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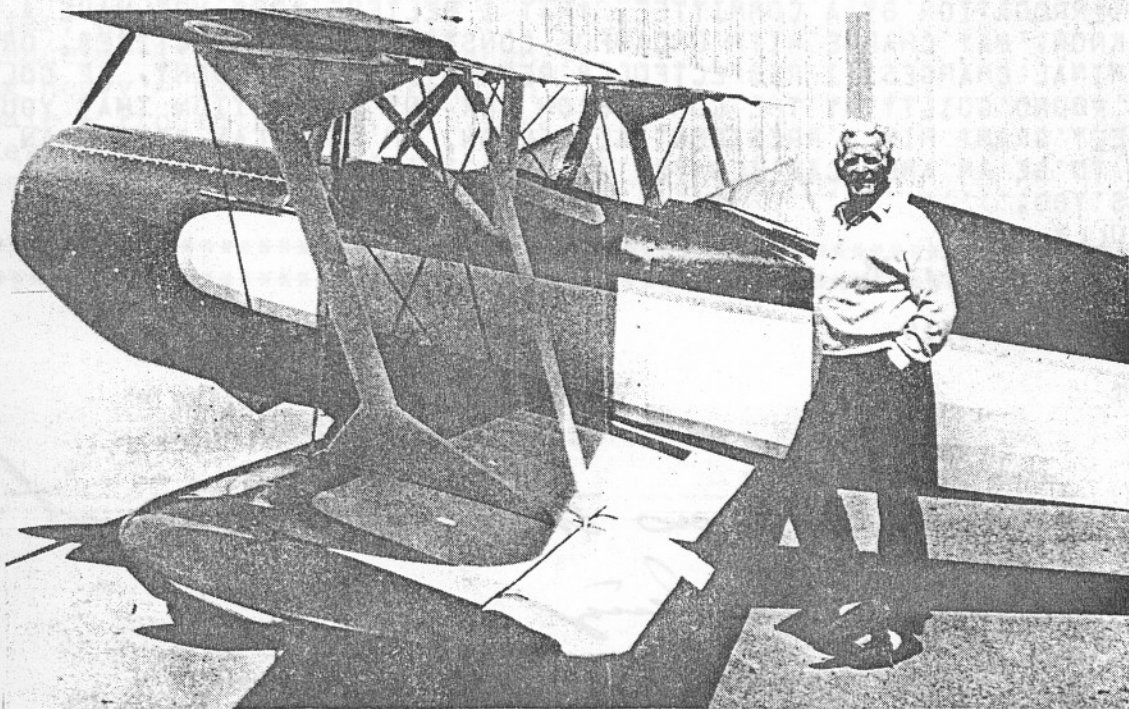
Starduster

JULY 1987

1ST ISSUE SINCE JULY 86

MAGAZINE

DEDICATED TO THE ACTIVE HOMEBUILDER



Eric Schilling's Skybolt

PAGE 1



THIS IS A CONFIRMATION COPY OF THE FOLLOWING MESSAGE:

7148256117 POM TDRN COLTON CA 151 07-10 0926P EST
PMS PRESIDENT RONALD REAGAN
WHITE HOUSE DC 20500
DEAR MR PRESIDENT

MY NAME IS WILLIAM C CLOUSE JR, MSGT USAF RRET 064-26-5263 I HAVE
156 COMBAT MISSIONS IN VIETNAM MY MESSAGE IS TO SUPPORT YOU AND YOUR
EFFORTS TO IMPROVE THE QUALITY OF LIFE IN OUR COUNTRY AND
INTERNATIONALLY. YOUR DEDICATION TO THAT GOAL HAS BEEN UNSELFISH SO
HAS THAT OF LT COL OLIVER NORTH, A DEDICATED AMERICAN WHOSE ONLY
INTEREST WAS PARALLEL TO YOUR. UNKNOWN TO YOU HE WAS PERFORMING UNDER
ORDERS HE FELT WAS TO THE BEST INTEREST TO HIS COUNTRY, NOW BEING
UNDER INTERROGATION BY A COMMITTEE, THAT I BELIEVE DOES NOT HAVE A
NEED TO KNOW, MAY CHARGE WITH UNLAWFUL CONSTITUTIONAL PRACTICES, OR
EVEN CRIMINAL CHARGES, I RESPECTFULLY REQUEST, MR PRESIDENT, IF COL
NORTH IS FOUND GUILTY BY THE COMMISSION FOR ANY INFRACTION THAT YOU
IMMEDIATELY GRANT HIM A PRESIDENTIAL PARDON, AN AMERICAN ASKING AN
AMERICAN TO BE AN AMERICAN ALWAYS.

GOD BLESS YOU.

RESPECTFULLY,

WILLIAM C CLOUSE, JR
PO BOX 3586
RIVERSIDE CA 92519

21:42 EST

MGMCOMP

*As unusual as this ed. is - it is
my personal feelings -
See you at OSHKOSH -
Bill Clouse*

STARDUSTER OWNERS

Complete book of Stardusters. Nearly 100 pages of information, diagrams and color photographs, about one of the all time favorite homebuilt biplanes. Written by a former employee of Stolp Aircraft, and present builder of a Starduster Too, this book is a must for anyone interested in this aircraft.

The author is using the profits from the sale of this book to help purchase the engine for the Starduster Too that he is presently building.

Send a check or money order for only \$24.95 to David Baxter, 5725 S.W. McEwan Rd., Lake Oswego, OR 97034.

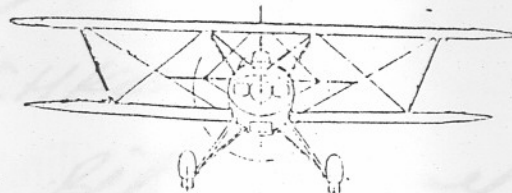
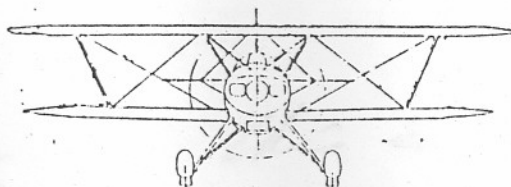
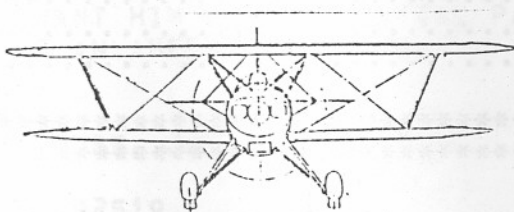
Other items available listed below:

