

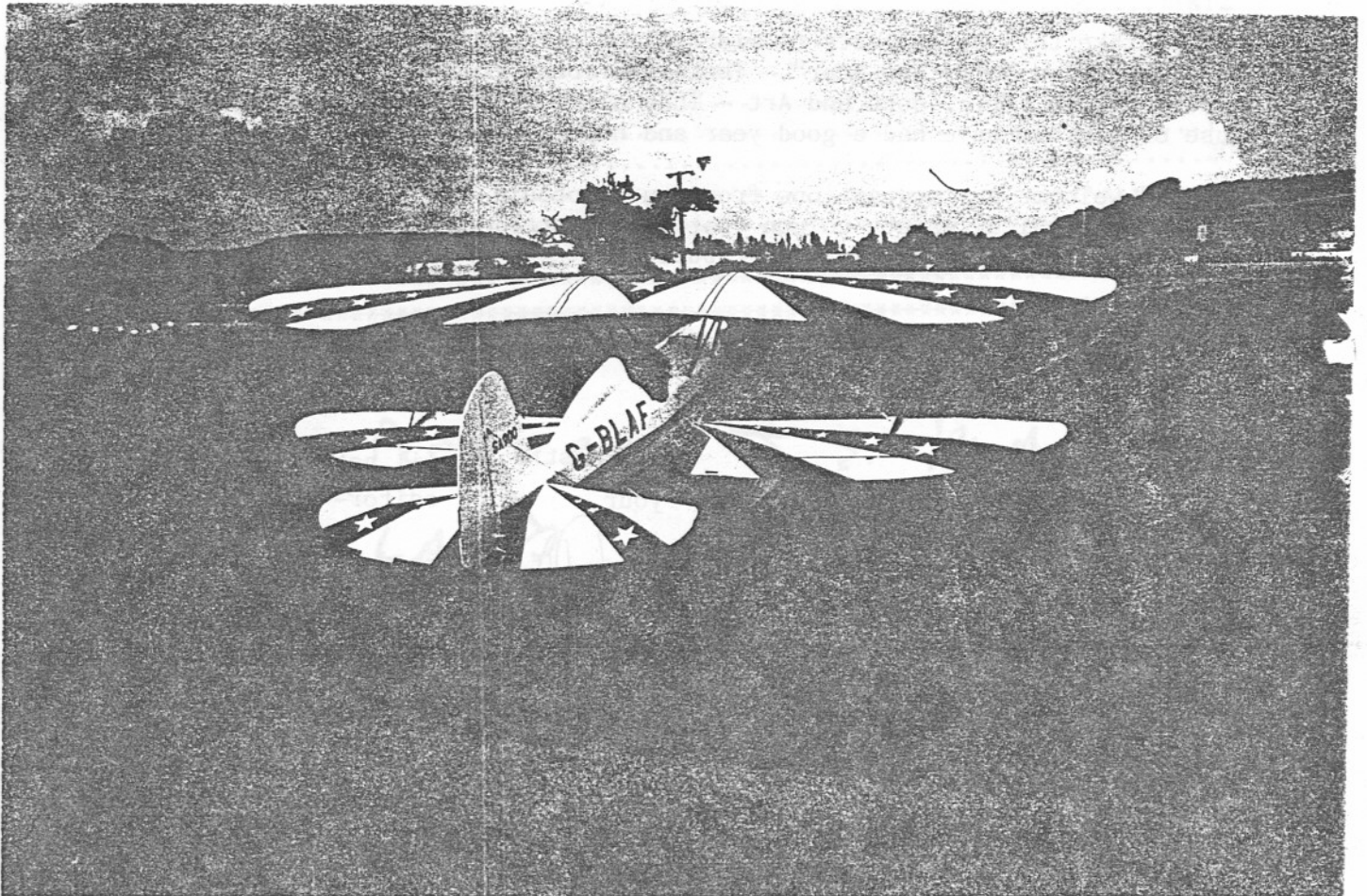
THE

Standarduster

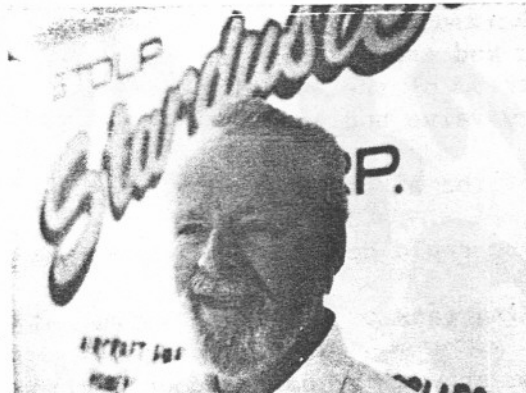
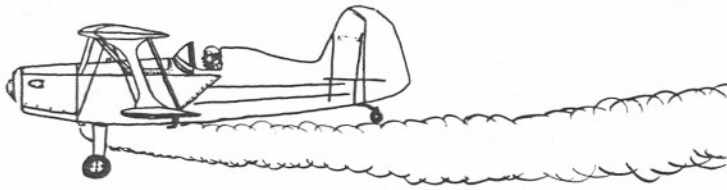
DECEMBER 1987

MAGAZINE

DEDICATED TO THE ACTIVE HOMEBUILDER



"HAPPY HOLIDAYS"



COMMENTS FROM "B.C."

Seems like I just got back from "Oshkosh" and have already eaten turkey and am hanging stockings. Where does the time go?

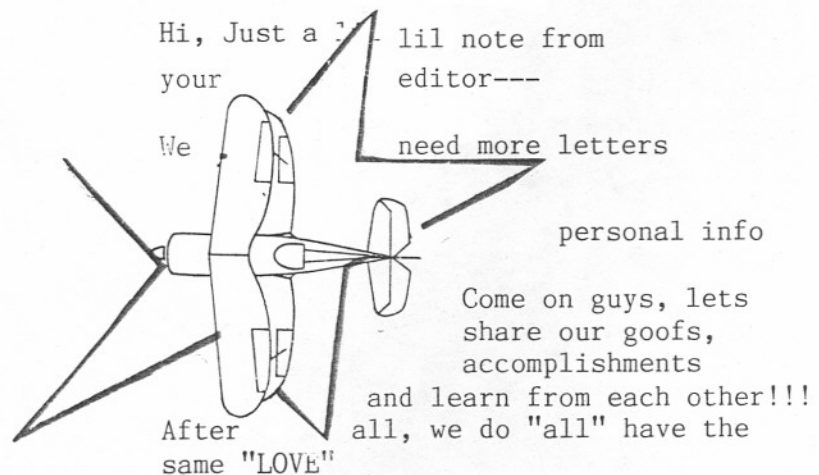
Want to take this opportunity to wish all of our builders and readers a "Merry Christmas and a Happy New Year". That wish comes from all the people of Starduster, Sumiko, Eric, John and Art - They all work to please you and me. Because of you, we have had a good year and hope to serve you better in "88".

We would welcome any suggestions from you to obtain that goal. We also want to have a technical safety column that is supported by both Starduster and you. We definitely need your contributions.

Till next time,

B.C.

