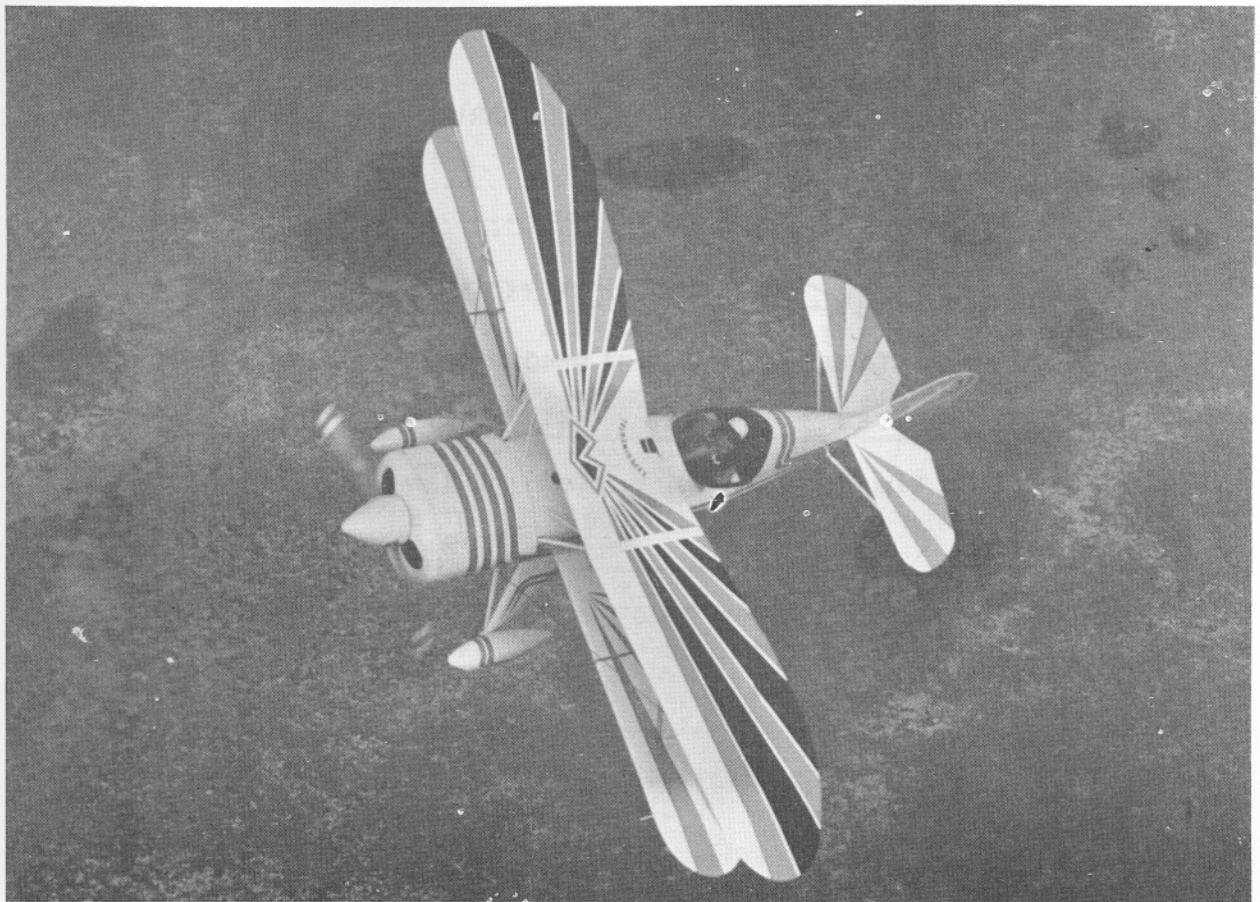


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JANUARY 1983

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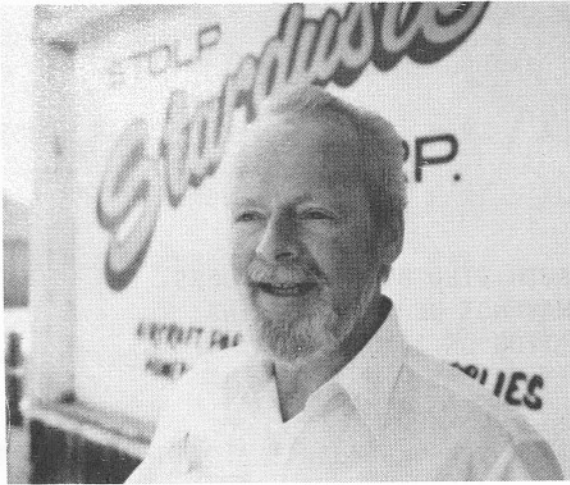
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WE WOULD LIKE TO THANK ALL OF THIS ISSUES CONTRIBUTORS AND RESPOND TO ONE AND ALL FOR SOME INTERESTING INFORMATION AND PHOTOS.

FRONT COVER - SA 750 ACRODUSTER TOO. THE PROUD OWNER/BUILDER OF THIS BEAUTIFUL AIRCRAFT IS VIC TATELMAN OF MIAMI, FLORIDA. AN OUTSTANDING RED WHITE AND BLUE COLOR SCHEME.

THE EDITOR IS STILL LOOKING FOR TECHNICAL AND EDITORIAL CONTRIBUTIONS TO THIS MAGAZINE, WHICH IS DEDICATED TO THE HOME BUILDER AND SPORT AIRCRAFT ENTHUSIAST.

HAPPY NEW YEAR



Starduster and it's future with ultralite's.

Man today is reinventing the airplane. With one major difference. Today's inventors have the advantage of superior materials and light-weight power plants.

The results have been remarkable, and the public has a large variety of reasonably priced models to enter Sport Aviation.

Starduster polled several of it's customers to see if we should design and market an ultralite, (at the we were building the templates for the ribs). The majority felt that it may be a good idea. Several responded "why not" ? Only a few were positive and lent design ideas.

Well, after one year I have decided to support the ultralite movement, but not to market one at this time or in the foreseeable future.

Several factors precipitated that decision.

Starduster is a small corporation which has five active designs. We feel another product line would demand too much from our present staff, and the present customers would suffer. We can spread ourselves only so thin.

