

Starduster



Dedicated to the
ACTIVE Homebuilders

January 1991

STOLP STARDUSTER CORPORATION / 4301 Twining, Flabob Airport, Riverside, California 92509 / (714) 686-7943

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DAVE —

10-30-90

THANKS AGAIN FOR ALL YOUR
SUPPORT —

HERE ARE THE METACALS I WAS
TALKING ABOUT —

THINK IT BEST WE STUMBLE
WITH MAGAZINE TILL YOU COME
DOWN IN LATE APRIL —

PERSONALLY AM REALLY EXCITED
ABOUT CABIN STARDUSTER —

" " "
BC
PREZ



JANUARY 1991

THIS MAGAZINE USES MATERIAL SUBMITTED BY IT'S READERS. SOME ARTICLES OR STATEMENTS MAY NOT BE IN AGREEMENT WITH STOLP STARDUSTER CORPORATION OR IT'S EDITOR. INFORMATION AND ARTICLES USED ARE AT THE READERS RISK AND STARDUSTER MAGAZINE ASSUMES NO LIABILITY.

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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 - The proud owner of this beautiful Starduster Too is your new editor Dave Baxter of 5725 SW McEwan Rd. Lake Oswego, Oregon 97035. N96576 180 hp Lycoming 120 MPH at 2450 RPM.

Back cover - Acroduster Too N34LG by Glen Olsen 7536 SO 2300 E Salt Lake City, Utah 84121. Picture taken at Bountiful Skypark north of Salt Lake City.

SUBSCRIBE TO THE STARDUSTER MAGAZINE. PUBLISHED FOR PEOPLE BUILDING OUR AIRPLANES. TECHNICAL INFORMATION, NEWS AND PICTURES. PUBLISHED FOUR TIMES A YEAR. SUBSCRIPTION RATE IS \$10.00 PER YEAR. \$16.00 PER YEAR FOR OVERSEAS MAILING (EXCLUDING CANADA).

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



Odds and ends from your new editor.

Bill Clouse has asked me to be the editor of Starduster Magazine.

For those of you who don't know me, I was an employee of the Starduster Corporation during the late 1960's, under Lou Stolp. I learned how to fly and got my license at Flabob. Since that time I moved to Oregon, raised a family, flew on the G.I. Bill, and during the last 8 years have been working on one aircraft project or another.

I am the author of Starduster History and owner and builder of N96576 a Starduster Too. I have almost 300 hours on my airplane in a little over 18 months. I have flown it to all the local fly-ins, to the Starduster open house at Flabob, to the Northwest EAA fly-in at Arlington, WA and of course the big one in Oshkosh, WI. These were all attended over the last year. The airplane flew great. The people I met and the time I had was wonderful, and am looking forward to doing it again next year.

For those of you who would be designers Bill Clouse is looking for ideas and input on his new project, a four place cabin Starduster biplane (rough drawing elsewhere in this issue). It will be powered by a 450 hp Pratt and Whitney 985 radial engine, let's give him some help and encouragement. I think it should be designated the SA-400 or the BC-400, what do you think!

I will be looking for articles from owners and builders, building and flying tips, pictures and anything of interest regarding the Starduster line of aircraft. I am also going to include from time to time some articles on war birds and float flying. So if you don't want to listen to me or what I have to say please send your articles to me or Bill Clouse, so that we can make this an interesting and enjoyable magazine.

David C. Baxter
Editor

Safety and sad news

It is my unpleasant duty to inform you of a fatal accident of one of our builders and the destruction of his airplane. I do not have the exact details, but the information I have is that they were doing acrobatics at low altitude and that the weather was marginal. Which may have been a contributing factor. One of the two occupants survived, the owner Gordon Moore did not.

Most of you will remember this airplane as the Best Home-Built Bi-plane at sun and fun 1988. It was owned and built by Gordon Moore of Sterling Heights MI. It's "N" number is N103GM. It was one of the most beautiful AcroDuster Toos that I have ever seen. Also of note is that this airplane was put on it's back during an attempted take-off, after Gordon let one of his friends, a high time jet pilot try to fly it. This accident should serve to remind us that low altitude acrobatics can be fatal, and that letting anyone not familiar with this type of aircraft fly your plane, without a proper checkout could be disasterous.

Also Acroduster II N10WS was wrecked at Redlands recently apparently it got a little to slow on landing approach and quit flying, both occupants were injured and the aircraft substansually damaged.

Acroduster II N85CH flipped at Columbus, IN in June. The left tire blew on takeoff roll then it veered off runway and flipped. The pilot was not injured.



Best Biplane at Sun 'n Fun '88 — a 300 hp Acroduster II by Gordon Moore of Sterling, MI.

On August 18, 1990 FAR Part 91 was reorganized. The reorganization changed the number identification of virtually every paragraph in Part 91. This reorganization was done to place paragraphs with similar contents close to each other. For example, the regulation dealing with terminal control areas which used to be 91.90 is now 91.131. By reorganizing the numbering system 91.131 is now immediately adjacent to the paragraphs which deal with Arsa's, Restricted and Prohibited areas, and positive Control Areas.

Additionally, one significant recent change happened to 91.131. (The paragraph which is required VFR aircraft to be equipped with operable VOR or TACAN receivers has been dropped.) Operable VOR or TACAN receivers are still required for IFR flight. However, if you are on a VFR flight into TCA, the only communication and navigation equipment required is an operable two-way radio capable of communications with ATC on appropriate frequencies, and a transponder with automatic altitude reporting equipment except as provided in 91.215(d).

Cover Your ARSA

A friendly reminder that effective December 30, 1990 all aircraft with engine driven electrical systems will be required to be equipped with operable transponders with automatic pressure altitude reporting equipment (either Mode C or Mod S) when operating within ARAS's, or when operating above the ceiling and within the lateral boundaries of an ARSA upward to 10,000 feet MSL.0.

Your Papers Please

If a proposed new rule by the U.S. Customs Service is approved, pilots not carrying proper documentation will have their aircraft seized.

The proposal stems from a desire by Customs to thwart drug smuggling into the United States.

Documentation required by FAA regulations includes a valid pilots licence, flight instructor certificate, medical certificate, authorization or licence and a valid aircraft certificate of registration. If the new rule is approved, these papers would be reviewed by Customs before a pilot is granted re-entry into the United States.

Now, Customs regulations for private aircraft entering the country requires only baggage declarations for passengers and crew, plus written declarations of articles purchased out of the country.

The Aircraft Owners and Pilots Association has questioned the Custom Service's authority in making the request. The group believes the proposed rule could result in aircraft's seizure even if there is no evidence of smuggling.

FAA Lifts Mode C Veil for Sun'n Fun'91

On September 20, 1990 both the Tampa and Orlando TCA's were put into service. The Lakeland Regional Airport, site of the Sun'n Fun EAA Fly-in, is outside both TCA's, but is two miles within the Tampa Mode C veil. FAA officials, working with representatives of the Sun'n Fun EAA Fly-in, to an exemption that will allow pilots of aircraft without Mode C transponders to contact the Lakeland ATC tower from outside the veil for permission to land during the Sun'n Fun event.

