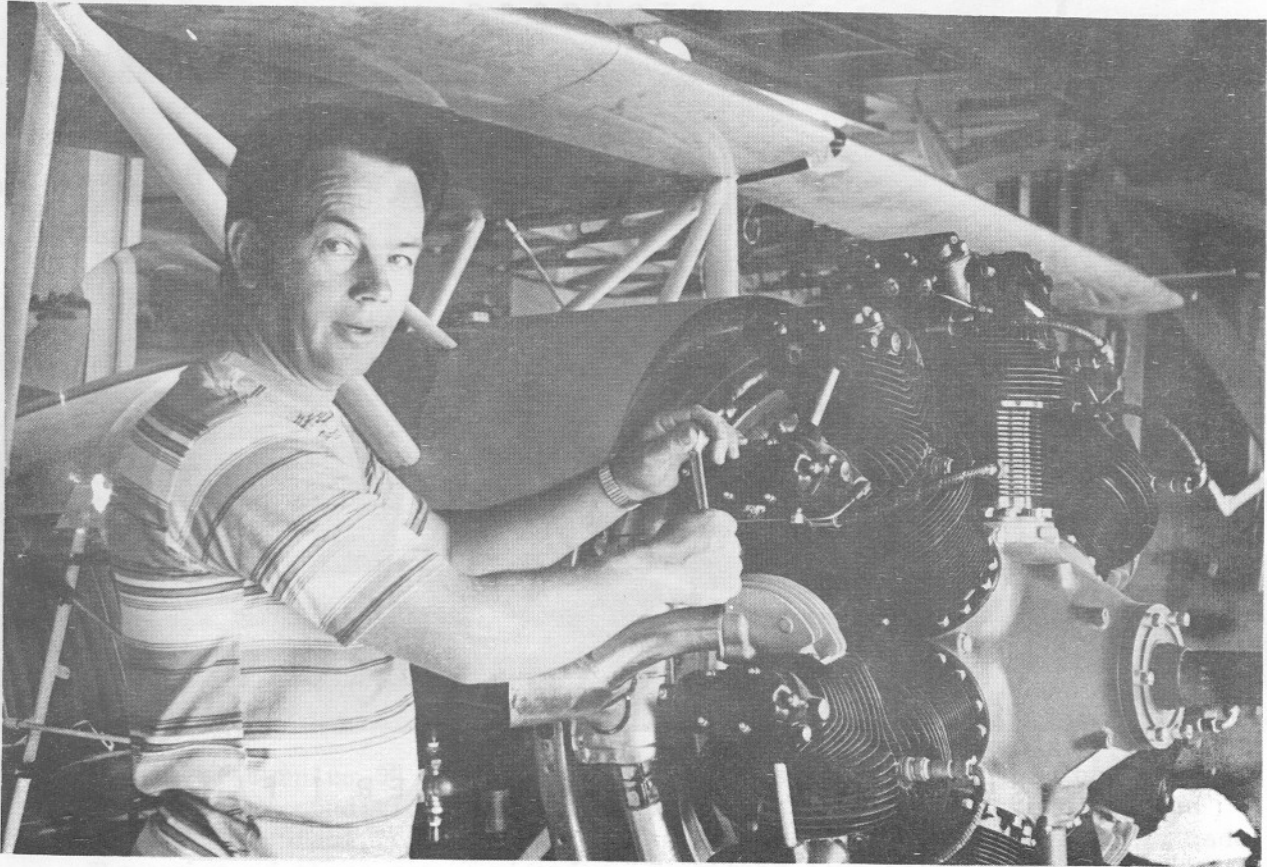
One of the first Starduster Too builders I met, when my wife & I bought "Starduster" in May of 1972 was a very likeable and enthusiastic Californian named John Travis. During the past 3 years John has dropped by occasionally to buy parts and materials. During this time he has also bought a new house with a 3-car garage. The 3-car garage was a prerequisite to building the new house, so that he could assemble his Starduster Too. And then, in order to make the garage suitable for such work, he took an electrical course under the G.I. Bill, so that he could properly wire his garage & turn it into a suitable work shop.

In addition to wiring his garage, John financed his airplane largely by going to night school on the G.I. Bill. The money he received for going to school paid for his airplane, and the courses he took gave him the necessary skills to build it.

John's wife, Wilma, has been a big help during this project. She helps with assembly, as a "Holder" while parts are being welded, and wherever she can.

After carefully considering the advantages and drawbacks, John chose to go with a Continental 220 H.P. Radial engine. The engine dates from 1941, when installed in a Stearman Trainer. John did his own complete engine overhaul, and thereby saved a lot of money, as well as being completely sure of the quality of the overhaul. Most of the parts in the engine are now new, and it runs like a well oiled sewing machine.

John's Starduster Too may well qualify as one of the cheapest ones ever built. (In terms of dollars, not quality). Most of his material was bought several years ago, when things were cheaper. In addition, by buying a radial engine and overhauling it himself, he saved a bundle. John estimates that his total cost will be around \$4,500. and to build a two place biplane for that is quite an achievement. You just can't hardly build 'em for that anymore.



Tender loving care being given to the 220 H.P. Radial.

John is employed by Burmah Oil and Gas Company, Huntington Beach, California. He works in their maintenance department. He says though, his company connections didn't help him last year during the great gas shortage.

Although John is an experienced model airplane builder and flyer, this is his first venture into full scale building. Unusual for a homebuilder, John has not yet learned to fly. He has had a few hours of instruction and a ground school course in Aviation. However, he says he would rather wait and finish his lessons in his own homebuilt airplane. "It just kills me to pay so much to rent someone else's airplane".

John and Wilma have come a long way on their project, and hope to be flying this summer. They deserve credit for their long and persistent labors. We here at Starduster are eagerly anticipating the day they fly, and this adding another completed Starduster Too to an ever growing fleet.

NEW PARACHUTE RIGGING SERVICE AND REPAIR

"STARDUSTER" is currently in a position to offer parachute repacking, rigging, and repair to pilots who are close enough to bring their parachutes in for service. Our Assistant Foreman, Bill Clouse, is an experienced and licensed rigger, as well as being a veteran jumper, with over 1000 jumps to his credit. Repacking charge for the new chair type chutes is \$15.00. For back, seat, & chest chutes, the charge is only \$7.50.



FIRST KIT-BILT ACRODUSTER I FLIES

by Jim Osborne

On 26 February, 1975, it was my privilege to be in Mexico City, at the International Airport, for the first flight of the first kit bilt Acroduster 1.

This Acroduster was built by Capt. Luis Rangel of Aeronaves De Mexico Airlines, with help from Augustin Gutierrez, Pitts owner of Mexico City, and R.H. McReilley, of Flabob Airport, Riverside, Ca. Capt. Rangel has thousands of flying hours in everything from Pitts to Jet Liners. He currently owns & flies a Stearman and a Cessna 150, in addition to his Acroduster.