Ultralites are generating a new aviation group. Many who will move into higher performance homebuilts.

We are finalizing our top of the line SS-1 Super Starduster One, which will probably fly by the time you are reading this.

We are investigating composites for future parts of our existing designs which have pleased so many.

Some day I will have the nerve to fly one of those .

Bill Clouse
President

P.S. Everything comes to those who wait as long as they work very hard while they are waiting.

A story of DISCOVERY



"What the hell is going on here ?"

"Nothing, nothing, no problems at all !" - Prelude to one of the most exiting periods of my life.

People are fighting. He is wriggling, trying to escape. The greed to food caught him, forcing the people to crys of excitement. It is fishing time with the Stolp crew.

Later on it is relaxing time; enjoying the sea, the sun, being together with friends.

The sun has just climbed above the roofs of the hangars. The area is covered in slight pink.

Screeching opens a black gulf; a pink flashlight beams the most exciting machine, I have ever flown.

Trembling - the Acroduster II jumps down the runway. Airborn - smooth and calmness increases joining his element.

Stardusters aren't just fun to fly, - they like to be appreciated by a partner of the same sensitivity.

Thank you, Dear Bill and Hank for having participating me at these jewels of aviation in Southern California.

your Dil Hunt

You like to have fun. You like; - No, you love to fly?

To discover the limits, the limit of the plane, of your own. You like to overcome your own limitations, to improve your abilities.