Brief History of Starduster Too 30 pages \$ 9.95

Misc. video tape of Stardusters 60 min. \$39.95

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

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



Section I

- A) Antennas
- B) Control battery acid, Bill of sale, Parking brakes.
- C) Bearings for controls and aileron hinges controls positive stops. Also on trim, carb heat and air box intake, cabin air mixture hot and cold low cost covering, the peril of covering an airplane, aircraft covering tips, canopy and plexiglass.
- D) Drawing errors Starduster Too.
- E) Electrical schematic, charging system, simplified wiring diagram, choosing and engine keeping cool. Rough engine resolved, engine problem corrected, engine installation parts I,II,III. Engine installation procedure for successful first engine run. Engine offset diagram, engine mount bolt pattern engine location and engine brake in the hard facts. Exhaust pipe hangers.
- F) Your Starduster fuel tank, fuel tank installation SA-300 float type fuel gauge, center section wing tank maintenance notes, flying wire tension, recent experience fuel burn extreme, more on fuel tank venting, again fuel systems education thru error, auto gas for your airplane fuel, shut off bracket, fars fuel system, Fuel pressure loss, fuel system schematic, proper internal venting of fuel tank, flush that fuel tank.

Section II

- G) Guest record and agreement.
- H) -
- I) Helpful hints on installing your instruments, installing and hooking up instruments, a gyro instrument system, insurance panel layout.
- J) -
- K) -
- L) Lycoming service bulletin, Lycoming service instructions, Lycoming engine identification 4 to 6 cylinder.
New landing gear drawing SA-300, how to build gear shock cord installation tool, landing gear cracks in original gear. Landing gear mods for round power, spring gear alignment.
- M) Starduster Too materials list.

Section III

- N) Escort 110 Navcom, Pitt intercom schematic.
- O) -

- P) Paint chemical match, preparing for painting, recommended overhauls for Hartzell propellers and governors, wood vs. metal fixed pitch propellers. Application of wood and metal propellers.
- Q) Quick release tie down for use when hand propping by yourself.
- R) Rigging, rigging Acroduster II, rigging wires to short, rigging flying wire trunions. All about streamline flying wires, maintaining alignment during construction.

Section IIII

- S) Installation tips sheet metal, sheet metal edger stainless steel uses in aircraft, seatbelt report, smoke system.
- T) Test flying your homebuilt, first flight, wing heavyness solved, throttle quadrants, throttle linkage and routing, rudder trim, torquing of bolts and trimming your biplane.
- U) -
- V) -
- W) Ye-old weight and balance information, SA-300 weight and balance data sheet. Limits of allowable CG travel, tailwheel loading. How to build a wooden, fabric covered wing part I and II. Wing weight components, why Starduster wings are better, how to build wooden wing tip bows, and how to install wind shields.
- X) -
- Y) -
- Z) -



EMERGENCY AIRWORTHINESS DIRECTIVE

U.S. Department
of Transportation
**Federal Aviation
Administration**

AVIATION STANDARDS NATIONAL FIELD OFFICE
P.O. BOX 25082
OKLAHOMA, CITY OKLAHOMA 73125

January 13, 1987

This emergency priority letter Airworthiness Directive (AD) No. 86-24-03 R1, applicable to certain Pioneer Parachute Company K-XX, K-XXII, and 26 foot conical canopies, is effective immediately upon receipt. This priority letter is needed to amend Priority Letter AD 86-24-03 to add certain canopies to the applicability list. This priority letter is needed because understrength fabric has been found on panels of several canopies of this type. This priority letter AD requires removal of the Technical Standard Order (TSO) C23b approval of these canopies before the next use after receipt of this letter, unless already accomplished. The AD has been restated in its entirety for clarity.

Pursuant to the authority of the Federal Aviation Act of 1958, delegated to me by the Administrator, the following priority letter AD is issued and made applicable to certain Pioneer Parachute Company K-XX, K-XXII, and 26 foot conical canopies.

86-24-03 R1 PIONEER PARACHUTE COMPANY: Priority letter issued November 21, 1986, and is amended by this priority letter issued January 13, 1987. Applies to Pioneer Parachute Company K-XX, K-XXII and 26 foot conical canopies with the following serial numbers:

K-XX, P/N 5375-1

Color Patterns: Light Blue Upper Panels and Royal Blue Lower Panels or Yellow Upper Panels and Tan Lower Panels

598162	598927	598966	599000	599043
598318	598928	598967	599001	599048
598865	598929	598968	599004	599049
598866	598930	598969	599005	599050
598923	598937	598970	599006	599051
598924	598960	598971	599008	599087
598925	598961	598972	599009	599165
598926	598965	598995	599042	599166

Color Patterns: Light Blue Upper Panels and Tan Lower Panels or Yellow Upper Panels and Tan Lower Panels

598307	598345	598364	598526	598535
598317	598346	598366	598527	598536
598320	598347	598367	598528	598537
598340	598348	598521	598529	598545
598341	598349	598522	598530	598571
598342	598350	598523	598531	598572
598343	598351	598524	598532	598592
598344	598363	598525	598533	598863

EMERGENCY AIRWORTHINESS DIRECTIVE

Color Pattern: White Panels

598539	598550	598843	598998	599563
598540	598552	598844	598999	599613
598541	598553	598845	599002	599614
598542	598554	598858	599003	599640
598546	598555	598864	599007	599701
598547	598556	598962	599164	599702
598548	598579	598996	599561	599703
598549	598842	598997	599562	599711

K-XXII, P/N 5418-1

Color Pattern: Light Blue and Royal Blue Alternating Gores:

598557	598561	598565	598569	599076
598558	598562	598566	598650	599441
598559	598563	598567	598651	599638
598560	598564	598568	599044	599639

26 foot conical, P/N 2412-501

Color Pattern: All White

599093

To prevent use of affected canopies as FAA approved canopies, due to understrength material, remove or obliterate TSO-C23b marking prior to next use after receipt of this priority letter AD, unless already accomplished.

NOTES: (1) Pioneer Parachute Company Safety Notice, dated December 22, 1986, applies to this AD.

(2) Investigation is continuing, and this AD may be amended in light of the results of the investigation.

Upon request, an equivalent means of compliance with the requirements of this priority letter AD may be approved by the Manager, Boston Aircraft Certification Office, ANE-150, Aircraft Certification Division, Federal Aviation Administration, New England Region, 12 New England Executive Park, Burlington, Massachusetts 01803.

