



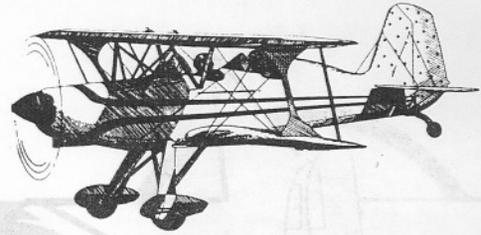
MAGAZINE



Dedicated to the
ACTIVE Homebuilders

January 1994

**Stolz
Starduster
Corp.**



GREETINGS FROM THE PREZ!

Already another New Year has started and am looking forward to another good year for Starduster.

Thanks to all the efforts put forth by the builders and those that earned awards with their airplanes - Richard Miles, Gene Hudkins, Bob Hammond - am sure I've missed a few. Want to thank all, that support and attend flyins. Interest in our aircraft has not been this strong since the 70's - Am still very pleased with the turn out at Watoma.

Tis time to make reservations for Sedona AZ - May 13, 14, 15, 94 - Some have already done so, Right, Oscar Bayer? We've been advised to make them early to ensure a room and get better rates. High altitude makes it a little too cold for sleeping under a wing - Larry from Alburquerque probably will anyway.

We had three accidents in "93" none have been finalized by NTSB - New York, New Jersey and England were the locations. Dave has what we know of them - I will discuss my feelings at the Sedona Flyin.

Well, Guys and Gals, check weather and Your Fuel - See you at Sedona

Thanks again for Your Support!

"B.C." Prez

Hope printer does better with pictures this time - Dave goes to added trouble and expense to have pictures copy ready and then I think photos were overexposed from negative to plate in "October" issue.

4301 TWINING FLABOB AIRPORT
RIVERSIDE, CALIFORNIA 92503 (909) 686-7943

JANUARY 1994

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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 - N94TM Tom Morris 351 Heavenly Pl., Martinez, CA 94553. At Los Banos, CA September 1993. This is the fastest 180hp Starduster Too that I have flown with.

BACK COVER - N22TF Steven Fusco 2931 Amble Green Dr., Medford, OR 97504. Picture taken over Ashland, OR on our way south. Another fine example of the Starduster Too.

SUBSCRIBE TO STARDUSTER MAGAZINE. PUBLISHED FOR PEOPLE BUILDING OUR AIRPLANES. TECHNICAL INFORMATION, NEWS & PICTURES. PUBLISHED FOUR TIME A YEAR. SUBSCRIPTION RATE IS \$12.00 PER YEAR, \$16.00 PER YEAR 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. PLEASE INCLUDE YOUR NAME, ADDRESS, TELEPHONE NUMBER AND YOUR "N" NUMBER ALONG WITH THE ARTICLE SUBMITTED.

SUBSCRIPTION POLICY CHANGE

Due to printing and mailing costs we can no longer mail issues to subscribers whose subscriptions have expired. We will now be sending post cards advising you of the fact that your subscription has expired. Renewal dates are still on January 1st of each year. We hope you understand.

B.C. & D.C.B.

ODDS & ENDS FROM YOUR EDITOR

I too have had a wonderful year. The letters and phone calls. The new and old friends certainly makes owning a Starduster such a wonderful experience. It seems everytime I fly my airplane I enjoy and appreciate it more. We here in this country are very lucky to have the opportunity to do so.

We would very much like to congratulate Tom McCario of Tucson, Arizona for his recent first place award at the 1993 Copper State Flyin he has a beautiful antique Starduster Too N14MM, powered by a Kinner radial. Most people do not believe it is a homebuilt, because it is, that good.

We also want to recognize Bob Kaveney of Novato, California, for his recent EAA Major Achievement Award. This award is given to builders that demonstrate extraordinary effort in the completion of their aircraft. He completed his Starduster Too N192RK and the amazing thing about it was that much of the work was done while Bob was in a wheel chair! Congratulations.

Your editor now has over 800 hrs on N96576 my Starduster Too. I too have made my reservations for Sedona, AZ '94 Starduster Open House and I am already looking forward to attending.

As many of you know your editor has been rebuilding N548CL a Starduster Too that was involved in a collision on the ground during rollout with a C-172. Both incurred substantial damage. The airplane was originally built by Cliff Lamb, it first flew in 1978. It had about 450 hrs on it when it was involved in the accident. It was sold to John Rosenfield of Marysville, Washington in August of 1992. John had only had it about a week when the accident occurred.

The accident was not his fault, as the C-172 pulled out in front of him when he was landing. So after a year of part time repair, new prop, cowling sheet metal, landing gear LH wing panels, I strut and flying wires. The airplane flew again for the first time December 19th, and several more times in December. So with a few minor adjustments and about 20 hrs of test flying it looks like it will be returned to John about the middle of January.

Your editor also flew with Kazuma Doi a young Japanese exchange student. He could speak little english and I could speak no Japanese. He seemed to have a very enjoyable experience and was really taken with the Starduster.

Also your editor was invited to Flannagan's Almond Ranch Open House in Central California. Over 130 airplanes attended. Tom Morris owner & builder of N94TM (cover airplane) was responsible for securing my attendance to this invitation only event. His airplane was just signed off for its first flight only weeks before are departure to Flannagan's.

A copy of Kuzuma's letter and an article about Flannagan's appear elsewhere in this issue.

D.C.B. Editor

SAFETY A.D.'S AND THE LIKE

Actually I am aware of four accidents in 1993 involving Starduster aircraft. The two previously mentioned in the October 1993 issue of Starduster Magazine. One of which was in New Jersey (N390BG) and the other in New York (N10JA). One was weather related the other was a result of power failure. The exact details are still unknown. The third accident also happened here in the United States, I believe it was in Texas (N21EJ) and apparently occurred shortly after takeoff with no fatalities, again no specific details other than that the airplane was bought in California by an experienced pilot and was only in Texas a short time prior to the accident.

The fourth accident was in England and occurred on October 3, 1993, which resulted in one fatality. Apparently this airplane was built in the U.S.A. and registered N50SD by Ray Young of Winston, NC. It is unknown when it was purchased and shipped to the UK or how long it had been on flying status there. In England it was re-registered as CB-POD. The information I have that the upper flying wire attach point at the forward spar, where the bolt passes through the wing fittings as well as the two wire pull fittings, either never had a nut installed or was loose and backed off, which resulted in the forward positive flying wires to fail, rendering the aircraft uncontrollable. When this occurred the aircraft was making a low altitude high speed pass. The results were that the aircraft rolled inverted and went in.

There was evidence of the wire pull fitting working on the bolt for some time prior to the accident, and no nut was found in the wreckage!

Bill and I both agree that this is an isolated incident. However we both feel adequate inspections should be performed on all existing Starduster Toos currently in airworthy condition and on flying status. Most Starduster Toos during the covering process should be equipped with inspection rings on the bottom of the upper wings, just behind the upper forward "I" strut fitting. Which would allow access to this area and with a light mirror, one should be able to determine if the nut is indeed on the bolt and secure.

We also recommend that during the building process, when this area is complete and ready for cover an appropriate log book entry be made, as well as entries in log books for aircraft currently on flying status.

So unless your airplane is built with a large inspection cover in this area, the recommended way is to install the wire pull fittings in the wing, they should also have the wire terminals clevis pins and cotter keys installed so that after the airplane is covered all that needs to be done is screw the wires in adjust to the proper rigging and lock the jam nuts.

This information is presented in the interest of safety and we strongly recommend that all owners, operators and builders comply. A drawing of the area and the items 159, 144, and 33 located on sheet #15 of the Starduster Too plans accompany this article.

D.C.B. Editor

SAFETY
MAGNETO INSPECTION

Those of us who work on and maintain our own aircraft should be pretty familiar with magneto maintenance and with the appropriate A.D.'s.

The biggest percentage of Stardusters flying are equipped with Bendix mags or variations of the model S4LN-21 and S4LN-204. The Magneto (S4LN-21) that had catastrophic failure that is referred to in this article is the one with the impulse coupling and is subject to numerous A.D.'s.

There are many homebuilts currently operating with magnetos that are in need of inspection and maintenance, it is not unusual to have purchased and engine during the construction of your aircraft. That at the time of purchase complied, but after 4 or 5 years of setting around may now need defective parts to be inspected or replaced. Magnetos are the very life of your engine, and should be maintained and inspected accordingly.

In the accompanying article it refers to the fact that on this particular airplane 4 out of the 5 screws holding the mag together were loose, which allowed them to back out. This resulted in rotating parts locking up thus causing the magnetos to self destruct. This of course was an item repaired and installed by an FAA certified mechanic. He made a mistake and was either distracted or used poor assembly practices. The owner of the the aircraft assumed that it was repaired, inspected, assembled and installed correctly as it did operate for 125 hrs.

This incident should serve to remind us that looking under the hood and physically inspecting, really looking at, and grabbing not only the mags but the fuel pump, carb, and prop governor to ensure that they are tight certainly wouldn't hurt. So take a little extra time during your preflight to make sure these items are secure.

Below are a list of A.D.'s that pertain to the Bendix and Slick Magnetos.

73-07-04 - To prevent failure of magnetos due to malfunction or failure of the ignition coil (a yellow coil is bad, a red coil is good), or rotating magnet. Amendment 39-1731 October 11, 1993 - Includes ignition coil per setrial number and magneto series.

82-20-01 Amendment 39-4658 - To prevent failure of impulse coupling due to heat treated (soft) flyweights which could result in engine damage or failure.

Also inspect impulse coupling stop pins for wear.

NPRM - Which will result in an AD.

Impulse coupling old style worn flyweights must be inspected every 100 hrs new style at 500 hr intervals.

NPRM - Which will result in an AD.

Mandatory 500 hr inspection all series Bendix magnetos.
Slick Magnetos

Also have a 500 hr mandatory inspection and if you have the 4000 or 4100 series magnetos. They must be replaced if they have more than 800 hrs of total time in service period as they are not repairable.

Certified Aircraft Alternators - Have a 500 hr condition inspection.