During Saturday morning, before the first flight, the Acroduster was carefully checked over by the head of the Mexican FAA, three of his assistants, and the commandante of Mexico City International Airport. Also there were about 30 sport flying aficionados taking an interest in the proceedings.

The first flight was flawlessly performed by the builder, Capt. Luis Rangel. For one hour, Capt. Rangel cruised around Mexico City, while slow flight, stall, and unusual attitudes were explored. At the end of the first flight, Capt. Rangel made a perfect landing.

The second flight of the day was made by Augustin. On this, the second flight of the airplane, and the first time in this airplane for the pilot, Augustin did a roll on climbout. He then proceeded to put on a most interesting aerobatic demonstration, climaxed by an inverted pass down the runway. On landing approach, a power off barrel roll at low altitude preceded a beautiful wheel landing. Sr. Augustin was congratulated on his fine flight by the Field Commandante, the FAA officials, and by the watching aficionados. The tower personnel had cooperated during this flight by putting two jetliners on a holding pattern until the flight was finished.

On Saturday evening, after the first flight, a lawn dinner party was given by Sr. Augustin Gutierrez, and his lovely American wife, Mary Jo. Guests were Luis Rangel, Jim Osborne, and the members of the Mexico City Soaring Club.

NEW PRODUCTS

In line with our policy of continually updating our merchandise, we have enlarged our product line to include the following items. None of these items is, at time of writing, in our catalog.

STEWART WARNER OIL COOLERS- At present, the standard oil cooler for many Piper & Cessna models. We offer factory new oil coolers, model 8406E, at a big discount. List price is \$146.00. Our low price, only \$95.00

CHRISTEN MANUAL FUEL PUMP SYSTEM- Combines a fuel pump, gascolator, & fuel selector valve, in one convenient, lightweight unit. We have one sitting by the left side of the seat in our Acroduster 1, and are very pleased with its operation. This unit is more of a fuel control center than it is a fuel pump, and we highly recommend it to owners of air craft without an electrical system. It is also a good unit for aircraft with electrical systems, if the owner wants the additional safety that a hand driven wobble pump affords - Available from Stolp Starduster Corp. for only \$179.50.

New light weight BRAKE PEDALS - Developed by us, from the original Gerde pedals, these toe brake pedals are smaller & lighter, and are suitable for use on any of our airplanes. They are bolt ons, and save an awful lot of precision welding. Only \$7.50/pr.

Our supply of surplus 3" wide seat belts has disappeared. Rather than depend on the uncertain age, condition, and supply of surplus seat belts, we contacted a major seat belt manufacturer, and had a quantity of 3" military style belts made for us. The price of these new production, certified seat belts, identical to the old ones, except these are new, is only \$29.95.

After being out of 5/16 x 3/8 thread eyebolts for several months, we finally acquired a supply from a local manufacturer. These are the eyebolts used to attach I struts to the bottom wing, rear spar, of the Starduster Too. We had these eyebolts especially made for us, to certified aircraft standards. Each bolt has been roll formed, heat treated, cadmium plated, and magnafluxed. And a final inspection stamp is on each eyebolt. Price is only \$6.50 each.

In the covering department, we have started stocking "flat" rib lacing cord, in addition to the round ceconite cord that we have normally carried. This flat cord has the strength of the round cord, but makes for a smoother covering job. Price of both the flat & round cord has been reduced to \$7.50 per roll.

We now have available a supply of "PASSENGER WARNING, AMATEUR BUILT", type placards, done with chrome letters on a black background. These are "STICK ON" placards, with a sticky back that will bond to anything. Required on all amateur built aircraft. Only \$1.00 each.

After our "STARDUSTER TOO" decals gave out last fall, we arranged to have more manufactured, not only for the Starduster Too, but also for all our other Airplanes. All decals are white, approximately 7" x 9", and feature a shooting star, with the name & model of the airplane presented in an artistic fashion. Decals are available for the Starduster Too, Starlet, Acroduster Too, V-Star, and the Acroduster 1. Two decals are recommended per airplane. The price is a low \$1.00 each.

Figuring you might want a greater variety of nose bowl, we had a new nose bowl made up. It is like the ones used on the original Starduster 1, with a more enclosed front end. There are two small air inlets for cooling air, and a cutout just below the spinner that can be used for either a carburetor air intake or an oil cooler inlet. Price is only \$45.00 picked up, or \$50.00 packed for shipment.

While our fiber glass man was busy with the above, we had him work nights to build a fiberglass turtleback for the two place Volksplane. Originally made for the VP being built by our local EAA chapter 1, we liked it so much we decided to make them available for other VP owners - only \$39.95.

We have recently obtained a limited supply of Gascolaters, made by Purolator. These are high quality, metal bowl units, and come complete with curtis Quik Drain Valve. Only \$24.95.

FUEL PRIMER - By Gerdes-Used on many certified aircraft - Only \$10.00 each.

VERNIER CONTROLS - Short, and light weight - 4' long, \$19.00. 5' long, \$20.00. 7' long, \$21.00. Limited supply

HEAT SHRINKABLE TUBING - Flexible clear plastic. Easy to rout wire thru. Heat causes tubing to shrink up to 1/2 of its original diameter. Provides excellent abrasion resistance. 1/2" diameter, 4' long. Only \$1.50 per length.

From time to time an order for material may accompany an order for a part to be fabricated by us, such as a fuel tank, engine mount etc. If you desire the material to be sent seperately instead of being held for the completion of the part please advise us to ship it seperately. It may cost a trifle more, however it may be the very piece you need to continue working on your project.

If you do not include this statement requesting seperate shipping your entire order will be held until all parts are ready for shipment.

Eric Shilling

10% DISCOUNT on tubing - Walkin customers who make their own selections of tubing, from our short lengths bins, and whose tubing does not require cutting, will receive 10% off our low catalog prices. If you live within driving distance it may pay you to visit us. Drive out, and walk in.



NEW STARDUSTER COMPETITION PILOT

"STARDUSTER" is pleased to announce that an agreement has been reached with Cindy Rucker, whereby she will fly our Acroduster 1 in competition aerobatics this summer. Following is the contest schedule that Cindy and N181J will attempt to complete.

June 7-8	Fort Worth, Texas
June 21-22	Atlanta, Georgia
June 27-29	Kokomo, Indiana
July 4-6	Council Bluffs, Iowa
July 12-13	Medina, Ohio
July 28-31	Fondulac, Wisconsin
Oct. 22-25	Sherman, Texas

Our new competition pilot has an excellent aerobatic background. In addition, she has displayed talent, determination, and achievement in other, diverse fields. In 1956, as a 10 year old, Cindy exercised her talents by becoming the state roller skating champion, Juvenile Free Style. Three years later, she made her first parachute jump, at the ripe old age of 13, and before she finished High School had amassed a total of 36 jumps.

She graduated from High School with grades in the top 2% of her class, receiving a total of 5 scholarships. She attended UCLA, on a music scholarship, majoring in composition. During her college years, she sang with a folk rock group called "The Crowd", and continued to sing as a single for 3-4 years after college. She also taught, & still teaches, classical guitar.