Federal Register publication to follow.

The provisions of Priority Letter AD 86-24-03 became effective upon receipt.

This priority letter AD amends Priority Letter AD 86-24-03 and is effective immediately upon receipt.

FOR FURTHER INFORMATION CONTACT:

Terry Fahr, Boston Aircraft Certification Office, ANE-153, Aircraft Certification Division, Federal Aviation Administration, New England Region, 12 New England Executive Park, Burlington, Massachusetts 01803, telephone (617) 273-7103.

4910-13

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 86-ANE-47; Amdt. 39- 5565]

Airworthiness Directives; Pioneer Parachute Company K-XX, K-XXII, and 26
Foot Conical Canopies

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action publishes in the FEDERAL REGISTER and makes effective as to all persons an amendment adopting a new airworthiness directive (AD) which was previously made effective as to all U.S. users of certain Pioneer Parachute Company K-XX, K-XXII, and 26 foot conical canopies by priority letters sent to all certificated parachute lofts and certificated parachute riggers. The AD requires removal or obliteration of the Technical Standard Order (TSO) C-23b markings. The AD is needed to prevent use of affected canopies as FAA approved canopies due to understrength fabric.

DATES: Effective February 23, 1987 , as to all persons except those to whom it was made immediately effective by individual letters dated November 21, 1986, and January 13, 1987, which contained this amendment.

Compliance required prior to next use after the effective date of this AD, unless already accomplished.

ADDRESSES: The applicable Safety Notice referred to in Note 1 may be obtained from Pioneer Parachute Company, Incorporated, Pioneer Industrial Park, Hale Road, Manchester, Connecticut 06040.

A copy of the Safety Notice is contained in the Rules Docket, Docket Number 86-ANE-47, Office of the Regional Counsel, Federal Aviation Administration, New England Region, 12 New England Executive Park, Burlington, Massachusetts 01803, and may be examined between the hours of 8:00 a.m. and 4:30 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Terry Fahr, Boston Aircraft Certification Office, Aircraft Certification Division, Federal Aviation Administration, 12 New England Executive Park, Burlington, Massachusetts 01803; telephone (617) 273-7103.

SUPPLEMENTARY INFORMATION: On November 21, 1986, Priority Letter AD No. 86-24-03 was issued and made effective immediately as to all U.S. users of certain Pioneer Parachute Company K-XX canopies. The Priority Letter AD required removal or obliteration of the TSO C-23b markings. AD action was necessary on these canopies because understrength fabric was found on panels of several canopies of this type.

After issuance of Priority Letter AD 86-24-03, it was determined that an amendment was needed to add certain canopies to the applicability list. Consequently, on January 13, 1987, Priority Letter AD No. 86-24-03R1 was issued and made effective as to all users of certain Pioneer Parachute K-XX, K-XXII, and 26 foot conical canopies.

Since it was found that immediate corrective action was required, notice and public procedure thereon were impracticable and contrary to public interest, and good cause existed to make the AD effective immediately by individual Priority Letters as to all known certificated parachute lofts and parachute riggers. These conditions still exist, and the AD is hereby published in the FEDERAL REGISTER as an amendment to Section 39.13 of Part 39 of the Federal Aviation Regulations to make it effective as to all persons.

CONCLUSION: The FAA has determined that this regulation is an emergency regulation that is not considered to be major under Executive Order 12291. It is impracticable for the agency to follow the procedures of Order 12291 with respect to this rule since the rule must be issued immediately to correct an unsafe condition. It has been further determined that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979). If this action is subsequently determined to involve a significant/major regulation, a final regulatory evaluation or analysis, as appropriate, will be prepared and placed in the regulatory docket (otherwise, an evaluation or analysis is not required). A copy of it, when filed, may be obtained by contacting the person identified under the caption "FOR FURTHER INFORMATION CONTACT."

List of Subjects in 14 CFR Part 39:

Aviation Safety

ADDRESS:

Stolp Standuster Parachute Company, Incorporated, Newark, New Jersey
Since it was found that immediate corrective action should be taken
to prevent further accidents, the following information is being
furnished to you for your information and to advise you of the
nature of the safety notice which is contained in the enclosed
letter. The DA and the FAA are also aware of the above and
are taking the necessary steps to insure that the safety of the
public is protected.

**MARK II
SKYBOLT**

Stolp Standuster Corp.
January 29, 1967

As reported earlier Stolp Standuster Corporation acquired Skybolt aviation from Lamar Steen. Since then Eric Shilling and Bill Clouse have jointly developed a MARK II SKYBOLT. Stolp Standuster will be making both the Skybolt and the Mark II available. The Mark II will be available with the following optional features. The original skybolt is still available with a few modifications which were considered necessary.

1. The MARK II has a three piece top wing with optional center section fuel tank having a capacity of 22 gallons.
2. A much improved main fuel tank system, with a cap. of 26 gal./A/C total fuel capacity is 50 gallons.
3. Equipped with flaparon, which droops the aileron by 10 degrees, gives a shorter take off and landing roll, a steeper and slower approach. Stall speed is reduced by 15 % (48 MPH IAS compared to 55 MPH IAS with out droop). Cruise speed is slightly higher on the Mark II because the flying wire attach fittings have been placed inside the wings.
4. A higher roll rate with much lighter control input which is accomplished aerodynamically with out the high stresses induced by using spades. It also eliminates aileron snatch which as a result of the over balance of the aileron due to the weight of the spades.
5. Internal wing bracing is accomplished by using a Warren truss tubing instead of the 1/4 in. steel rod for drag anti-drag.

The above figures have been obtained from present ongoing flight test of the Prototype MARK II. It will be at the upcoming "fly-in" at OshKosh.

SPECIAL SKYBOLT EVENT

OSHKOSH - 1987

A SPECIAL TRIBUTE TO LAMAR STEEN

This year at the 1987 E.A.A. Oshkosh Convention, there will be a special tribute for Lamar Steen, E.A.A. member and designer of the Steen Skybolt, a popular, fully aerobatic, home built biplane.

On August 1, 1987 after the first Saturday evening air show of the E.A.A. fly-in there will be a dinner and awards ceremony to be held at the Pioneer Inn in Oshkosh at 7:00 p.m.

Cocktails will begin at 6:30 p.m. The dinner is open to all past and current Skybolt owners and enthusiasts. The meeting will feature an excellent dinner, talks on construction techniques by Lamar Steen, flying experiences and just good fellowship.