"B.C.:"



 December STARDUSTER MAGAZINE 1987

Starduster magazine acts as an open forum for Homebuilders. The ideas expressed are often those of our Readers, and Starduster assumes no liability or responsibility, either expressed or implied, as to the suitability or accuracy thereof. Anyone using these suggestions or ideas does so at his or her own risk. Materials contained herein may be reprinted without prior permission, but please credit the original source and Starduster Magazine.

 TABLES OF CONTENTS

PRESIDENT'S COMMENTS	!
CONTENTS	2
LETTER FROM DAVE BAXTER	3
NOTICE TO ALL STARDUSTER BUILDER & OWNERS	4&5
LETTER OF INTEREST	6,7&8
PROP TIPS	9&10
REGULATIONS	!!&12
BOB HAMMONDS ACRO 11	13&14
OSHKOSH AWARDS	15&16
RAY BREOLE LETTTER & PICTURES	17&18
JESS DENISON SOLUTION	19
DAVE BAXTER	20
SERIOUSLY LOOKING	21
CLASSIFIED	22

COVER PICTURE S. S. Malloy
 OF ENGLAND -
 SA 500
 "STARLET"

Stalp Starduster Corp
c/o Bill Clouse President
4301 Twining
Riverside, CA 92509

9-27-87

Dear Bill,

After attending the N/W EAA Fly-in at Arlington, WA our local chapter fly-in, and attending Oshkosh I thought it would be timely to drop you a line on several matters of interest.

Regarding Oshkosh, the homebuilders corner and our conversation with Thomas Nemyo on control failure of older homebuilt biplanes. He just recently sent me a copy of the modification performed on his airplane N422NS. I added a few more things to his drawing and wrote a notice to all Starduster owners that I think should be made available to all interested parties. I sent a copy to Ben Owen EAA safty advisor and will be sending them to everyone I correspond with regarding Starduster History. You are certainly welcome to add or delete any information you think appropriate regarding this matter.

On the lighter side, several years ago I wrote a letter to the present owner of N4521 a Marquart MA-4 single place biplane that I was responsible for making fly during the late 60s. I sent him a little history about my airplane and those that were built by other friends of mine during that same period. Enclosed is a copy of the letter he sent to me regarding the fate of that airplane. It is a comical to look back on some of the mistakes that he made, and I thought it might be of some interest to the readers of S/D Magazine.

Please run my ad again for Starduster History enclosed is a check for \$10.00 as well as a copy of my ad.

As for my airplane N96576 the Starduster Too that I am building most everything is done in the fuselage so that I can take it apart, sand blast it, and paint it, which will be followed by by putting it back together and covering the fuselage. Everything else is is covered and thr-silver. I've also purchased most of the accessorys for my engine the things I still need are case repair, rings, bearings, and gaskets followed by some sheet metal work, plumbing and wiring. Hopefully it will be flying next summer.

I hope this letter finds everyone
at Starduster Corp well

Sincerely,

David C Baxter

David C. Baxter
5725 SW McEwan Rd.
Lake Grove, OR 97035

NOTICE TO ALL STARDUSTER TOO OWNERS AND BUILDERS

There have been several fatal accidents this past summer involving older homebuilt biplanes. Although neither involved a Starduster, they share the same type of control system.

Investigation has revealed that the through bolt at the lower rear control stick sheared off resulting in loss of elevator control. It must be understood that both of these airplanes had been involved in heavy aerobatics and had accumulated numerous hours of flight time.

Most Stardusters are not used for anything other than mild aerobatics and is not considered to be a major proplem, however many Stardusters are reaching 20 years of age and have been sold, damaged, or rebuilt several times since they were first built.

During the building proccess many builders neglected to drill these holes under size and ream them to proper dimension, which would result in a loose fitting bolt. Operating the control system with loose fitting bolts, elongated or worn holes, and misaligned control push-pull tube and control reverser results in a sawing or abnormal wear pattern. thus after many hours of use could fail.

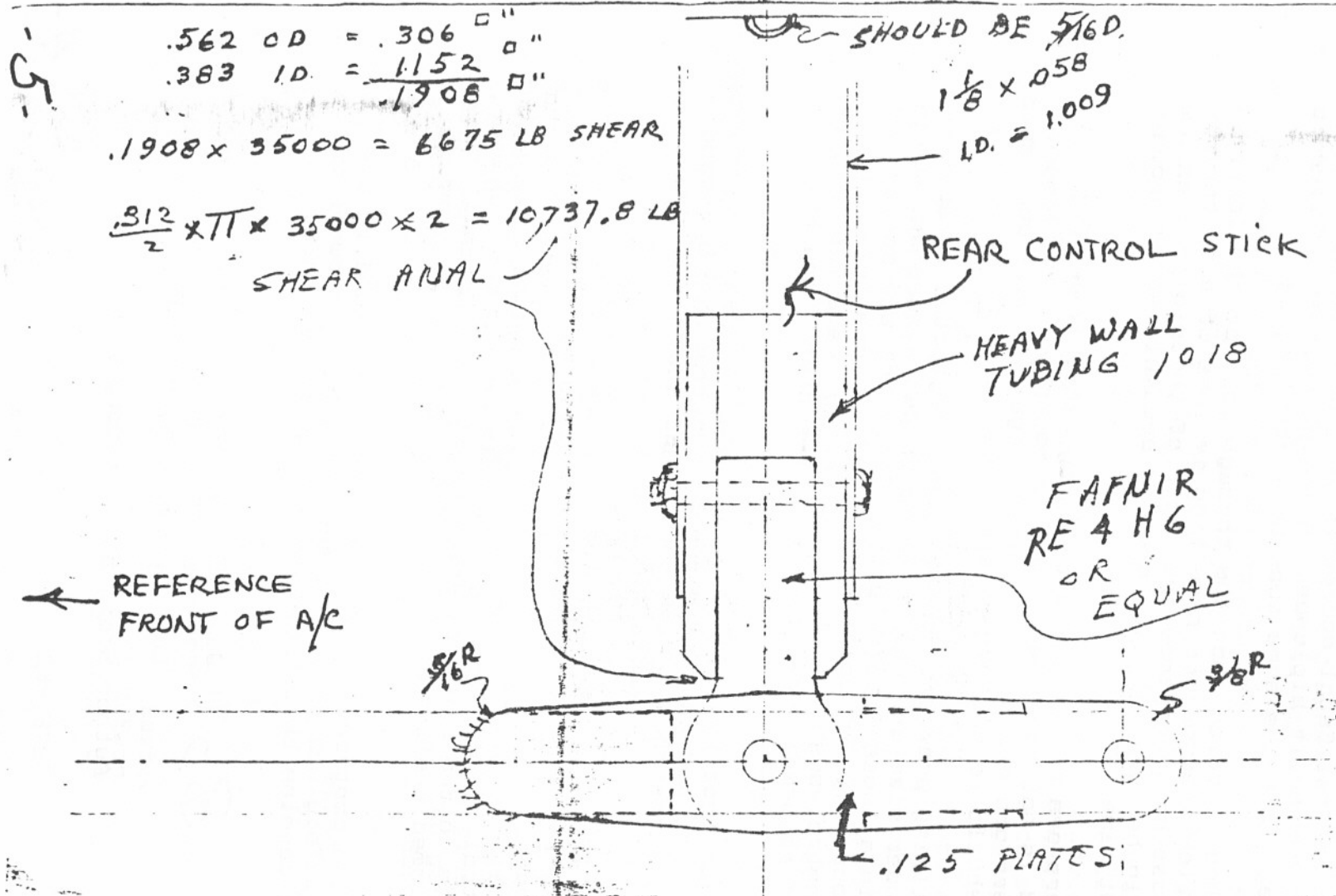
It is my opinion that the control system design on the Starduster Too is a good one, and that with proper construction and good maintainace practices this system should not experience any control failure.