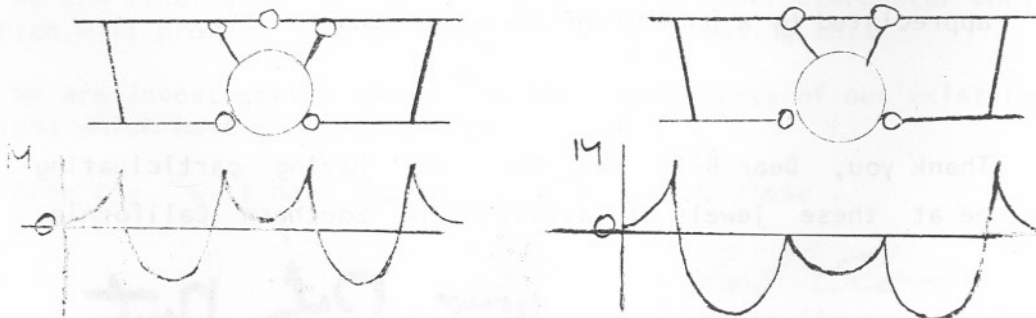
Discover the beauty and forces in sensitivity of unlimited aerobatics. Lead the machine through your patterns, and the machine will answer in its own language. It will tell you its feelings by using sound and vibrations in its bustling movements.

So the machine has always to be stronger than the pilot at any time and any conditions.

That is the philosophy of the SUPER STARDUSTER.

Stronger than ever before, more sensitive in the controls than ever before. An incredible symbiosis of high performance and delicacy in combination with, a not to be surpassed, margin of security.

An example are the wings. The maximum wing load is determined by the size of the spars and the maximum peaks in the moment diagram of the wing. So let's look at the changes in the upper wing moment diagram caused by the missing center section.



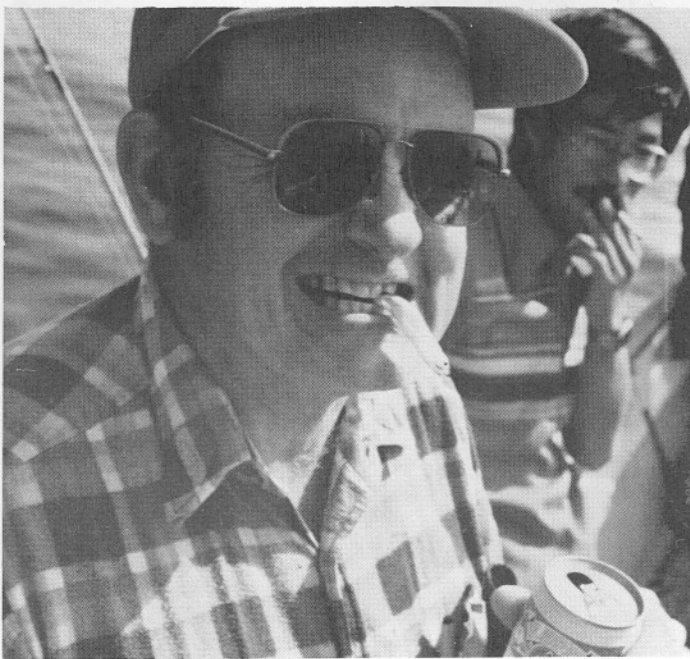
So you see, that this change equals the amount of these peaks.

Who is Dierk Reuter ?

Who is this Dierk Reuter ? Well, let me start off by saying he is a visiting student, who attends the University of Stuttgart. Dierk is studying aeronautical engineering and is working on the equivalent of a Masters Degree. He is residing with me, here in Riverside, California and absolutely loves our climate. He is very urbane, both with the women of Southern California and his work habits in the shop. He is very social, tactfully avoiding any verbal confrontations. One last thing, he has a gorgantuous appetite, devouring anything that resembles food ; liquids or solids.