REGULATION TAKES EFFECT NOV.29

Effective Nov.29, anyone holding an FAA pilot certificate is required to report to the FAA record center in Oklahoma City, OK, all alcohol- or drug -related motor vehicle convictions or state motor vehicle administrative actions.

The FAA has adopted a final rule that amends the FAA medical certification rules to include an "express consent" provision which authorizes the FAA to obtain information from the National Driver Register. The final rule also permits the FAA to deny an application for, or suspend or revoke, an airman certificate or rating when a person has had two or more alcohol or drug-related auto convictions or state administrative actions within a three-year period.

Have you checked
NOTAMS
and PIREPS

In the past several people have asked me about problems with their tail wheel. So I will try to explain some of the things I've found out over the years that will make your tail wheel go straight and not shimmy.

The first thing you have to determine is whether or not your landing gear is early or late in design. The early landing gear puts the contact point of the wheel directly under the fire wall. The latest design places the wheel approximately 8" aft of the datum or fire wall, with the early design gear it is not unusual for the tail to weigh 175lbs or more in 3 point in this configuration it makes. A 3200 Scott tail wheel not only a must but the only one that will live at these weights.

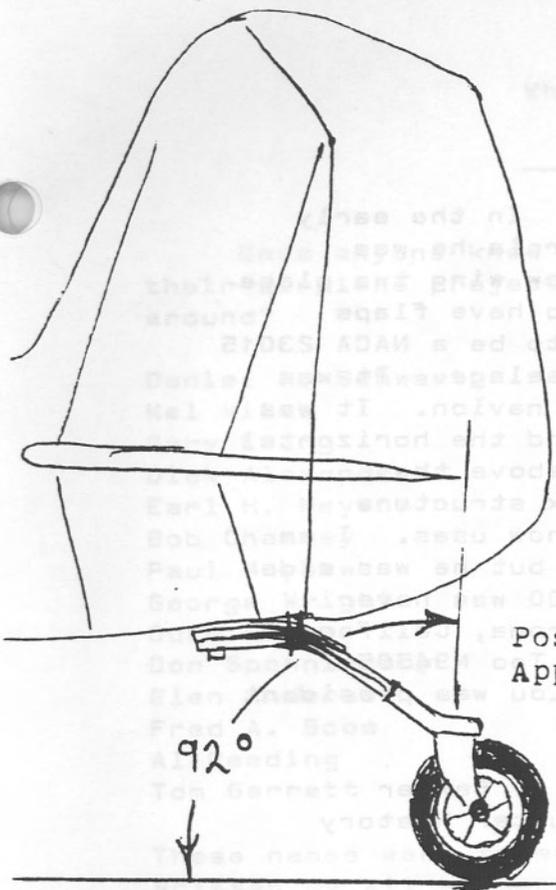
The first thing to check is to make sure your tail wheel has air and I mean at least 50 to 60 pounds or rock hard. A soft tail wheel can easily cause shimmy or vibrations, it may look hard but when loaded it may not be.

The next thing is to determine the angle your tail wheel sits at. See figure #1, this angle should be 90 degrees angle to the ground in 3 point and should change very little when the aircraft is loaded. Ideally with a fairly stiff tail wheel spring your tail wheel should have approximately 2 degrees of positive incidence, as the airplane is loaded. I.E.: Passenger, pilot and fuel it should straighten out to 0 degrees. What you do not want is negative incidence of more than 3 degrees. It will taxi and steer easy in this configuration but with negative incidence it can be a holy terror on the ground. As for steering springs and chain I am using compression springs similar to those used on outboard motors that use steering cables. They are fairly stiff and compress when pulled on as opposed to a plain spring that stretches when pulled on. Perhaps there should be some lag in the steering chains. But I don't think so. As if they were looser I think it would increase the chance of shimmy, the only problem that I have noticed is that landing in cross wind with rudder cranked in, the tail wheel will also hit at an angle and this can possibly start some tail wheel shimmy. Another thing to be concerned with is the condition of the tail wheel, if it is worn out or tired this can add to the shimmy problems. As well as kick out in a mild cross wind when you don't want it to or when you least expect it.

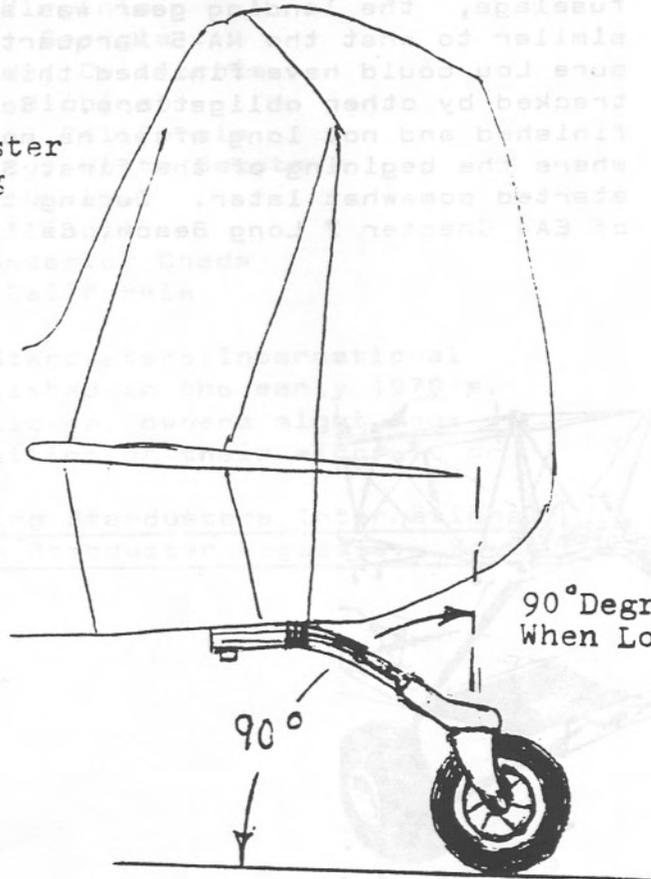
So the four things that we want to check are:

- 1.) A fairly stiff tail wheel spring
- 2.) Air in the tire 50 to 60 psi (Scott 3200)
- 3.) The proper angle of incidence 2 degrees positive
- 4.) Fairly stiff steering springs

You can use a hard rubber tail wheel such as the small Scott or Maule but your tail weight should be no more than 75lbs in 3 point anything heavier than that they will not live.

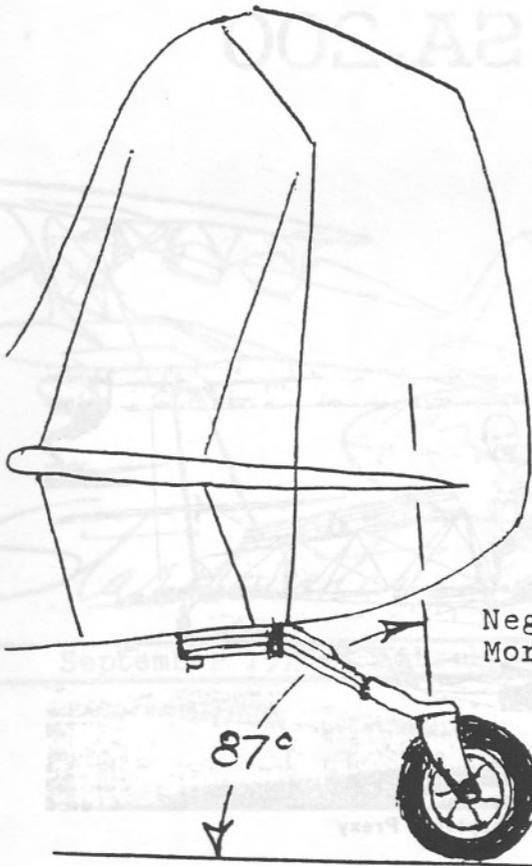


Positive Caster
Approx 2° Deg
GOOD



90° Degrees OK
When Loaded

FIGURE: 1



Negative Caster
More Than 3° Deg
WRONG

NEW SCOTT TAILWHEELS

Model #3200 - 8" Pneumatic

\$464.95

Model #2000 - 6" Solid

\$379.95

Model #3400 - 8" Pneumatic

HD Spring Tube Mt.