There are also A.D. notes pertaining to numerous components that are likely to be installed on homebuilt aircraft carbs, fuel injection servos, fuel pumps, magnetos switches, instruments and yes even seat belts.

All A.D. notes should be listed in the engine, aircraft, and propeller log books, along with the method of how they were complied with.

As a general rule, all accessories should be overhauled at the same time the engine is overhauled, even your electric boost pump should be looked at!

D.C.B. Editor

ACCESSORIES

BENDIX

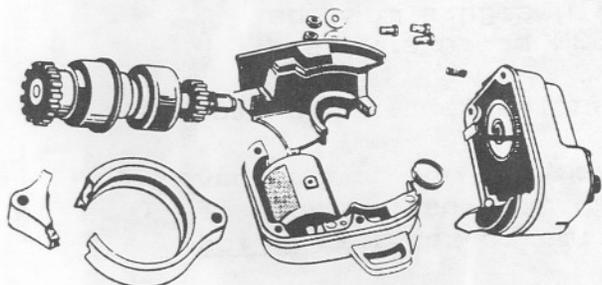
Bendix
Model S4LN-21

Magneto
7414

The left magneto (P/N ES-10-51360-37) on an amateur built Starduster had a catastrophic failure during routine engine runup and magneto check. Inspection revealed that four screws (P/N 10-157158) and lockwashers securing the magneto housing halves had backed out, with one screw still intact but minus a lockwasher. This caused the rotating magnet to contact the magneto housing and seize, thus disintegrating the magneto. The submitter stated that improper torque during overhaul was a contributing factor of this failure. (Refer to the following illustration.)

Part total time - 125 hours.

FAA AC 43-16



TAKING CARE OF THE PAPERWORK

Many aircraft buyers and lending institutions are under the impression that everything that affects the title to an aircraft is filed with the FAA in Oklahoma City. No so. Notices of federal tax liens are filed at the residence of the aircraft owner in accordance with Section 6323 of the Internal Revenue Code of 1986. A 1988 amendment to the tax code does not require the government to file federal tax liens with the FAA.

Buyers and lenders usually feel protected by a title search with the FAA, but if a federal tax lien has been properly filed at the residence of the aircraft owner, it may still be attached to the aircraft at the time of sale. This means the buyer obtains the aircraft subject to the tax lien. In these situations, the government's right to the aircraft takes priority over the buyer's even if the buyer had absolutely no knowledge of the lien. In addition to paying the seller, he may also have to pay the IRS.

A new company called Federal Tax Lien Search, Inc., will check sellers' past residences for federal tax liens, eliminating a buyer's worst nightmare, unexpected back taxes on a recently purchased aircraft. Contact FTLS at 7765 Magnolia Cove, Cordova, TN 38018; telephone 901/756-9200, fax 901/756-9220.

TECHNICAL TIPS

Cabane Fuel Line Clamps

The following is an inexpensive, easy and professional looking way to attach your center section fuel lines, vent lines and airspeed static lines to your cabane struts by using bandit clamps.

I prefer to run the center section tank fuel lines from the rear corners of the tank, out through the butt rib, into the gap that the fairings cover. I then run them forward using Adel clamps to attach them to the center section butt rib. They then exit the gap fairing and run down the rear of each forward cabane strut. From there they "T" to a single line and proceed to the selector valve.

Some builders will probably take issue with this arrangement, due to the fact that in three point, the lines run up hill to the forward cabane struts and during takeoff the angle of attack also increases allowing for the possibility of unporting of the fuel flow. I have used this system for over 800 hours and have made numerous takeoffs with the center section tank selected and in use. It seems to work okay for me. I normally use the main tank, but the center section tank can be used. A full tank would of course be required.

Fuel management is a subject that probably should be discussed along with this article and of course with the differences between airplanes becomes a generalization.

This information is for airplanes with the center section fuel tank and an inverted fuel system.

I normally takeoff and land on the main tank. When going across country I burn the main tank down to about 1/2 before going to the wing. After switching to the wing tank I generally fly on it for about an hour using a stop watch. At that point I switch back to the main tank. Doing this usually gives me a good 2 1/2 hour flight with plenty of reserve. It also leaves some reserve fuel to go back to in the wing tank. This of course with a 180 Hp Lycoming at 2,500 rpm, and a F/P Prop. Fuel burn is approximately 8.5 to 10 gallons per hour.

My reason for running the lines down the rear of the front cabane struts is, when passengers get in and out of the front cockpit, they inadvertently grab the rear cabane struts, and if you have your 3/8 soft aluminum line attached to them you will spend a great deal of time straightening them out. Along with the possibility of eventual damage. The ideal way would be of course to run them down the inside of the rear cabane struts. However, most builders do not choose to do this task after the airplane is built or as a second or third owner it is expensive and fairly complicated to do.

By using the J-245 type 201 Bandit clamp, enough material is in each one to make two cabane strut clamps, 3 each per side is required. You can also make smaller ones for you inverted vent lines and your pitot static lines if so equipped.

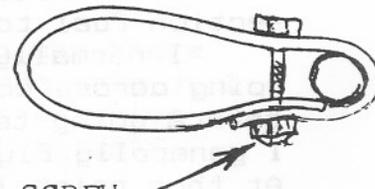
A schematic and basic dimension drawing accompanies this article, and if you still run your lines down the rear cabane struts these clamps will work on the front or rear equally well. This is just another tip that will make your Starduster look a little nicer.

D.C.B Editor

Bandit Clamp Division of
Houdaille Industries Inc
4799 Dahlia St
Denver Colorado 80216
Ph# 303-320-4555

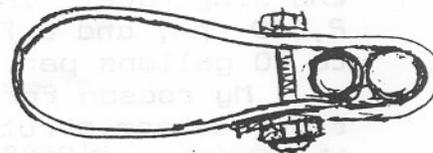
BANDIT CLAMPS MAY ALSO BE
PURCHASED AT ANY BUSINESSES
THAT COUPLES HYDRAULIC HOSE

SINGLE FOR INVERTED VENT LINE



6-32 PHILLIPS SCREW
WITH LOCK NUT

SMALL CLAMPS AT ROLL TUBES 1/4
DOUBLE FOR PITOT STATIC LINES



APPROXIMATE DIMENSIONS

LARGE CLAMP FOR CABANE STRUTS
3/8" WRAP TUBING WITH ELECT TAPE
OR SHRINK TUBING WHERE CLAMPS
COVER TUBING



REPORT NO. 100
STANDARDIZATION DIVISION
NAVY DEPARTMENT
WASHINGTON, D.C.

STARDUSTER HISTORY
DET JAGGER, DIXIE HANCOCK

GAS EQUIP

214 241 2161

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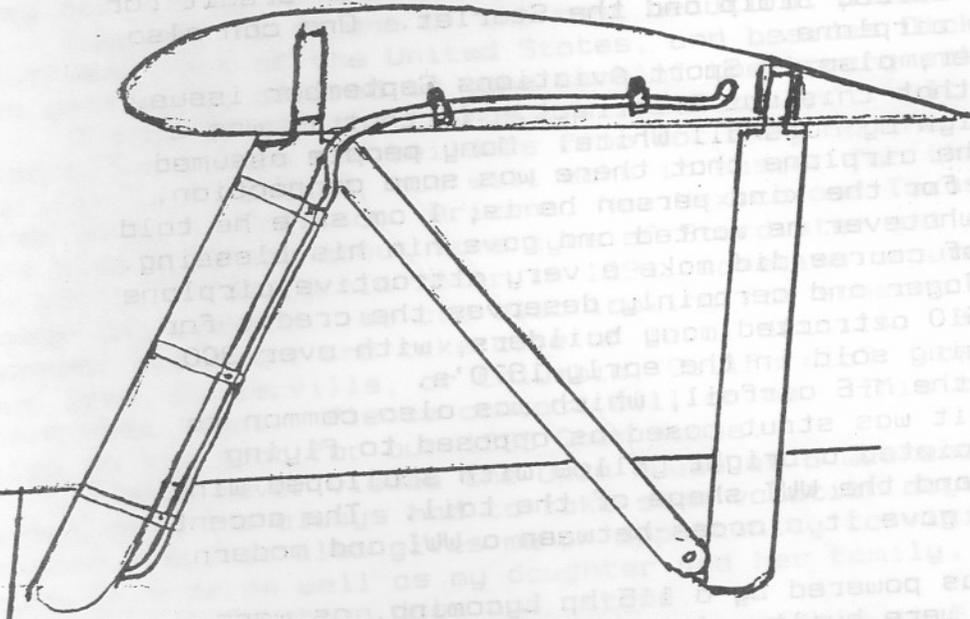
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STEAMER HOSE

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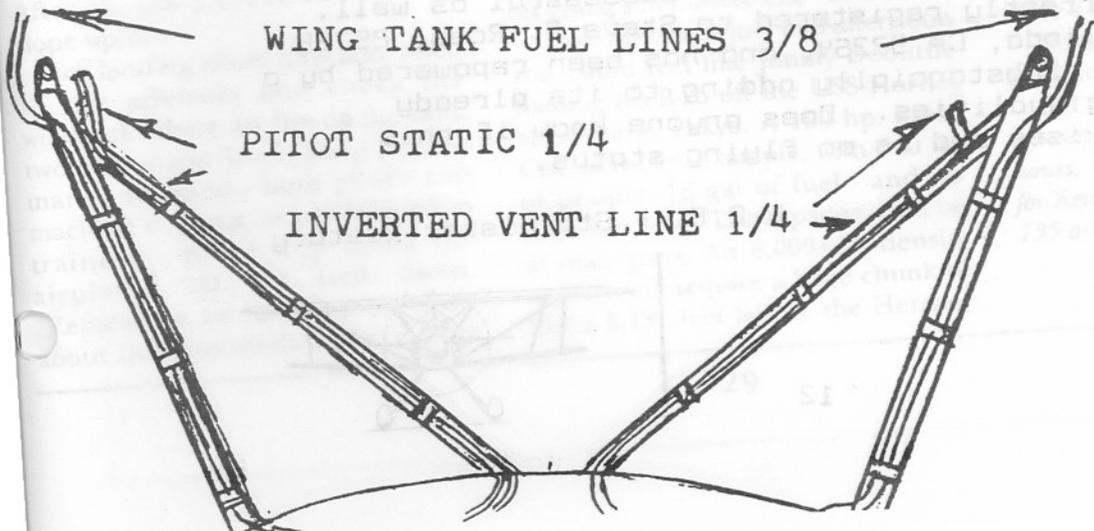
45MMR HOSE

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FORWARD

SIDE VIEW



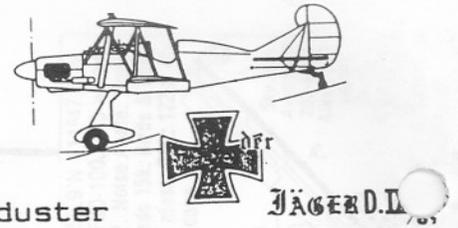
WING TANK FUEL LINES 3/8

PITOT STATIC 1/4

INVERTED VENT LINE 1/4

LOOKING FORWARD

STARDUSTER HISTORY
Der Jager - D.I.X. N3610



Although Der Jager D.I.X. is not a true Starduster design, it owes much of its heritage to the Starlet and Lou Stolp. In the December 1969 issue of Sport Aviation, there is an article about this airplane, and gives much credit for its inspiration to Lou Stolp and the Starlet. One can also see this in the airplane.

