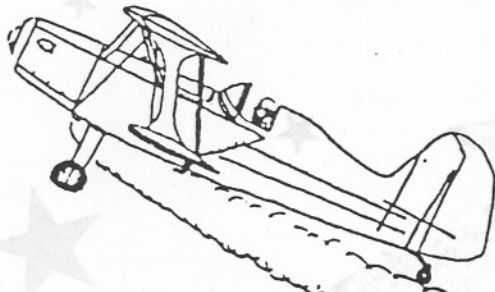


BACK COVER: Ed Fleet, Heade, Job on 's Starduster too

July 1985



4301 TWINING
RIVERSIDE, CA

OSHKOSH 85 was again bigger than ever, but I don't know if it was better for the Home Builders. Several Starduster owners would not bring their airplanes to the "Show" because of the crowds which are becoming more Lookey Lou's than interested or prospective builders. Am sure EAA Head quarters has received numerous complaints in this area and will work out a satisfactory solution.

And now for the Hottest Item to face the General Aviation since the BFR. Am sure most of you have already read "Hot Line" in August 85 issue of Sport Aviation concerning the Recreational Pilots License. I personally cannot believe the FAA dreamed up this new proposal without the help of ambitious CFI's out to make more bucks. They are not only discouraging the existing Private Pilots, but the general public who desire to get into Aviation. It will behoove all of us to investigate this new proposal NPRM 85-13 and make comments to all the powers that be that we will not accept it as written.

Back to OSHKOSH 85---
Congratulations are in order for J.V. Withrow of Central City, Ky, for winning the Reserve Grand Champion award with his flawless Starduster Too Look for the color pictorial in next months Sport Aviation. J.V. also won 1st Designer Award from Starduster. Bob Wyse from Athens Texas took 2nd place with his Beautiful Starduster Too. Jim Tinsman from Excessior Springs, MO, was 3rd with his Acroduster Too.

Thanks again to all who stopped by the booth to chat...

Bill Clouse

HOT LINE...

FROM HEADQUARTERS

COMPILED BY JACK COX

BACK COVER PAINTING

Much to the surprise of everyone who sees it, this month's back cover painting is a watercolor of Steen Skybolt C-GGEG. Most assume it to have been done in oil or some other medium. The artist is Englishman Sandy Rawlinson, an old RAF friend of the Skybolt's owner, Tony Moore (EAA 183563) of Oakville, Ontario, Canada. C-GGEG was a joint project involving Tony and his twin sons. It is powered by a Lycoming IO-540 (250 hp). Test flown for the first time on June 8, 1984, the biplane has already won a number of awards, including Grand Champion at Orillia in 1984.

RECREATIONAL PILOT'S LICENSE

Three years ago, the National Association of Flight Instructors (NAFI) submitted a petition to FAA asking that a new simpler, less expensive entry level pilot's license be created for persons who want to fly strictly for pleasure.

It has taken the FAA three years to respond, but after seeing the 22 page NPRM released in late June, there is no longer any mystery why it took so long. FAA and DOT not only propose adding a type of recreational license, but also would overhaul the entire pilot licensing process up through the Private license.

Briefly, FAA would create Student Recreational Pilot and Recreational Pilot Licenses which would be quite restricted as compared to current Student and Private licenses . . . and would emasculate the existing Private license by requiring 2 hours of dual each year for all, plus an annual flight check for Private pilots with less than 400 hours. All this **in addition** to the existing BFR!

- Recreational pilots would be restricted to flying fixed gear, fixed prop, 4-place airplanes and helicopters of 180 hp or less, plus single place gyrocopters . . .

- Would be restricted to flights within 50 miles of one's home airport . . .

- Would be restricted to daytime VFR flying at an altitude of no more than 10,000 ft. or 2,000 ft. AGL, whichever is higher . . .

- Could not operate from an airport with a control tower.

Two critical recommendations of the NAFI petition were either turned down or are still being studied. NAFI proposed that a person could become a Student Recreational pilot at age 14. FAA says 16. NAFI proposed that the 3rd Class physical be replaced by the statement of no known physical defects currently allowed balloon and glider pilots. FAA has deferred that decision until it receives a report on airman's physicals it commissioned the American Medical Association to prepare . . . the outcome of which is about as predictable as the time of tomorrow's sunrise!

To merely say that the NPRM is disappointing is the understatement of the year. FAA was asked to take steps to put flying

within the reach of greater numbers of U. S. citizens by making it less expensive and less hamstrung by needless regulations. With NPRM 85-13, however, flying would become **more** expensive and pilots would be harassed by still **more** regulations.

The Recreational Pilot's licenses, as proposed, would be so restricted that it would be hard to imagine anyone spending the money to obtain one . . . and when Private pilots who have been flying for 30 or more accident and violation free years learn that FAA wants them to take two hours of dual each year because they are "unsafe", you can bet there's going to be an uproar that will shake the very foundations of 800 Independence Avenue in Washington!

If you want a copy of NPRM 85-13, Docket No. 24695, request same by calling FAA at 202/426-8058. The initial deadline for comments was September 24, 1985, but EAA is asking for a 30 day extension. Be certain to read David Scott's Washington Report next month and be prepared to submit a written comment after you read his analysis of the proposal.

TECHNICAL NOTES

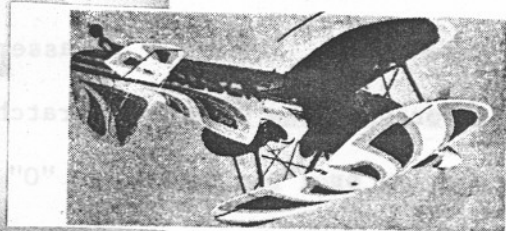
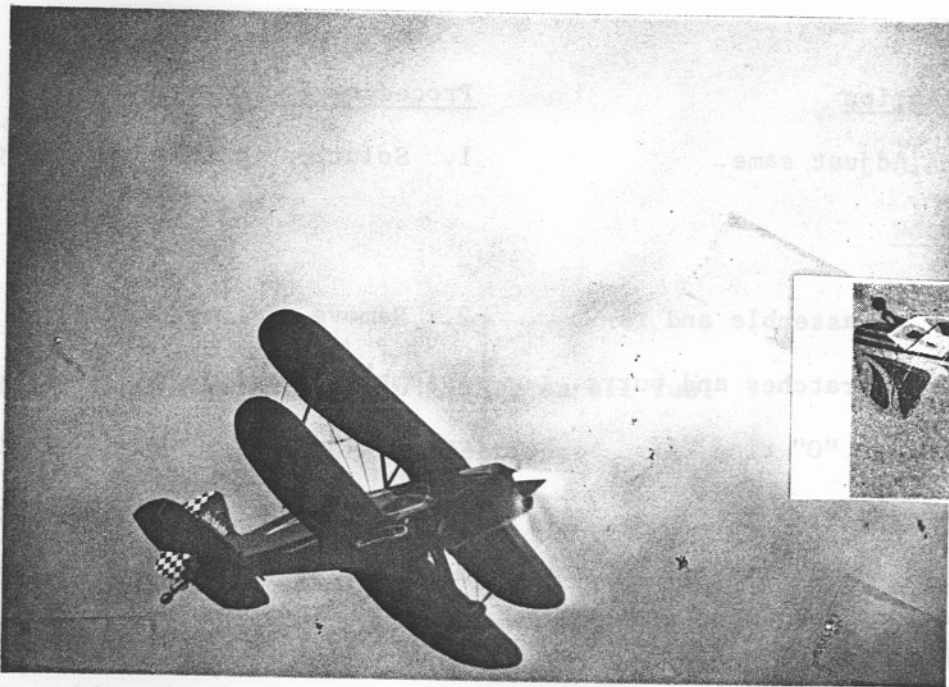
Got a call from Bob Koppe of Battle Creek, Mich. He owns a Starduster Too and enjoys doing aerobatics and Airshows with it. For the past year we have been trying to increase the roll rate using spades, adjusting throw everything we could think of. Then Bob closed the GAP - between the nose ribs at Aileron Hinge Bays and was very impressed with the results and improvement in roll rate.

THANKS BOB

TECH SAFETY

Acroduster Too's with streamline roll wires on cabanes. We have had a report of the eyebolts bending on the forward cabanes. The bending occurred during crisp knife edge to knife edge flying. The disadvantage of the wires is that all roll loads have to be carried by one wire. A thoroughly preflight and post flight is required after hard aerobatic flight to check for any sign of bending.

The call for assistance to J. B. Withrow's problem in last issue has been solved - The fix was easy. J.V. had us put mufflers in his exhaust system and they were creating too much back pressure, as a result we will be reluctant to use mufflers in future fabrication - Beleive it was Bob Armstrong who pinpointed the problem.



4-36

ENGINE WON'T IDLE UNLESS BOOST PUMP IS OFF

<u>Cause</u>	<u>Solution</u>	<u>Procedure for Solution</u>
1. Idle mixture extremely rich.	1. Lean idle mixture at injector.	1. Turn scalloped wheel at side of injector toward lean condition. <u>Note:</u> Arrow on linkage indicates rich and lean. Idle speed will no doubt have to be adjusted. Condition indicated by excessive black smoke.
2. Engine pump fuel pressure set too high.	2. Adjust fuel pressure at pump if AN type. Replace fuel pump if diaphragm type.	2. Solution is self-explanatory.
3. Booster pump pressure set too high.	3. Adjust pressure or replace pump.	3. Solution is self explanatory.