His first day with us was one to remember. Arriving at LAX at noon Saturday. October 13, after some 14 hours in transport, he was ushered to a bed and told to catch a short nap, for he had to be up at 3 a.m. Sunday morning for a deep sea fishing trip. He was there and enjoyed it very much - yes we did catch fish. The next day he saw Flabob Airport for the first time. His reaction-well.... let's just say surprise ? Flabob isn't exactly a garden of Eden, but neither is it slumish. Never the less Dierk enjoys the people he meets, the things he is doing and, in summation, is very content. We are happy and fortunate to have him with us.

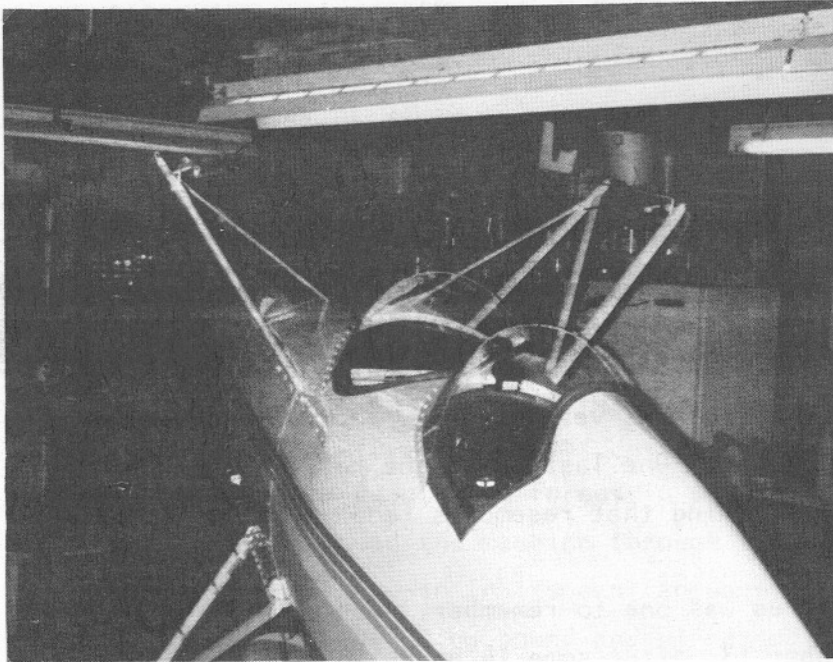
Hank Schmel



Hank Schmel



Bill Clouse



Dear Bill,

Here are the pictures of Four Juliet Delta I promised you.

As much as I hate writing, I guess I'll have to resort to pen and paper rather than telephone. I don't know about you, but I was hoarse for three days after our telephone conversation. Two deaf old men shouting at each other! My wife said we didn't need the telephone, we should have been able to hear each other.

I understand your new policy of "cash on the barrelhead" and I agree with it, but at the last billing I had a rather sizeable credit balance, so if you'll look it up, and tell me what I owe, you will receive a check by return mail.

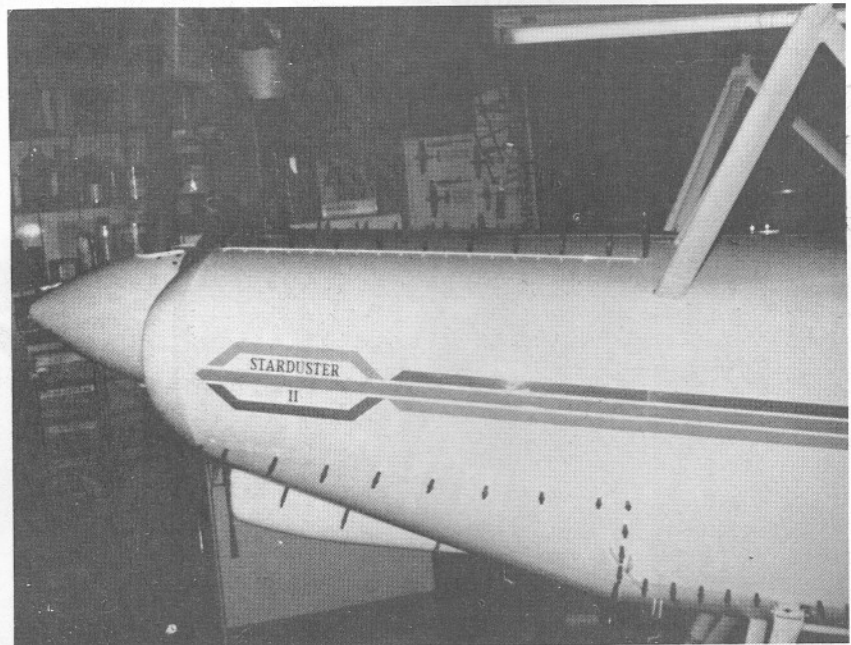
Bill, on my last order, these "spats" or gear leg fairings I ordered, you made them to short. They are 34" long, and sheet 14 shows the main gear leg as 35" from axle center to end, not counting attach fittings, etc. I haven't made my patterns yet, but rough measurements show the fairing needs to be a little over 40". At least 40" in rough form. I measured my gear and checked the plans to see if I had screwed up. Did you forget I'm building a Starduster Too? What do we do now?