A year later, also in Sport Aviations September issue, was the report that this was incorrect. In that it was a totally new design by Marshall White. Many people assumed by looking at the airplane that there was some connection. But knowing Lou for the kind person he is, I am sure he told Marshall to do whatever he wanted and gave him his blessing.

Marshall, of course did make a very attractive airplane out of the Der Jager and certainly deserves the credit for doing so, as N3610 attracted many builders, with over 300 sets of plans being sold in the early 1970's.

N3610 used the M-6 airfoil, which was also common to the Starduster, it was strut based as opposed to flying wires, and was painted a bright yellow with scalloped wing trailing edges, and the WWI shape of the tail. The accent of black crosses gave it a cross between a WWI and modern day fun flying.

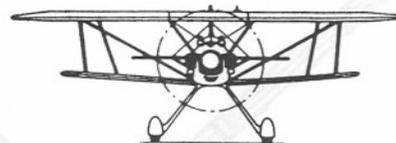
Der Jager was powered by a 115 hp Lycoming, as were most others that were built. It weighed in at 534 lbs empty with no electrical system. The take off roll was less than 200 feet, climb was around 2,000 feet per minute at 80 mph. The cruise speed was 130 mph and top speed was 145 mph. Power on stalls occurred at 54 mph and power off at 58 mph.

During its first few test flights the airplane made a forced landing due to fuel starvation. They were attempting to determine minimum fuel, and did so. The test pilot was Glen Beets. A fellow most of you will recall was at the time working for Lou Stolp. Glen of course is a story all by himself. A builder of several Starduster aircraft, designer of the GB1, a great pilot and one of my mentors.

The success of this airplane is one of the reasons Lou took a second look at the light low powered single place biplane which resulted in the "V" Star [Featured in April 1993 Starduster Magazine]. Marshall had plans to build a two place version of the airplane called the D.X and I think if he had done so, it would have been successful as well.

N3610 is currently registered to Steve R. Ross, 25796 Kellogg St., Lomalinda, CA 92354, and has been repowered by a 160 hp Lycoming. Substantially adding to its already delightful flying qualities. Does anyone know if this airplane still exists and is on flying status.

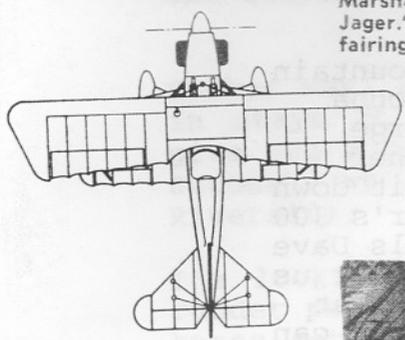
D.C.B. - Starduster History



at 3:00 pm Mary and I left
our car and headed
out

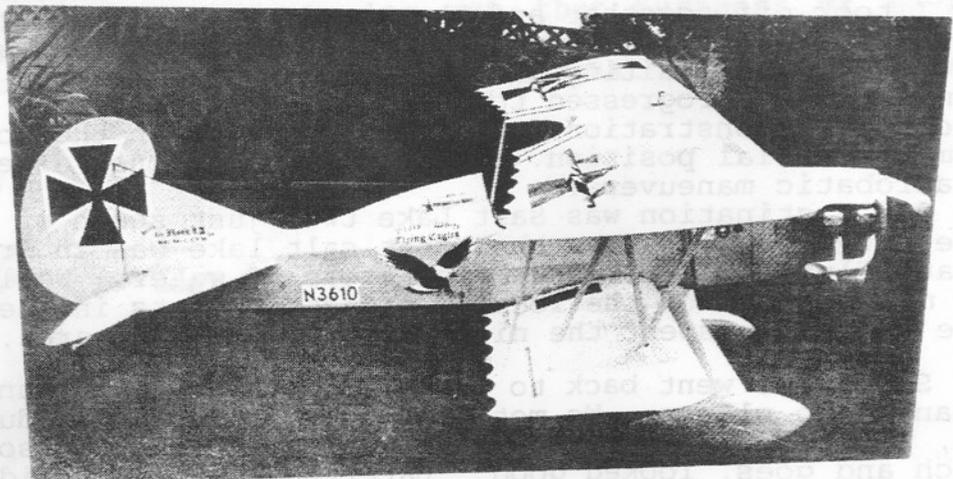


Marshall White points out the double ailerons and scalloped trailing edges of "der Jager." Dummy machine guns are fitted, but the racy wheel pants and landing gear fairing really make it "off-beat!"

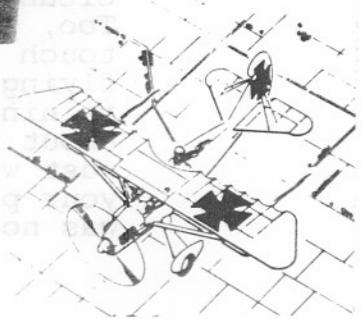


GENERAL SPECIFICATIONS

WINGS: 20' SPAN UPPER, 16' SPAN LOWER 112 SQ. FT. AREA UPPER & LOWER AILERONS M6 AIRFOIL SITKA SPRUCE SPARS PLYWOOD RIBS	FUSELAGE: 17' LONG, 4130 TUBING POWER: 1200 cc VW TO 100 HP LYCOMING FUEL: FUSELAGE & WING TANKS
--	--



Stolp-White WW-1 "der Jager D.IX 69," N-3610, powered with a 100-hp Lycoming O-235-C. A 1600 cc Volkswagen engine may also be used.



August 12, 1993

On Friday, July 20 at 3:00 pm Mary and I left Livermore, California with all our bags packed and stuffed into our Starduster Too, 4226Y. Our first stop was at Douglas county airport just the other side of the Sierra Nevada mountains. We flew over Lake Tahoe, Crossed the mountains and dropped into Douglas county. There was a plane landing and a sail plane on down wind. This airport is used by both powered and non powered aircraft. The sailplanes use a right hand pattern with the left used for powered aircraft. Due to interesting circumstances we got to see the belly of a sail plane up close. Lesson here is to pay attention to what is being said on the radio and to never assume a person giving his position and intentions will continue to do so throughout the landing process. The sailplane was hanging out just above down wind and I believed he was playing with a thermal. He had made several circles and a powered plane landed ahead of us. I had called in on entering on the 45 for left traffic and turning left base. Just as I was about to turn final he announced turning base, no problem I thought, I will be ahead of him and down and out of his way. Well to make a short story shorter he turned final without announcing and we flew together for a few seconds and then I decided power planes should maybe power on and try another approach. Nothing damaged, but another lesson learned.

From Douglas county we flew to Battle Mountain Nevada, skirting rain showers and clouds. Battle mountain is a nice place to spend the night so we drove the airport courtesy car to the Colts motel and spent a relaxing evening away from kids, work and the stress and stain of normal life.

Saturday Morning found us going from Battle Mountain up to Twin Falls Idaho to meet up with Dave and Donna Baxter. At twin falls we met George Oswald. George has a beautiful blue starduster two. We met another person whose name escapes me, I thought I wrote it down but could not find it. He flies Lowell Slater's 300 horsepower Acroduster too. When we left Twin Falls Dave and I took off together and the Acroduster left after us. By the time we turned cross wind the Acroduster was at 4000 feet or so waiting on us. That Acroduster sure can climb. As we progressed to the east we were treated to an acrobatic demonstration from the best seats in the house, from the aerial position. This brings out a new dimension in aerobatic maneuvers.

Our destination was Salt Lake two, just south of Salt Lake city. A trip over the great salt lake was in order. I hate flying across large open areas of water. We landed and met several of the local Starduster pilots in the Salt Lake area. We spent the night in the Salt Lake area.

Sunday we went back to the airport and visited and cleaned the planes. We met Phil Rocco and his Starduster Too, powered by a Franklin engine. Phil was doing some touch and goes, looked good. Later in the day we did some flying, just before the rain. Mid afternoon it started raining and rained all Night and into Monday morning. At about 4am, Mary woke me up to inform me it was hailing. Just what you really wanted to know this time of day with your plane sitting outside more than 10 miles away. There was no damage when we got to the planes later that day.

Salt Lake City to Casper started as a flight to Rawlins Wyoming. With the weather still unsettled and some clouds and storm left in the general area we set off. Salt Lake ATIS was reporting 3,500 broken, however the base of any clouds was at 9,500 and conditions in the Salt Lake city area were improving rapidly. Everything went smooth until about 25 miles east of Rock Springs. It appeared a large thunderstorm was attacking the Rawlins area. Dave contacted Rawlins unicom and confirmed the weather, we then changed course and headed to Casper. Now I would be remiss if I forgot to inform the reader my vote was to proceed to Rawlins and do battle with the thunderstorm. I was voted down three to one and believe my wife would of taken up flying there on the spot if I had not consented to proceed on to Casper. OH well, can't have adventures every day.