Cindy's flying career got under way in 1971. She took flying lessons from Dave Galvin, in a 100 HP Citabria. From her 5th hour of instruction, a large portion of her flying time was dedicated to aerobatics. Upon completion of her 20th flying hour, she bought a 150 HP Citabria. Her private license was secured in less than 3 months from solo, and her commercial license followed in 1973. In 1974, she traded her Citabria for a Decathlon, and set the decathlon up to set the worlds record for inverted flight. Pilot John Legratt flew from Palm Springs to Phoenix. Her Decathlon, equipped with a Christen inverted oil system & Christen seat belts, is now for sale.

Cindy got her start in aerobatic competition at Delano, CA, in 1974. She placed 2nd in the Sportsman category, at the recent Apple Valley, California, contest. She formerly instructed in aerobatics at Pioneer Aviation, Van Nuys Airport, where she flew such machine as a 450 HP Stearman, and a PT23, in addition to her Decathlon. She now instructs at Apple Valley, California, where she will help you get your multi engine rating, as well as teach you to roll, loop, & spin.

As a supplement to her flying, Cindy owns and operates an advertising/commercial art service, called Pacific Design Studios. The studio does television & magazine advertising. She also has custom designed some beautiful paint schemes for air planes. For a sample, see N181J.

During her spare(?) time, she acts as publicity chairman for the I.A.C., and is the aerobatic staff writer for the magazine, "Sport Flying".

Cindys ambition is, (1) to be on the American International Aerobatic Team in 1976, and (2) to become an airline pilot. We, here at Starduster, think she will achieve both her goals, We feel honored that a young pilot of such ability and promise is now associated with Starduster Corporation.

POP RIVETING OF FABRIC

A correction concerning the tip given in the January issue of The Starduster magazine is in order. It has to do with the sequence of the procedures of the pop riveting of fabric in place of rib stitching.

The holes in the ribs should be pre drilled before covering, to allow them to be debured and prevent small metal particles from falling into the interior of the tail surfaces. After the holes have been drilled normal covering procedures are then followed, when preliminary doping has been accomplished the holes in the fabric can be burned in by using a small soldering iron, which seals the edges at the same time. Then 3/8ths nylon tape is applied, the holes cut in to the tape with a small x-acto knife and proceed with the covering process as outlined in the article.



Eric Shilling and P-40, Kun Ming, China, April 1942. Picture taken by Clare Booth Luce

Eric Shilling Joins "STARDUSTER"

One of the nicest things about being in the homebuilt aircraft business is the high quality of the people you come in contact with. This holds true for our STARDUSTER employees, as well as for our customers.

Coming to us as General Manager direct from Flying Tiger Airlines, is a gentleman from Virginia, Eric Shilling by name, who is extremely well qualified to assist our customers with any problems they may have. In June of 1941, after 4 years as a fighter pilot with the U.S. Air Corps, Eric joined the American Volunteer Group, under General Claire Chennault, and thus became one of the original Flying Tigers. In fact, Eric was the first "Tiger" to paint a shark's mouth on his P-40. General Chennault saw the design, liked it, & made it into a group insignia.

After serving with distinction in the Flying Tigers, Eric flew the Hump from India to China for the remainder of WW 2. After the war, he flew as airline captain for Civil Air Transport (China), Swissair (Zurich, Switzerland), and as chief pilot for Bird & Sons, Inc.

In the field of sport aviation, Eric has built and raced at Reno a Cassutt racer and is currently finishing up a Steen Skybolt. He has done an extensive amount of test flying, including the complete flight test program on the Acroduster 1. The results of this program was an article by Eric, in the March 1974 issue of "Sport Flying". He has had extensive aerobatic experience, and is the only pilot currently qualified to fly airshows in the Acroduster 1. His airshow routine includes Lomcevaks, and he is proficient in entering & recovering from flat spins, either upright or inverted.

Eric is a veteran pilot of 23000 hours, and holder of commercial license with an airline transport rating, for C-47, C-46, DC-4, & DC-7. He also holds a SMEL helicopter-rotor craft rating and a commercial instructors rating.

"STARDUSTER" is very glad to welcome Eric Shilling to our organization. His knowledge and experience will be a valuable asset to our business and to our customers.

4. ALL ALUMINUM TUBING IS 3003-0.

(1)	AN832-4D ³	STARDUSTER CORP.
16'	3/8 AL. TUBING	STARDUSTER CORP.
12'	1/4 AL. TUBING	
1	FLOP TUBE	
1	GASCOLATOR	
2 (5)	AN819-4D ³	
2 (5)	AN818-4D ³	
1	AN832-6D	
2	AN822-4D	
2	AN822-6D	
2 (1)	AN913-2D ³	
2	AN824-6D	
19	AN819-6D	
19	AN818-6D	
9	AN816-6D	
1	VALVE-108 HD, 3/8	
1	VALVE-104 HD, 3/8	
3	FINGER STRAINER	STARDUSTER CORP.
REQ.	NAME	SOURCE

LIST OF MATERIALS

³ QTY. REQ. IN PARENTHESES IS REQUIRED FOR PRESSURE CARB. ONLY.

² FOR AEROBATIC & RESERVE USE.

¹ MAIN OUTLET—USE FOR CRUISE—FEEDS FROM UPPER TANK ONLY—ALLOWS SUMP TO BE USED FOR RESERVE

NOTE:

1 AN832-4D
2 AN818-4D
2 AN819-4D

FACE VENT INTO SLIPSTREAM

FIREWALL FITTING

1/4 O.D. ALUMINUM TUBING 3003-0 ALLOY

INVERTED VENT VENT TO TOP OF CABIN

1 AN822-4D
1 AN818-4D
1 AN819-4D

TYP 2 PLACES WITH FUEL INJECTOR—3 PLACES WITH PRESSURE CARB

1 GASCOLATOR
2 AN816-6D
2 AN818-6D
2 AN819-6D

CARB. RETURN LINE

¹ FINGER STRAINER
1 AN822-6D
1 AN818-6D
1 AN819-6D

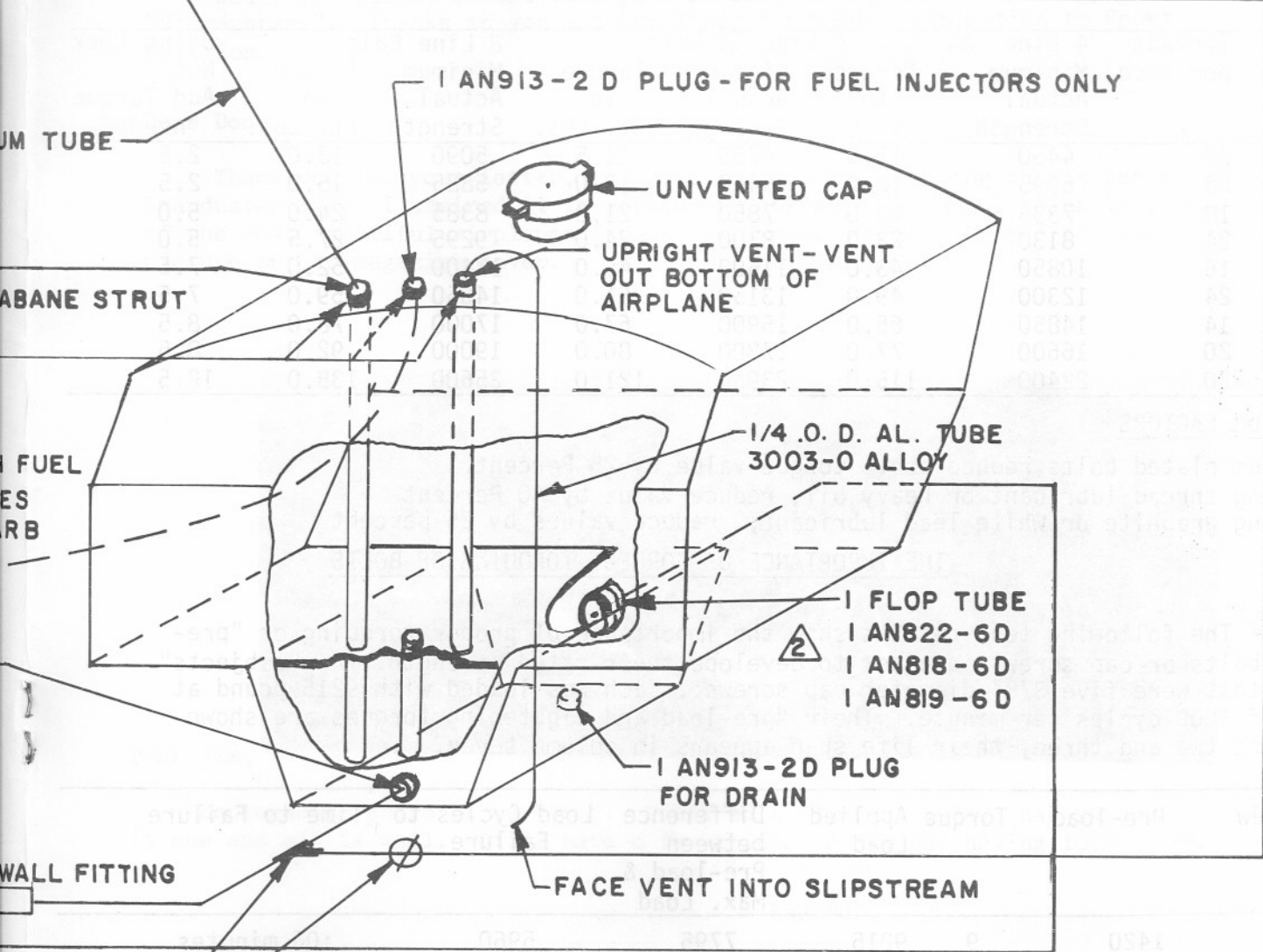
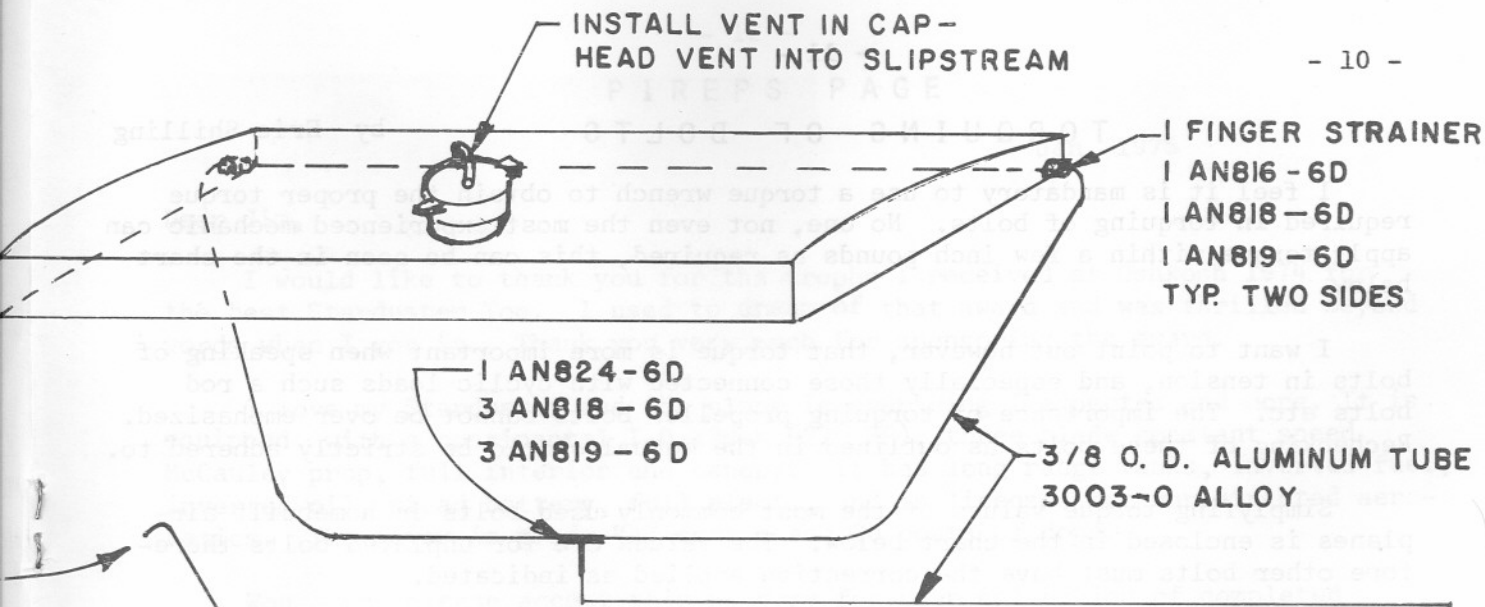
VALVE

FIREWALL

1 108 HD VALVE, 3/8
3 AN816-6D
3 AN818-6D
3 AN819-6D

1 AN832-6D
2 AN818-6D
2 AN819-6D

3/8 O.D. AL. TUBE 3003-0 ALLOY



- 6D
- 6D
- 6D
- 1 104 HD VALVE, 3/8 x 3/8
- 2 AN816-6D
- 2 AN818-6D
- 2 AN819-6D
- 1 AN824-6D
- 3 AN818-6D
- 3 AN819-6D

SCALE: NONE	FUEL TANKS INSTL. INVERTED SYSTEM SA300 & SA750	THE STARDUSTER MAGAZINE
DATE: 4-20-75		
DRAWN: <i>J. Osborne</i>	STOLP STARDUSTER CORPORATION	
STRESS: <i>J.O.</i>		
CHECKED: <i>MGB</i>		

TORQUING OF BOLTS

by Eric Shilling

I feel it is mandatory to use a torque wrench to obtain the proper torque required in torquing of bolts. No one, not even the most experienced mechanic can apply torque within a few inch pounds as required, this can be seen in the chart below.