It is my recomendation that when the airplane is first bulit that all control system hole dimensions be drilled under size and reamed to proper bolt size. It is further my recomendation that all aircraft in service at this time be inspected to insure that bolts in control system are in good condition and show no wear, and that bolts in the stick to stick to control push-pull tube to reverser be immediately removed and checked for any signs of wear.

The information contained in this notice is provided in the interest of safety and should be evaluated by each owner and builder to determine that their control system is safe.

David C. Baxter
5725 SW McEwan Rd.
Lake Grove, Oregon 97035

Author Starduster History



.562 OD = .306" □"
.383 ID = 1.152" □"
1.908

.1908 x 35000 = 6675 LB SHEAR

$\frac{.312}{2} \times \pi \times 35000 \times 2 = 10737.8 \text{ LB}$
SHEAR ANAL

MODIFICATION Made ON STARDUSTER TOO NH22NS
STICK TO STICK Rod connects
BY THOMAS NEMYO
21861 SHERWOOD DR.
FAIRVIEW PARK OHIO 44126
(216) 734-4594

Dear Dave:

That sure was an interesting history of the MA-4 you passed on to me. I'll add a bit of comedy to it. I first saw N5421 sitting in front of Sun Country Aviation (used airplane dealer) at Falcon Field, Mesa, Arizona in late November 1976. I was staying with my parents in Mesa while on convalescent leave from the Air Force at Moody AFB, Valdosta, Ga. I was recovering from a nearly fatal accident in a Grumman-American AA-1B Trainer. On Oct. 3, 76 I'd been flying the rented Trainer from Valdosta when I hit a wire on a farm 20 or 30 miles south of Valdosta.

I'd been practicing emergency landings and apparently did not see the wire. I have no memory of the actual accident and only a few minutes worth of the next two weeks, due to heavy sedatives. I visited the crash site later and could barely see the wires from nearby on the ground. The wire contacted the vertical stab. and separated it from the airplane at that point. The rudder stayed with the bird, but just flapped in the breeze. I hit the trees about a half mile later, shattering one kneecap and basically breaking my face.

So after a couple of months in the hospital, I decided I had to have my own airplane, an aerobatic one, to keep me happy and away from the ground at the same time. A Pitts Special was my first choice, but they were cost prohibitive. I only had about 6 grand at the time I spotted the MA-4. I had already been tagged with the nickname "Banana" in my fighter squadron because of my yellow truck and a yellow sweatsuit I owned, so a yellow airplane suited me perfectly!

I watched a fellow demonstrate it and was duly impressed but I told them I'd have to buy before buy. He then checked me out in the back of a 150 HP Citabria, simulating the lower power by only using 2000 rpm for take-offs. After 5 of those I took the MA-4 up and was sold. I had 3 or 4 short flights in it before heading back to duty in Georgia. I'd hoped to fly it back myself, but the weather went down around southern Arizona and New Mexico, with ice and snow forecast. So I went back commercial and had a fellow fly it out for expenses.

He made it out a month or so later. He stopped at an airport 20 or 30 miles west of Valdosta, and I flew it in the rest of the way (15 min). That was a cold 15 min. It snowed later that day. I soon started flying with a friend, Don Binkley, who had an Ercoupe. We had great fun, dogfighting, formation take-offs and landings, etc. I amassed 6 or 8 hours in it when we made a trip to the east coast and a spot called Jekyll Island, Ga.

Don and his wife and I (spread formation) had a clear and cold uneventful trip there. We sightsaw and ate lunch and headed on back. We stopped at Waycross, where Don re-fueled and I should have. You guessed it, --- about 15 min out of Valdosta, the MA-4 turned into a glider. I thought my gas consumption was 7.5 GPH before that, but either it was higher that day or maybe I didn't start out quite full. nevertheless, I learned how to dead-stick in it successfully. there was no problem choosing a landing strip. We'd been following a highway west among a lot of trees. (continued next page)

MA-4 continued-

While still a few hundred feet in the air I had doubts as to whether the wingtips would clear the trees on the sides of the road. Once I was down I saw I easily had 30 ft on each side. Luckily there weren't any cars coming at the time. Some pretty surprised travelers showed up soon after I rolled to a stop. They helped me push it off the road and gave me a ride to the police station, where I called up Don at the Valdosta Airport.

He flew back, after letting his wife off, and picked me up at a nearby airfield. He drove me back the next day with a gas can and off I went from the Highway 84 Airport. I had been in a hurry to get back before sunset, since the airstrip was unlit. I'll never cut it that close with gas again.

Next incident was on the ground. I'd moved it up to Nashville, Ga. to get a little closer to home. I tied it down between two others there. My normal start procedure was to (1) have it chocked and tied down, (2) Prop it, (3) Throttle to idle, and (4) untie, unchock, and hop in. ... This time I skipped step (3) When I untied and unchocked it, it suddenly started moving.

All I could do was grab a strut and keep it in a tight circle between the other two airplanes. Since it was turning pretty fast, I got tired after 4 or 5 circles. Time to make a move, so I dove through the wing wires, grabbed the throttle to idle, and dragged it to a stop short of the nearby airplane. It would have made a hilarious movie, but no one saw the show but me. After that deal, I never cranked it without some help.

Then the ground loop last year. The bird had been in the hanger for a year undergoing the change from 100 to 160 HP. I would have finished the job before leaving the Air Force and Georgia if I hadn't met my wife, but I did, on the 4th of July, 80 and married her August 15, 80. Suddenly I didn't spend hours and hours working on it. We left Georgia for Oklahoma about Oct 1. The fellow I shared the hanger with, Al Smith, continued to work on it for me. Nov. 20 or 21st I got a ride up to Valdosta from Florida, where I'd been on a short temporary duty trip. Spent several hours putting it back together and tried to get the left brake to work, but failed. It had been out for two years, so I thought I could hack one more flight with it out.

I made a test run down the runway and was less than pleased with its tricky handling. I'd also changed from your big Scott tailwheel to a smaller Maule type. That probably was not a factor in the accident, though.

On the fast taxi the wind was right quartering head wind. I went back, lined up, and blasted off. It was off the ground before I even got it up to full power. I leveled off quickly just to keep it down for extra speed build up. I wasn't even at the end of the runway before I glanced down and noticed I was Past red-line airspeed (145 or 150) So I pulled up to about a 45 degree angle and climbed out. I was soon at 3,000 ft. and still over the runway. Everyone else seemed to be impressed with the take off as much as I was.