Our arrival into Casper was between thunderstorms.

Casper to Chadron started by watching a T-6 ground loop. Other than that little difficulty the trip was uneventful except for the wide open spaces and nothing to navigate by, thank goodness for lorans. We did see the start of wetness in form of rivers extending past there banks and fields under water.

Chadron to Orchard was another long hop which showed us even more fields, pastures and other areas under water with rivers and streams beyond there banks.

Our arrival into the Orchard area indicated a cross wind and the wind sock indicated same. Now Fletcher International, also know as a crop duster strip catches ones full attention when first viewed from the air. It is a nice strip set in some very beautiful surroundings. Everything was cool until Dave said something about if the cross wind is to strong we can always go back and land at O,neil and then asked if I wanted to land first. Now my front passenger caught these words and came to full attention. Dave had made all first touch downs and we had followed, up to this point. Well, to make this a short story we were down low waving to Bruce and making a cross wind pass over the field when Mary hollers back on the intercom, I missed the hollering point until later, that a large tower was about to gobble us up. Now having done some flying and knowing to look an area over prior to going down close to the ground I had already looked for towers in and adjacent to our flight path and knew where I was at and where all towers and obstructions were. Being a good pilot I looked again and informed Mary nothing to worry about, it is just a high tension cross country power line and we will pass safely over it. Well she HOLLERS AGAIN, look out for the tower. By this time I am intent on getting around and down into the pattern and onto the field, there are not towers in front of us so I continue. The first pass I was high fast and so went down and did a pass to check out wind drift and general runway conditions. Note: Good way to snow someone who has not realized I just screwed up. We did a tight turn entered base, turned final hopped the trees, dodged the fence landed on the grass, bounced four times upon hitting the tarmac and came to a safe stop on the concrete, no big deal. There comes a point in ones life when you have lived with the same women for a number of years when you can tell something is wrong even when you cannot see that person, you just know it. I forget when but shortly after shut down I discovered Mary had a different prospective of the approach to landing and the landing than I did, I guess she invented some new words for me and even to this day has not chosen to let me know what they are.



Bruce & Zatha Fletcher at Orchard NE Wonderful People



N300AD 10 Miles East of Twin Falls



16
N16RS A Pretty Blue 200HP S/D Too
Owned By George Oswald- Twin Falls



Greg Fletcher With His Children
at Oneil NE During our Return Trip

Dave made a good landing and we were again with Bruce and Zatha Fletcher and there son Greg. We had a very good time in Orchard and visited late into the night.

A post note: The tower Mary had been talking about was one which is about 250 foot high and is about 1 mile east of the field, this put it about 1/2 mile east of our landing position. To make her feel good I told her I had not seen it, Note: I had seen it well before we left altitude. If you want to play down low, you better know where everything is and your relationship to those items at all times, other wise you use up your one mistake and that's the end.

Orchard to Forest City this leg of the flight was highlighted by the viewing of a lot of water standing in fields and streams expanded beyond there banks.

At Forest City we had lunch and took to the air again.

The flight from Forrest City to Watoma was uneventful except that Dave let me lead. This was a first for this trip and I was trying to impress him. Well I found out punching in the wrong airport in my loran was not the best way to impress ones peers. Things were not fitting in with my chart and lines. Finally we found the problem, Dave and Donna double checked there loran coordinates and found I had goofed. Well, needless to say, Dave had averted another adventure and we were on our way to Watoma. Watoma is a very beautiful airport set in more spectacular surroundings. Being late in the day we landed on the concrete strip, bypassing the grass until later.

Dave landed first and I was following him in, we were up close so I maintained some altitude and let him get some distance down the runway before I landed. When Dave was out of the way I dropped the nose and crossed it up and put in on the runway. When I dropped the nose I heard a funny screeching noise, sort of like drum brakes with worn out linings. Considering the ground was 50 feet or so below me I could not figure out what caused the noise. Upon Landing Mary informed me she had made some comments on my dropping the nose of our plane.

Wednesday Evening and Oshkosh was near. We caught a ride into Oshkosh and stayed Wednesday, Thursday and Friday night with the Frank's. Mary enjoyed Oshkosh and pointed the video camera at several planes, flying and on the ground. She even got excellent views through the lens of the Starduster Fly by's. Someone forgot to tell her how to turn the camera to the record position.

Mary had not been to Oshkosh before and I wanted her to see the sights. We spent Thursday and Friday making the tour of Oshkosh. We took a quick look at most everything. I believed she enjoyed the museum the most and watching the Budweiser blimp take off and land.

On Saturday I flew with Dave out to Watoma and picked up my plane so we could be in the Starduster flyby at Oshkosh. The FAA came out to Watoma to brief the participants. Oscar Bayer with Bill Clouse as co-pilot lead the group and Larry Riberg took up the tail.

The intent was to fly in trail with each plane staggered either to the right or left. Spacing was to be approximately 500 feet. This would allow seeing and avoiding the plane in front of you. This was an interesting process in that we had a wide range of experience, Starduster Too's with 150 to 300 horsepower and one Acroduster Too. The intent was to get airborne and gather on Oscar, we each had an assigned slot in the formation, and then to practice as we proceeded to Oshkosh. From Watoma to the final holding point just south of Oshkosh the 500 feet was fluctuation between 100 feet and 3 miles, however at the final holding point things tightened up and I believe we presented a decent fly-by at Oshkosh. This was a very interesting experience, I look forward to doing it again.

Dave and I and a couple of other Stardusters Landed at Oshkosh and enjoyed the rest of the day.

On Sunday we left Oshkosh and flew to Watoma. The local people were great and flying was the best. I was lucky enough to take the Mayor up for a ride and viewed the town. A tornado had went through the area last year and he pointed out the damage to me. It was impressive. Hanger Parties are the best and Watoma on Sunday was the greatest gathering we had attended in some time.

Sunday Evening was the Starduster awards dinner and as I counted there were 58 people present.

On Monday we relaxed and flew and enjoyed the area and took several more people for rides. Dave worked on his plane, a bad spark plug as I recall.

Tuesday found Mary and I on our way to Fort Scott Kansas and Dave and Donna on there way to Orchard Nebraska.

After flying under, around and over some low clouds we made it to Ottuma Iowa. The runway was rain soaked and the chocolate pie was terrific.

Flying from Ottuma to Fort Scott we passed over the Missouri river just east of St. Joseph Missouri. This was an impressive site and the previous weather damage was nothing compared to what we saw. The river had to be at least 10 miles wide, normally about 100 yards.

We visited relatives in the Fort Scott area and I gave some more rides.

We relaxed on Wednesday and were ready to leave on Thursday. The weather did not corporate and we only made it 25 miles before we had to start dodging cows and corn and headed back to a landing. Mary seemed to be overjoyed when we landed, this seems to be a strange way to give her joy, but it worked.

On Friday we made it to 7 miles southeast of Abilene before we had to turn around and land at Herrington for a WFWTCB, (Wait For Weather To Clear Break). In about 2 hours we departed and went to Abilene for fuel, a 20 minute flight but it was fun. From Abline to McKook and then to Sidney and then to Rawlins Wyoming for the end of the day. I enjoy flying at about 500 feet and was able to enjoy this entire day.

Saturday morning we left Rawlins and went to Evanston, then to Wendover Nevada. We were taking it easy and enjoying life. From Wendover we decided to follow the highway to Elko and spend the night there. Adventure had not been abundant today, however the thunderstorms floating around between Wendover and Elko were about to change this situation.

About twenty five miles west of Wendover a big thunderstorm stood in our path. No problem, it was flying IFR (following the freeway) so we decided to cut across country. Turning south to go across Secret Pass looked good. Two more thunderstorms to dodge and we finally got to secret pass, This was going to only be a one hour and fifteen minute flight when we took off, HA HA HA.

The trip through Secret Pass was beautiful. After coming back out into the valley we noticed a HUGH (VERY BIG) thunderstorm on our left side. At this point we were about 30 miles out from Elko and the thunderstorm was about 50 miles away. I got the video camera out and got some good shots, even lighting in the distance. About 10 miles out I called Elko and received advisories. Everything looked good, 3,500 feet above the terrain, no treating clouds near and just a short time to landing. Our adventures were not overwith yet. Black clouds appeared overhead, down draft of three times around the VSI, bumps, heavy rain, down pour, lots of rain in only about three heart beats. I started wondering, does the air mass stop before it goes through the ground and does the air stop but the mass of plane continue down? Eight heart beats later it was all over, total of 11 heart beats in all. Hope Mary did not notice this little distraction, I found out later she did.

This little one hour and fifteen minute flight was over in two hours and forty minutes. But is was interesting.

The evening in Elko was relaxing and we got to watch the lighting show from on the ground.

Sunday, August 5, 1993 we flew to Douglas Nevada and then home. It sure was good to shut down and quite the noise, gave a person quite to think about the next trip.

COMMENTS:

I enjoy flying with Dave and Donna and look forward to the next time. Thanks for the good times.

My hobbs meter registered a total of 50.3 hours from Livermore back to Livermore. Those people flying plastic airplanes who make one fuel stop each way and get to Oshkosh from Livermore in less than a day will never know what they miss.

I have been working with a friend, who flew with me to Oshkosh last year, on contoured bucket seats for my Starduster Too. I have always had a problem with my legs hurting during long trips and Marys Lower back has bothered her. We had the bucket seats installed for this trip and have to report they were a success. They made a major difference in terms of comfort.

Mary bought me a heavy, insulated leather jacket for Christmas. I had been so warm and comfortable I bought her one for her birthday. This was the first trip to Oshkosh I have made where I did not get cold. I Recommend a leather jacket for anyone flying open cockpit.

FOR FLYING FUN THINK SEDONA ARIZONA AND WATOMA IN 94.

HAVE FUN, KEEP THE SEAT STRAIGHT AND TRUE WITH THE AIRPLANE, DON'T HIT SOLID OBJECTS AND SEE YOU NEXT YEAR.

Dear David & your family

I could fly your airplane by you.

I will have never done like this
experience.