POOR IDLE CUT-OFF

<u>Cause</u>	<u>Solution</u>	<u>Procedure for Solution</u>
1. Improper rigging of mixture control linkage.	1. Adjust same.	1. Solution is self-explanatory.
2. Mixture control valve scored or not seating properly, or "O" ring on mixture jet broken or deformed.	2. Disassemble and remove scratches and burrs. Replace "O" ring, if necessary. <u>Note:</u> Check for leak by disconnecting fuel line at entrance to flow divider. Keep throttle and mix off and boost pump on. There should be no fuel flow.	2. Remove mixture control assembly from injector lap idle cut-off jet and valve assembly on a good lap plate using a mild abrasive until all scores and burrs are removed. Clean thoroughly and re-assemble. Also observe the condition of the

5



POOR IDLE CUT-OFF

<u>Cause</u>	<u>Solution</u>	<u>Procedure for Solution</u>
3. Vapor in lines.	3. Avoid prolonged ground operation at low RPM and idle. Keep nacelle as cool as possible. <u>Note:</u> Use boost pump, if necessary.	3. Solution is self-explanatory.
4. Dirt in air bleed hole of nozzle.	4. Remove and clean.	4. Wash in acetone or MEK and blow out with compressed air.
5. Fuel jets in nozzle improperly located.	5. Replace nozzles.	5. Nozzles may be tested by fabricating test rig as explained in S.I. 1275. <u>Note:</u> No visual check of jets is possible.
6. Valve in flow divider sticking.	6. Remove and clean.	6. Remove flow divider from engine and disassemble. Flush out any dirt that may be present. Flow divider valve may be hand lapped in seat to remove any burrs. Clean thoroughly and reassemble. <u>Note:</u> Never interchange flow divider parts.
7. Loose fuel line at flow divider or nozzle.	7. Tighten all fuel connections.	7. Check main fuel line at flow divider and fuel injector. Also all fuel lines at divider and nozzles. Make sure nozzles are tight in cylinders and not cross-threaded.

Note: Engine may be rich at idle.

- | | | |
|--|--|----------------------------------|
| 8. Mixture valve stuck,
(corroded) to valve seat.
(carbureted engines) | 8. Disassemble carburetor
to enable cleaning (and
lapping, if necessary) the | 8. Solution is self-explanatory. |
|--|--|----------------------------------|

HIGH FUEL FLOW

<u>Cause</u>	<u>Solution</u>	<u>Procedure for Solution</u>
1. Plugged nozzles.	1. Clean or replace same. Inspect with magnifying lens first.	1. Flow-check nozzles in con- tainers of equal size to locate plugged nozzles. If plugged, wash in acetone and blow out with compressed air.
2. Air leak or restric- tion in deck pressure gage line (airframe).	2. Locate and repair.	2. Pressure check to 9 lbs. and observe gage for drop in pressure.
3. Injector rich.	3. Replace same. Check mags for excessive smooth drop in RPM. Recalibrate and/or overhaul injector at an approved facility.	3. Run engine at a given power setting full rich. Observe fuel flow and compare to fuel flow requirements for that power setting as found in operator's manual.
4. Faulty gage.	4. Replace same.	4. Prove by installing master gage and running engine to compare gages.
5. I.D. of fuel lines too small.	5. Replace lines.	5. Lines must be between .085 -.090 I.D. Check with gage and be sure not to mark inside of fuel lines.

6. Incorrect nozzle
flow.

6. Replace nozzles.

6. Flow-check nozzles in
containers of equal size to
locate problem nozzles. Flow
rate of nozzles may be deter-
mined by following procedures
set forth in S.I. 1275.

7. Cracked or broken
fuel injector nozzle
line. Note: Separation
may be at silver solder
connection.

7. Replace defective line.

7. While pressurizing system
with boost pump, give it a
good visual inspection for
signs of fuel dye.

8. Deck pressure gage
line plugged (turbo-
charged).

8. Remove any obstructions.

8. Disconnect line from gage
and engine. Use compressed
air to blow through lines to
remove any dirt that may be
present

- 16 -

LOW FUEL FLOW

Cause

Solution

Procedure for Solution

1. Dirty fuel filter
screen.

1. Clean same.

1. Remove and clean in acetone
or MEK. Blow out with com-
pressed air.

2. Injector lean.

2. Replace same or recal-
ibrate or overhaul at approved
facility.

2. Run engine at a given
power setting full rich. Ob-
serve fuel flow and compare
to fuel flow requirements for
that power setting as found in
Operator's Manual. An in-
crease in cyl. head temp, EGT
or oil temp. may be an indica-
tion of a lean injector. 8

3. Faulty gage

3. Replace same.

3. Prove by installing master gage and running engine to compare gages.

4. Flow divider does

not open all the way (problem may not occur at all times).

4. Disassemble, check for dirt, and drag on diaphragm stem. Also parts may be lapped together to insure free operation.

4. NOTE: NEVER INTERCHANGE FLOW DIVIDER PARTS. THEY ARE FLOWED AS AN ASSEMBLY.

5. Fuel line to fuel flow gage broken, loose or plugged.

5. Repair or replace line.

5. To detect broken or loose line check for fuel dye stains. To check plugged line, disconnect at gage and injector and blow out with compressed air.

6. Low fuel pressure.

6. Increase fuel pump pressure to limits in Operator's Manual and also check for leaks.

6. Solution is self-explanatory.

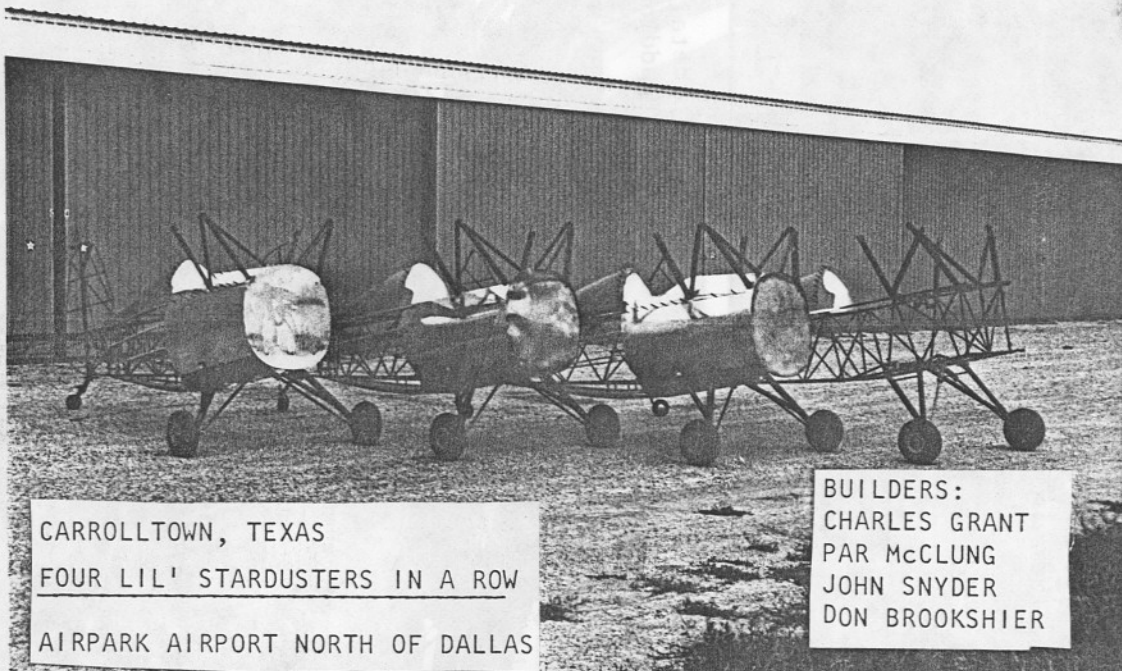
7. Improper gasket installed on cover plate in flow divider.

7. Replace with correct gasket.

7. Step by step procedure for inspection and repair of this problem are found in Lycoming Service Bulletin #382 or Bendix Service Bulletin RS 43.

9

8



CARROLLTOWN, TEXAS
FOUR LIL' STARDUSTERS IN A ROW
 AIRPARK AIRPORT NORTH OF DALLAS

BUILDERS:
 CHARLES GRANT
 PAR McCLUNG
 JOHN SNYDER
 DON BROOKSHIER

ALL EAA's AND ALL EAA CHAPTER 168 DALLAS



CHARLES GRANT
 FARMERS BRANCH, TX
 flying over Southern Oklahoma

7-22-85

NOVATO, CALIFORNIA

Dear Bill Clouse,

In a recent phone conversation, you asked how my project was coming. I am so use to giving everyone a stock and noncommittal answer of, "Oh, I keep pecking away", which doesn't say much.

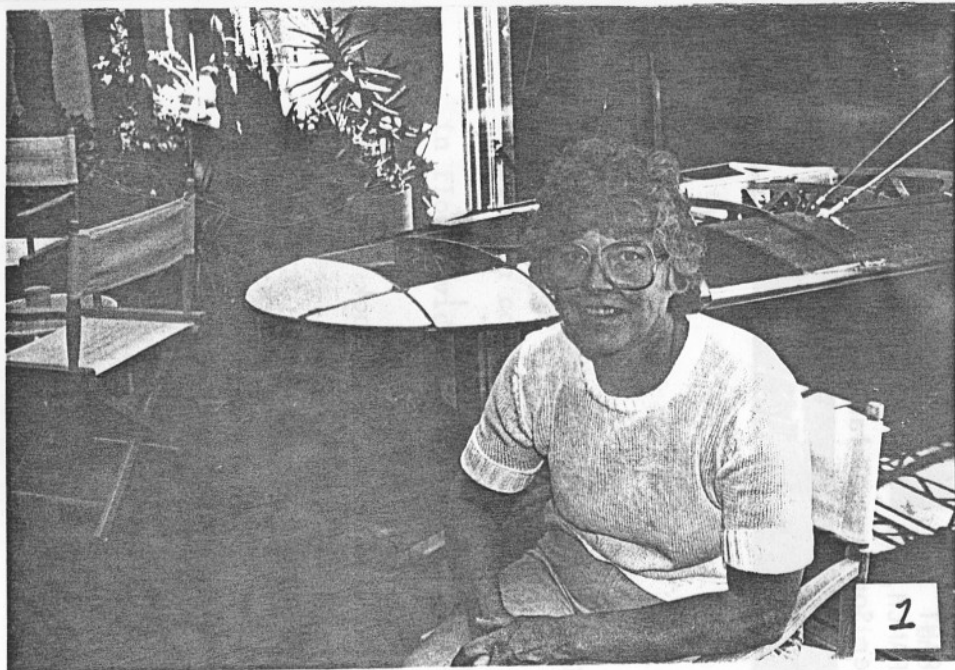
Some one said a picture is worth 10,000 words and since I recently took some of my Duster; I am enclosing 160,000 words.