We will try to arrange bus transportation to the Pioneer Inn. The program will be hosted by David L. Ebershoff from Denver, Colorado, and other Skybolt builders.

There will be awards for 1st, 2nd, and 3rd place for the best Skybolts to attend the fly-in furnished by Bill Clouse of the Stolp Starduster Corp. who has recently purchased all the rights to the Skybolt.

The following Monday, we will depart Oshkosh for a fly-in and brunch to be held at Waupaca airport for a day of fun flying and swapping fantastic stories about our airplanes, and a chance to really prove that rate of climb, roll rate, speed, etc. Hand outs will be available at Oshkosh on the details of that fly-in.

We are really encouraging all the Skybolts that are flying to attend this year, and see if we can outnumber all the "plastic fantastic" airplanes. A great turn out will make this a Skybolt year and show our thanks to Lamar Steen for a super design of a fantastic airplane.

Reservations can be made by sending in your name, address, phone number, and \$25.00 each for the dinner and award banquet to David L. Ebershoff, 777 S. Wadsworth Blvd., #4-206, Lakewood, CO. 80226, (303)980-8686. Reservations are limited, so get them in early. Additional details and information for the dinner and fly-in will be at the E.A.A. Homebuilders Corner where Skybolt builder and E.A.A. Director Dean Hall will be in charge. Look forward to seeing all of you.

Dear Steve,

Sorry to hear you are selling your project - Will see what I can do for you. Would like to borrow your headers so I can build a fixture - We still have clearance problems with "C" model. I recall you modified yours to fit.

Bill Clouse

Dear Bill,

First, in response to your request to borrow my headers to make a fixture. For an IO 360 C model....I must say I can't be of any help to you there. Initially, I purchased an exhaust system from you and immediately realized on installation there was an interference problem with intake tubes. After relating the problem to you, I exchanged your exhaust system for a kit of flanges, 90° elbows, 45° elbows, stacks, heat muff., etc.. That kit is still in the box. About all I have got out of it is a few pieces of cardboard for patterns and sketches. The kit would probably work if first I had a T.I.G. welder so I could tack-fit and refit. At this point in time I'll be damned if I am going to beg or buy a trailer to take it to a shop and have a "Hired Gun" do the job I can't afford when there should be a steck system available. Actually, I think the best system would be a cross over system, especially if one wants a heat muff. Also eliminate the tailpipes and just dump one stack out the right side of the engine cowl. Do you know where I can get this system?

Actually I don't think a heat muff was intended for an acroduster as it is too tightly cowled. I can't envision a heat muff on mine as there is just no room. I don't know if this is just due to the fact that I have a "C" model or what. It does have a rear mounted injector and this may account for lack of space.

At this point, I'm kinda on the rag. Nobody said it was going to be easy but I do have a few bitches that have put me in the present state of mind to sell/trade and get out of the homebuilt business.

In the early stages of construction I didn't mind making modifications to spars, wings, fittings and etc. It didn't bother me to beef up and modify the elev. torque tube attach pt., or modify cabane fittings, or even the fus. aileron bell crank bolt mt. etc.

I have been disgusted with fire wall FWD. I wish I had a 28" wide fuselage rather than a 27" (I didn't know the difference then and even what I was getting - but I do know now). I wish I had a zero line ENG. MT so I wouldn't have to make bulbous bumps or blisters on the side cowl. Do you know where I can buy two nice stream-

line blisters that will clear a rocker box? Remember, I have a 27" fuselabe and offset Eng. Mt. and need more clearance than suggested. Since I was stuck on the exhaust system, I thought I'll buy a Baffle Kit. I purchased your kit and basically with out the help of a "Hired Gun" I'm still baffled. The best thing that happened since is EAA Sport Aviation had a decent article & patterns for baffle systems. As it is I will still need to re-build the two parts that bolts on the left and right cylinders. I just can't understand why the left is different from the right. Why they are both cut to a different shape FWD of the front cylinders. And don't extend FWD far enough to run under the nose bowl. If I use them as is, I will have to rivet on extensions so I can install neo seals just to close off gap spaces.

Now Bill, don't get the wrong idea! I'm not really that disgusted and am not making any accusations. I am disappointed in the whole process as of late. I am disappointed knowing I don't have enough creative ability, initiative and ambition to get out there, solve the problem and get going. I am disgusted with our own EAA Chapt. 367 as there is a clique and no one will reach out to help and I'm not the type to beg and presently I don't have the time and energy to do the leg work it requires to solve my firewall FWD. problems.

One of our guys (Stan Fitz) just completed his Starduster II last fall. But he hired the Sorrel Brothers in Tenind, WA to complete his project. I know he spent about 15 - 20 thousand for his last six mo. work and parts. I can't afford that! Interesting note- Read Vol. XVII April 1, 1987 issue of "The Aviation Consumer" about "Hired Gun" homebuilders.. A very different perspective than mine and one I wasn't aware of till now.

Yeah, I would appreciate it if you can steer some one my way. I will sell my project, but I don't know the best way. I got a call from a Bob Bond, about buying the engine, but I don't think I should it seperate.

This is what I have: (MAIN ITEMS)

IO 360 CIC - rebuilt by Len Quackenbust, FAA certified repair stn. includes mags and Bendixing rebuild, also weld boss for Cristen Oil sys. Endorsed Log Bk for experimental. Picked.

HARTZELL CONSTANT SPD AEROBATIC PROP, GOV, SPINNER - from Stolp Starduster - still in the box.

CHRISTEN INVERTED OIL & FUEL SYSTEM.

STOLP BUILT FUSELAGE - 27"

STOLP BUILT LANDING GEAR

STOLP FUS FUEL TANK & CTR. SEC. TANK

STOLP BAFFLE KIT

STOLP COWL KIT

STOLP NOSE BOWL

6" CLEV SHLS - BRAKES

STOLP WING - CTR SEC. KIT

FLYING WIRE SET (STOLP)

AIRCEAFT SPRUCE/SUPPLY - Wheel Fairings, Gerdes Quads, Eng. Controls
INSTRUMENTS - ACCESS - 2 Air Spd, 2 Vert. Spd, 1 Tach, 1 Rt Tach Dr
1 Start/Mag Switch, 1 Alt.