I think that this experience is
most impressive experience in America.

thank you very much.

I think that I will study hard

English and aerodynamics.

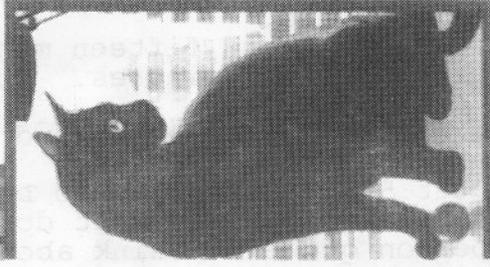
Next time I see you, I think

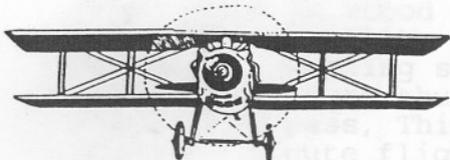
that My English will be better.

If you come to Japan, please
connect me.

See
you

from Kazuma Doi





AVIATION SPECIALTIES

12340 E. Control Tower Rd. • Englewood, CO 80112 • (303) 792-0723 • (303) 795-7670

Bill Clouse
Starduster Corporation
4301 Twiling Street
Riverside, CA 92509

October 20th, 1993

Dear Bill

It was nice talking with you last week, Since I purchased N639PK I have already had her painted to eliminate the big numbers, and add a more racy looking trim job. Furthermore, I have made a few changes to eliminate the aileron flutter, I have rebushed the stick, and also the bottom arm, consequently this has solved my flutter problem.

I must say Lou Stolp built this airplane so well it looks as if it came off of a production line... Its really a piece of art work.

I have enclosed some pictures so you may see the before and after shots, I will send you some when I get them back from developing. I just recently (yesterday) got her out of my paint booth.

I would be willing to work on, and or help any one in the Colorado area who is currently building this wonderful ship! I have a 15,000 square foot heated hanger and all the special equipment to maintain and fabricate just about any aircraft. We work on and maintain all types of normally certificated aircraft, this is the only homebuilt we currently maintain, subsequently, the only one we wish to maintain.

I hold an A&P certificate, with Inspection Authorization, I am an Airline Transport Pilot, Multi engine, and certified instructor. We have been operating our business out of Centennial Airport for approx., the last two years.

In closing Bill, I would like to say, I have been waiting for this Starduster since 1975, the first time I laid my eye's on one. In the interim I have owned and built several aircraft, consequently, no airplane has given me the pleasure and satisfaction my Starduster does and will for a long long time.

Please thank Mr. Lou Stolp for a wonderful contribution to the aviation community.

If there is any thing I may do for you, please don't hesitate to ask, I'm enclosing \$24.00 for the years 1993, and 1994 respectively, starduster news letter. please rush them, as I await their arrival with bated breath. also I would like to comment from time to time on any technical break through I may stumble on.

Very truly yours
Frank Paruolo Jr.
Frank Paruolo Jr.
Aviation Specialties Inc.,



12340 E. Control Tower Rd. • Englewood, CO 80112 • (303) 752-0123 • (303) 752-7878

December 1, 1993

Dave Baxter, Editor
Starduster Magazine
5725 S.W. McEwan Rd
Lake Oswego, Or 97035

Bill Clouse
Starduster Corporation
4301 Twining Street
Riverside, CA 92509
October 30th, 1993

Dear Dave:

Having had my Starduster for one fantastic summer of open cockpit flying, I tho't I would drop you a line and share my experience with a problem that we briefly discussed at Oshkosh. I had a great time there and was sorry that I couldn't spend more time in Watoma. By the time I had a plane and found out about it, the Starduster crowd had all of the motels booked. Hopefully, I'll start earlier next year.

We pilots that fly open cockpit airplanes subject ourselves to all kinds of unique situations. Some of them are so small in the overall scope of the aviation business that it is difficult to find experts that are willing to devote enough time to this market to actually resolve the problems.

Such is not the case here. When I recently purchased my dream machine (a Starduster Too), I was convinced that all I had to do was jump in and fly away to the envy of all of my friends. Very quickly, I found out that one needs to learn how to land. Well, that's another story and I am sure all of us open cockpit drivers know about that. I have found no two theory's alike on how to consistently make good landings!

My other problem was just as perplexing, but I found a solution, and that is what I want to share. That is how to communicate with A.T.C. without them constantly telling me that I have a poor transmitter.

I have a Sigtronics voice activated intercom (SPA-400) in my Starduster. (I also have one in my Bonanza, so it was not new to me.) When I attended the Oshkosh convention this year, the first thing I did was go to the various headset manufacturers to have them recommend a solution. All of them recommended that I simply buy their equipment and that they were confident that I would communicate clearly. To their credit, the people from Dave Clark suggested that I talk with Sigtronics since I had their intercom.

Enter Steve Case, Director of Marketing at Sigtronics. Not only did Steve convince me that he knew about open cockpit flying (they sponsor an aerobatic performer that owns a Starduster), he asked me to "test" their equipment in my airplane. I purchased two S-20 headsets (their cheaper version) with a noise canceling microphone, and a headset that is designed to be less sensitive to external noise. They also sent me a test headset that they have been using with fire fighters. It has a metal strap that goes behind the head, with an adjustable cloth strap over the top. Steve says the

PROFILE

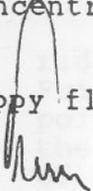
advantage is that it could be worn with a baseball cap. (Mine keeps blowing off.) The mike on this headset was totally unacceptable. It was a sensitive electret mike and the intercom would activate just from the airflow from the prop while sitting still. The headset is fine inside a cockpit, but not in open air.

I seem to have two levels of air noise. One with the front cockpit covered, and another with it open. When the front is covered, the airflow comes in from the top; with it open, it comes in from the front cockpit and exits out the back, or from underneath. When I turn my head sideways, (sometimes I like to look around) it also activates the intercom. Steve suggested turning down the volume on the intercom so that it would not be so sensitive to background noise, and that I try a mike muff. (I had already tried a smaller muff.) So he referred me to a company called Electro-Voice, from Buchanan, Mi., Ph (616) 695-6831 to order muff model # 87103, a large foam muff that slides over the end of the mike boom. This muff is about 1 1/4 inch in diameter and has been sliced on one side to allow the mike to be closer to the mouth. It absolutely cuts out all of the wind interference. Steve also sent me a new mike to try, the same one that is on the S-20 headset. (Model # M-80) It, along with the muff, are the answer to communications problems in open cockpit aircraft.

It is certainly refreshing to find people willing to find answers to minor problems in small markets.

There are certainly more expensive headsets on the market, and sales people that will tell you that their system will do everything you need, but I highly recommend the Sigtronics intercom, and Sigtronics S-20 headset with an Electro-Voice windscreen. With that problem out of the way, I can now concentrate on learning to make consistently good landings.

Happy flying,



Terry Thayer
Starduster Too, N-7691
"Too For The Road"
Eaton Rapids, Mi

PROFILE

MARKETING RESEARCH

December 16, 1993

Mr. Dave Baxter
5725 SW McEwan Road
Lake Oswego OR 97035

Dear Dave:

i recently saw a copy of your Starduster newsletter and want to know how I can get copies on a regular subscription basis.

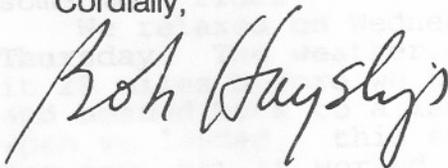
I've been looking for a Starduster Two now, generally through the Trade A Plane yellow sheets. i need to know more about the plane and think from my brief glimpse that your newsletter might help me a lot before I go blundering into a plane purchase.

I'm not interested in building and would prefer an open cockpit two holer with a somewhat tame engine.

If you can help I would sure appreciate it. Enclosed is SASE for reply.

Best regards.

Cordially,



Robert A. Hayslip

September 6, 1993

Dear Bill,

I finally finished the rudder pedal mod today. It seems to be a full day job; I took a lot longer because my garage was too hot at this time of year!

I wound up moving the pedals exactly four inches forward of the original plans' location. Keep in mind I'm almost 6'3" with a 34" trouser inseam. . . four inches was almost too much. I made the platforms just long enough to give me the four inches, in other words they end 1/2 inch ahead of the hole for the brake cylinder bolt or about eight inches total. The only way I think the total platform length should be longer than 8 1/2 to 9 inches is if you expect a pro-basketball player to fly the thing.