I circled above the airport to check engine performance, then left the area to do a little Acro. I couldn't wait to see the difference in loops. I did one from straight and level as opposed to having to dive for 140 to 150 MPH as before. The Republic Airlines Convair showed up and landed to the south whereas I had taken off to the north. I had a ticket on that airplane so I hurried back to land. The Clue-Bird never landed on my shoulder on the way back, so I set up for a landing to the North, assuming the wind was like it had been 15 min. ago.

MA-4 continued-

Wrong again Moose-breath, it was now a right quartering tail-wind. I made a smooth wheel-landing, let the tail down, rolled a few more seconds, and then it went to Hell. The nose started right, the right wing lifted off the ground then the left gear collapsed. It spun 270 degrees and stopped on the side of the runway, the prop clicking over normally.

It would have been o.k. if I'd just checked the wind sock, or if I'd had good brakes. There's another mistake I'll probably not make again. It's over a year now since that gross error. Al Smith is still finishing up his Acrosport II and hasn't spent much time on the MA-4. Sure hope he doesn't drag it out much longer.

Thanks again Dave,

Best Regards,

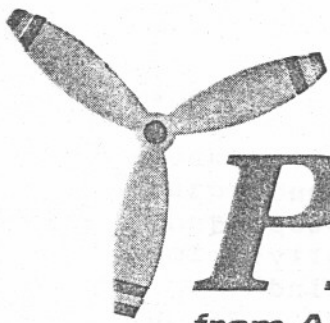
Larry

Done ;

Thanks for the letter & info on controls - you would be surprised at what I've seen in my 15 years with students - my saying "if you were hat the builder" have it inspected by someone you respect"

Wish you'd had a picture of the charger -

Bill



PROP TIPS[®]

from AERO PROPELLER and Accessories, Inc.

FALL 1987

ISSUE 2 - VOLUME 1

MAINTENANCE TIPS

Our second issue of Prop Tips will review some inspection, maintenance, and general care recommendations offered by the manufacturers. Don't forget that your propeller is subjected to high, often extreme, stresses including bending, twisting, centrifugal forces, impact from rocks, and abrasion from sand just to name a few. The following Prop Tips will help to minimize the effects of these forces.

1) Your preflight should include:

Conduct a visual inspection for bends, nicks, scratches, cracks, corrosion, loose spinner screws, nuts or bolts. Look for excessive oil or grease (new or recently overhauled props may show minor leakage for up to 20 hours of operation).

2) Your ground run-up:

Follow the Operators Handbook. Avoid run-up in loose sand, gravel, or rocks. Beware of tie-down ropes, chains, towbars, etc.

3) Washing the plane - Corrosion protection:

Do not use solvents or solutions on the prop in a way in which the fluid could seep into the hub on the upright blade. Do not use pressure washes on the prop pointed toward the hub. Any moisture which penetrates the hub seals increases the risk of corrosion.

4) Lubrication:

Take care to avoid blowing out clamp gaskets by removing one zerk and pumping grease into the remaining fitting until grease appears through the hole where the zerk was removed.

MAINTENANCE TIPS (cont)

Replace the zerk fitting. Use grease which conforms to MIL-G-23827, 81322, or 3545, such as Aero Shell Grease No. 5. Mixing of different greases is to be avoided, so record the type and MIL Spec number of the grease installed.

5) Filing the propeller:

Take sand and gravel nicks seriously! Nicks or scratches can be the start of fatigue cracks and/or catastrophic prop failure! Have your FBO or certified technician inspect and repair any nick before you fly again. Large nicks or gouges may affect the structure, balance, or operation of the prop and should be repaired by a certified propeller repair station immediately. When taking off from a non-hard surface runway, minimize prop damage by allowing the aircraft to move before applying full power.

6) Constant speed props:

Controllable pitch propellers require periodic reconditioning. Check your propeller logbook and follow the TBO interval recommended by the propeller manufacturer. This information can be found in Hartzell Service Letter 61M and in McCauley Service Bulletin 137B.

If you wish, send a self-addressed stamped envelope with your request and we will be happy to mail copies of the Hartzell and McCauley TBO specifications to you at the earliest possible date.

PROP TIPS SERVICE INFORMATION SUMMARIES

=====
MCCAULEY SERVICE LETTER 1986-3

APRIL 18, 1986
=====

This service letter was published in April, 1986 and discusses the only approved application for polished blades, the use of the 90DHC-16EP blade in the 2A34C221 hub on the Mooney M20K "252". Two variations of the 2A34C221 propeller are available for this application: 1) with standard painted blades (90DHC-16E), and 2) with polished blades (90DHC-16EP).

However, operators who choose to use the polished blade are informed that any corrosion which develops on these blades is not warrantable, and is therefore the responsibility of the owner. These blades are not warrantable due to the greatly increased susceptibility of polished blades to corrosion in comparison to blades which have been anodized and painted. As such, polished blades demand extra care such as frequent cleaning and waxing. There are no approved applications for polished blades on Hartzell propellers for the same reasons.

While polished blades may be flashier or more attractive, the bottom line is that they are considerably more vulnerable to the effects of corrosion than standard blades. Corrosion weakens the structural integrity of the aluminum blade, making it less able to endure the high stresses produced in flight, increasing the risk of stress cracking, and consequent blade shear. Since this corrosion must be removed at the next overhaul by grinding the blade surface, the life of a polished blade is likely to be reduced significantly in comparison to a blade which has been anodized and painted.

=====
HARTZELL SERVICE ADVISORY NO. 5

MAY 2, 1983
=====

Engine propeller combinations produce certain frequencies at which propeller blade stresses reach or exceed design limits. Some combinations produce high amplitude frequencies at less than maximum speed, resulting in levels of stress considered too high for continuous operation, resulting in a "placarded range." Consequently, it is extremely important to accurately monitor engine speed. Improperly calibrated engine tachometers can result in accidental operation in a placarded range or overspeed conditions, subjecting the propeller blade to excessive stress and reducing the blade life. In order to insure safe operation of your aircraft and avoid unnecessary blade life reduction, it is suggested that your engine tachometer calibration be periodically verified using the Hartzell Vu-Thru II Tachometer, the digital read-out Prop Tach, or a similar device which enables avoiding the expense of engine tachometer removal.

Your copy of


PROP TIPS

from:



**AERO PROPELLER
and Accessories, Inc.**

3400 Industrial Lane, Unit 8
Broomfield, Colorado 80020

BILL CLOUSE
STOLF STARDUSTER
4301 TWINING STREET
RIVERSIDE, CA 92509

BULK RATE
U.S. POSTAGE
PAID
BROOMFIELD, CO
PERMIT #112

- 10 -

Operations of aircraft as set forth by

1. Don't take the machine into the air unless you are satisfied it will fly.
2. Never leave the ground with the motor leaking.
3. Don't turn sharp when taxiing. Instead of turning short, have someone lift the tail around.
4. When taking off, look at the ground and the air.
5. Never get out of a machine with the motor running until the pilot relieving you can reach the engine controls.
6. Pilots should carry hankies in a handy position to wipe off goggles.
7. Riding on the steps, wings or tail of a machine is prohibited.
8. In case the engine fails on takeoff, land straight ahead regardless of obstacles.
9. No machine must taxi faster than a man can walk.
10. Do not trust altitude instruments.
11. Learn to gauge altitude, especially on landing.
12. If you see another machine near you, get out of its way.
13. No two cadets should ever ride together in the same machine.