I hope you find them of interest and accept them as a token of my appreciation for the helpful service that you and others at Starduster Corp. have given. I hope to see you at Oshkosh...someday!

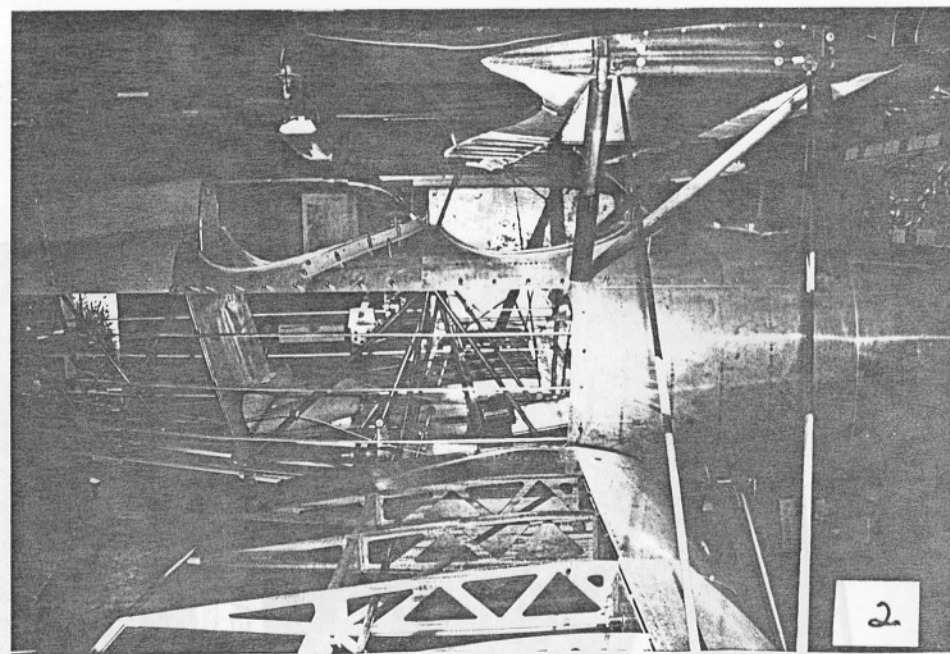
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Pictures 1-16 on following pages

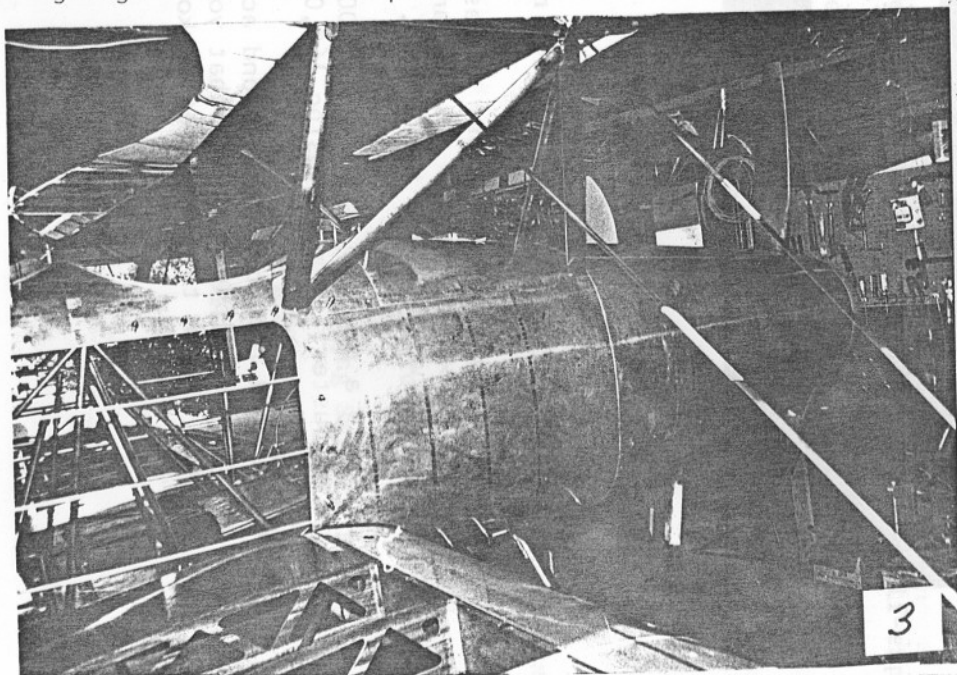
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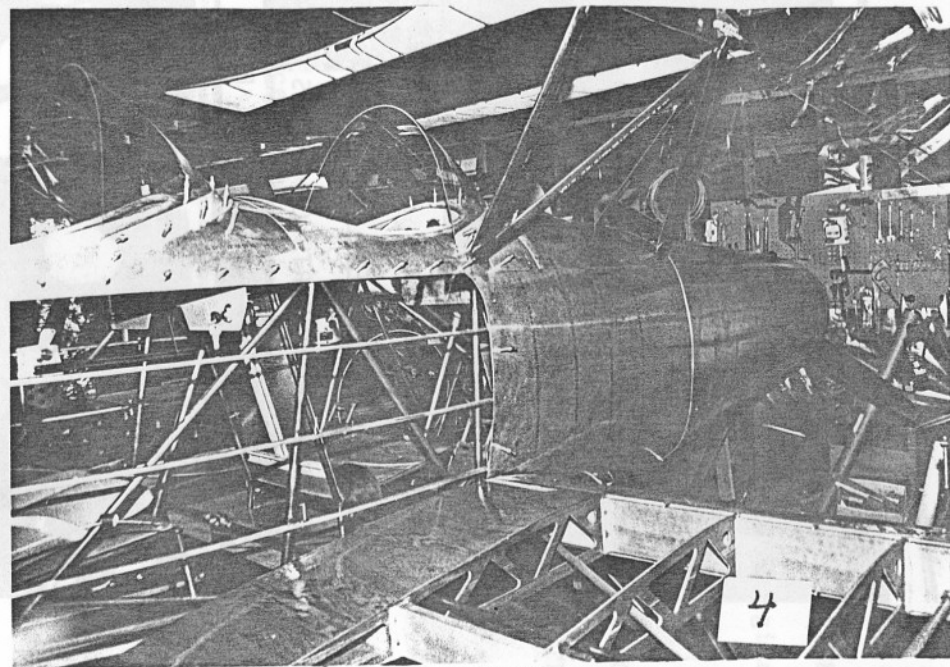
1. Project supervisor, moral supporter and chief financial officer. Picture shows coffee table extending from garage into enclosed patio.



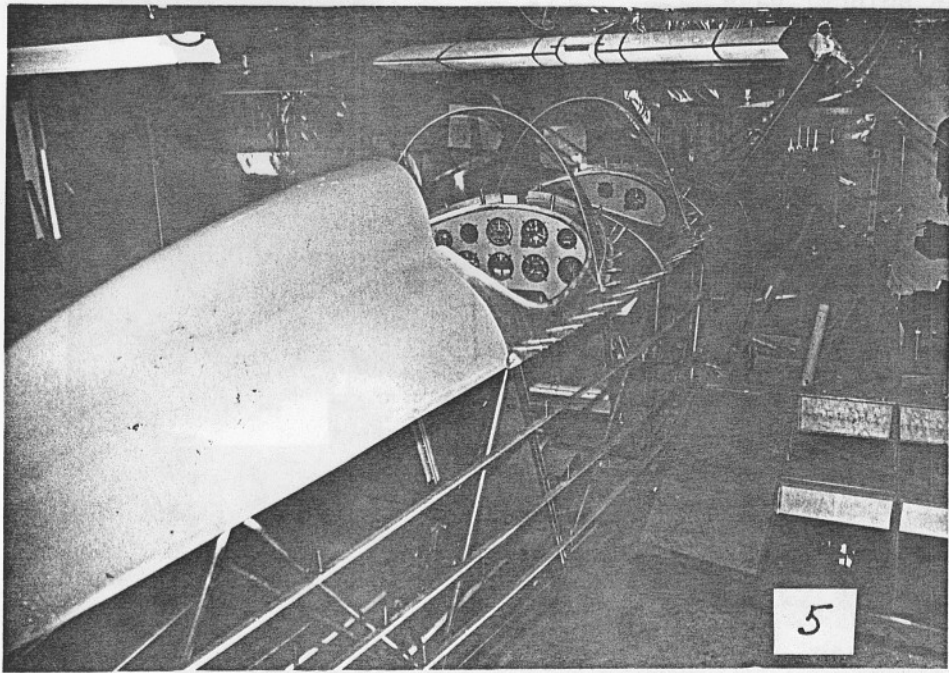
2. Moving inside garage showing right side mid ship detail. Life preserver is in case of ditching at sea or padding buns while hangar flying.



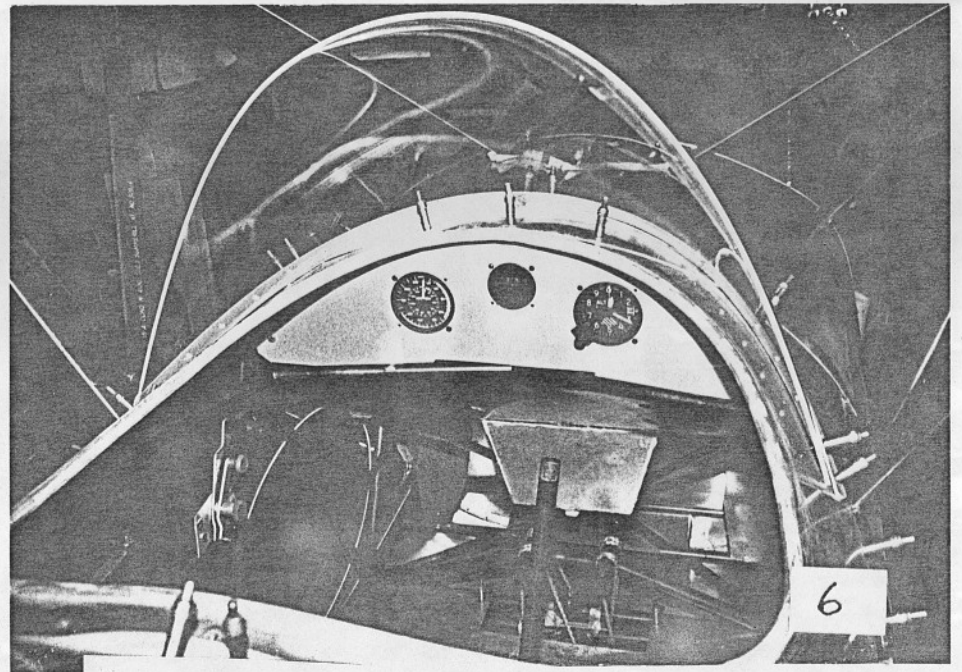
3. Forward right side showing cowling detail and extensive tool rack (no expense spared there).