MUCH MUCH MORE---

The aircraft is on the gear completely covered thru silver using Stits Process. Fuselage fabric is painted Vermillian Red with Polytone. This plane has been fully rigged before covering. All that needs to be done is complete firewall FWD Eng controls. About half the Eng Cowl. Process, Exhaust & Baffles. Fuel system needs plumbing, Inst paneles completed, Elec. sys. completed. Needs Wind screens. All Alum skin panels complete awaiting paint. The only access. The Eng. needs than mentioned is alternator & vac. pump.

I will sell or trade of comparable value. This project should be worth about 20 thousand as is -----who knows!

I am paticulary interested in a Super Cub of comparable value whether flying or not.

I don't know where I am going from here. I may get the motivation to work on this proj. tomorrow or it may sit another year.

If you can help me sell or trade, I would appreciate it.

It's hard to believe with out seeing, but everyone tells me it is a "PERFECT 10".

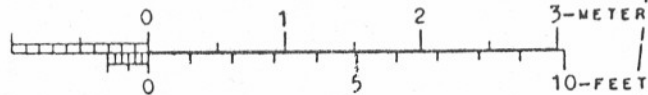
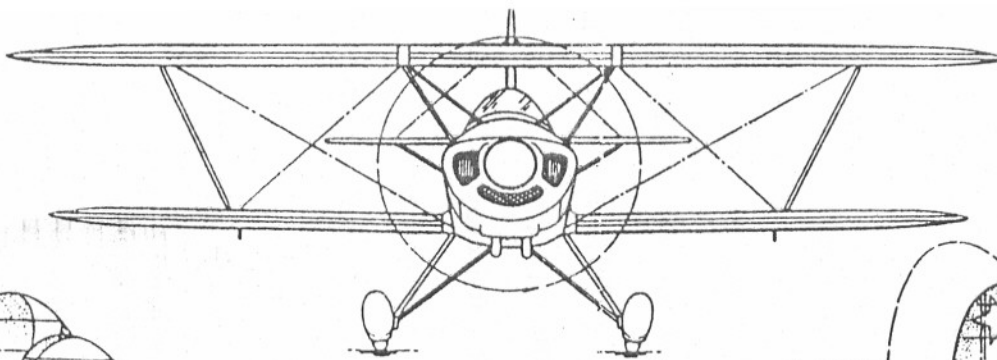
Sincerely,
Steve Lorenz
5601 Alder Glen Pk
Aberdeen, WA 98520

For those of you that may be interested - My experience with Steve is that he is a very meticulous builder - the project is a bargain at best.

B.C.

Data:

Spv övre vinge: 7,32 m
 Spv undre vinge: 6,22 m
 Vingyta: 15,05 m²
 Anfallsvinkel undre vinge: 1°
 V-form undre vinge: 1 1/2°
 Hastighet på 1500 m: 241 km/h
 Tomvikt: 454 kg



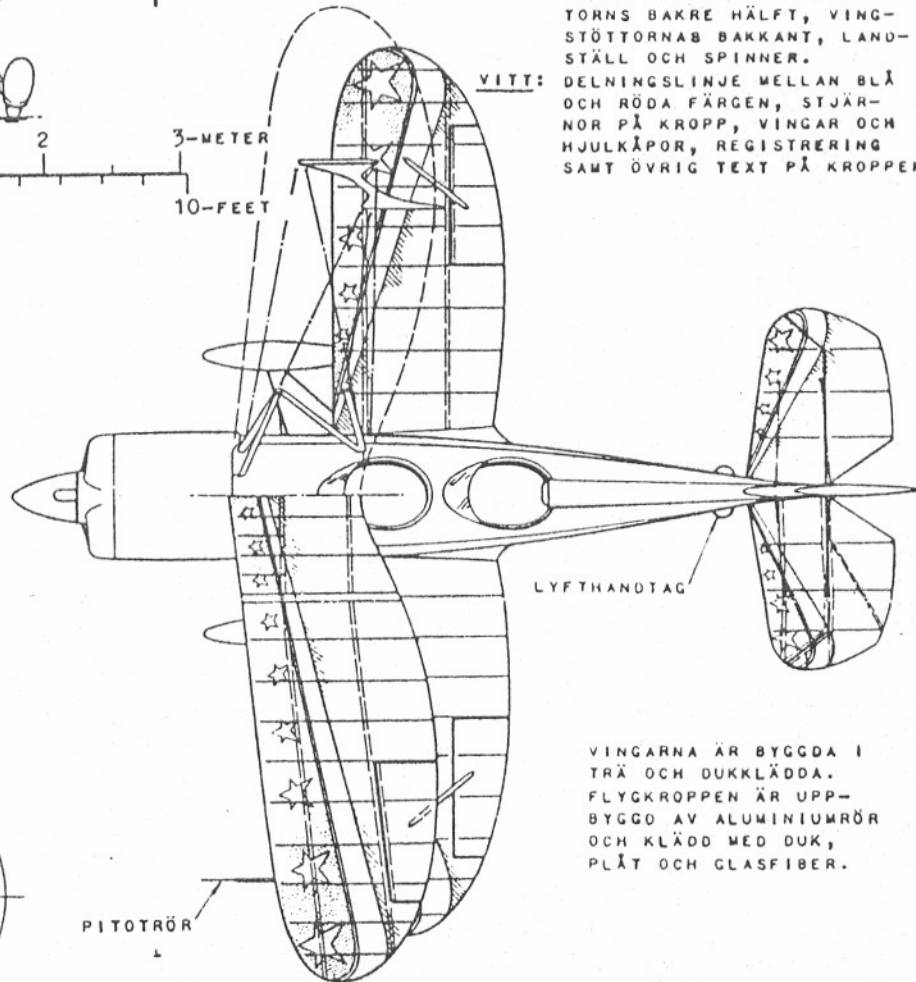
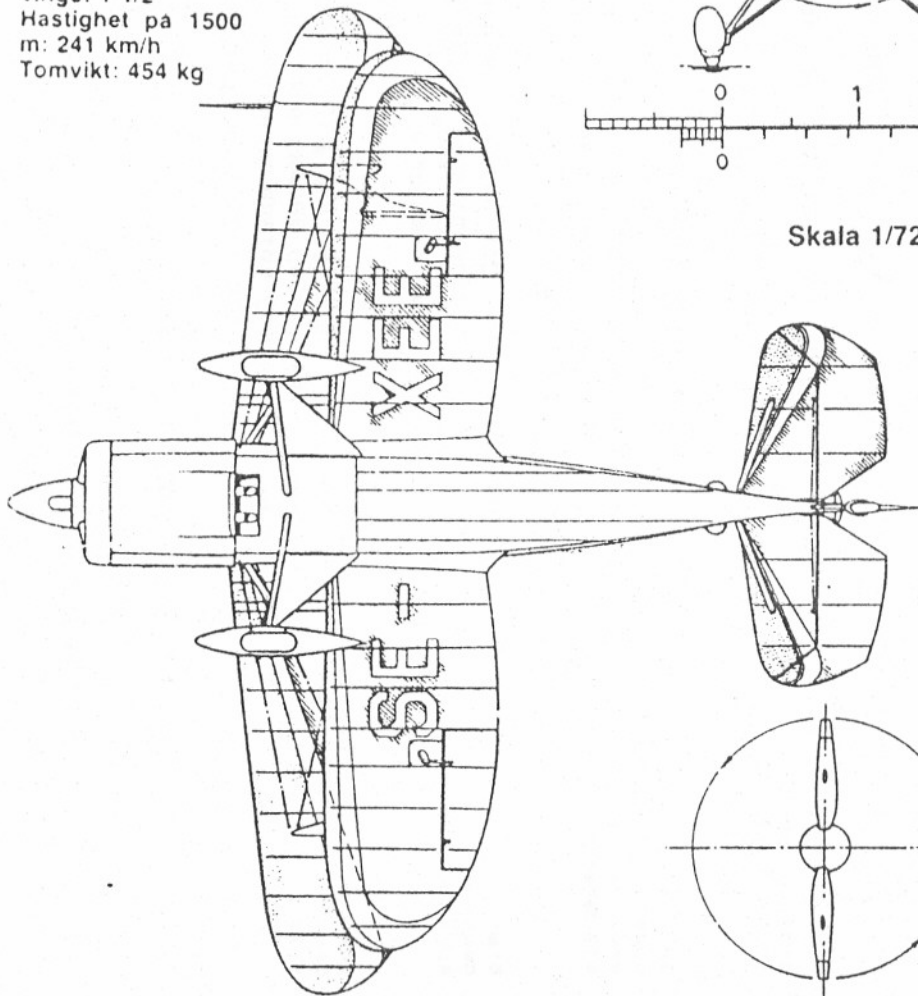
Skala 1/72