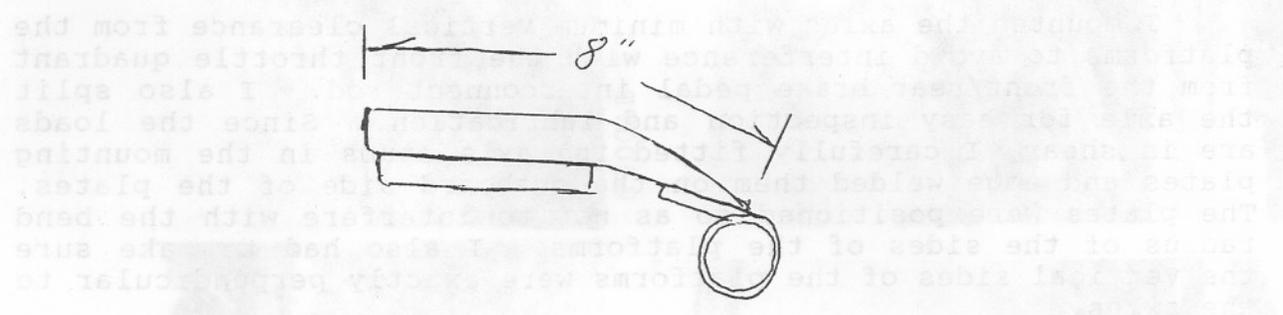
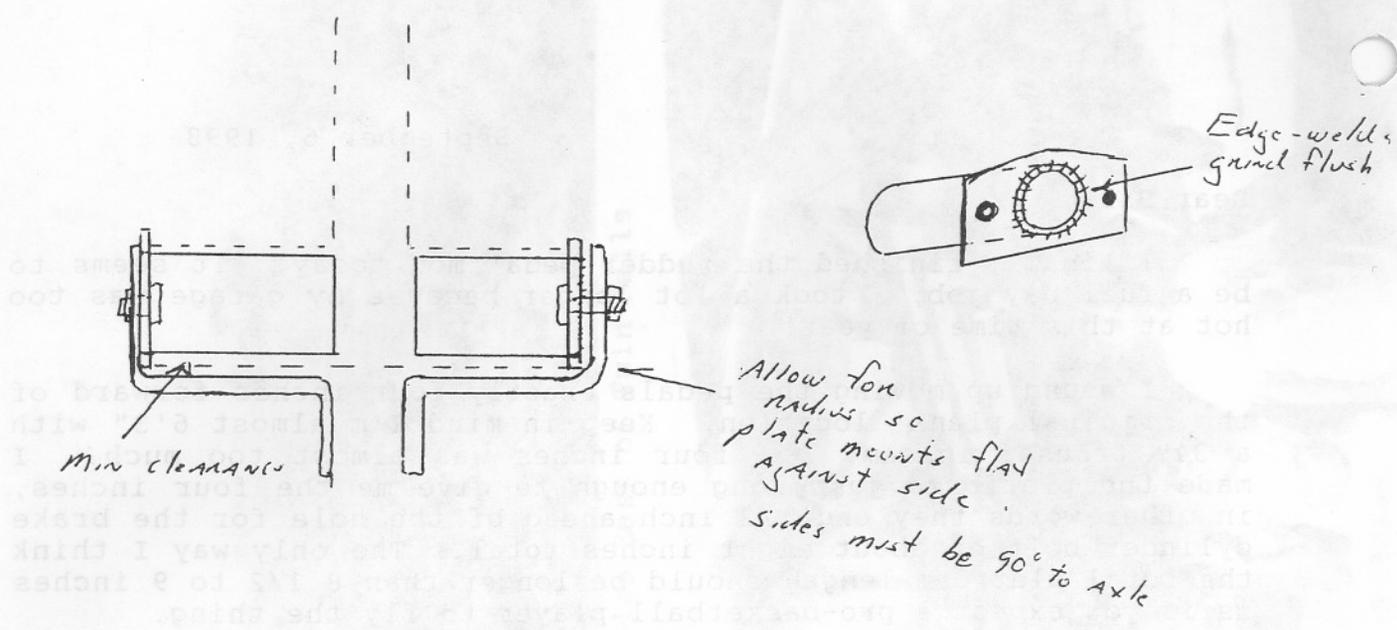
I mounted the axles with minimum vertical clearance from the platforms to avoid interference with the front throttle quadrant from the front/rear brake pedal interconnect rod. I also split the axle for easy inspection and lubrication. Since the loads are in shear, I carefully fitted the axle stubs in the mounting plates and edge welded them on the outboard side of the plates. The plates were positioned so as not to interfere with the bend radius of the sides of the platforms. I also had to make sure the vertical sides of the platforms were exactly perpendicular to the axles.

When bending the platforms to go around the aft spar carry-through, I'd delay welding the cut in the sidewall until you are certain everything lines up. As usual, I had to cut and re-weld twice. I've included a sketch of all this in case my description isn't too clear.

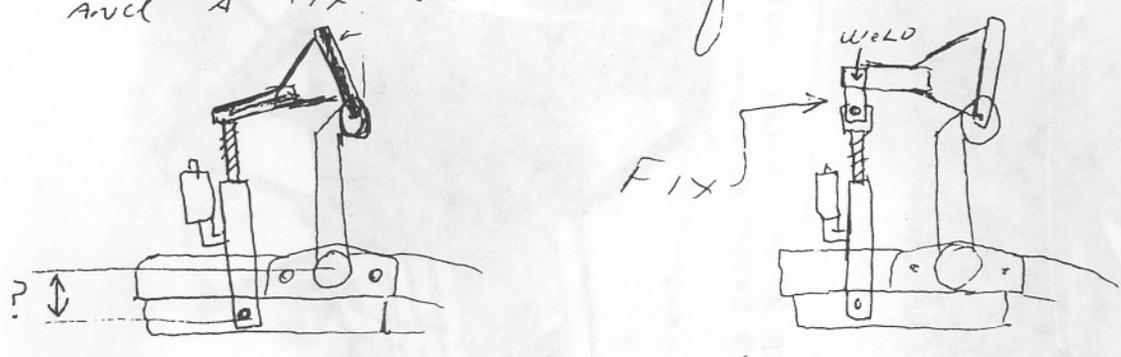
I think the mod is just fine and recommend you include it as an option on all plans. I'd also offer it as a kit through the magazine. As the airplane is now, anyone much over 5'11" can't be very comfortable. I'll send you some pictures of it since my plane is uncovered and it will show up well.

Sincerely,

Bob Cramer



Also, depending on how the brake pedals and lower brake cylinder mounts were originally set up, the new geometry may be such that the brake pedals angle forward more. This may give some pilots trouble and a fix could be required.



July 19, 1993
2941 N. Rio Verde Drive
Tucson, AZ 85715-3544

Bill Clouse
Stolp Starduster Corp.
4301 Twining, Flabob Airport
Riverside, CA 92509

Dear Bill,

Here's an article that was in an Arizona flying magazine about Sedona, aka the USS Sedona. It expands on what Dave wrote about in the last magazine.

Because I really like Flabob, its exotic cafe, and being able to browse through all the goodies in your shop, I like the idea of keeping the fly-in at Flabob. Since a lot of the Stardusters come from the west coast, I think your turnout would be better there than in Arizona.

My other concern about Sedona, even though Dave & Les didn't see too big a problem, is bringing a bunch of Stardusters (many of which have the older, tricky handling gear) into an airport that can be a real handful, even for a spam-can driver. Over the years at Flabob I haven't been exactly awed by some of the piloting skills I've observed. Witness last May's adventures in the strong crosswind with pilots who followed the leader.

Either way, Laura and I will be at Sedona or Flabob. If the fly-in stays at Flabob, we'll be there Thursday evening so we can give you a hand with the phones and whatever. If we wind up in Sedona, we'll just have to find another excuse to visit Riverside.

I'm looking forward to trying out that business of moving the rudder pedals. The more I garage fly my airplane, the stiffer my knees get. I'm almost ready to sandblast my fuselage and prime it.

Sincerely,

Bob Duger

Sedona High Adventure

by Ed Maxson

Sedona has a lot to bring visitors from far and near: the Red Rocks, generally superb weather, great dining and friendly western hospitality.

Add to that a picturesque airport high on a mesa overlooking town. Its charm includes a restaurant with a spectacular view, an on-airport hostelry that is arguably the best bargain in town, FBOs who sell avgas at close to a loss, and maintenance as good as there is anywhere.

Pilot Heaven? You bet! Where could be better for a flying escape from the desert heat? But before you leap into the air, you should know some things about this airport (some call it USS Sedona) which bears resemblance to an aircraft carrier. Start by checking the Airport and Facility Directory (A/FD) or other source of airport information.

Note that it's 4,827 ft. MSL, the first warning flag dictating some detailed planning. Sedona may be cooler than the Valley's 110°, but often not that much. It can still reach 95 or even 100+. A quick spin of the E6B can yield an eye-popping 8,000+ ft. density altitude.

You may need to refigure passenger, baggage and fuel load for the trusty family air machine. The truisms pounded into every student pilot remain true. Check your aircraft's performance at 65 percent power. That's what you can expect - firewalled - at this density altitude.

And remember, the wing has to go a long way through the air to produce enough lift to support flight.

OK. A close look at the charts says the airplane can do it. Great! Go for it, keeping in mind the A/FD also mentions turbulence near the

runway level about 0.5 mi. from the numbers. Even more fun is watching Runway 21 fall away at a 1.8 percent grade - 93 ft. downhill in just under a mile.

The typical transient aircraft approaches 21 high and hot due to the hill and the turbulence, and lands about a third of the way down. The mid-field windsock isn't midfield; it's near the 3000 ft.-remaining marker, but as it goes by it gives the impression that half the runway is gone. Smoke from skidding tires followed by a blowout with a couple of thousand feet left is not an unusual sight. It happens several times a year.

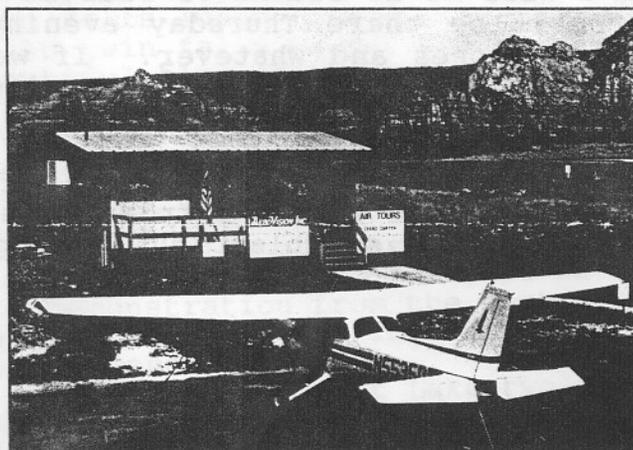
Sedona High Altitude Airport

Want real excitement? Try Runway 03 with 10 kt. or more blowing right down it. Turbulence on downwind and base for Runway 03 may portend an interesting ride on final.

Worse yet, there may be no turbulence.

A strong wind down Runway 03 will likely cause a downdraft just short of the mesa rim. (*Naval aviators will note a similarity to the condition just aft of a carrier's ramp. - ed.*) It can be a turbulent ride down final, or just as often smooth as silk with the airplane sinking toward the cliff face at a terrifying rate. More than one pilot has watched the VASI go from white-over-white to red-over-red faster than he can react. Add in density altitude and there may not be enough power to go around.

Flying the approach to SEZ Runway 03 into a healthy wind, plan for the downdraft. Locals typically fly a safe altitude over the numbers.



airport.

True, frequently in spades... sometimes worse. What the airport information books don't tell is some of the tips worth knowing about the hilltop aircraft carrier.