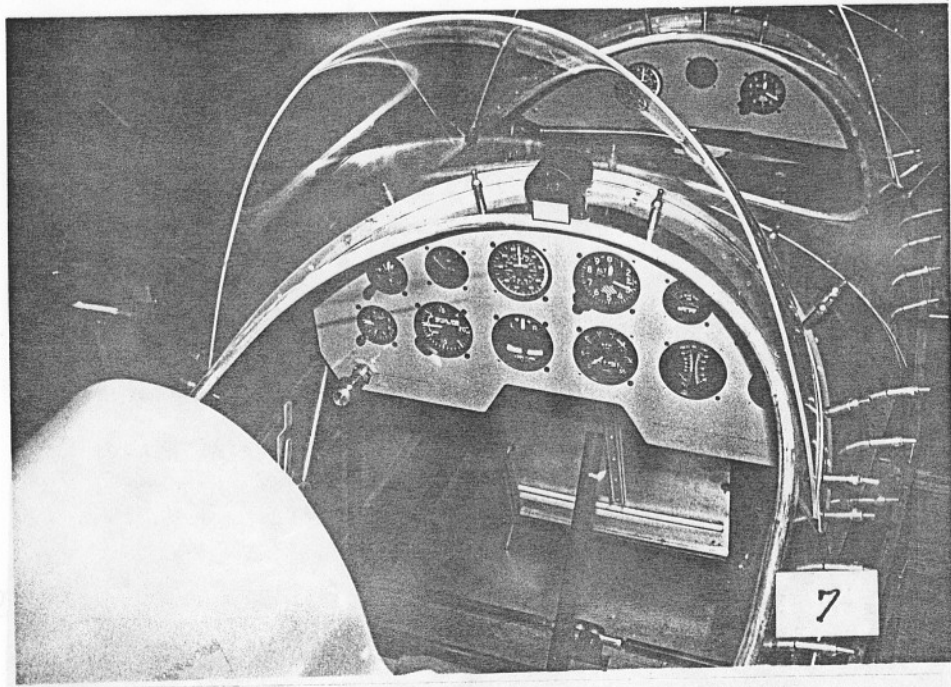
4. You guessed it, right side again a step and a half back. (even better view of meticulous tool rack).



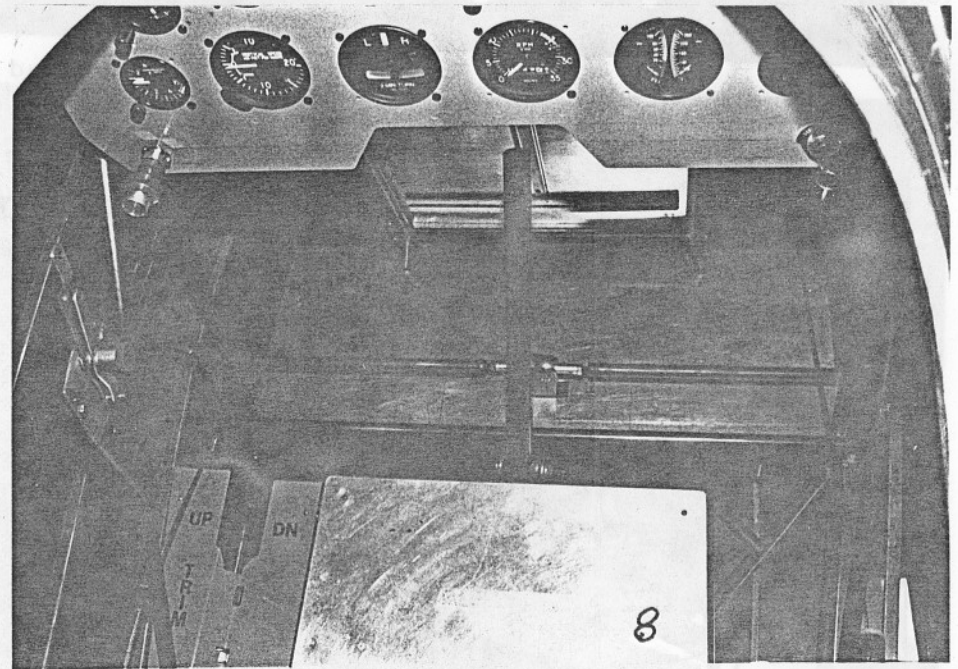
5. Even further back, right side some cockpit detail and wrapped water heater, energy saving you know.



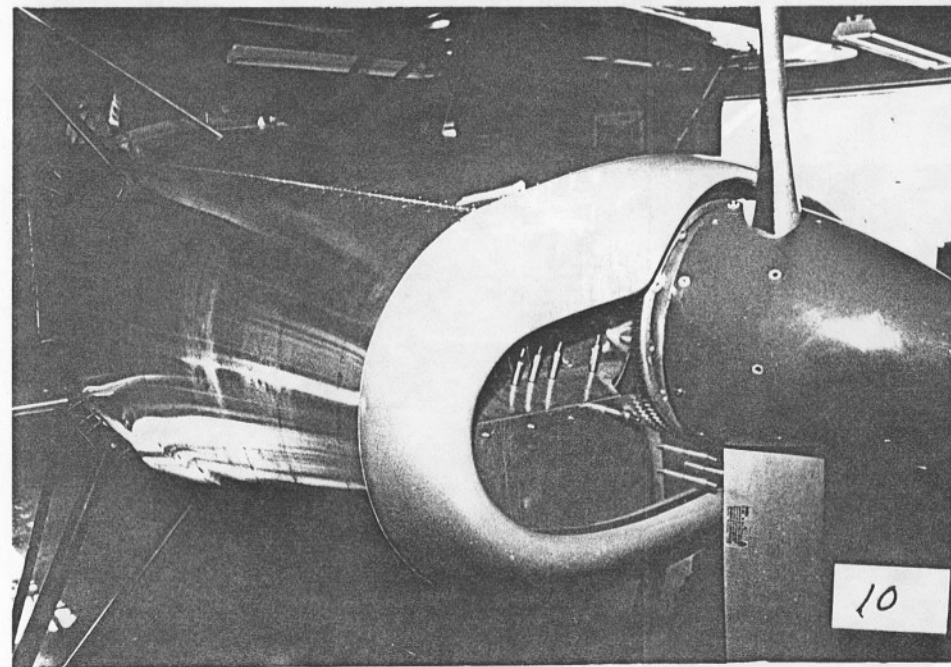
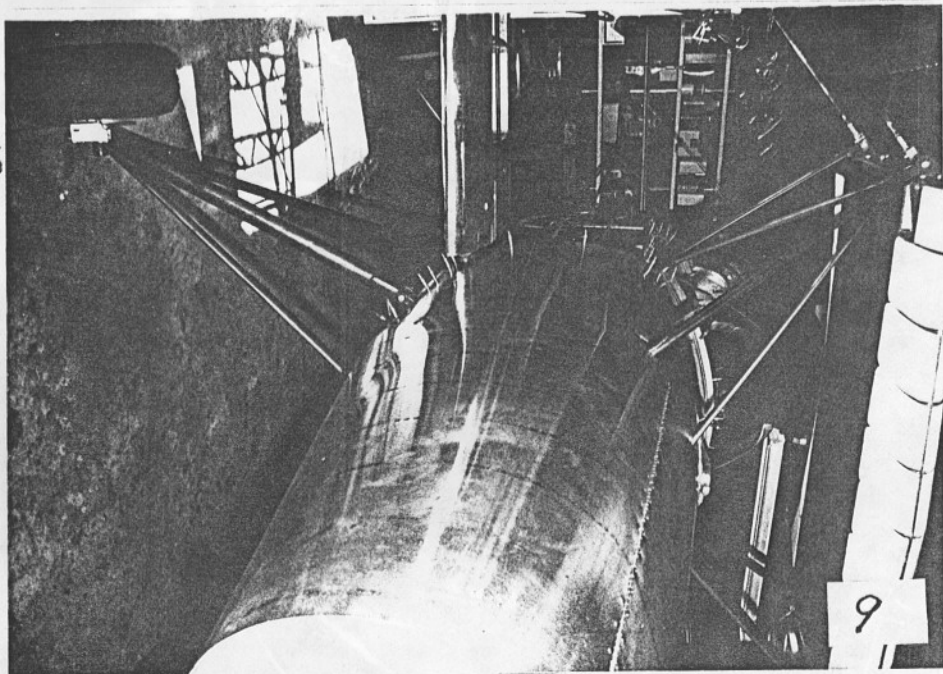
6. Front pit etc, note special bungee cords.