FÄRGSHEMA:

BLÅTT: KROPPENS ÖVERSIDA, VINGARNAS OCH STABILISATORNS FRÄMOKANTER, BALDAKINSTÖTTORNA, VINGSTÖTTORNAS FRÄMOKANT OCH HJULKÄPORNAS ÖVERSIDA.

RÖTT: FLYGKROPPENS UNDERHÄLFT, VINGARNAS OCH STABILISATORNS BAKRE HÄLFT, VINGSTÖTTORNAS BAKKANT, LANDSTÄLL OCH SPINNER.

VITT: DELNINGSLINJE MELLAN BLÅ OCH RÖDA FÄRGEN, STJÄRNOR PÅ KROPP, VINGAR OCH HJULKÄPOR, REGISTRERING SAMT ÖVRIG TEXT PÅ KROPPEN.



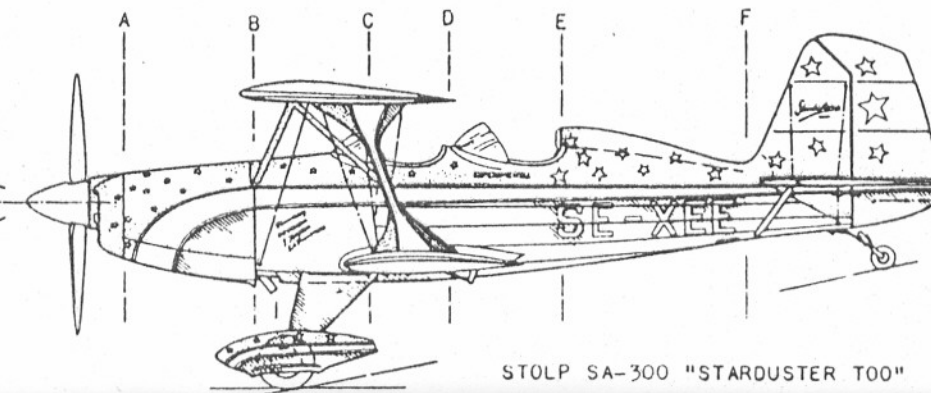
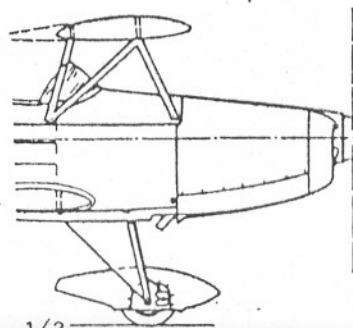
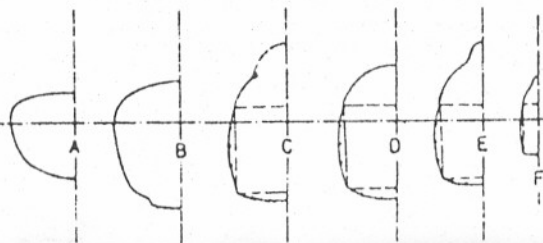
LYFTHANDTAG

VINGARNA ÄR BYGGDA I TRÄ OCH DUKKLÄDDA. FLYGKROPPEN ÄR UPPBYGGD AV ALUMINIUMRÖR OCH KLÄDD MED DUK, PLÅT OCH GLASFIBER.

PITOTRÖR

MOTOR:

EN 250-HK, 6-CYLINDER
 AVCO LYCOMING O-540.