\$595.00

COMPLETE UNITS

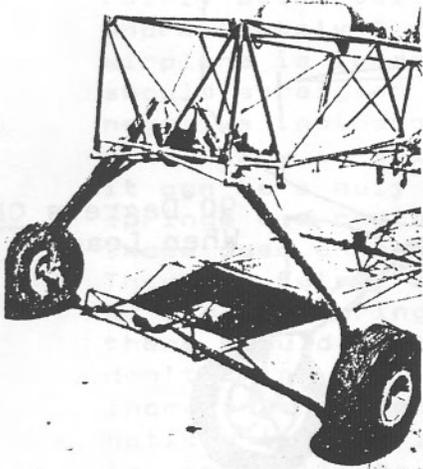
Scott 1 1/2" Adapter	\$24.95*
Scott 1 1/2" Adapter	\$21.95*
Scott Spring Kit	\$14.95*
Scott 6" Solid Tailwheel Tire	\$49.95
McCreary 280 x 250 Tube	\$ 9.95
McCreary 280 x 250 x 4-ply Tailwheel Tire	\$19.95
Tailwheel Tow Bar	\$39.95

— SCOTT 3200 PARTS —

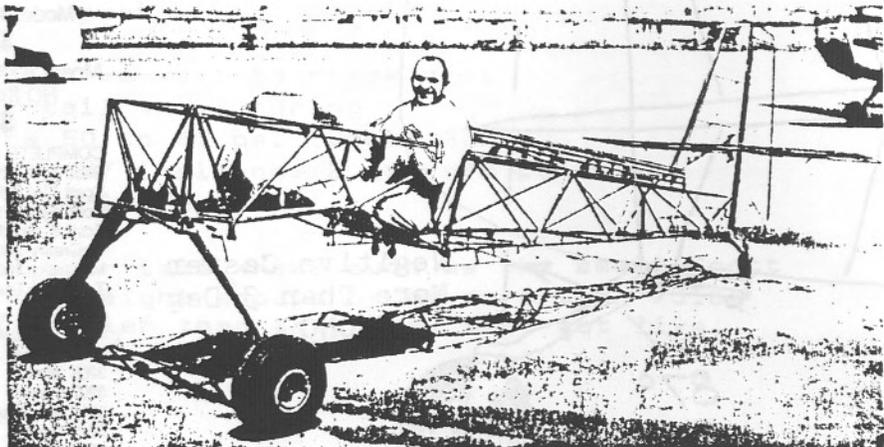
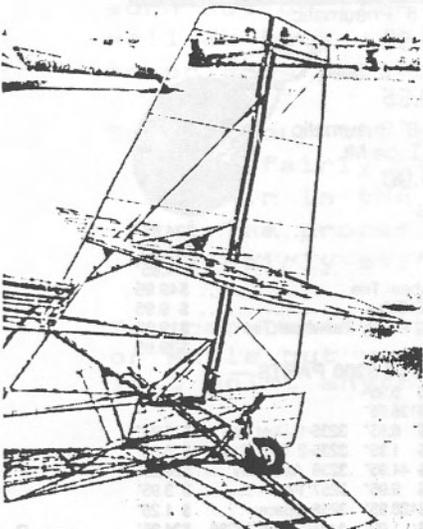
2504-1 Spacer	\$ 5.95*		
3126 Bracket	\$136.95*		
3206 Washer	\$ 6.95*	3235-1 Dust Cap ... \$ 5.95*	
3207 Washer	\$ 1.95*	3235-2 Dust Cap ... \$ 5.95*	
3214 Arm Assy.	\$ 44.95*	3236 Axle Assy ... \$24.95*	
3219 Pawl	\$ 9.95*	3257 Pin	\$ 3.95*
3224 Fork Assy	\$126.95*	3258 Spacer	\$ 1.25*
3233 Spring	\$ 1.00*	A4050 Brng 13286 ..	\$24.95*
3234 Thrust Plate ..	\$ 13.95*	A4138 Race	\$ 5.95*

Did you know that there was a SA-200? In the early 60's when Lou was still at Compton, California he was working on one. The airplane was to be a low wing two place side by side with a wing span of 25' and to have flaps similar to a Cessna 170. The airfoil was to be a NACA 23015 with a mono spar wing running under the fuselage. It was also to have a sliding canopy similar to a navion. It was of course built out of 4130 steel tubing and the horizontal tail was mounted on the vertical fin just above the fuselage, the landing gear was a steel box structure similar to what the MA-5 Marquart Charger now uses. I am sure Lou could have finished this airplane but he was side tracked by other obligations. So the SA-200 was never finished and not long after he moved to Corona, California where the beginning of the first Starduster Too N94505 started somewhat later. During that time Lou was president of EAA Chapter 7 Long Beach, California.

David C. Baxter
Starduster History



Ercoupe Rubber Biscuits with ends fabricated by Lou.



Lou Stolp, Chapter 7 Prexy

Stolp SA-200

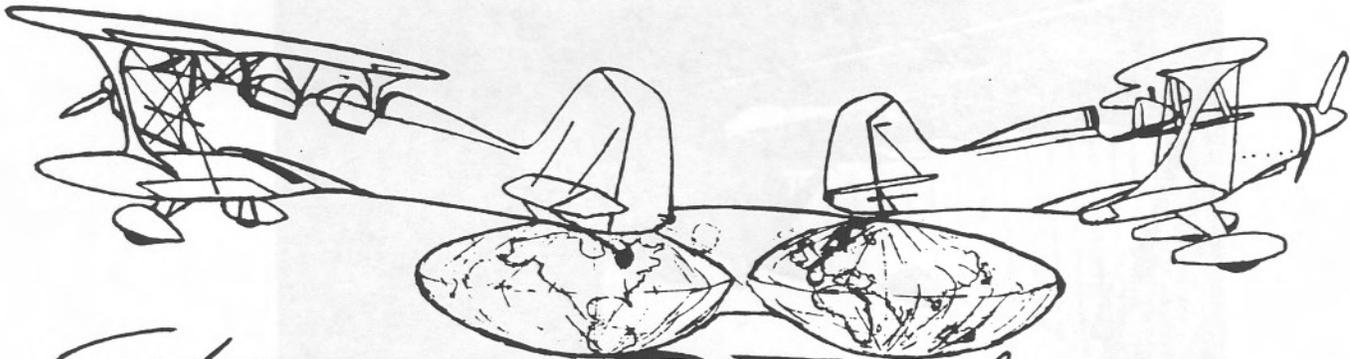
Where Are They Now?