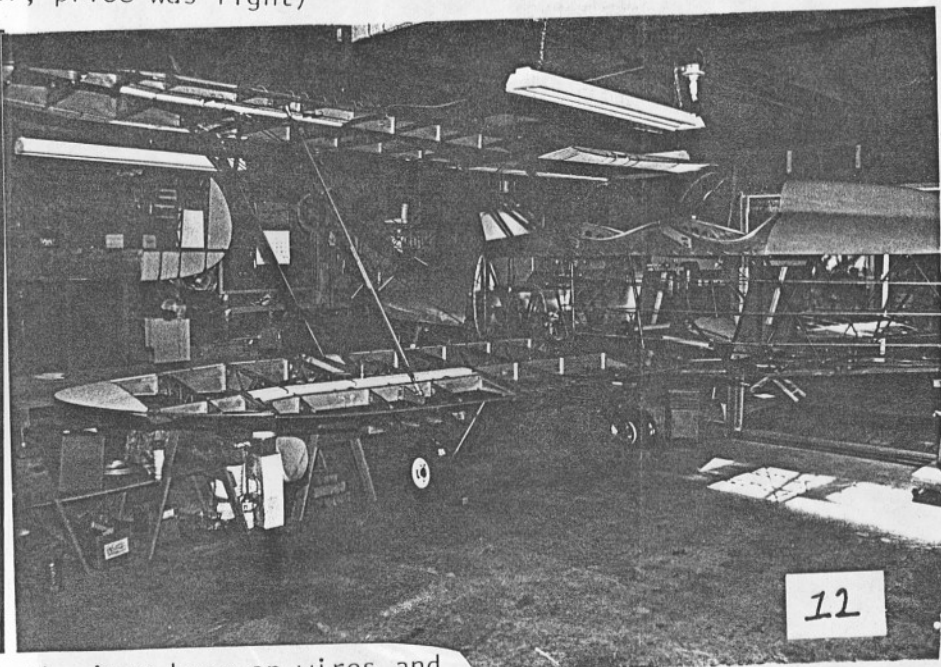
7. Rear pit LFR flight deck.



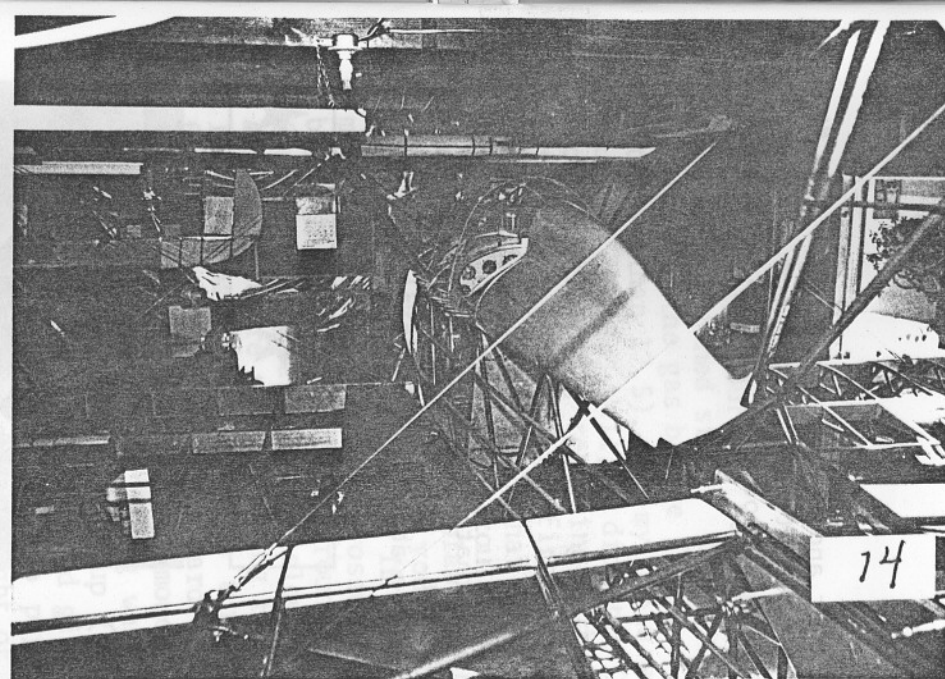
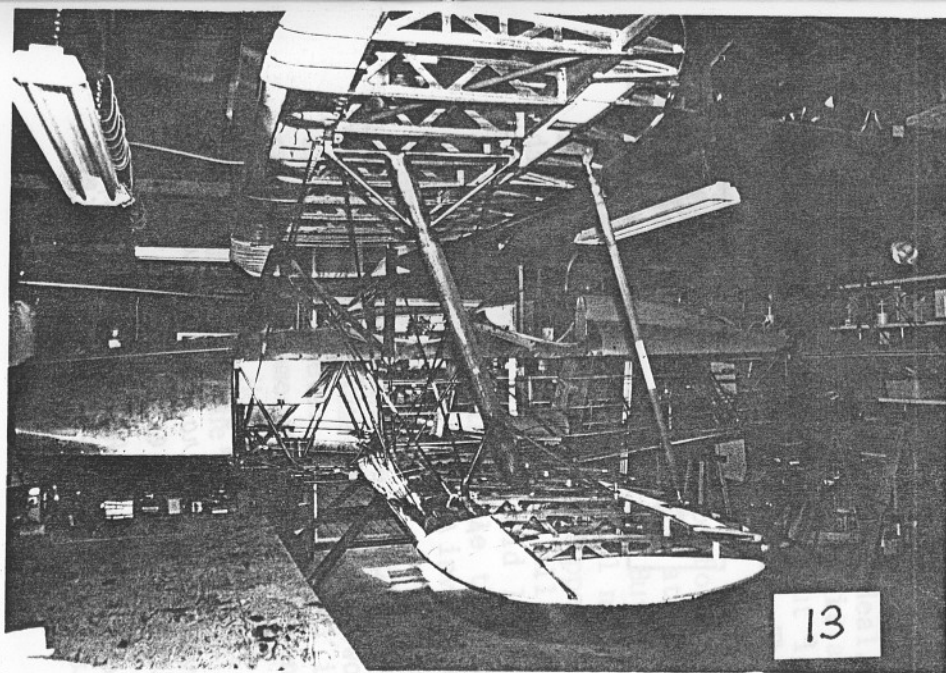
8. Floor boards, seat bottom and trim tab system - what else can I say?



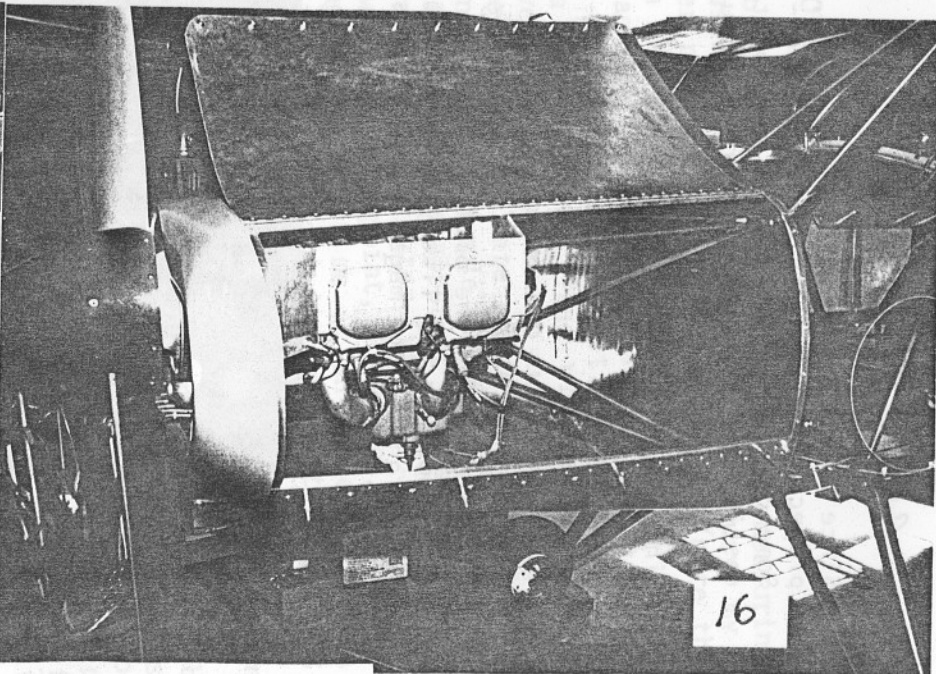
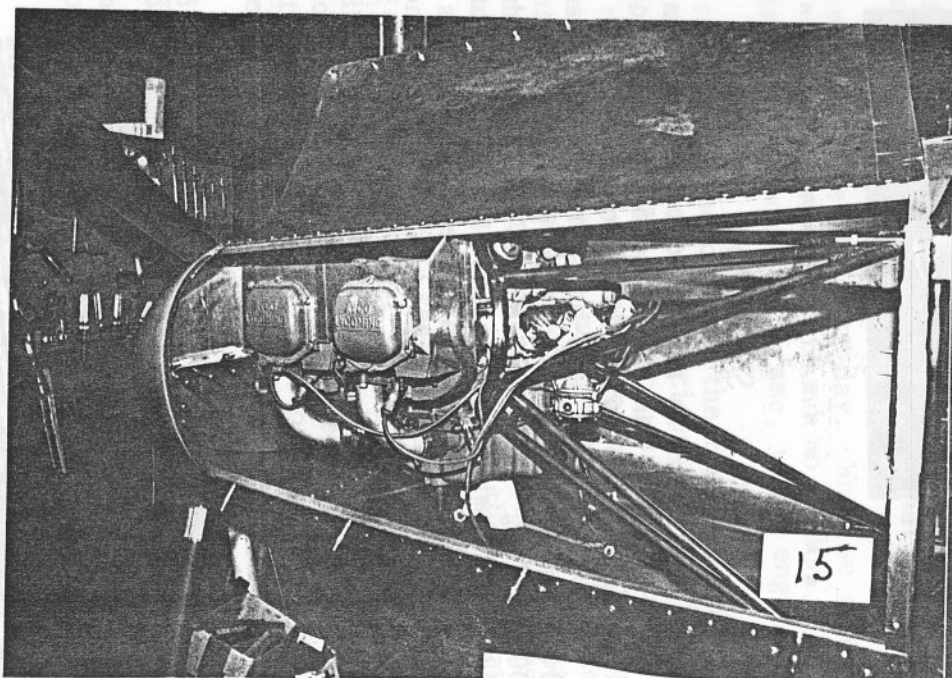
9 & 10. Forward view, some baffel detail, second hand
(Cherokee prop-spinner, price was fight)



11 - 13. Left side showing both wings hung on wires and
controls functional. Note very clean work table
with blood stains. Right tire is flat due to
hard landing and sincere effort to have things level.



14. Left rear shot with tail wires installed, patio door on right, cocktails at five.



15 & 16. Power plant installation (same Cherokee) and engine baffle detail.