When the wind is out of the south or west, turbulence on downwind, base and final for Runway 21 can make an approach exciting. Adding spice is a hill on the final approach centerline, just above

EDITOR'S NOTE REGARDING SEDONA

I agree with what Bob Dwyer wrote in his letter about how challenging it can be to fly into Sedona. I certainly do not want anyone to get hurt, or bend their airplane if they are not up to the task.

However, it is one of the most beautiful places in the southwest part of the United States, and besides Dick Lucas has graciously offered to take care of the arrangements.

Sedona is all the things that FlaBob isn't. It will also allow owners and builders from not only southern California to attend, but will make it easier for those who live in Utah, Colorado, Arizona, New Mexico and Texas. We are also thinking about some type of Starduster get together in Northern California later in 1994, sometime around the Labor Day weekend. We are also looking for someone to help sponsor the event and take care of local details. How about Nut Tree, Porterville, or Columbia, California? Does anyone have some ideas. Please contact Bill or me. This could also be the spot for our 1995 Open House.

I have never viewed the Open House as a weekend only event and have always had to take some vacation days to attend. But it also gives me an opportunity to visit my many friends as well as my daughter and her family. So take a couple of vacation days and attend.

Bob Dwyer's letter, along with the article in Arizona Fly Aways is reprinted in its entirety for those of you who plan on attending.

My advise for those with limited experience would be to stay overnight at Prescott, Flagstaff, Holbrook or Deer Valley. So that you can arrive early the next morning when things are usually calm.

D.C.B. Editor

aiming to touch down a little long. After all, the 5,131 ft. runway does slope uphill.

For landing either direction, listen to the advisory and check the windsock - there are five on the field: two at runway level. Keep performance in mind - both pilot's and machine's. Lastly, as you learned in training - don't stop flying the airplane 'til it's tied down.

Remember, we haven't even talked about the crosswinds that can make

that 75 ft.-wide runway look awfully narrow. Some days, you're just better off going somewhere else - or home.)

Takeoff? On a July mid-afternoon you could feel like Jimmy Doolittle hauling his B-25 off the USS Hornet en route to Tokyo. A 150 hp. Piper Cherokee, for example, with 640 lb. of people, 18 gal of fuel - and no souvenirs from Tlaquepaque - will be at max gross. An 8,000+ ft. density altitude will require a large chunk of SEZ's 5,131 feet before the Hershey

Bar wing wants to fly.

Runway 21 is better. The wind usually favors it, it's downhill, and there's no hill to avoid.

Now, you're ready to enjoy Sedona at its finest.

(Ed Maxson is an ATP, CFI-I and designated pilot examiner with 12,700 total hours, 6,000 as a CFI. He is chief pilot for Aerovision, Inc., a Sedona-based Part 135 air taxi operator.)



14th ANNUAL STARDUSTER OPEN HOUSE

WHEN: MAY 13, 14, 15, 1994

WHERE: SEDONA AIRPORT (SEZ)

In Sedona, Arizona - Approximately 100 miles north of Phoenix

We would like to fill Sedona with biplanes. Come help us celebrate our 14th Anniversary Open House.

The tentative schedule of events are as follows:

Friday, May 13th : day - Arrival and parking south ramp, adjacent to airport terminal. Registration in terminal lobby. Dick & Donna Lucas will be on hand to greet early arrivals.

Friday, May 13th : evening - At 5:00 p.m., 1700 hrs early bird arrival "Wing Ding" in Dick's hangar. Snacks & Drinks.

Saturday, May 14th : day - More arrivals, local flying to enjoy the world reknown scenery that only Sedona can provide. Use of terminal conference room for hangar flying. War stories, totally hands off first flights and how to make your Starduster go faster. (Lie about it that's how!)

Saturday, May 14th : evening - At 5:00 p.m., 1700 hrs caterer sets up for a "Cowboy Cookout" of barbque brisket or chicken breast, served with beans, potato salad, garlic toast and apple cobbler. Approximate cost for complete dinners will be \$16.00 per person. After dinner there will be awards and entertainment.

Sunday, May 15th : day - Say your good bys and launch for home. Perhaps some organized departures with flights departing to the west, to the north and to the east.

Also there is a great restaurant that serves breakfast & lunch. ON THE AIRPORT.

For additional information please call:

Bill Clouse 1-800-833-9102

Dave Baxter 1-503-639-8792

Dick Lucas 1-602-282-3030

If you plan on staying at the Sky Ranch Lodge, reservations must be made in advance, and be sure to tell them that you are with the Starduster Group, and that you know Dick Lucas.

SEDONA STARDUSTER OPEN HOUSE

More On Sites, Things To Do, Accomadations And Transportation

Dick Lucas, owner of N56AM a beautiful Starduster Too and longtime resident of Sedona, AZ was kind enough to send me the following information. I cannot list it all as it would fill an entire issue of Starduster Magazine.

Dick sent me a magazine titled "Experience Sedona" the 1993-94 official chamber of commerce guide & directory. It lists every motel, hotel, bed & breakfast, restaurant, resort, tour, and items of interest that you can imagine. So you might consider staying several extra days in this beautiful area, and make it a real vacation.

For accomadations, Dick recommends the Sky Ranch Lodge as it is next to the airport on the same hill and the only one you can walk to. The phone number is (602)282-6400 for reservations, and are priced from \$50 to over \$100 per night. Also located near the airport is the Saddle Rock Bed & Breakfast, Phone (602)282-7640, cost \$95 to \$120 per night.

The next closest, but requires transportaion is the Cimarron Inn, Phone (602)282-9166 for reservations and are priced from \$48 to \$64. There are other Bed & Breakfast accomadations available and generally go for \$65 to \$150 per night. Also there are R.V. & camping spaces available from \$15 to \$40 per night. But if you really want to spend the money you can stay at the Los Abricados Lodge for \$300 per night.

If you drive, have transportation or rent a car there are less expensive accomadations in the Camp Verde area just south of Sedona and of course if you really want to drive there are more reasonable rates in Prescott or Flagstaff. But even here reservations should be made early.

CAR RENTALS:

For Budget Rent-A-Car call (602)282-4602.

For Sedona Jeep Rentals call 1-800-879-JEEP or (602)282-2227.

For Super Star Rent-A-Car call (602)282-2879

There are also Jeep tours and bicycle rentals. There are art galleries, indian jewlery, and beautiful scenery to look at, and one of the best views is from the airport itself.

So please if you plan on attending make your reservations early. No later than the receipt of this issue of Starduster Magazine.

D.C.B. Editor

FLANNIGAN'S
SEPTEMBER 25-26, 1993

Your editor had the distinct pleasure of attending this annual event.

We left Oregon, my son and I, on Wednesday evening after work. We stopped in Roseburg, OR that night. I had wanted to stop in Grants Pass, OR to visit Bob Caravas, and see his Starduster Too that is almost complete. But a late start and other problems did not allow for it.

The next morning we stopped at Medford, OR to visit with Steven Fusco, a retired airline captain and owner of several airplanes, one of which is a beautiful Starduster Too N22TF. We had lunch and took many pictures of both airplanes together. He also wanted to test his new radio installation. So when we departed for the bay area he flew with us, which allowed for some air to air pictures. We were by Mt. Shasta when he left us, and then it was on to Red Bluff, CA, Corning, Willows, The Nut Tree, and Travis AFB. Slipped past Mt. Diablo and landing at Livermore. A quick visit with Les Homan and Bob Pisani, both Starduster owners. Then it was onto San Carlos/Red Wood City to overnight with my daughter, son-in-law and new grandson Matt.

After breakfast at the Sky Kitchen the next morning we made the Bay Meadows departure to Half Moon Bay and North along the San Francisco coast. This is where Dan took some really good pictures of the Golden Gate Bridge and of San Francisco itself.

From the bridge it was only a short flight to Sonoma Valley Shellville. I had talked to Tom Morris earlier and he would be there to meet us that afternoon. Having heard much about this airport, Dan and I poked around waiting for Tom. There was a DC-3 along with many other interesting airplanes for us to look at.

It is an airport much like Fla-Bob, Evergreen, and Santa Paula all rolled into one. Tom arrived and introduced us to many of the locals and their airplanes. We also got to inspect his Starduster Too N94TM, and several of his future projects. We were treated to a wonderful Barbbque dinner and an overnight stay with Tom & Debbie Morris that Friday evening.

Early Saturday morning found us packed up and enroute to the airport. After fueling and loading up we met the Ewertzs. A husband and wife team who both own Great Lakes, and were to accompany us to Flannagans. Bill Ewertz is also a Starduster Too builder.

So two Starduster Toos and a Great Lakes headed southeast. Les Homan N4226Y was suppose to meet us between Antioch and Byron, and after some radio chatter and fixed terrain features we had 4 biplanes headed for Flannagans.

Crow's Landing slipped by followed by Gustine. Our plan was to stop at Los Banos for breakfast, thus allowing us to land at Flannagans early after breakfast. With Tom in the lead, as he knew where we were going. Tom spotted Eddie Andrini doing his free airshow in his acrobatic Stearman with smoke on going straight up, made it an easy place to spot.



The Golden Gate Taken From N96576
Enroute Sonoma Valley



N96576 With Molly Flanigan at The
Almond Ranch She is a Wonderful
Person and a Great Stearman Pilot



Staggerwings At Flannigans 1993



The Mothball Fleet By Martinez CA

Flannagan's is about 40 miles south of Merced and 30 miles or so east of Los Banos. It has two 5,000 hard surface runways and is not on the chart! It is virtually impossible to make a bad landing on this strip, as it is also very wide. Once on the ground we were parked with many other unusual airplanes. As I said earlier there were 130 aircraft in attendance. Mostly Stearmans, 5 Stagger wings, 4 195's a Fleet or two, a couple of T6's, a T-28, some Pacers, Mono Coupe, 4 eagles, Cubs, Detroit airplanes and 4 Stardusters. Tom Morris in N96TM, Les Roman in N4226Y, Jeff Chambliss in N80MM, and my son Dan and I in my Starduster Too N96576.