Does anyone know what happened to any of these guys or their airplane projects. Were they finished, sold, or still around?

Daniel H. Schwartz	South Fallsburg, New York
Mel Miles	Fountain Valley, California
Gary Ewing	Hurst, Texas
Dick Alexander	Clearwater, Florida
Earl H. Meyers	Fairfax, Virginia
Bob Chancey	La Grande, Georgia
Paul Mayhew	Palos Verde, California
George Wright	Muskegon, Michigan
Duke Dodge	Sacramento, California
Don Spenningsby	Valley City, North Dakota
Glen Anderson	Las Vegas, Nevada
Fred A. Boos	Dolton, Illinois
Al Reading	Oshawa, Ontario, Canada
Tom Garrett	La Mesa, California

These names were taken out of Stardusters International written by Wil Neubert and published in the early 1970's. I thought some of the current builders, owners might know of their whereabouts or the disposition of their aircraft or project.

I am also thinking about reviving Stardusters International as a club and including it with Starduster Magazine. Would any of you be interested?



Stardusters **SI** International

September 1970 * Vol. 1 No. 1 * Wil Neubert * Newsletter Editor

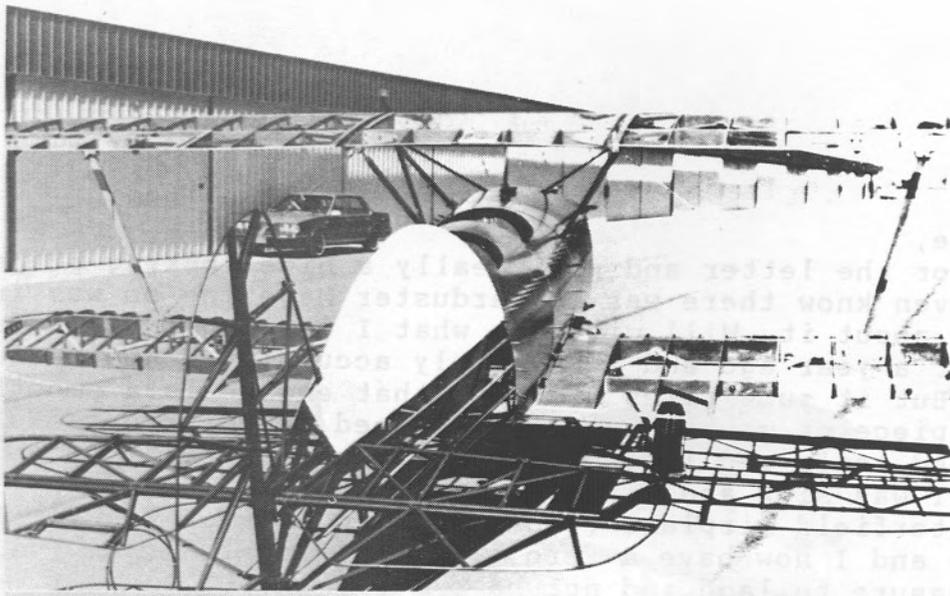
MATTEI
441 HOBART ST
SAN MATEO CALIF
94402

NOV 20 1990

DEAR DAVE,
THANKS FOR THE LETTER, GLAD TO
HEAR FROM YOU, HOWS THE FAMILY?
GLAD TO HEAR SOME ONE IS GOING TO
CONTINUE ON THE STARBUCKS MAG.
ITS BEEN MISSED HERE! ENCLOSED
I'M SENDING SOME PHOTOS OF OUR
OSHKOSH TRIP HOPE YOU ENJOY THEM.
ALSO SENDING THE LATEST UPDATED PHOTO
OF MY ACRODUSTER. I AM NOW IN THE
PROCESS OF BUILDING THE I STRUTS
AND THE FIXING WIPES ARE ON ORDER.
KEEP IN TOUCH.

SEE YOU SOON .

MIKE.



MATTEI

441 HOBART STREET
SAN MATEO CALIF 94402

17 Nov 1990

Dear Dave,

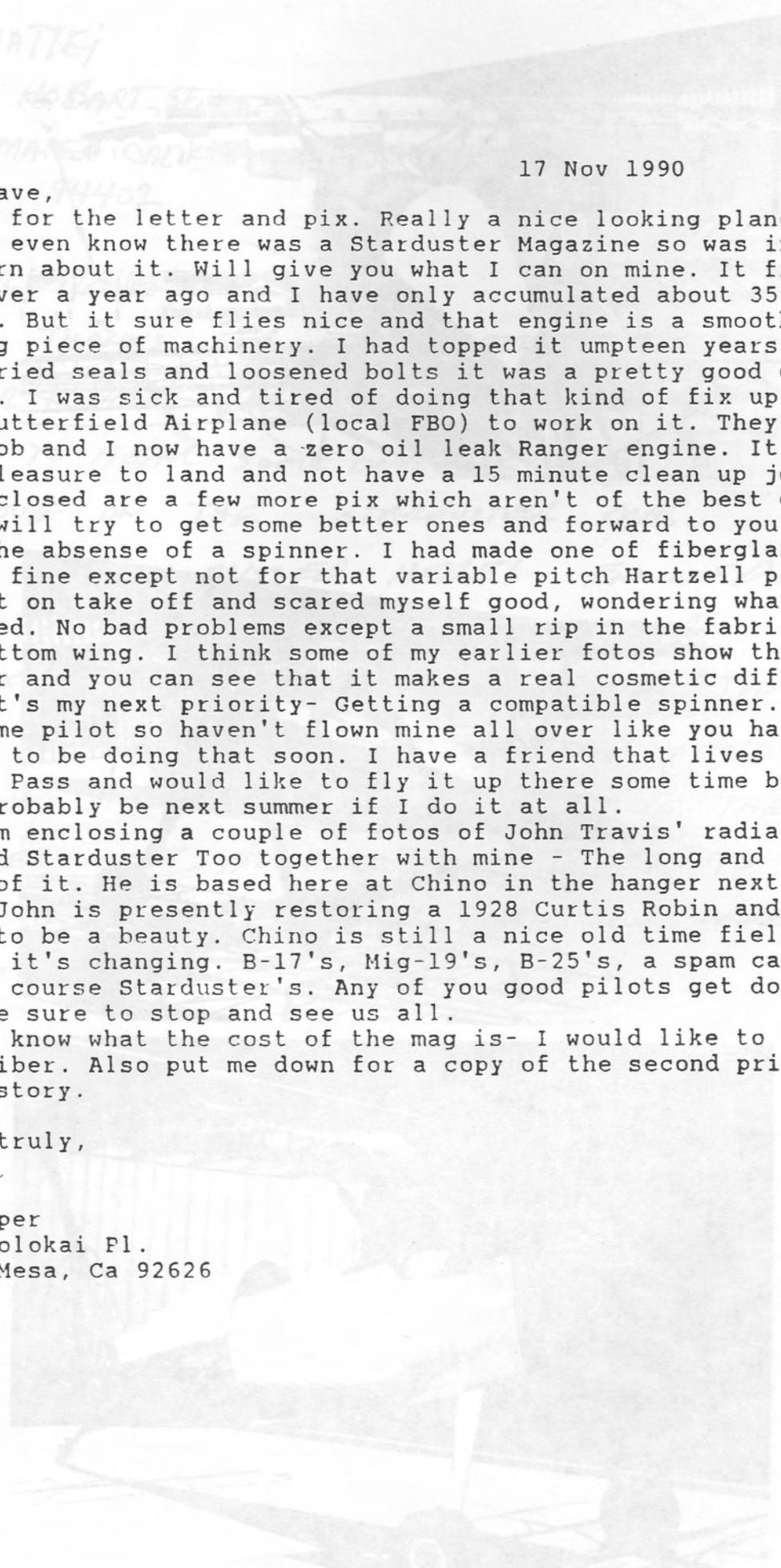
Thanks for the letter and pix. Really a nice looking plane. I didn't even know there was a Starduster Magazine so was intrigued to learn about it. Will give you what I can on mine. It first flew over a year ago and I have only accumulated about 35 hours so far. But it sure flies nice and that engine is a smooth running piece of machinery. I had topped it umpteen years ago so with dried seals and loosened bolts it was a pretty good oil leaker. I was sick and tired of doing that kind of fix up and paid Butterfield Airplane (local FBO) to work on it. They did a real job and I now have a zero oil leak Ranger engine. It's a real pleasure to land and not have a 15 minute clean up job to do. Enclosed are a few more pix which aren't of the best quality but I will try to get some better ones and forward to you soon. Note the absense of a spinner. I had made one of fiberglass and it was fine except not for that variable pitch Hartzell prop. Lost it on take off and scared myself good, wondering what happened. No bad problems except a small rip in the fabric under the bottom wing. I think some of my earlier fotos show the spinner and you can see that it makes a real cosmetic difference. So that's my next priority- Getting a compatible spinner. I am a low time pilot so haven't flown mine all over like you have. But I hope to be doing that soon. I have a friend that lives in Grants Pass and would like to fly it up there some time but that will probably be next summer if I do it at all.