41

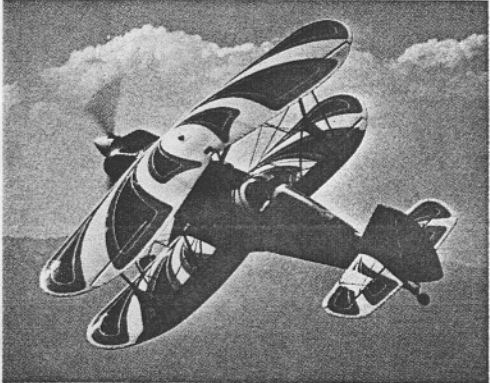
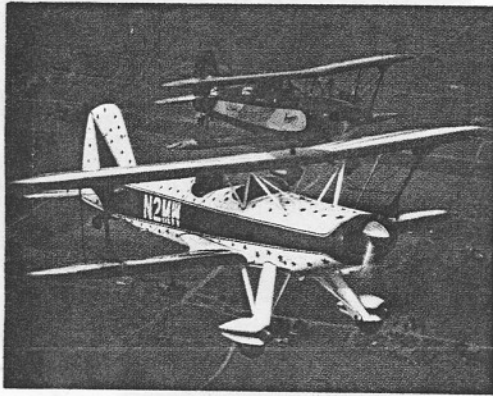
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CONT. FROM P9 10

Since there are no further questions, I'll say over and out; besides my project supervisor is giving static - something about it being 11:00 P.M. Some day when I'm big, I'll get to stay up late. Hope you find this inte. resting and thanks again for your courtesys.

Sincerely,
Bob Kaveney

Thanks Bob, for the pictures - it is very apparent that you are doing a very good job and like you say at least 16,000 works. We need more contributions to our magazine like yours. Tell me more about your special bungee's.



SAFETY NOTE

This letter is in regard to my accident in N317DK-- my Acro II. If I can save somebody else a problem, the following will be worth the effort.

I promised two half-hour rides and November 3 of 1984 seemed like the day to pay them off. We had a 5000' ceiling and 10 mile visibility that dropped to 3000' and 5 mile visibility off and on, but it was warm and I didn't hope for more 45° days this fall. I called my riders and scheduled to meet them at the

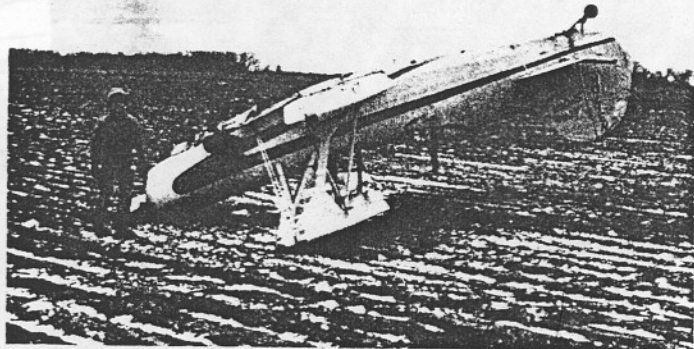
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ARTICLE TAKEN FROM
ACRO SPORT NEWS #11

P.O. Box 462
Hales Corners, Wis. 53130

LEFT: Dave Kragnes' Acro Sport II with his son standing at the nose.

Dave had a mishap with his recently completed Acro Sport II. See his report for details.



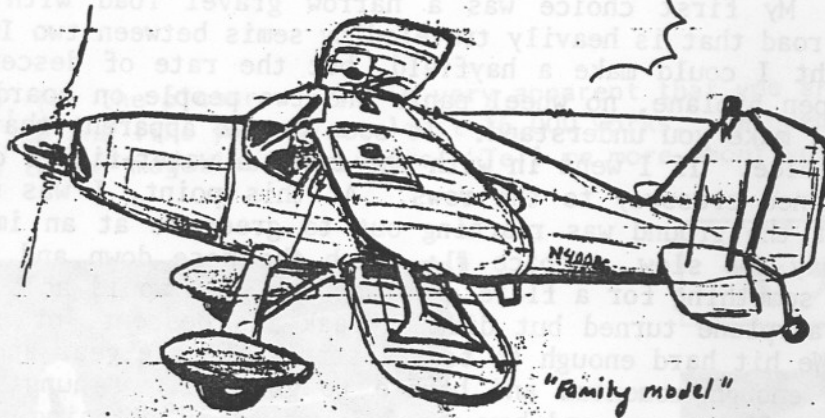
SAFETY NOTE - CONT.

airport in 1/2 hour. I dragged out the Acro II and preflighted, including measuring the gas with a notched stick. The gas gauge is useless on the ground, so it's always my habit to dipstick the gas before flight. I remember reading it at 15-plus gallons (more than 15 but less than 17.5). As my 0-320 won't even use 10 in serious playing, I knew I had two hours on board. Well, I didn't. One hour and 10 minutes later at 1500' AGL (two miles from the airport), returning with my second rider, the engine quit. I tried to restart, but nothing doing. My first choice was a narrow gravel road with steep ditches--no thanks. Then a tar road that is heavily traveled by semis between two Interstates; again--no thanks. I thought I could make a hayfield, but the rate of descent with the prop--windmilling in an open biplane, no wheel pants and two people on board is something that only being there will make you understand. It soon became apparent that a harvested sugar beet field was my choice. If I went in with the rows, a water-filled ditch would shorten my rollout--so I turned crossway to the rows. At this point, I was up about 60' and I began to notice that the ground was reaching out to greet me at an impressive rate. My forward speed was way too slow. Choice #1: Push the nose down and hit nose down; or #2: Hope there was something for a flare and that the gear would hold. It didn't. When I pulled back, the airplane turned but didn't break its descent, or at least not enough for me to notice. We hit hard enough to tear fittings off the gear and that dug the nose in and we had just enough momentum and bounce to go over. I hung there in the belts thinking how much fun flying was and how proud I was of my piloting skills. At last, I remembered to put my hand up (down) so when I unhooked the belts I didn't fall on my head. I told the 12-year-old girl in the front seat not to unhook her belt until I could hold her up. There were no physical injuries at all and though she was on her first airplane ride, she soon thought of it as quite an adventure. Some day when she is sitting in a big silver bird next to a very nervous first-time flier and the seat belt lights come on in some mild turbulence, she can offer the comforting reassurance that she was in a crash once and it was no big deal.

I got permission to take it apart and move it home the next day. When we drained the entire fuel system, we got out less than two cups and as we found no leaks, I can only assume I mismeasured the gas. The first inspection showed no frame, wing, engine or prop damage.

How did the Acro II perform? Well, virtually 100 percent of the fuel is usable. If I had been on a hotter plane at that speed and at that level of excitement, it might easily have stalled and spun in. But the Acro II is wonderful in that regard. Any open biplane with a windmilling prop will need lots of nose down to maintain speeds--so that wasn't its fault. We hit hard and flipped over with no injuries to the people and really quite minor damage to the plane. If all I wanted was to repair and patch, \$100 would cure all its ills. However, I never did like my bottom cowling or the cover of my bottom wings, so I may just recover the whole thing. As I told the GADO people (who, by the way, have been nice through the whole investigation), when I build, maintain and fly an airplane, everything is my fault. I hope someday to be the pilot that my Acro II deserves. It isn't easy to O.K. the use of my story; after all, that isn't the kind of fame we all seek when we have dreams of our handiwork getting national publication, even if it is a limited audience. However, if you feel it has some merit, I can calm my ego by saying "maybe I can prevent someone else from running out of gas". The nice photograph was by my friend Larry Haugen. He is building one of those silly RV-4s that only have two wing panels, but other than that, he's a nice guy.

David Kragnes



Bill,

In the April 85 issue of Starduster, the reprinted article from "Kitplanes" said you wanted a sketch of a cabin class Starduster. The above 5 minute sketch is just such a machine. Probably have to lengthen the tail - feel free to modify since it is in pencil.

Anyway, I have a possible problem with my Starduster. The enclosed picture of the tailwheel is what concerns me. This is a Maule tailwheel mounted on a Starduster tailwheel spring I purchased from you a year ago. As you can see, the axis of the tailwheel slants forward considerably and has alarmed several mechanics who have looked at it. The post in the background is vertical. Since I have never seen another Starduster in real life and my tailwheel is the most forward leaning one at the airport, I am wondering if I have something to worry about. It is difficult to get the tailwheel to caster when I push in full rudder.

Your comments would be appreciated.

Yours,
Roy Uptegraff

Roy,

Thanks for the drawing - looks promising - your tail wheel problem is easily solved by having your spring re arched to give you a vertical axis for your tail wheel - no more than 30° trail.

Bill

Erie, Pa.
Aug. 8, 1985

Dear Mr. Clouse,

Enclosed are a couple of photos of my Ryan. I wish to trade for a Starduster Two. Mr. Roy Uptegraff of Murraysville Pa. suggested I contact you.

I would like very much to have a Starduster Two, but would take a Skybolt, or trade down for a RV-3. I will appreciate any thing you can do for me.

Mr. Uptegraff speaks highly of you, so you have a " Friend in Pennsylvania" as our license plates state.

Thank you very much,

Fred Thompson

Ryan PT-22



This Ryan is powered by the Warner Super Scarab 165 HP engine. The cowling is Fairchild 24. Engine mount is Jacobs. the aircraft has 12.05 hrs since complete rebuild with all new cables, bolts, three new tires and tubes, new glass both windscreens, new belts and shoulder harness in both pits. All three shock struts were rebuilt by Seaway. New brake lining.

The engine and mount were done by Snow in California. At this time engines were plentiful and there is no reason to pick an old one. However the records reveal that it was torn down, then walnut shelled, magnafluxed, zyglod etc. Therefore it is reasonable to assume it was a major overhaul at this time. I have replaced the wiring harness, spark plugs, and rebuilt the carburator. The prop was refinished by Sensenich.

The aircraft is finished in the markings of the 1st Pursuit Group, 17th Pursuit Squadron. The fuselage is olive drab and the rest is yellow with stars and bars, and is Stitts process, with all metal Imron. The pitot tube is black and white barber pole. The front pit is covered but has dual controls installed. The military heraldic symbols are hand painted as is the snow owl.

I have Ryan STA wheel pants for it but not installed.