On the pictures of my airplane you'll notice clecos in profusion. From the firewall aft they can be removed and replaced with permanent screws, but I can't reach both inside and out, and despite my threats, my wife steadfastly refuses to hold the screwdriver after I told her what she would get if she let it slip, and scratched that paint,

I see now how the typing and spelling has improved so much. Thanks to Ronna. Can she fly?

Let me hear from you.

Very truly, Jesse A. Denison. Memphis. Tennessee



Dear Bill,

Sorry it took so long to get you a B&W picture. Color would have been easy.

I flew 17DS in May after spending 3 1/2 years finishing a project. I have a little more finishing to do on the gear, but that can wait while we are having fun flying her.

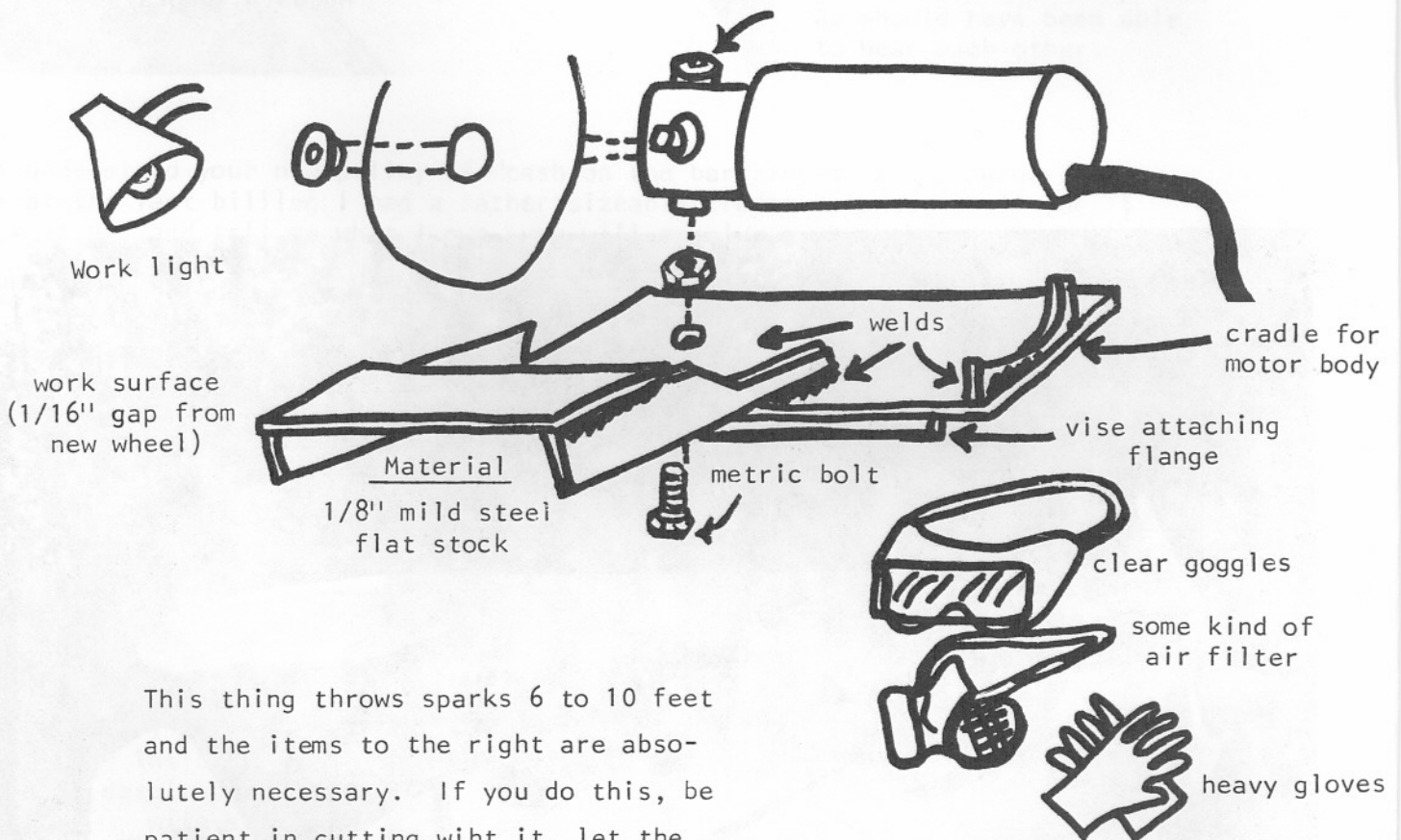
We'll be at the Fun 'N Sun flyin at Lakeland, Florida in March, and possibly Oshkosh '83".