Am enclosing a couple of fotos of John Travis' radial powered Starduster Too together with mine - The long and the short of it. He is based here at Chino in the hanger next to mine. John is presently restoring a 1928 Curtis Robin and it's going to be a beauty. Chino is still a nice old time field even though it's changing. B-17's, Mig-19's, B-25's, a spam can or two and of course Starduster's. Any of you good pilots get down this way, be sure to stop and see us all.

Let me know what the cost of the mag is- I would like to be a subscriber. Also put me down for a copy of the second printing of the history.

Yours truly,

Al Hooper
3074 Molokai Pl.
Costa Mesa, Ca 92626





Two biplanes on the tarmac. The dark one is on the left and the light one is on the right.



Fly-ins and Awards

Congratulation to ye old editor, for winning Reserve Grand Champion at Arlington Washington Northwest EAA Fly-in this past July with my Starduster Too N96576.

Other Stardusters in attendance at Arlington were N35RL SA-100 Richard Logston, Aberdeen WA; N328SF SA-300 Stan Fitz, Aberdeen WA; N357DS SA-300 Don Fauth, Porttownsend WA; N490B SA-300X Oscar Bayer, Arryo Grande, CA; N777CC SA-300 Claude Preston, Seattle, WA; N4316 SA-300 Scott Smith, Tacoma, WA and yours truly N96576 SA-300 Dave Baxter Lake Grove, OR.

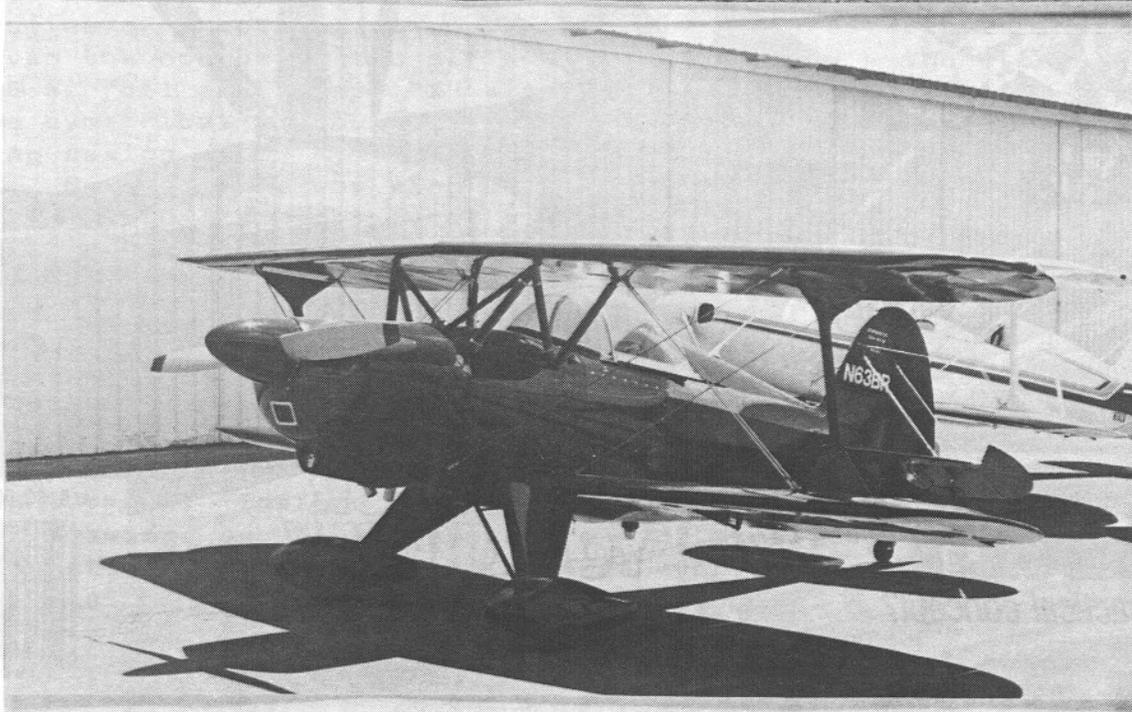
Also congratulation to James Smith, Davenport Iowa. N387JS SA-300 Starduster Too for outstanding workmanship at Oshkosh, WI August 1990.

And at the recent Copperstate Fly-in at Prescott Arizona, we would like to congratulate Glenn Tuttle of Bountiful Utah for his 2nd place win for the best tube and fabric airplane a SA-100 Starduster One N63BR.

Congratulation also go to John Helton former Starduster and Acroduster pilot extraordinary for his win at Reno in the Sport Biplane Class, winning the bronze Championship in his Pitts Spirit of Flabob at 169.636 mph. John is from Atascadero, California.