TIONS

the United States Air Service, 1920

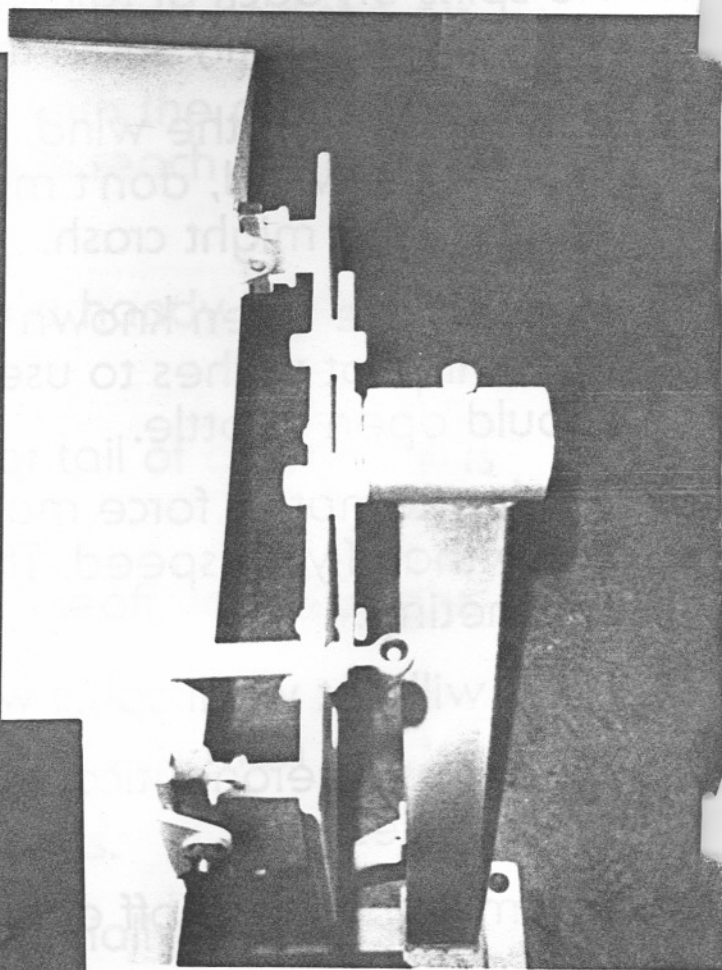
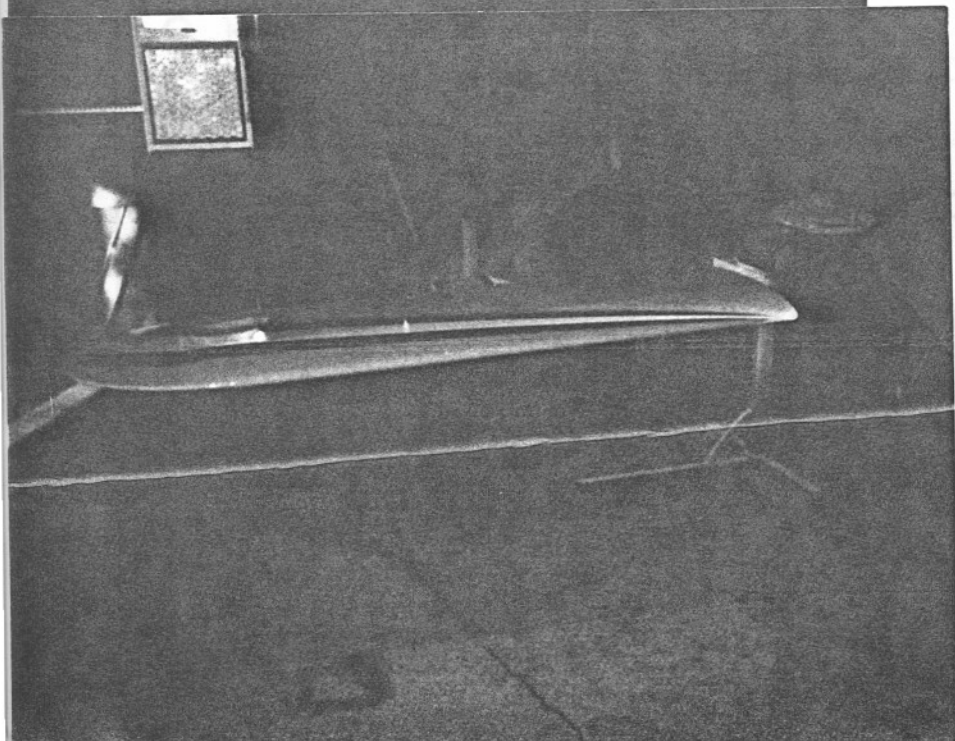
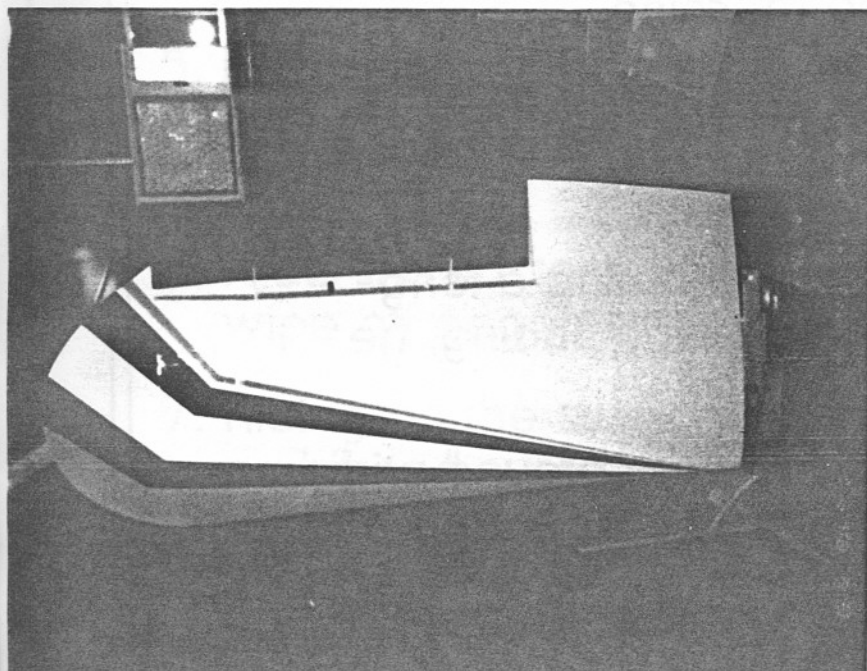
14. Never run motor so that blast will blow on other machines.
15. Before beginning a landing glide, see that no machines are under you.
16. Hedge-hopping will not be tolerated.
17. No spins on back or tail slides will be indulged in as they unnecessarily strain the machine.
18. If flying against the wind, and you wish to turn and fly with the wind, don't make a sharp turn near the ground. You might crash.
19. Motors have been known to stop during a long glide. If pilot wishes to use motor for landing, he should open throttle.
20. Don't attempt to force machine onto ground with more than flying speed. The result is bouncing and ricocheting.
21. Pilots will not wear spurs while flying.
22. Do not use aeronautical gasoline in cars or motorcycles.
23. You must not take off or land closer than 50 feet to the hangar.
24. Never take a machine into the air until you are familiar with its controls and instruments.
25. If emergency occurs while flying, land as soon as you can.