STOLP SA-300 "STARDUSTER T00"

This aircraft is flying in Sweden -
 CHECK THE NUMBER

1. Lycoming I0540 C4B5, Ser. No. L-7768-48
Standard Dimension Crank
Standard Chrome Cylinders
Overhauled and balanced by Ly-Con, Pontiac, MI

Accessories:

- Bendix Servo Fuel Injector
O/H and tested A.D. notes complied 07 July 81
 - Mags - Bendix Left - S6LN-21 (impulse)
Right - S6LN-204
O/H all A.D. notes complied
 - Christen Extended Inverted Oil System
 - Stainless Exhaust System with 6 probe EGT, Selector & Indicator
 - Prop Gov. F6-13A, Ser. No. B8277, O/H by Hartzel
 - All plumbing & lines are aeroquip 601 stainless
 - Baffles
 - Harrison 6" Oil Cooler, Model No. AP13AU06-4
 - One Duke Electric Fuel Pump
2. Prop - Hartzell HC-C2YR-4EF (aerobatic)
Blades 8477 A-4
Gov. (see above)
Spinner
 3. Airframe Parts
 - Flying/Landing Wires/Tail Wires complete
 - Wheels & Brakes, 600-6 Cleveland (new) with BF Goodrich Aviator
4-ply Rib (new) and BF Goodrich tubes
 - Maule 800-4 Tail Wheel Assembly and Leaf Springs (new)
 - Two Sets Hooker Aerobatic Harnesses with Pads
 4. Radio
 - King KX145 VHF 720 Channel COM
200 Channel NAV
With VOR indicator and antenna

5. Instruments

Engine - Remote Indicating
All are Westberg 2 1/4"

	Fuel Pressure
	Fuel Quantity
	Oil Pressure
	Oil Temperature
0-60	Ampmeter
0-16	Voltmeter
Electric	Carb Air Temp
	Cyl Head Temp
6 Probe	Exhaust Gas Temp
3" RT-11 Mech	Tach
2 1/4" Electric	Tach
Bendix	Key Switch

Flight Instruments

- (2) True Airspeed Indicator
- (2) Kollsman Sensitive Altimeter
- (1) 12V T&B
- (2) Rate of Climb
- (2) Airpath C2300 Compass
- (2) Bretling Wakman 3-1/8" 24-hour clocks

6. Miscellaneous

Approx. 50 lbs. of assorted AN nuts & bolts (new)

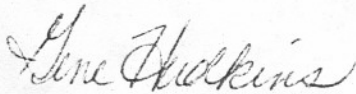
Stolp Starduster Corporation
4301 Twining
Riverside, CA 92509

Dear Bill:

Per our telephone conversation, I am enclosing a list of parts from my project. All are new or overhauled and in good condition.

Please contact me regarding the purchase of these parts at your earliest convenience.

Sincerely,



Gene Hudkins
4477 Soundside Drive
Gulf Breeze, FL 32561
Phone: 904/932-0020

Seattle, Washington
12/20/86

STOLP Starduster Corp.
4301 Twining
Riverside, CA 92509

Gentlemen:

Need some prices on steel, if you still supply the stuff. My Starduster II, built from plans #433 (N777CC), has the old style landing gear on it. I had built the gear before the modified drawings were put out by Lou Stolp. Now, I want to build a new set of legs for it, or modify the old ones, and set the axles back.

Please give me the prices for Streamline 1.685 X .714 X .042 and 2.360 X 1 X .042;
Round..... 1 1/8 X .065
 2" X .065
 1 1/2" X .125
 1" X .053
Sheet (or strap) .093 X 1 1/2"
 .070 X 2"
 .070 X 1"

Any other needed for the gear, I already have.

Also, can you give me a limit as to how far back I can set the axles without getting into trouble. Right now, I have about 175 pounds on the tail wheel, which is way too much. Other than that, it flies like a dream. It has an O-360-A3A Lycoming, with a fixed prop. Empty weight is 1133 pounds. Enclosed a picture. Note the headrest is gone (helps to keep the airstream from pounding my head). I think I may put a small one back on at a later date.

Do you have any literature on how to put a canopy on it? Think I could get by with one on the rear cockpit only, but may decide to cover both, then the wife wouldn't growl so loud. Never made the gear leg covers yet, but will, when I modify it.

I did make the engine mount 3" longer than original plans called for, which helped.

Thanks for any help you can give me.

Sincerely,

Claude V. Preston

Claude V. Preston
18235 46th Place So.
Seattle, Washington
98188
206-243-0205



Dear Bill,

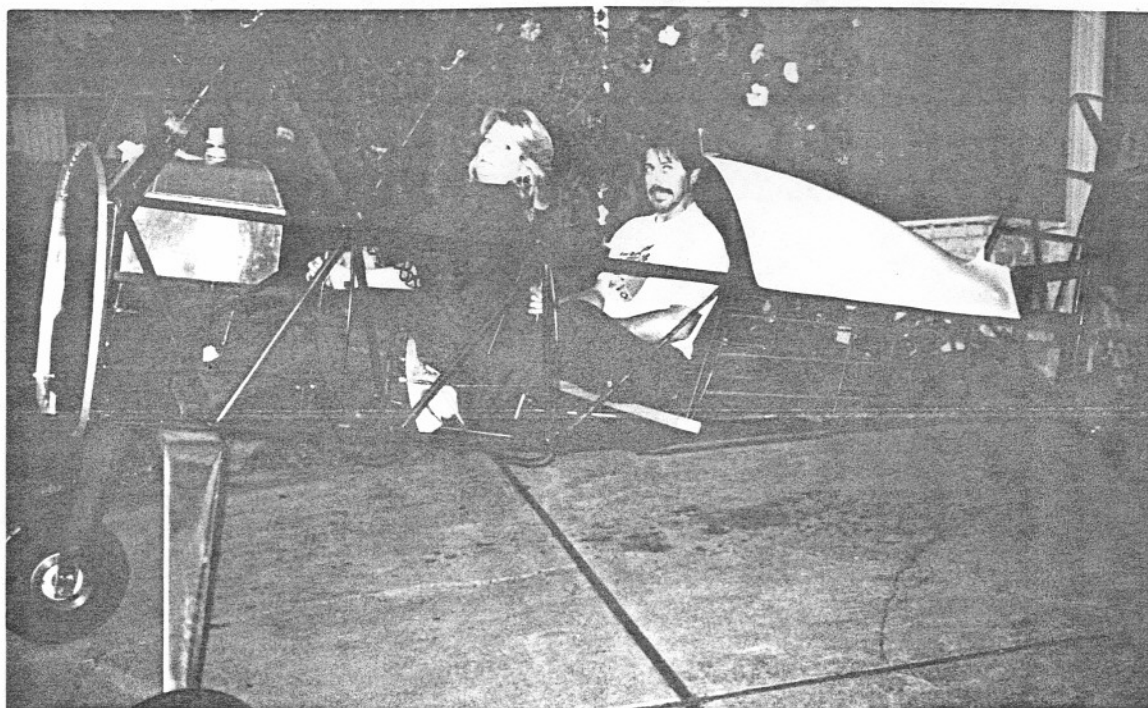
Enclosed you will find a check for \$1,400.00 - half payment for upper wings.