Well Done : The Editor





HOTKITS & HOMEBUILTS

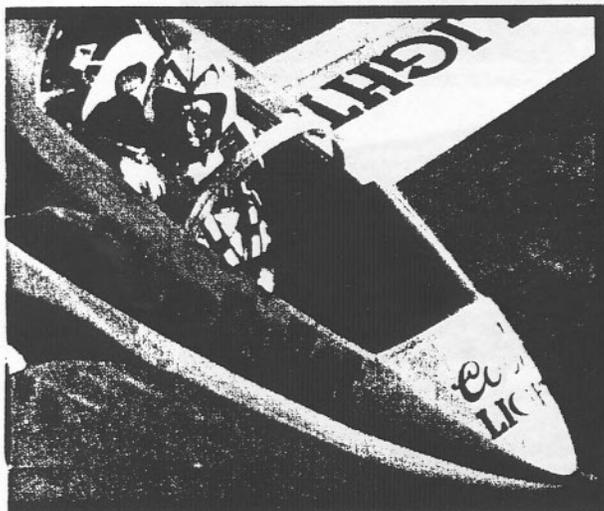
MAY 1990 VOLUME 6, NUMBER 5

CLASSIC STARDUSTER TOO

We fly out of Stolp's fin

MURPHY'S NEW REBEL

All-metal trainer from Canada



TURBINES FOR HOMEBUILTS

Is it a practical concept?

CARING FOR YOUR ROTAX

Maintenance tips for a
popular engine

U.S. \$3.50 CANADA \$4.50



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0.5

Magazine Article

In April of 1990 during our trip to Starduster Corporations open house I purchased the magazine Hot Kit Planes and on the cover was a picture of Oscar Bayers Starduster Too N490B. On our way home we stopped at his San Luis Obispo home and stayed over night with Oscar and his lovely wife Jeanne, during our conversation about the events of the last few days I showed him the magazine and he was very surprised that his airplane was on the cover as there was no mention of it in the magazine article. The airplanes in the article were Al Birds N34AJ, Lee Dorance N1468 and Ed Mitchells N70DM Starduster Too, but not one mention of Oscar Bayers airplane. So Oscar wrote a brief profile about his airplane and sent it to them. It has not yet been published. The following is a copy of what he wrote.

So You Want To Build a Starduster Too by Oscar Bayer

When I retired from the U.S. Air Force in late 1974, I wanted to begin construction of an open cockpit Biplane as soon as my wife Jeanne and I found a suitable place to live with enough room to build the project. My first decision was: Which design did I want to build? I soon reduced the field to three, Skybolt, Christen Eagle II, and Starduster Too. After conversation with Frank Christensen, the eagle fell out - couldn't be made Open Cockpit! The Starduster won because of overall appearance and the nearness of Riverside, California - I could go look, buy, and ask questions without having to go all the way from Arroyo Grande (California) to Colorado.

OK, now I'm ready, it's 1976, and I have a reasonable size garage for a workshop and enough money to get started. BUT, enter the family partner - First we build a HOUSE then an airplane!

So now it is 1979, the house is liveable (although not finished) and the new workshop is ready. Finally I'm off to the Starduster Works at Flabob Airport. On the 14th of May I have a set of plans, a receipt for the wing materials kit and promise of something to work on in two or three weeks. I was given the option of two different wing designs - the Standard M-6 airfoil or the new "X" wing, a 23012 airfoil, similar to the symmetrical Acroduster wing. Naturally I purchased the new wing design.

By late July the wing parts were ready to pickup and on August 13th I cut the first wing attach fitting to size 12345 using a hack saw. I finished the edges with a file and gave it a shot of chromate primer. In late October I had most of the metal fittings done, except that some of the materials, bill of materials, and plans did not match up. After a couple of calls to Jim Osborn, (then owner of the corporation), I found that the wing plans I had were for the old wing, there were NO plans for the new wing, but they would send Acroduster wing drawings and further instructions to get me back on the right track. Instead I flew to Flabob to look at the first set drawings and bought some more 4130 steel, as many of the wing attach fittings had to be made over.

1980 came on the scene and so did #2 son and family. My workshop and office soon were remodeled into living quarters for them, and the project went into storage awaiting a new workshop.

By August I had a new 20 x 36 foot barn for a shop and work began again. The next few months saw additional phone calls and trips to Flabob to straighten out the construction differences in the wing structure, particularly the lower wings. To show how optimistic I was about having something to fly soon; I spent \$15 to reserve the "N" number I wanted from the FAA, that was November 1980.

January through March 1981 I built the top wing center section and finished it ready for tank installation and cover. Started the next top wing panel in April, and by mid-September I had both of these panels ready for cover. Work continued on the two bottom wing panels and the four ailerons, and by early May 1982 the entire wing was essentially ready for cover.

The fuselage welding had been completed by this time so, I began installing the wheels, brakes, welding tabs, installing controls, firewall, fuselage gas tank, tail feathers, etc, etc.. By October, I was into making wiring harnesses, installing fuel lines, making the instrument panels and installing the instruments. In January 1983 I got the engine mount installed on the firewall, the tail wheel in place at the proper end of the fuselage, the throttle quadrants installed and by the 22nd of February I had my engine mounted and ready to start hooking things up. It is now December 1983 and aircraft was really taking shape! The engine installation, instruments, plumbing and wiring were pretty well finished and I thought the end is in sight!

Of interest is the fact that I did some major work on the project each of 174 days in 1983 along with working to pay for the project, taking vacations, and keeping my wife happy by continuing work on finishing the house.

By the end of January 1984, I was to the point that I needed a hangar to continue work. With some able help, the project was moved to the San Luis Obispo County Airport and by the first of February I was back at work. Built the cowling, made fittings for the wheel pants, and worked on getting the engine ready to run. In March I ordered the covering materials and paint (Stits Process), got the shock cords installed on the landing gear, the brake lines and master cylinders installed. In late April I started trial assembly of the airframe components to the fuselage for fit and rigging. With the wings in place and the aircraft leveled and rigged to Starduster specs, I cut the tubing for the innerplane struts ("I" struts), tack welded same and removed them for final welding and prime coating before installing the finished product for final fit.

All the wiring, control hookup and fittings were completed by mid-July so the aircraft came apart for covering and final painting. In early January the engine was finally ready to test run. After clearing up some glitches, we got it going - ran it for a leak systems check, shut it down and did a compression check. The remainder of January through the end of March was spent in getting the fuselage fabric on and the forward aluminum skins fabricated.

As any airplane covering expert expert can tell you, the most time consuming work on a fabric airplane is Rib stitching and wet sanding between coats of "dope". It wasn't until the 21st of September when the final overall color of "Nevada Silver" was sprayed on the machine. The green trim, eagle design, and other detail painting was not completed until the first of November and by mid-November (this is now 1985 folks) the aircraft was re-assembled with the flying/Drag wires in place and final detail work such as fillets, leather cockpit combings, antennas, and touch-up painting completed. Now came weighing the aircraft (1197 pounds) and figuring the CG, filling out the paper work and arranging for the final FAA inspection. I was able to start taxi test and checking all systems while awaiting the arrival of "Wally Stinson" the FAA inspector.

On January 15th 1986 the aircraft passed its final inspection and was issued a special Airworthiness Certificate. The next couple of days were spent re-inspecting everything!!, and re-installing the cover plates and panels which had been left open for the FAA.

Six years, 5 months, and 5 days after I first cut metal to start the project, 18 January 1986 was here. It was one of those rare mid-winter California days, clear, light winds and the temperature was 70 degrees at 10am. Nothing else to do but go for it! I suited up (NOMEX clothes) strapped on a borrowed parachute, called the local fire department to alert them, and was off. The first flight wasn't exactly flawless but I was very happy with the results. The rigging was right on, it flew hands off at cruise power, stalled straight ahead with no wing drop and met most of my expectations. My biggest complaint was the excessive wind blast in the rear cockpit, almost like not having any windshield at all!