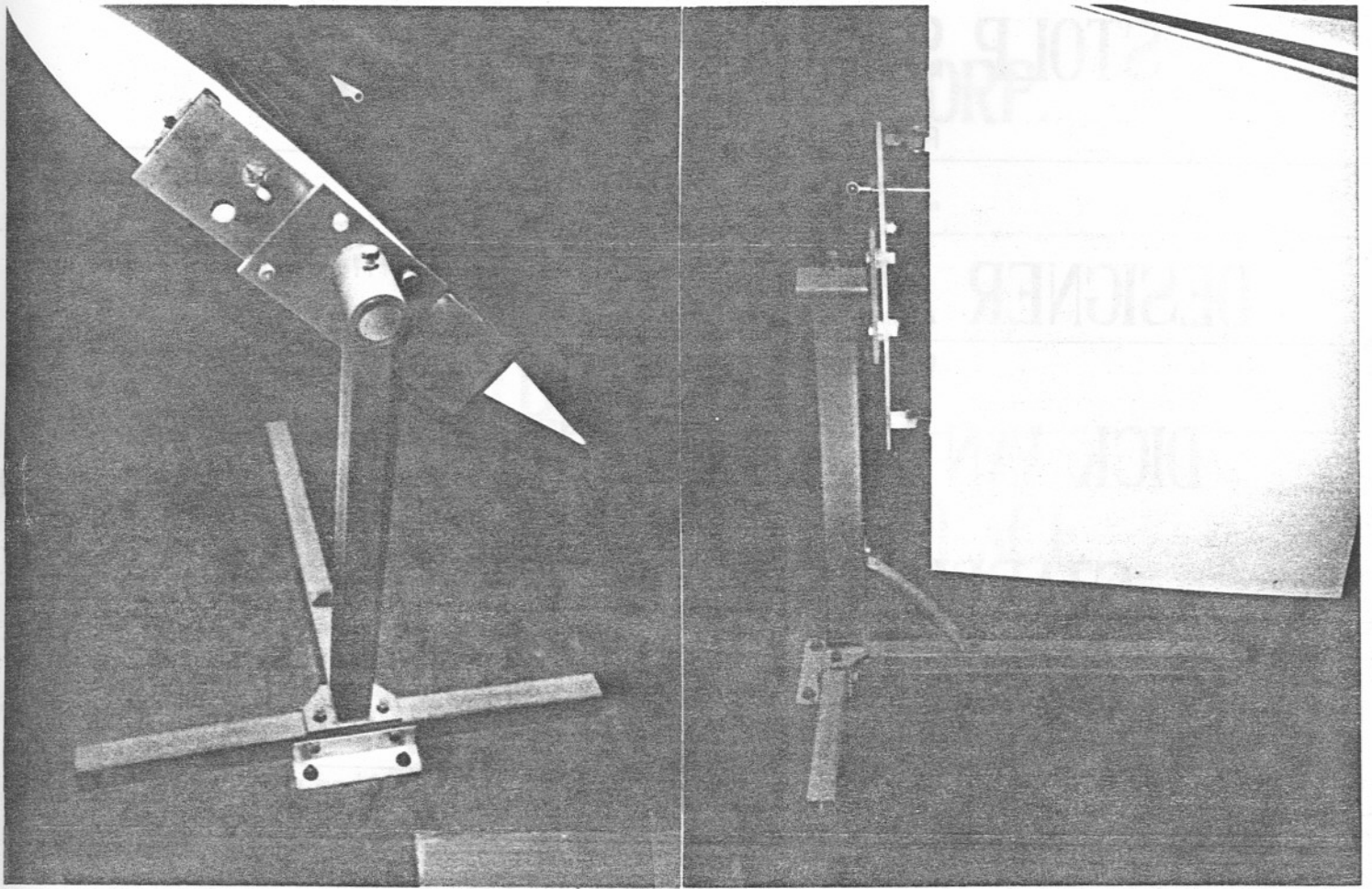
DEAR BILL,

I HAD PLANNED ON GETTING THESE PICTURES TO YOU AT OSHKOSH AND WHEN THAT DIDN'T WORK OUT, I HOPED WE COULD GET TOGETHER IN BUFFALO. FOR WHATEVER REASON THAT DIDN'T WORK EITHER SO NOW IT'S U.S. POSTAL.

THIS FIXTURE REALLY WORKED WELL FOR ME SO MAYBE YOU OR SOMONE COULD USE THE IDEA. I ONLY WISH I WOULD HAVE MADE IT BEFORE I DID MY COVERING. I PAID \$50.00 FOR THE ENGINE STAND AT A LOCAL AUTO PARTS STORE AND MADE THE PLATE TO ATTACH TO THE WING. LINE THE HOLE PIPE WITH BRASS AND YOU CAN ROTATE THE WING FREELY TO ANY POSITION. ALSO MUST BE ANCHORED TO FLOOR THE PLATES LINED WITH RUBBER GO AGAINST THE END OF SPAR. THERE IS A POSSIBILITY I CAN BE DONE BEFORE SNOW FLIES, IF SO I WILL SEND A COMPLETED PICTURE THEN.

BOB H.





Dear Bob :-

Thanks for the pictures am sure
many will use your ideas to
make painting easier - hope to
get back to Buffalo & see
you & your Aero Tea -
OSHKOSH "88" Right?

B.C, -14-

STOLP STARDUSTER CORP.

4301 TWINING ST.
RIVERSIDE, CA 92509

DESIGNER AWARDS, OSHKOSH "87"

DICK VAN WAGONER 1ST PLACE

STARDUSTER TOO N72 TD

GREAT FALLS, VIRGINIA

SANDY SANFORD 2ND PLACE

ACRODUSTER ONE N14 AD

SANTA FE, NEW MEXICO

TOM JEKYLL 3RD PLACE

STARDUSTER TOO N101 TJ

SUNNYVALE, CALIFORNIA

STOLP STARDUSTER CORP.

4301 TWINING ST.
RIVERSIDE, CA 92509
DESIGNER AWARDS, OSHKOSH "87"

"SKYBOLT AWARDS"

DAVE EBERSHOFF 1ST PLACE

N360 HP, DENVER COLORADO

JAMES LYMAN 2ND PLACE

N42 JL, LAS VEGAS NEVADA

DICK ERTEL 3RD PLACE

N9 DE, QUINCY, ILLINOIS

21 SkyBolts
7 STARDUSTERS
1 V-STAR
1 ACRO I
0 - ACRO II's

Really some
VERY FINE
AIRPLANES
CONGRATS TO -16-
ALL
B.C.