Sincerely
Dan B. Silliman
Augusta, Georgia



A DISC GRINDER

I needed a way to efficiently form the 4130 blanks that came with the SA 300 wing kit. The guy up the block (who's building a BD5!) said I need to make a sanding disc with a work surface at a 90° angle to the disc. We have a Makita 9005 B surface grinder (10K rpm) that cuts steel like butter. So I fashioned the adaptor for the Makita, as shown below.



This thing throws sparks 6 to 10 feet and the items to the right are absolutely necessary. If you do this, be patient in cutting with it, let the rpm do the work. Treat it as cautiously as you would an acetylene cutting torch! Oh, and leave enough for the finish hand filing, as directed in the "Starduster" article "Building a wood wing".

Tom Bullington
7605 Jemez NE
Albuquerque, NM
87109

Destined to Fly

Dear Bill,

I received the October issue of " Starduster " and I want to thank you for the compliments.

A few words, (more or less) about aviation careers. Some acquire one, others are born into one. In my case, the latter.

My dad's brother, Orville McPherson, was a St. Louis news paper promoter and sponsor of Charles Lindbergh's trans oceanic flight in 1927. As a young child, I had the opportunity to visit the Ryan Mahony plant with Orville numerous times during the building of the original " Spirit of St. Louis ". I still recall Lindbergh lifting me into the ship when I was too small to see over the side windows. Picture if you will, that at this time, Lindbergh had not achieved fame yet and therefore, merely being around him and occasionally touching the airplane had no significant meaning at that time !

Then, in 1931 Orville introduced me to Grover Loening at the Detroit 1931 Air Exposition where we were among the first passengers in Loening's new blue and yellow amphibion.

In 1938, we lived on Green Lake, Michigan, where our next door neighbor was Bill Stout of Ford tri-motor fame. He was tall, quiet and inventive and always lost to me in yacht club regatta ! At 15 years of age, my parents could no longer keep me from skipping school and working at Pontiac Airport for flying time, so they put me in Howe (Ind.) Military School where I could not be influenced by " crazy airplane idiots " ! It didn't work ! My roommate and best pal was Bill Lear Jr. whose parents picked us up each Friday at school for a weekend jaunt.