Over the next couple of months the flight testing progressed. I moved the rear windshield back six inches, and modified it by adding an extension that solved the wind blast problem, also I modified the front windshield to lessen the interference of the airflow between it and the bottom of the upper wing. I had completed 25 hour test program by the end of March, including performing all of the aerobatics that I wished to have the aircraft certified for, and was issued an un-limited Airworthiness Certificate. My first passenger was of course, my wife Jeanne.

Since then, I have flown the machine to Alaska and to Oshkosh and to as many flyins'/airshows that I have time to make. The aircraft has won a couple of awards including the BEEDE trophy at Merced, California for the "Most Outstanding Homebuilt" of 1987. My decision way back in 1979 to build the Starduster Too was certainly the correct one!
END

Oscar has been contributor to Starduster Magazine on many occasions in the past several years and we would like to thank him. EDITOR

Starduster Magazine Format

Front Cover

Comments From Your president Bill Clouse
Table of Contents approx. 20 pages
Odds and Ends From Your Editor Dave Baxter
Safety and Sad News A/C accidents (cause-prevention)
AD Notes, FARs, NPRM and other info
Starduster History
Technical Tips, How to's, Questions and Answers, Engines and Fuel Systems etc...
Articles from Owners and Builders
Aerobatics by Peter Cauallo plus Owner Pilots
Where are they now? Aircraft, Pilots and Builders
Fly-ins, Awards and Places attended
Magazine Articles on Starduster Line of Aircraft
Cross Country Travels and Flight Planning for an Open Cockpit Biplane
Flying a Tail Dragger Biplane and Pilot Technique Tips
Items Of Interest, Letters (Good Ole Boy Stuff)
Celebrity Aircraft used in movies, Ads and Published in National Magazines
Aircraft For Sale Picture and Details
Classified: For Sale, Wanted Project or Parts and Pieces of Aircraft related items
Back Cover

The Items listed above will be the basic content of Starduster Magazine so any contribution along these lines would be appreciated also feel free to add anything you might think of that would be of interest to our readers.

Magazine Printed Four Times a Year (January, April, July and October) This magazine is primarily open to all builders of the Starduster line of aircraft and to any other interested parties including Marquarts, Great Lakes, Miniplanes, Pitts, Eagles and Skybolts. Subscription thru Starduster Corporation.

Stolp Starduster Corp.

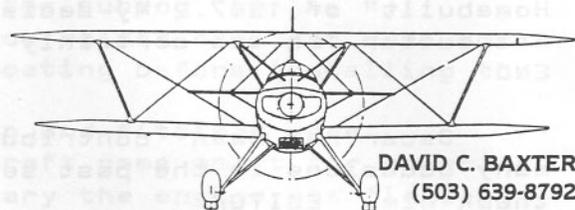
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BILL CLOUSE