I want to point out however, that torque is more important when speaking of bolts in tension, and especially those connected with cyclic loads such a rod bolts etc. The importance of torquing propeller bolts cannot be over emphasized. Rechecking of these bolts as outlined in the manual should be strictly adhered to.

Simplyfing torque values of the most commonly used bolts in homebuilt airplanes is enclosed in the chart below. The values are for unplated bolts therefore other bolts must have the correction applied as indicated.

Bolt Diameter	Threads per inch	4 Line AN Bolt		6 Line AN Bolt		8 Line Bolt		Using Lock Nut Add Torque needed
		Minimum Actual Strength	Torque to Ft. Lbs	Minimum Actual Strength	Torque to Ft. Lbs.	Minimum Actual Strength	Torque to Ft. Lbs.	
1/4	20	4450	11.0	4750	11.5	5090	13.0	2.5
	28	5095	12.0	5450	13.0	5825	15.0	2.5
5/16	18	7335	20.0	7850	21.0	8385	24.0	5.0
	24	8130	23.0	8700	24.0	9295	27.5	5.0
3/8	16	10850	43.0	11600	45.0	12400	52.0	7.5
	24	12300	49.0	13150	51.0	14050	59.0	7.5
7/16	14	14850	65.0	15900	67.0	17000	78.0	8.5
	20	16600	77.0	17800	80.0	19000	92.0	8.5
1/2	20	22400	115.0	23950	121.0	25600	138.0	12.5

CORRECTION FACTORS

For cadium plated bolts, reduce above torque value by 25 Percent.
 When using thread lubricant or heavy oil, reduce value by 40 Percent
 When using graphite or white lead lubricant, reduce values by 25 percent

THE IMPORTANCE OF CORRECT TORQUING OF BOLTS

The following test results show the importance of proper torquing or "pre-loading bolts or cap screws in order to develop their rated strength. The "subjects" in this test were five 3/8" diameter cap screws.. Each was loaded with 9215 pound at a rate of 1000 cycles per minute. Their "pre-load and tightening torques are shown in columns two and three, their life span appears in column seven.

Cap screw	Pre-load	Torque	Applied Load	Difference between Pre-load & Max. Load	Load Cycles to Failure	Time to Failure
A	1420	9	9215	7795	5960	:06 minutes
B	5920	28	9215	3295	35900	:36 minutes
C	7220	45	9215	1995	214500	3:55
D	8420	51	9215	795	4654000	77:34
E	9500	60	9215	0	Did not Fail	Test ended after 6 weeks
	P.S.I.	FT.lb	P.S.I.	P.S.I	Cycles	

PIREPS PAGE

Jan. 1975

Dear Jim,

I would like to thank you for the trophy I received at Oshkosh 1974 for the best Starduster Too. I used to dream of that award and was thrilled beyond words when I got it. Thank you very much for sponsoring the award.

I love my Starduster and the plane is everthing I expected and more. It is equipped with a continental I-0-470-K (225 HP), three blade constant speed McCauley prop, full interior and canopy. It has long range tanks, inverted fuel, inverted oil, nicad battery, full elect., and is licensed for unrestricted aerobatics. The cover is grade "A" cotton and 30 coats of dope.

Would you please accept this picture for your collection of completed "Stardusters". Thanks to you and Lou Stolp for your contribution to Sport Aviation.

Don Bates

Dear Don,

Thank you for your letter, the picture, and for building such a beautiful Starduster Too. I admired it in person at Oshkosh, '74, and I think it is one of the most beautiful airplanes I have ever seen. We are honored to have your picture on our magazine cover.

Jim



Dear Jim,

Enclosed is photo of my "Too". Finished & flown 7-16-74. Has 94 hours on it now and all is well. Still have a few things to do, but having lots of fun.

Regards,

Robert Huntington
Phoenix, Arizona

Dear Dr. Huntington,

It is a beautiful picture and looks like a very fine Starduster Too. I envy you, living in a part of the country which has such beautiful flying weather.

Jim



Dear Jim:

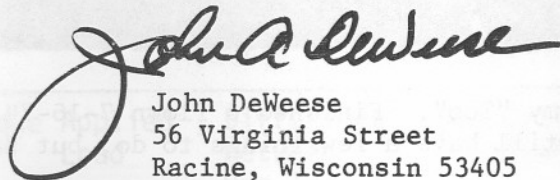
Enclosed are a few pictures of the Starduster Too that was completed in March. Final inspection was on February 26, 1975.

After 4 years and 3 months we finally finished the bird. Total cost has been over \$11,000 as it has an all new engine. Lycoming O-360-A4A-C which is a converted carburetor engine to fuel injection. The engine mount as you know was extended 3" and the most fwd C.G. and most aft C.G. came within the max set in the plans. It's covered with stits polyfibre and poly spray up to the color which is stits polyurethane. This gave a very smooth and glossy finish color scheme, is red and white with gold stars and blue and gold stripes.

Oh yes, your letter of some time back said that those who sent in their subscription to the Starduster quarterly by a certain date would receive a Starduster Too patch. I sent my check, I think before the deadline. So where is my patch?

Thought you might be interested in another Starduster thats finished. Give my regards to Lou.

Sincerely yours,


John DeWeese
56 Virginia Street
Racine, Wisconsin 53405

P. S. Notice the floor and post lights in the cockpit and panel.

Dear John,

We were out of Decals by November of 1974. We now have a new supply on hand, & will mail two Decals on request to anyone who subscribed to our magazine in 1974 and has not received his Decals. Yours are on the way.

Jim



Dear Jim,

In the Nov. 1972 Sport Aviation page 15 you will see my picture and the half scale model of the Starduster Too that I was building.

Inclosed is a picture of the model completed. It only took 6 months to build it. The two boys are John on the prop and David in the cockpit. They are the sons of William Barnett, pres of chapter 141 and I am Vise Pres. I thought maybe you could use this in the Starduster magazine. The color scheme is the same as on the cover of Sport Aviation 1968, Feb.