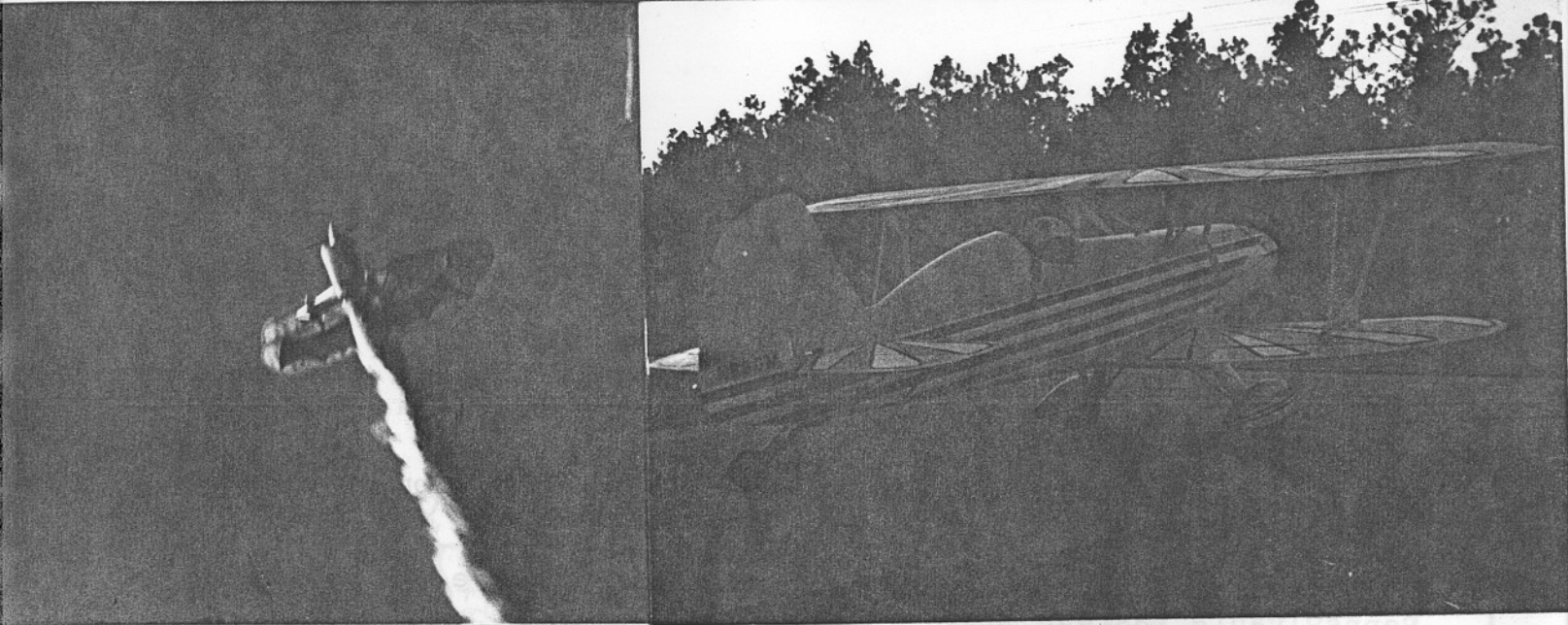
I am asking \$26,000.00 or interesting trade. Make offer to---

Phone 814-833-7445

FRED E. THOMPSON
5701 BREWSTER LN
ERIE, PA 16505

18-





Stolp Starduster Corporation
4301 Twining, Flabob Airport
Riverside, California 92509

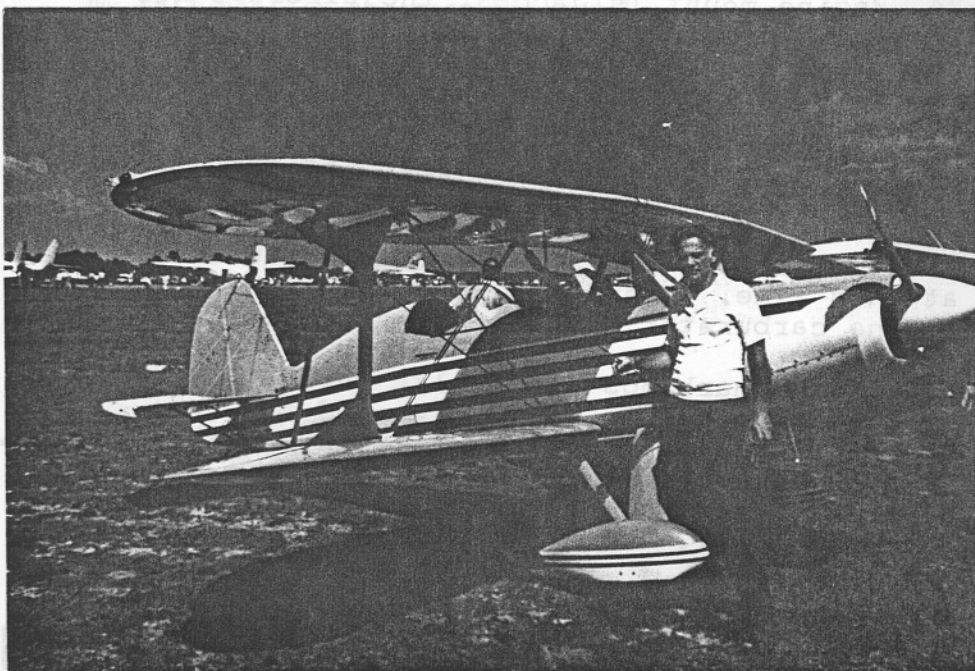
Dear Sirs:

Enclosed find our check for \$16.00 to cover a two year subscription to the "Starduster" magazine. Please make subscription retroactive to Jan. 1985.

Am enclosing a few photos of my Acroduster II. Took it to the EAA Sun & Fun at Lakeland, FL this year. Took the award for Best Finish.

Sincerely,

GW Meinke
GW Meinke



CONGRADULATIONS, MR. MEINKE
ON THE NICE ARTICLE IN AUGUST
SPORT AVIATION.

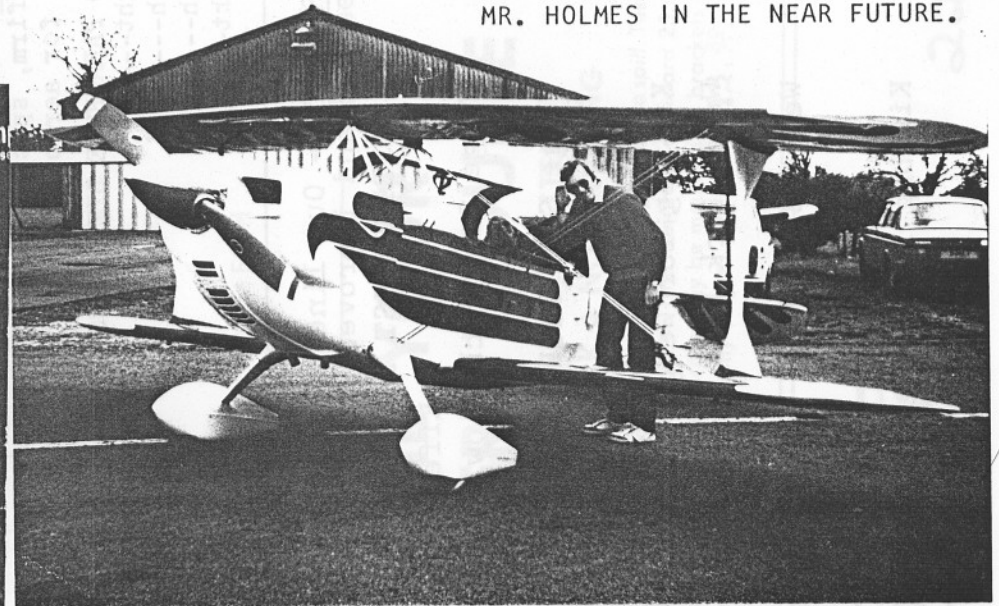
TO OUR READERS

THANK YOU FOR ALL LETTERS & PICTURES, KEEP THEM COMING IN.