C
1
RAY BREOLE

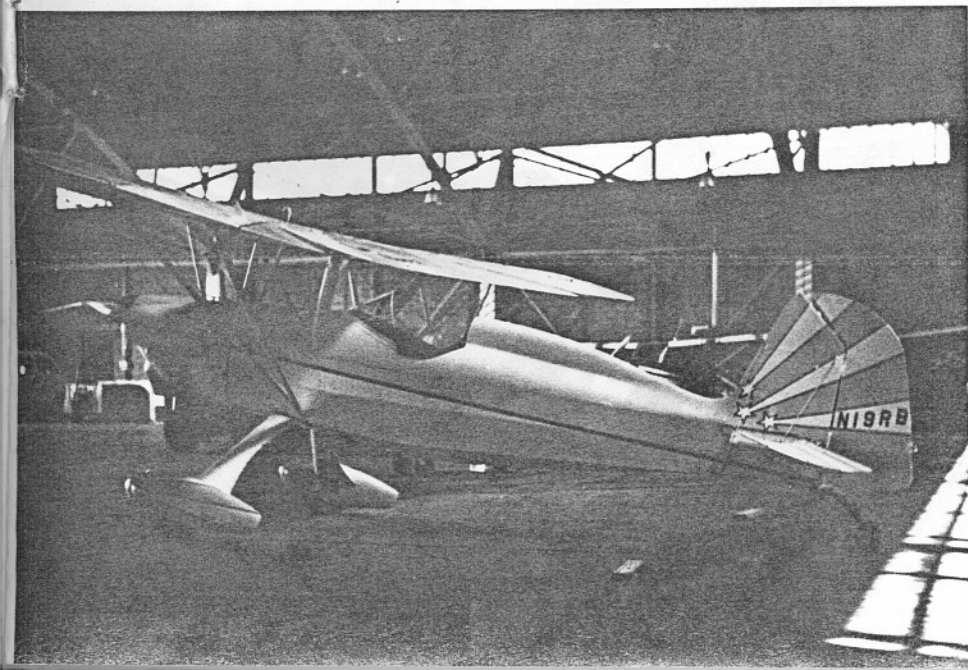
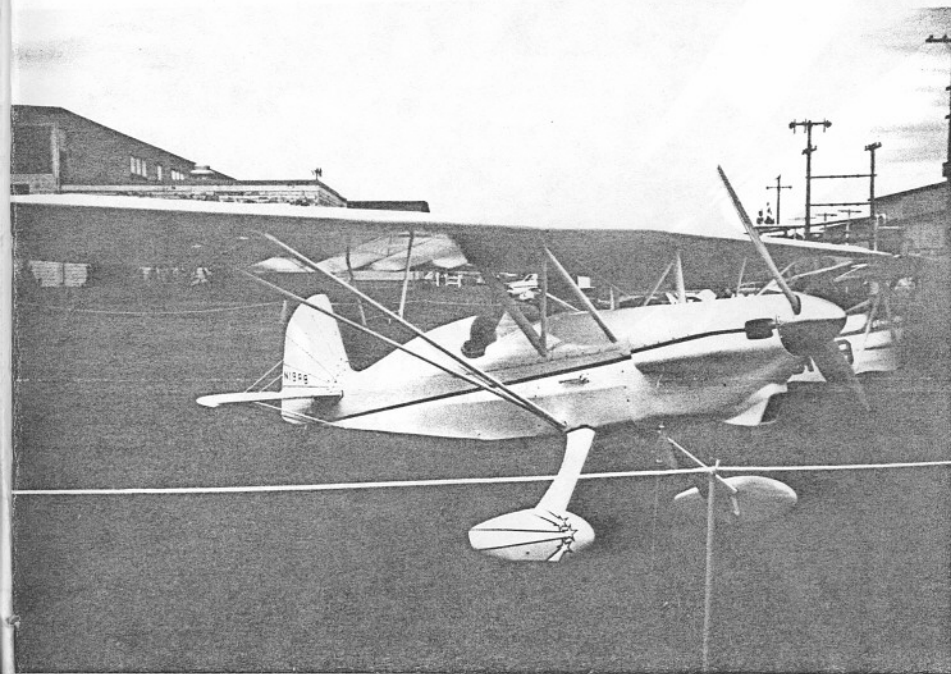
STARLET N19RB HAD ITS BEGINING IN BERE, OHIO ABOUT 1968. MR. ROBERT P. THORNTON USED PLAN #51 FOR THE CONSTRUCTION AND DID AN EXCELLENT JOB ON ALL THE COMPONENTS. ON FINAL ASSEMBLY EVERYTHING FIT LIKE A GLOVE. THE ONLY EXCEPTION WAS THE FUSELAGE WHICH WARPED WHILE BEING WELDED. THE FIX FOR A TAILPOST 1 AND 1/2 INCHES OUT OF PLUMB IS A STORY IN ITSELF. ONE THAT I'LL NOT GO INTO. MR. THORNTON BUILT EVERYTHING LIKE A MAC TRUCK BECAUSE ALL HE HAD FOR AN ENGINE WAS A 150 HP LYCOMING.

IN 1982 OR 1983 MR. ART ANTHONY OF TWO HARBORS, MINN. BOUGHT THE PROJECT. HE WANTED THE ENGINE FOR HIS OWN STARLET WHICH WAS NEARING COMPLETION. WHEN I ASKED ART WHY SUCH A HUGE ENGINE HE LAUGHED AND SAID "WELL RAY, YOU DON'T HAVE TO OPEN THE DAMN THING UP" ART PASSED AWAY BEFORE HE COULD FINISH THE PROJECT, AND HIS WIDOW DONATED THE EXTRA AIRFRAME TO CHAPTER 272 OF DULUTH. THE AIRFRAME PARTS WERE STORED IN A DAMP HANGER FOR NEARLY TWO YEARS, WITH MANY FAMILIES OF BIRDS TO KEEP IT COMPANY. IT LOOKED PRETTY SAD AND FORLORN BY THE TIME I AQUIRED IT. I WAS JUST POSITIVE THAT WITH A LITTLE HELP FROM THE LOCAL GANG THAT IT WOULD BE FLYING IN 6 OR 7 MONTHS. WHAT A DREAMER - IT TOOK 2 YEARS AND AS MANY MONTHS.

THE PLANE IS COVERED WITH STITTS IN WHITE AND YELLOW WITH BLACK STRIPING. THE ENGINE IS A CONT. 65 WHICH WAS BALANCED AT THE LOCAL SPEED SHOP AND REBUILT BY MARVIN ZACK. SINCE THE VERY BEGINING MARV HAS SPENT PART OF EACH DAY HELPING AND ENCOURAGING. I GUESS HE LEARNED TO BE PATIENT WHILE BUILDING A BOLMER AMPHIBIAN AND A BREEZY.