Sincerely

Americo Mazziotti

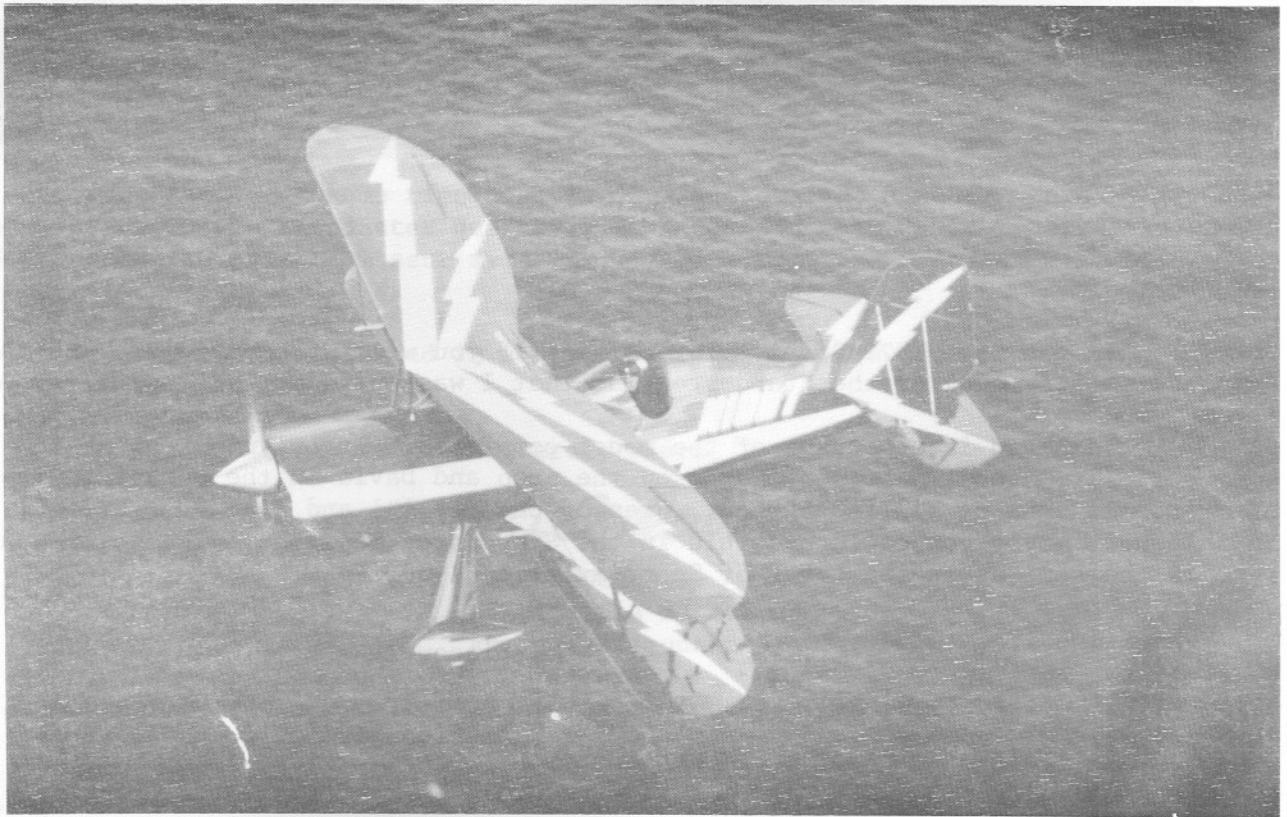
Dear Maz,

I sincerely appreciate the picture of the two boys and your beautiful Starduster Too model. It appears to be an excellent job of construction. Thank you for sending us the picture.