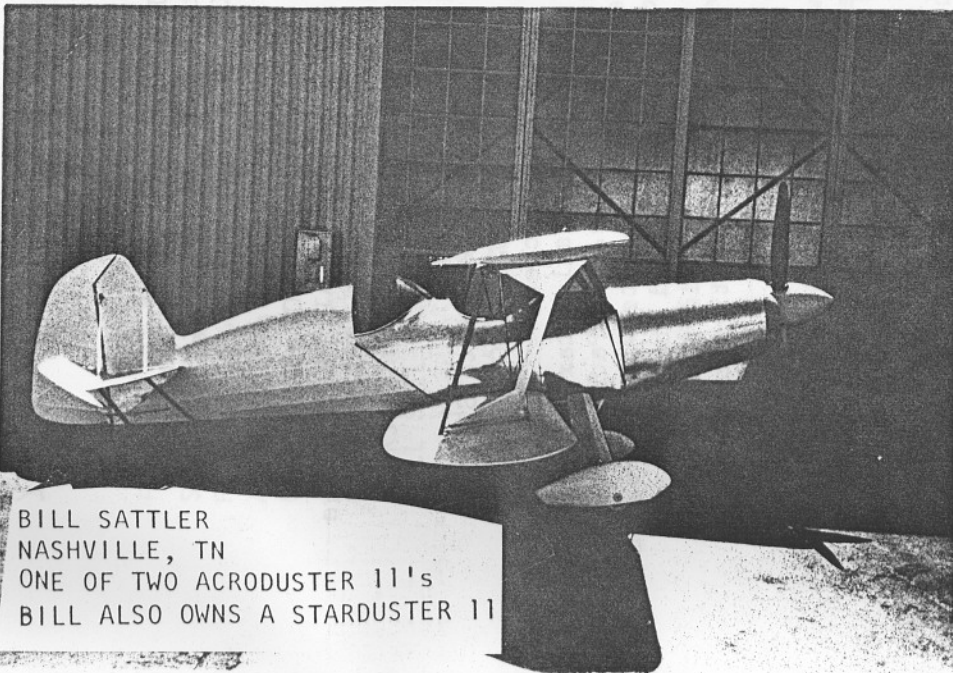
ED HARKER, CARLISE, PA
JOB WELL DONE & NICE
PICTURE, MR. HARKER



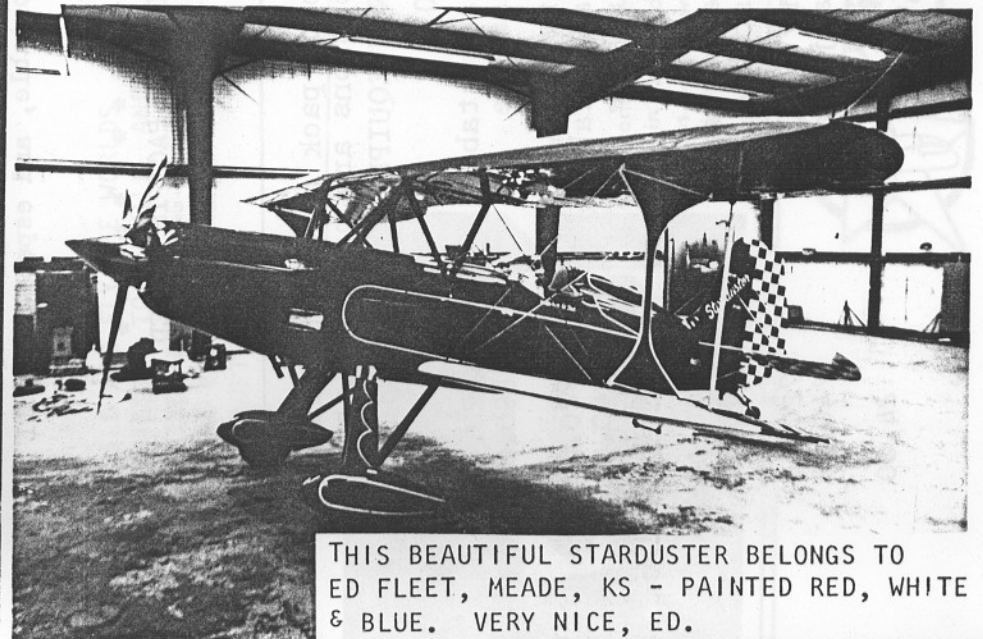
FRANK HOLMES, LONDON, ENGLAND
HOPEFULLY, WE WILL SEE A LOT OF
MR. HOLMES IN THE NEAR FUTURE.



-20-



BILL SATTLER
NASHVILLE, TN
ONE OF TWO ACRODUSTER 11's
BILL ALSO OWNS A STARDUSTER 11



THIS BEAUTIFUL STARDUSTER BELONGS TO
ED FLEET, MEADE, KS - PAINTED RED, WHITE
& BLUE. VERY NICE, ED.

OUR PARACHUTE WILL LET YOU DOWN, BUT GENTLY



CANOPY

THOROUGHLY TESTED
per FAA TSO-23b.
23' Dia. Very Lo
porosity.

DESCENT RATE

16' per second
under a 200#
load, on a STP
day.

HARNES

Vest Type, with
Integral Shoulder
straps. Will not
fall off your
shoulders in use.

STYLE

Slim, trim, and good
looking. Handsome
carrying case. Colors
available are RED,
GOLD, BLACK, BLUE, &
ORANGE. All Chutes have
black trim.

TO ORDER

Send Height to STOLP
STARDUSTER CORP. along
with check
plus sales tax, if appli-
cable. No Packing charge
Your chute will be custom
built and shipped out to
you within three weeks.
Satisfaction guaranteed.

An emergency light weight seat pack parachute with steerable canopy and carrying case. Many claim to have the finest. We present the facts. The decision is yours.

COMFORT Custom made to your torso size. Adjustable chest and leg straps. Extra firm, special hard foam cushion. Very comfortable, and especially well suited for aerobatics.

PACKED PARACHUTE DIMENSIONS

Height-----3"
Width-----16"
Depth-----13"
Weight-----14#

SPECIFY IF BACK PACK IS WANTED

PARACHUTES- Our line of seat pack and back pack parachuts has expanded and improved. The following options are now available.

PRICE LIST FOR PILOTS EMERGENCY EQUIPMENT

Effective 2-1-80

C-50	Wedge Seat Pack, low speed, non-adjustable	\$670.00
	adjustable	690.00
C-50	Wedge Seat Pack, standard category	720.00
	non-adjustable	740.00
	adjustable	24.00
B-25	Kit bag for Wedge Seat Pack	
C-52	Wedge Back Pack, low speed, non-adjustable	670.00
	adjustable	690.00
C-52	Wedge Back Pack, standard category	720.00
	non-adjustable	740.00
	adjustable	
B-26	Kit bag for Wedge Back Pack	24.00

FOR SALE OR TRADE
 SINGLE SEAT STARDUSTER
 PROJECT. WINGS COMPLETE
 AIRFRAME ON GEAR, MOSTLY
 COMPLETE. 0.290 G (un-
 assembled)
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BUILD AND FLY THE WORLDS
 EASIEST - TO - BUILD, AND
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AN EXCELLENT STARDUSTER 11 IS
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 AVAILABLE AT THIS TIME, AIR-
 CRAFT WAS ASSEMBLED AT
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 TOTAL TIME, ENGINE HAS 660 HRS.
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Goggles — the best that we have tried —
 fits perfectly over glasses, and even has
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BUY WITH CONFIDENCE FROM
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**END YOUR
 BATTERY TROUBLE**

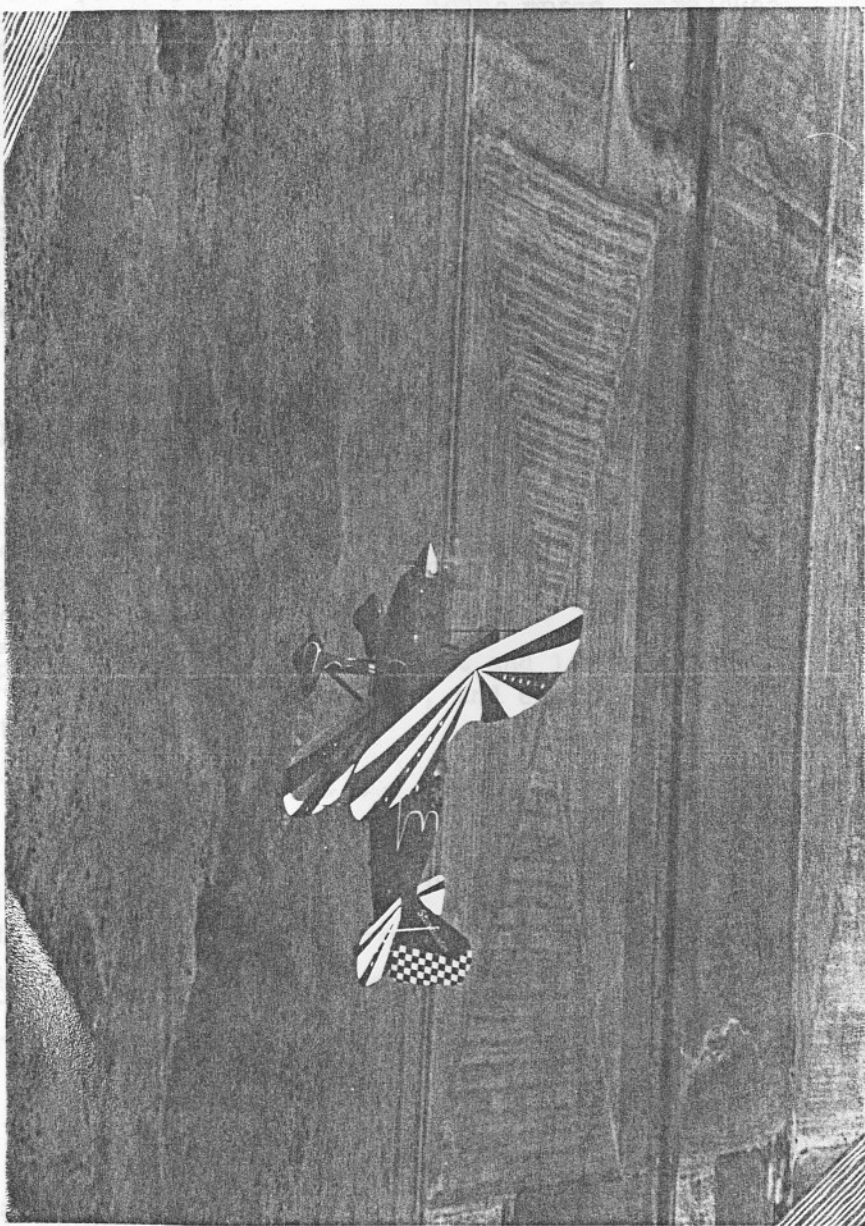
**SOLID STATE GEL CELL BATTERY
 NOTHING TO LEAK • NO SERVICING**

The world's greatest battery for all you upside down pilots. No liquid acid to spill. Tested and approved by us in our acroduster too. A gel cell battery. Same and weight as standard 25 amp hour battery, but has more power, 30 amp hours. red plastic case may be mounted on brackets — no battery box is needed. No servicing required — ever. The only way to go. ... \$ 73.30 \$



OUR PARACHUTE WILL LET YOU DOWN BUT GENTLY

AN EXCELLENT STARDUSTER IS
FOR SALE OR TRADE
AVAILABLE AT THIS TIME
STARDUSTER CORP. 165 HOURS
TOTAL TIME ENGINE HAS 680 HRS.



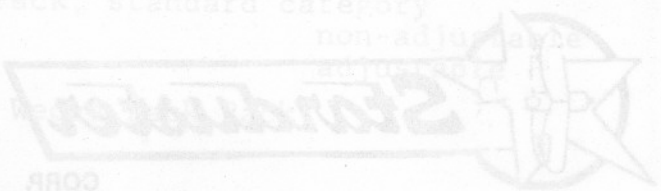
STOLP STARDUSTER CORPORATION

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YOUR TROUBLE

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Kit bag for

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