SO FAR WE ONLY HAVE 1-1/2 HRS ON THE STARLET. CARBURATOR TROUBLE AND THE COLD WEATHER PUT A STOP TO THE FLIGHT TESTING. THE PLANE IS EASY TO FLY BUT VERY RESPONSIVE. THE PROP HAS BEEN SHAVED DOWN TO 72-40 WHICH GIVES US 2500 RPM FULL BARE. SO FAR I HAVE ONLY HELD IT OPEN TEMPORARILY BECAUSE OF HIGH CYLINDER HEAD TEMPERATURES. IT'S VERY POSSIBLE THE AIRSPEED AND CYLINDER HEAD TEMP ARE BOTH INACCURATE. THE AIRSPEED INDICATES 90 MPH AT 2150 RPM. THE STABILIZER NEEDS ANOTHER DOWN SHIM INSTALLED AND HOPEFULLY IT WILL CRUISE A LITTLE FASTER. THE SEAT ALSO HAS TO BE LOWERED TO KEEP THE PILOT OUT OF THE BREEZE. THERE ARE MANY LITTLE GLITCHES TO WORK ON AND THEN NEXT SPRING WE CAN START THE FLIGHT TESTING IN EARNEST. THE PLANE WEIGHED IN AT 612 LBS., A LITTLE HEAVY. THE CENTER OF GRAVITY WAS RIGHT ON. STALLING SPEED ON LANDING FEELS LIKE 45 OR 50. I HAVEN'T HAD THE GUTS TO LOOK.

DO I LIKE MY STARLET? YOU BET!!! I HAVEN'T HAD THIS MUCH FUN SINCE MY WEDDING NITE 45 YEARS AGO.....



Ray

you HAVE A
VERY CLEAN
AND ATTRACTIVE
STARLET

AM SURE
COME SPRING
you'll TAKE
CARE OF THE
"GLITCHES"

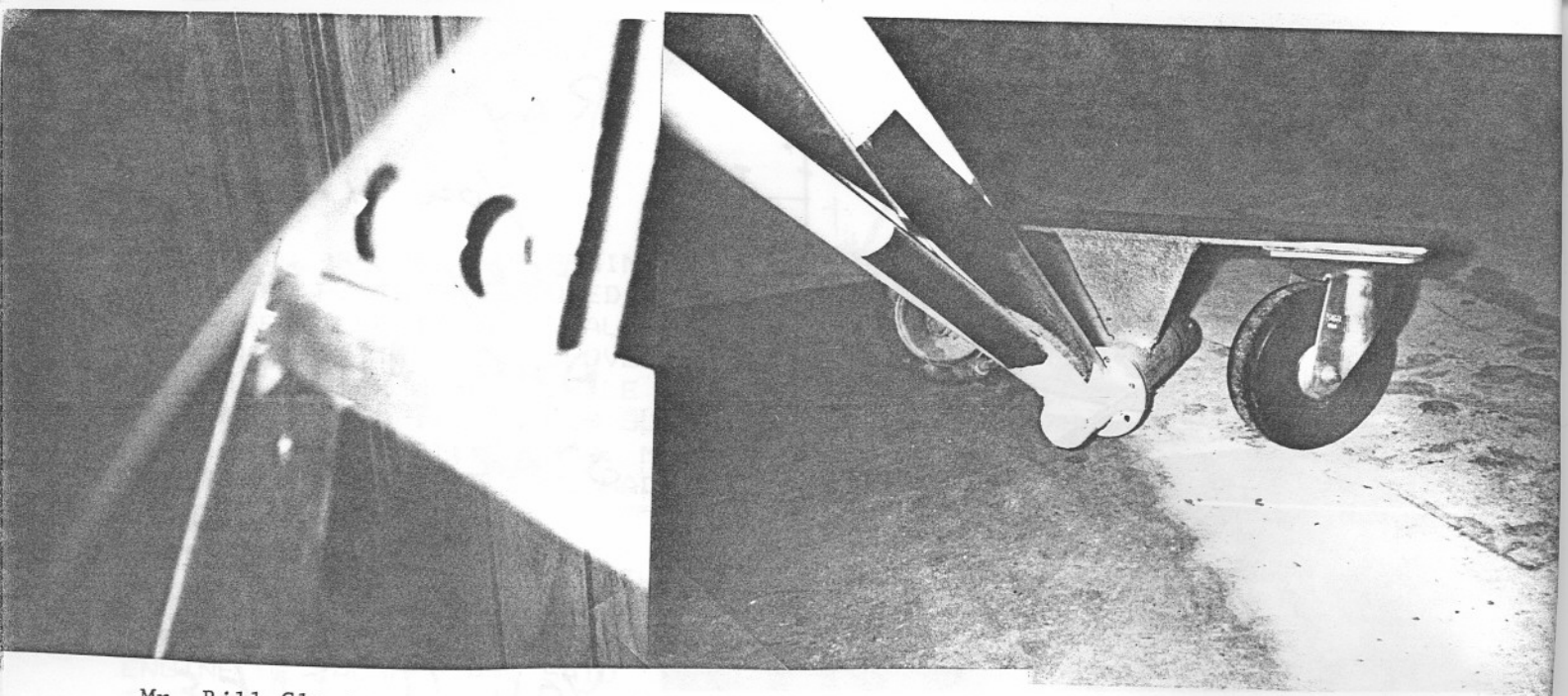
AND ENJOY
YOUR AIRPLANE

THE COOLING
LOOKS VERY
GOOD -

YOURS?

KEEP US
UP TO DATE

Bill



Mr. Bill Clouse
Stolp Starduster Corporation
4301 Twining, Flabob Airport
Riverside, California 92509

Dear Bill:

Sorry for the long delay. Here are the pictures I promised.

The castors on the gear legs are invaluable once you get the engine mounted, and have only a small work space, as I have. I had to drop the flange to one-quarter inch from the floor for the cabanes to clear the garage door.

I also recommend my method of tip bow attach. Strong as the dickens and the bolt heads don't show thru the fabric.

Jesse A. Denison

5076 CHESTON

MEMPHIS, TENNESSEE 38118

Yours truly,

Jess



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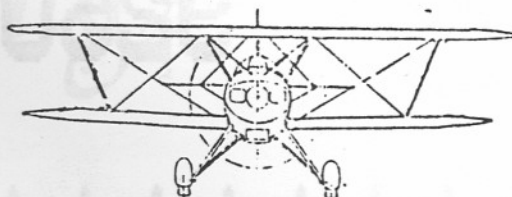
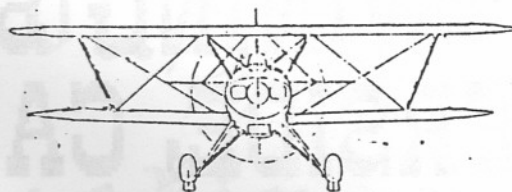
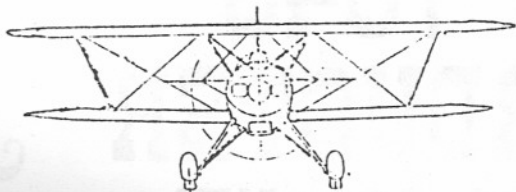
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Brief History of Starduster Too 30 pages \$ 9.95

Misc. video tape of Stardusters 120 min. \$ 25.00

List name address and N# of all Starduster Toos currently on register with F.A.A. \$ 8.00

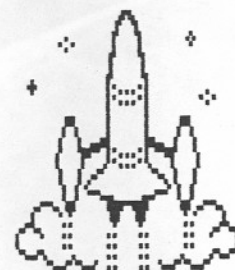
Copy of numerous color 35mm pictures of Starduster Toos over 50 available. \$ 1.00 ea





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