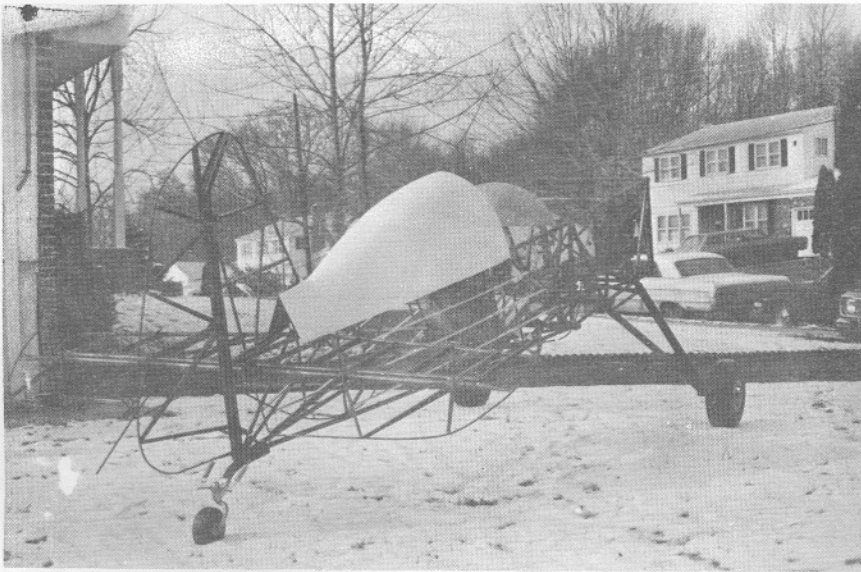
Jim



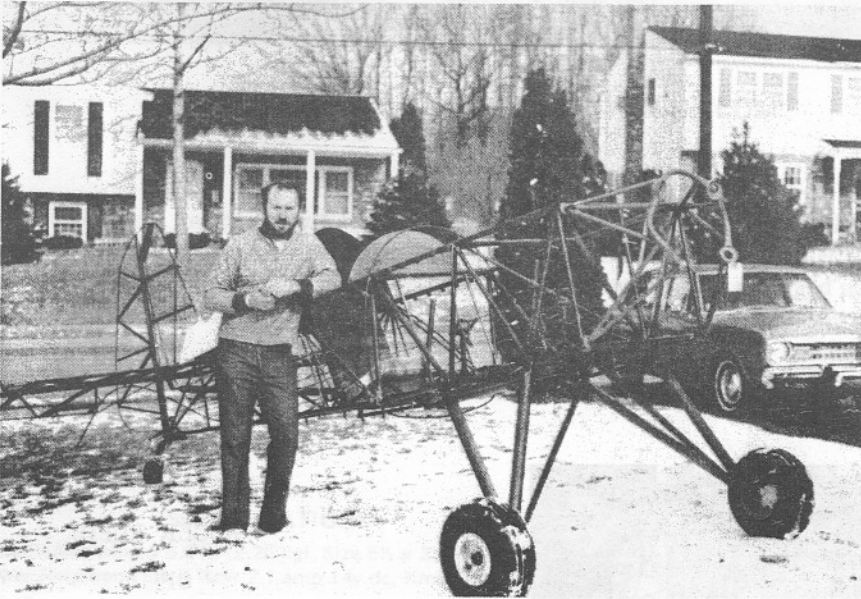
BUILT BY DELBERT BLISS, BASED AT REDLANDS, CALIFORNIA



DR. BUD THOMAS - OVER THE OCEAN NEAR SAN DIEGO, CALIFORNIA



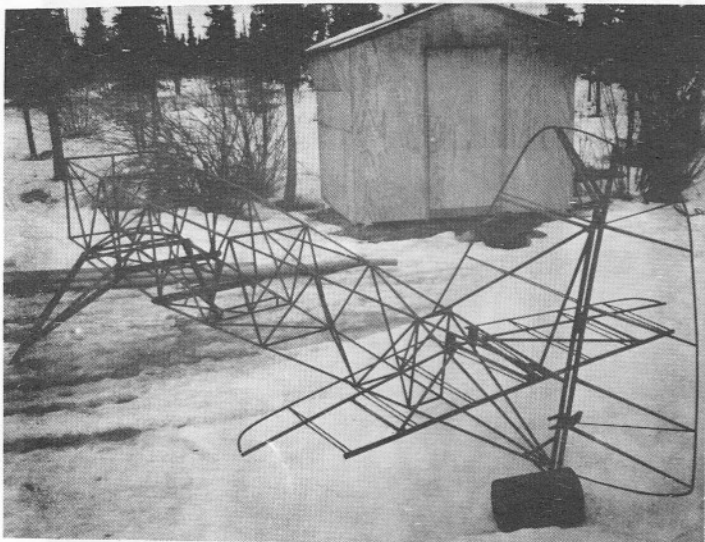
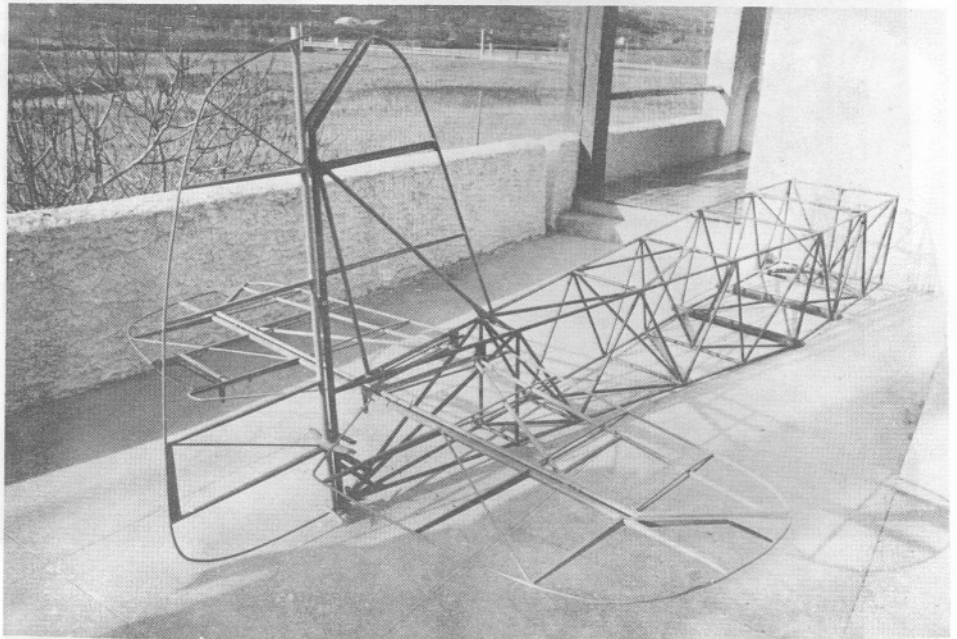
GENE GUTHAN
OF
ASTON, PA., &
HIS
ACRODUSTER TOO



BILL SCHNEIDER
OF
HULMVILLE, PA.,
AND HIS
200 H.P.
STARDUSTER TOO



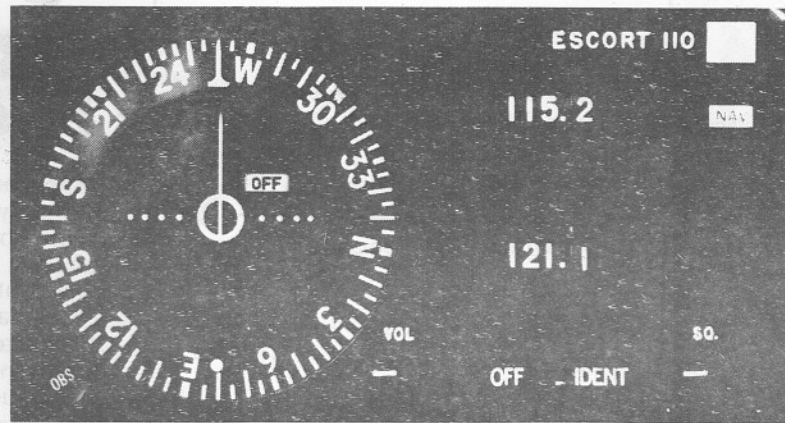
JACQUE MONIE OF
VOLONNE, FRANCE
AND HIS
STARDUSTER TOO



ROGER RUPP
OF
GLENALLEN,
ALASKA
SHOWING PROGRESS
OF HIS STARDUSTER TOO
SINCE FIRST KIT
RECEIVED ON
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SPECIFICATIONS

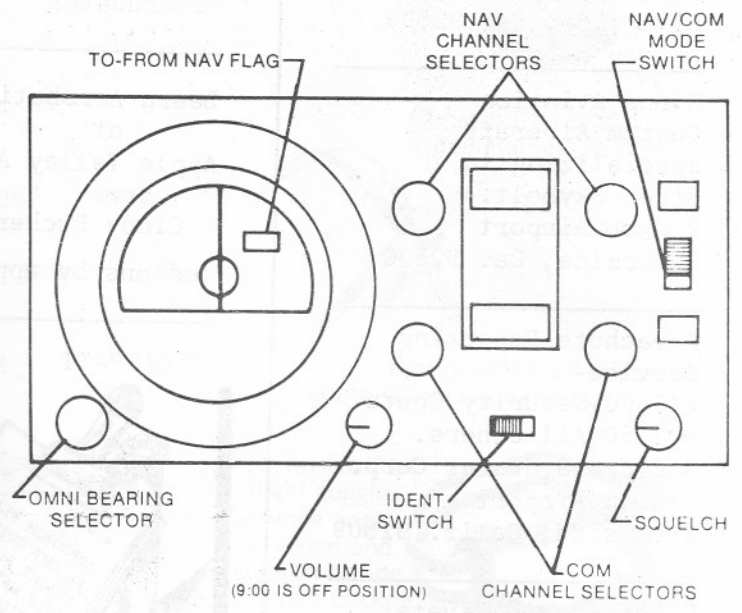
GENERAL: Weight 5.0 lb (2.25 kg), Size 6½ x 3¼ x 12 in., Power Requirements - Rcvr 2.1 amp 14v dc, Xmtr 2.8 amp 14v dc.

RECEIVER: Audio Output 5 watts pom into 3- or 4-ohm speaker; 50 mw nom into 600-ohm headset, AGC 3 to 6 db 10-30,000 microvolts; Primary Image Rejection - 40 db; Spurious Response - 50 db; Selectivity - 6 db, 30 KHz, - 60 db, 200 KHz, total BW*; Sensitivity 1 to 2 microvolts for 6db S+N/N, nom @ 30% mod, 1000 Hz.
*50 KHz Rejection Kit Available

COMMUNICATIONS: Frequency Range 118.0 to 128.9 MHz, No. of COM Channels 110, all crystal controlled; Squelch Adjustable; Transmitter Power 4 to 6 watts nominal; Sidetone 50 mw nom into 600 ohms.