President

STARDUSTER HISTORY

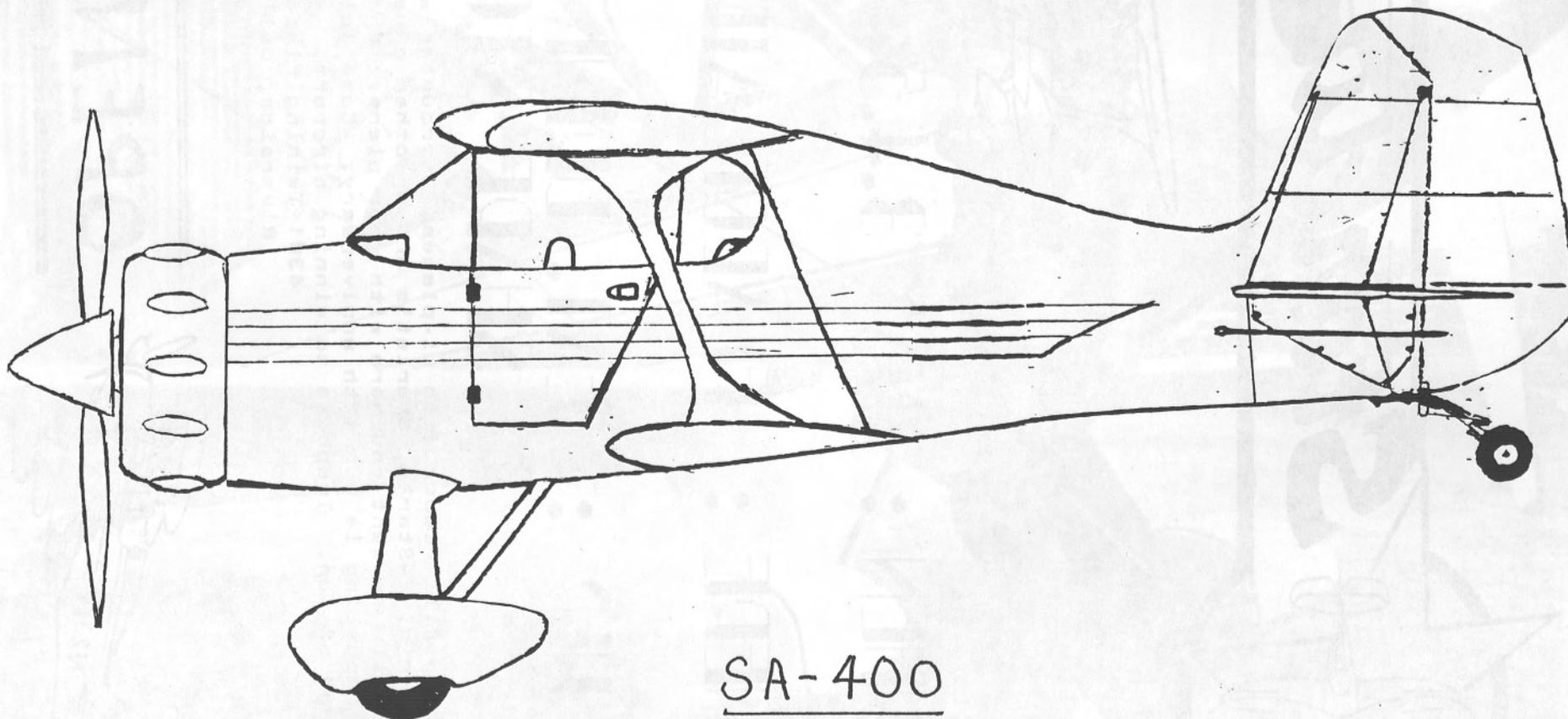


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(503) 639-8792

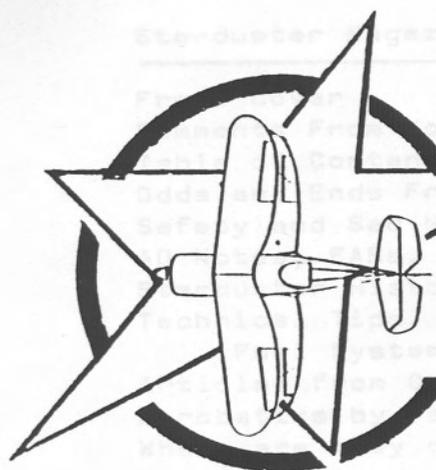
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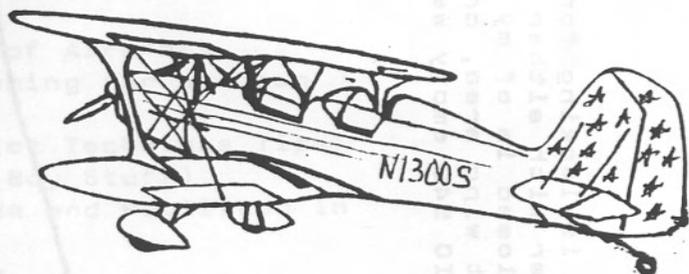
Bill Clouse president of Starduster Coporation is looking for some ideas or suggestions on the design of a four place Starduster with either a radial engine or opposed of apporx. 450 hp. The picture enclosed is of my son Dan Baxters idea of how it should look. SA-400 200 sq ft wing area, cruise 170 mph power 245 Jake or 300 hp Lyc radials or 330 - 260 hp IO 540 empty weight 1450 gross 2150 wing span upper 28ft lower 26ft



SA-400



Starduster



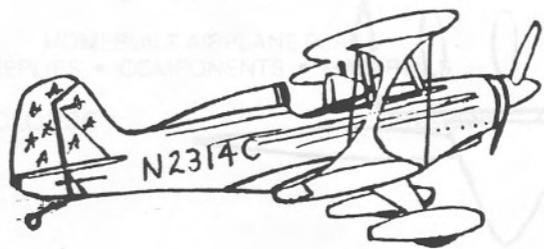
WHEN : MAY 3,4,5 1991

WHERE : FLABOB AIRPORT

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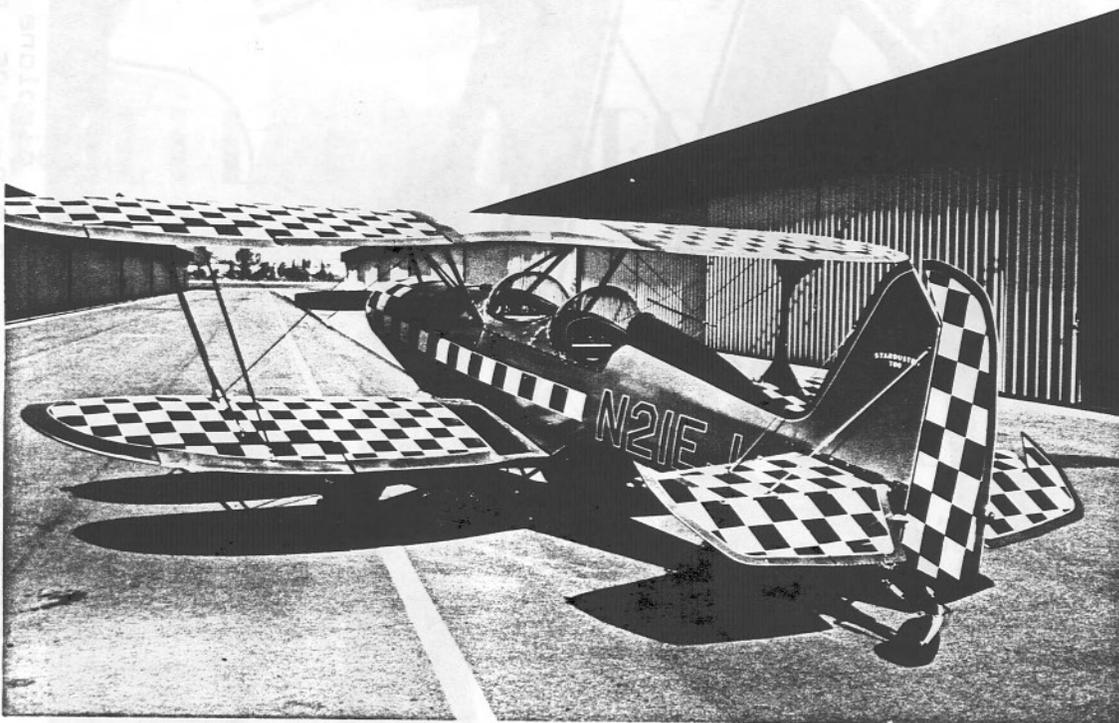
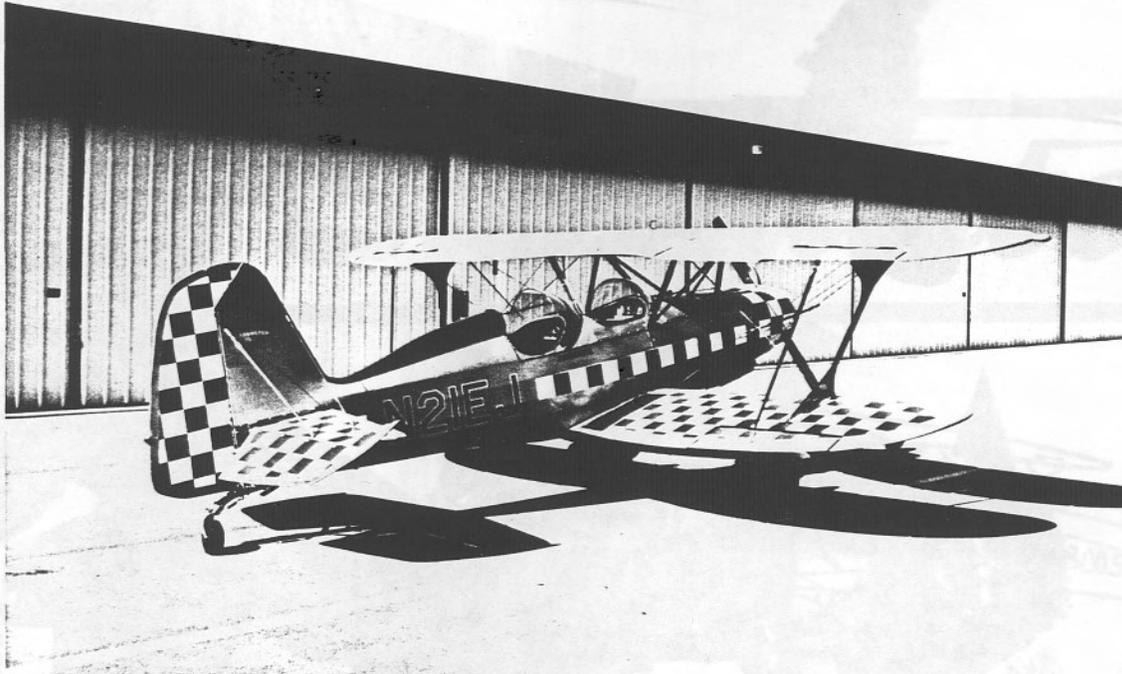
4301 Twining Flabob Airport
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OPEN HOUSE



Some Guys Get All The Luck : This beautiful airplane Acroduster II is owned by Ron Gregory P.O.Box 106, Big Bear City, California 92314 N107SR. As it appeared in the recent Pacific Flyer Swimsuit Addition.



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