At that point my parents dis-owned me when I invested \$175.00 in a flying OX-5 Bird bi-plane (NC-82W) instead of taking dancing lessons at Howe, for which the \$175.00 was destined.

Then the world war started and I spent the next (nearly) four years in the Naval Air Force as an AMM.

I flew the bird and also bought an A-W Cessna and a Great Lakes (NC-11322) in which I took my private flight test in 1944.

In 1946 I had my commercial licence (174151) and spent the next 20 odd years flying air shows with " National Air Shows " and sky writing for " Muntz " T.V.

It was while on National Air Shows that I developed the " Nitro Plane Crash " act in which I flew a WW-2 trainer through a 24 foot square house at 110 m.p.h., blowing up the nitro, taking the plane apart with two telephone poles inside the house, and in general looking like a fugitive from a poor man's atomic blast what with the 200 pounds of lamp-black I hid in the house for added effect !

I have since retired from that sort of non-sence and find contentment in flying the L-5, Callair, and the " Starduster Jacobs Special " around the patch without ground loops, nose ups, or " tattered wing tips "

Sure would like to help out on the Radial Engine Starduster design engineering program Joe Ruddy started and if you feel I'm qualified, let me know and I will star feeding the sheet ideas on what I feel would develope into something for us all !

And if sometimes space in the " Starduster " permits, I will throw in a few rare shots of some of the airplanes we had on the show (and others) all of which helped make aviation history, some of which were very good planes (and bi-planes,) and some which no-nos ! Perhaps a sentence or two on each would teach us something to improve our own breed!

Well, Bill Clouse! You will learn to give a good Scot an inch for he bloody well may take a mile ! In other words don't ask a has-been for an opinion ! They invariably come back with a dam manuscript !

Sincerely,
" Crash M^CPherson "
" World's Oldest Flying Chicken "



Dear Bill,

My wiring design for the Acroduster II, SA-750, without battery or generator but with an external starting receptacle, radio and intercom, was published in the January 1979 issue of " Starduster ".

I have recently modified the system to provide more volume and better fidelity for the intercom and radio - plenty of both now. This involved a diode change by Sigtronics (who cooperated wonderfully) and the addition of an amplifier and transformer.

I am enclosing the revised drawing; if anyone is interested, I'd be glad to send a copy.

I'm enclosing a color print of the beautiful little airplane; it flies like a dream !

Best regards for the holidays.

yours very truly
Vic Tatelman
Miami, Florida

Dear Bill,

Thank you very much for the visit we had last Friday. I found our conversation to be very informative. I have enjoyed each visit we have had at Starduster and look forward to future visits.

You mentioned several modifications to the Acroduster II that I was unaware of and that and that they were in the August '82 issue of " Starduster " magazine. Well, for some reason, I have not received that issue. I believe my subscription is still good, but if not, please bill me for a new subscription and continue sending " Starduster ".

I apologize for getting you out of your mobile home after you had closed. I had misjudged the traveling time there. Thank you very much. Keep making a good thing better !

Sincerely,
Gary Plaster
2941 Mardi Gras Court
Atwater, CA 95301

Dear Bill,

Enclosed please find a check for \$ 8.00 for my subscription of the " Starduster " magazine and also a picture of my bird which was completed in September. I test flew it in October and it flew hands off the first time. I did not do any high speed taxi. I had 30 minutes of taxi time in the bird before it was inspected for flight. After the inspection, which was on a Friday, on Sunday I took it to the end of the run way and poured on the coal and off I went. Boy what a thrill, it was just beautiful, beautiful!

Maz



Continued from page 4

The missing center section lifts the middle part of the moment and decreases and equals the maximum moment, as shown in the diagram.

The result is an increase in the maximum possible wing load with an additional margin of security.

This margin of security is exceptional high. Up to a speed of 200 mph or 12 G's you are unable to overstress any part of the aeroplane except, of course, yourself.

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Dick Reuter
(D. Reuter) 30-12-82

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