NAVIGATION: Frequency Range 108.0 to 117.9 MHz; No. of NAV Channels 100 (80 omni/20 loc); Channel Spacing 100 KHz; VOR Accuracy ± 2° nominal; LOC Accuracy ± 1 dot

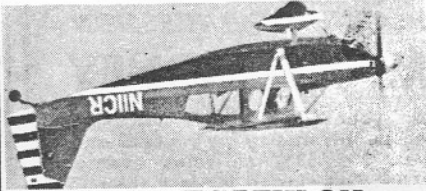
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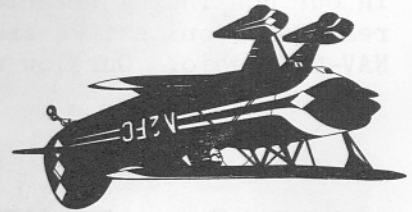
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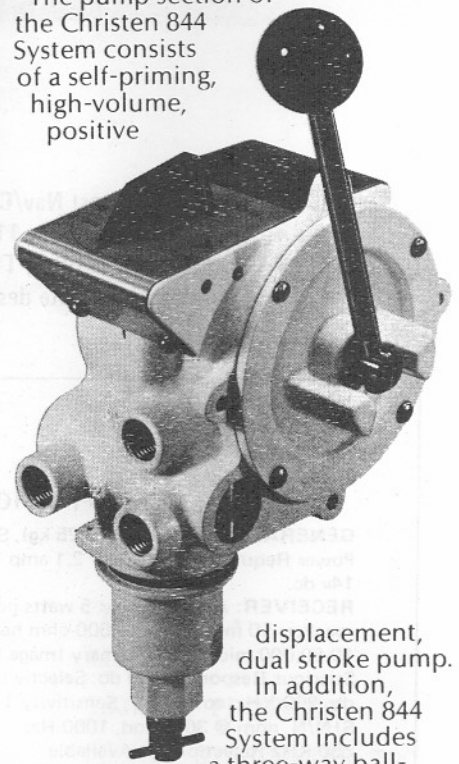
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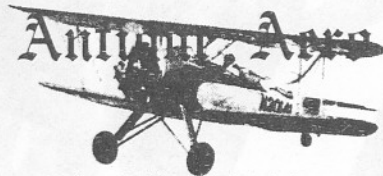
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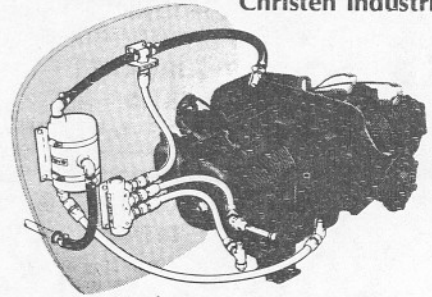
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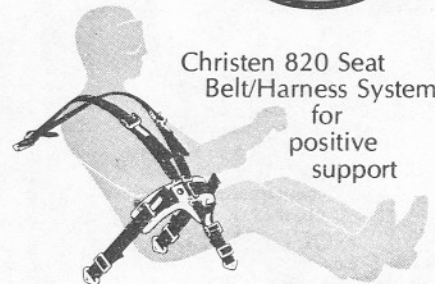
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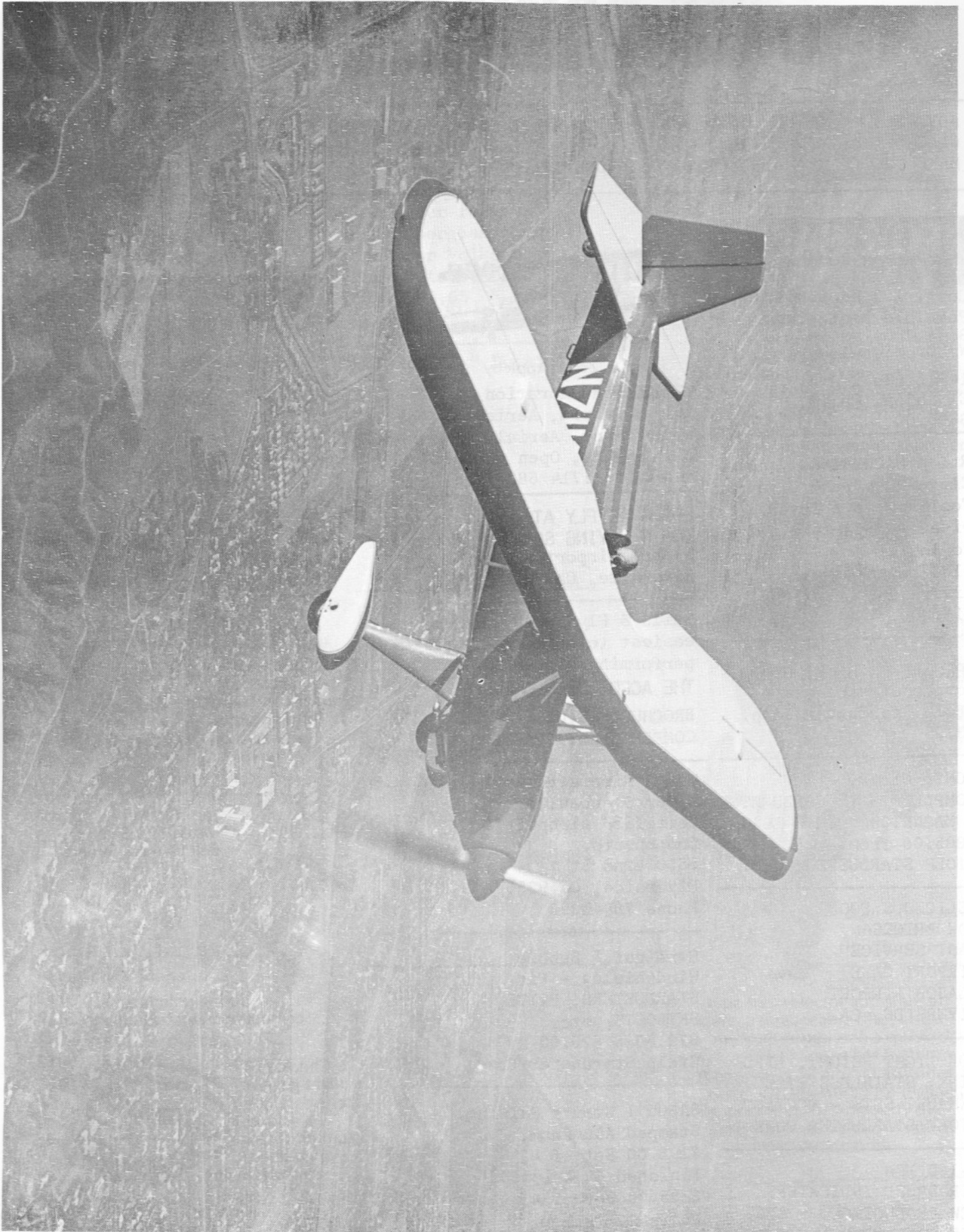
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