This is an annual event, but this year was very special in that their daughter Molly had just checked out as a 747 captain. This made the get together more rewarding. Many people brought pot luck. But Tom Flannagan who is now over 80 years old, saw to it that no one was wanting for food and drink. The food was served in one of their hangars. Many airplane parts as well as several Stearman projects family owned were there for the viewing.

Their dad, Tom told his kids you can have any restored airplane you want as long as it is a Stearman. Flannagan's is a very interesting place, as another of Tom's interests was to get old cars off the road. The difference is that he started collecting them over 50 years ago. Here at this airport there are over 75 vehicles, most unrestored. From Model T's, model A's, as well as 39-40 Fords, plus many other rare models. Included in this was a 1932 Arens Fox fire truck complete but unrestored.

It was a very incredible place to visit. Also on display were about a dozen or so Corvettes, from a California Corvette Club. Most people flew in, as only about two dozen cars in all were parked in the vicinity. There was much flying, ride giving and aerobatics. Wow what a shindig.

The following morning after helping clean up, we departed to Sonoma Valley (Shelville). We had a pleasant and uneventful flight over flying the Mothball Fleet of ships at Martinez and the soon to be closed naval ship yard at Mare Island.

Just as we were landing Bob Kaveney was departing for Santa Rosa with his Starduster Too N192RK. I had hoped to finally meet him. I had looked at his airplane the previous Friday evening, as he was kind enough to give me the combination to his hangar. By arriving early enough back at Shelville I had hoped to be able to attend EAA chapter 124's Barbecue Open House and was delighted when Bob returned. Thus allowing us to arrive at Santa Rosa as a flight of two.

We had a wonderful time, also getting to tour Lloyd Hamilton's Sea Fury race planes and air race operation. There are several other Stardusters based on the field. Dave Heals N292EP, Joe Wiegands N373BG and Fred D'Alesos N85RA.

We were also very happy to renew our friendship with Bill Cannam a Starduster Too builder from Santa Rosa that I had met earlier at Oshkosh. He was kind enough to invite my son Dan and I to stay with him.



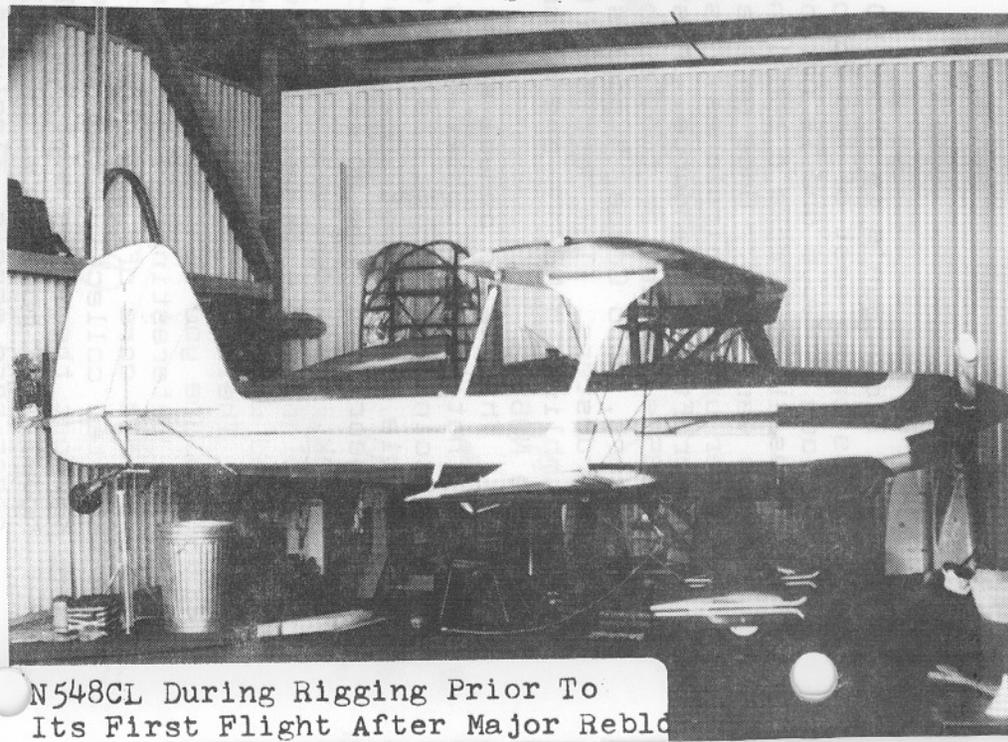
N80MM Jeff Chambliss S/D Too
at Flannigans 1993



N192RK Bob Kavaney,s S/D Too at
Santa Rosa,s Chapter 124 Open
House and EAA Major Achievement
Award a Well Deserved Congratulations

36

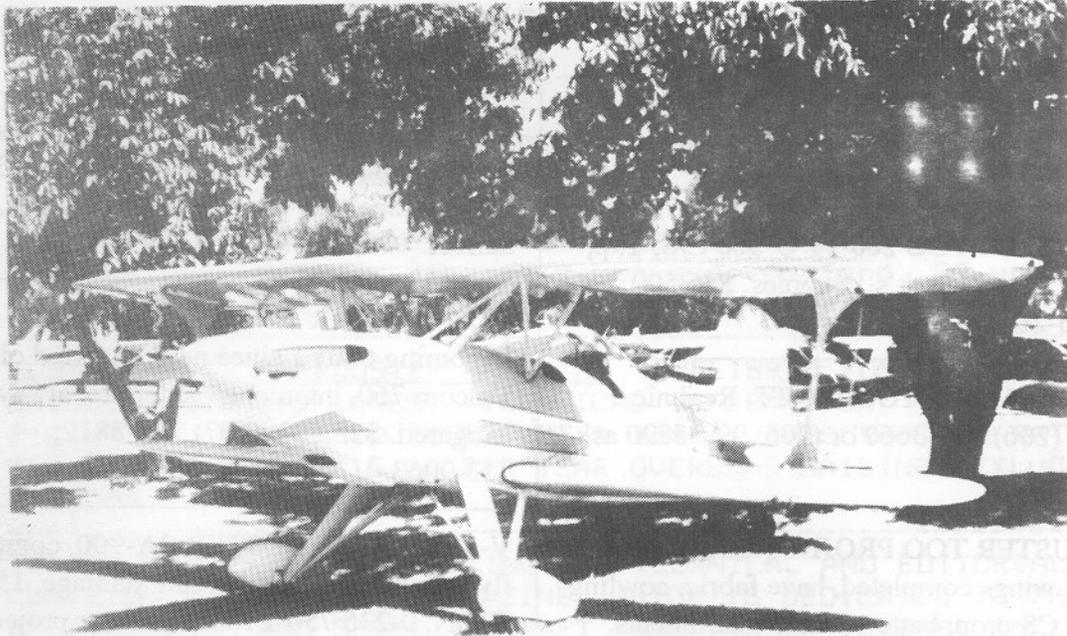
Kazuma Doi After his First Flight
in a Starduster Too Pearson Air
Park Sept 1993 kazuma is from
Japan



N548CL During Rigging Prior To
Its First Flight After Major Reblo

With my airplane in the EAA hangar along with Fred's, it seemed only fitting to retire for the night. My son Dan was treated to a ride into Santa Rosa in Bill's beautifully restored model T. That night we talked late into the evening. But we were up early as Bill had to work, he left us after start up. It was very cold there early on the ground, before sun up. But at about 1,000 feet over the city the inversion kicked in with a rapid temperature rise. From there it was a left turn past Mt. St. Helena over Clearlake, and into Red Bluff for a late breakfast. From there it was over Redding, past Shasta, over Medford and we landed in Grants Pass. Unfortunately we were still unable to meet with Bob Caravas and see his Starduster Too. From there it was onto our homebase Hillsboro, Oregon. A wonderful flight and a great time with many wonderful people. This is the kind of thing you can do with a Starduster Too.

D.C.B. Editor



N94TM at Flannigans Sept 1993

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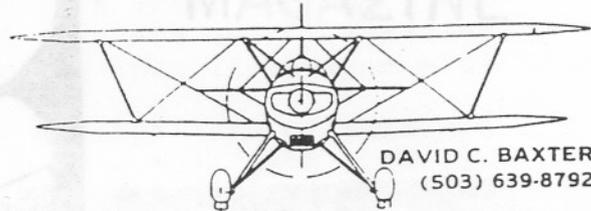
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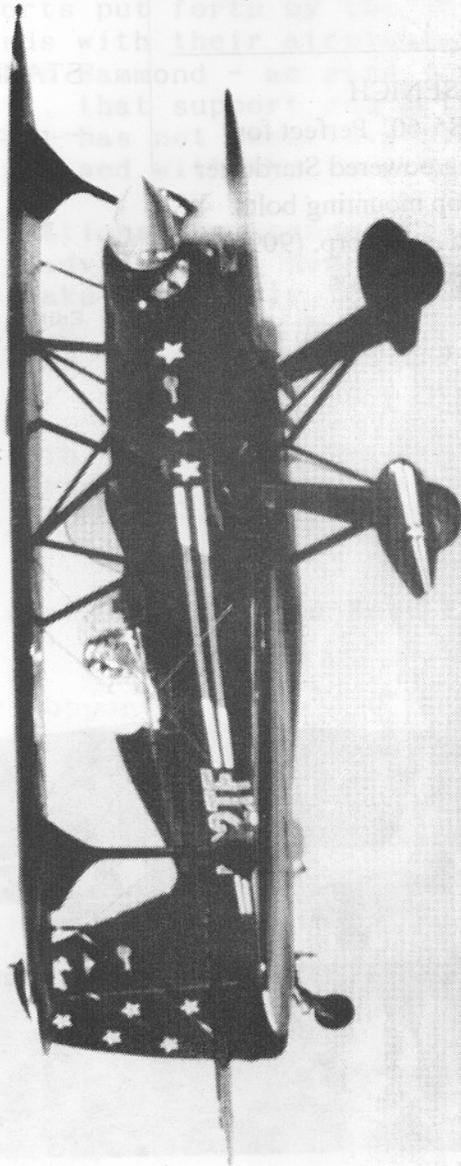
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