I suppose you know by now that I am a first time builder, I have made some mistakes but I am learning something new every day. I love flying and I am working hard to get this project done; sometimes working extra hard to understand the project. Sometimes it is hard to get other builders to offer their advice and expertise I believe sometimes they are hesitant to let you know their secrets knowing they learned the hard way and paid their dues and want you to do the same. I thank you for your help, and you have provided me with more info than anybody else, Thank you for that. I would like to feel free to call you in the future and ask for guidance. I know someday when I obtain the knowledge about building and make this project fly that I will be more than happy to share my experiences with new builders. My funds are getting short at this time but I will plug away until I am done.

I know that the wing kit I have sent you is not complete. I have sent some more ribs that were damaged while routing, I hope they will help a bit. Please have patience with some of the questions I may ask in the future. Like I said, I am a beginner and still learning. Please keep me advised on the progress on the wings and I will make arrangements to pick them up. This will give me an opportunity to see your airport.

Thank you,

Michael Mattei



Dear Bill,

Sending along a picture of our new member to our Starduster family.

Empty weight - 50 lb, VFR Only

Cruising speed - "Just barely"

Power Plant - One child power

She exhibits a little drag but this should go away in about three years, when the pilots feet reach the peddles.

As like most of us, we are not willing to admit how much she cost, but to our Grandson (her new owner) she's priceless!

Sincerely,

Colin and June Powers

1021 Alder Creek Dr.

Corvallis, Oregon 97330



Dear Colin & June -

a beautiful pair of "Birds"

Both owners very proud of 'em sure

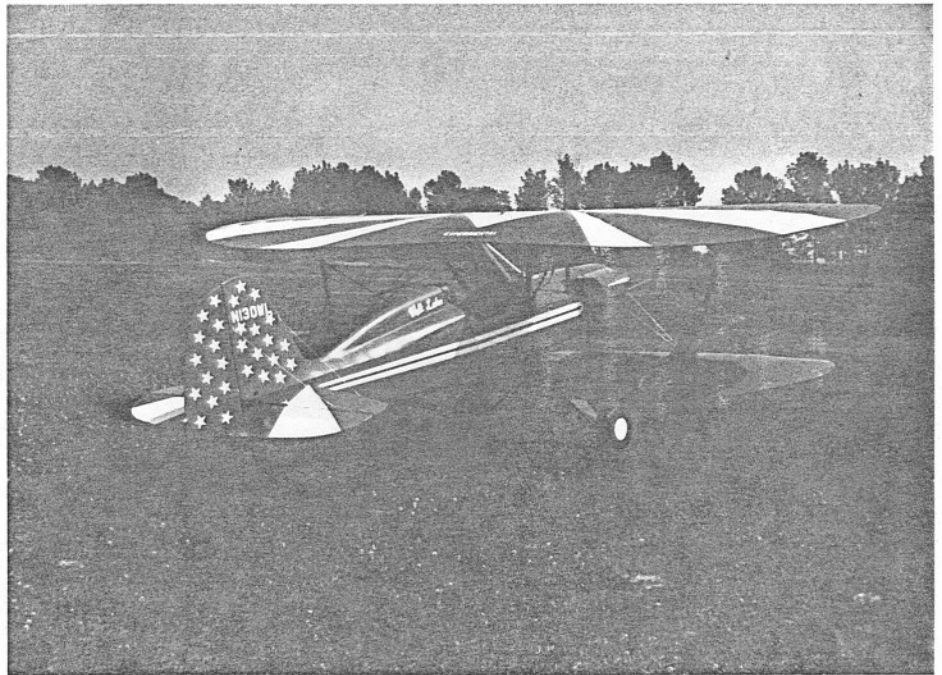
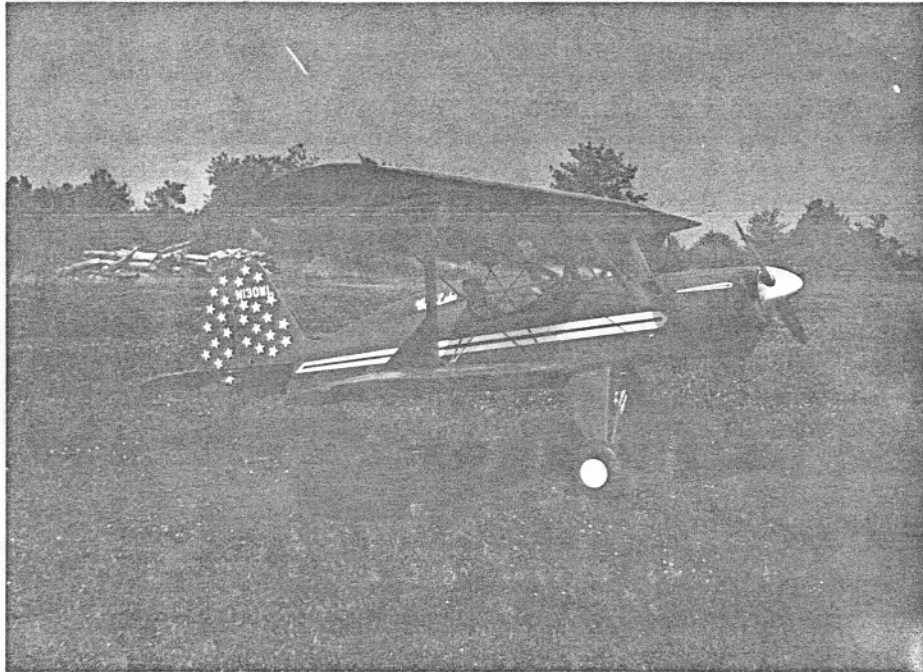
-2/. Bill Clow

Walter Luke
Box 137 Maxian Rd RD2
Binghamton, NY 13903

Hi Bill,

Enclosed is picture of
the V-Star.
I now have 27 hours on
this airplane. Never
had to make any ad-
justments for trim,
straight and level
first shot.
I have built 5 airplanes
this one I'm going to
keep.
I like to mess around
with aerobatics, my
only regret is that
I didn't go with 4
ailerons.

Take care,
Walt Luke



Walt - if you're going to keep this
one - are you going to stop building?
- you've been one of our best & most
loyal customers.
B. C.

Dear Bill,

Enclosed is a photo, Starduster Two SA300. Missed my Starduster Mag., no renewal notice - I goofed. I'm also enclosing a M.O. for renewal fee. Please send Jan copy if possible.

Thanks,
F.E. McClanahan
113 English St.
Newport, Tn. 37821

Some Specks on N9038Y less engine and cover, 95% came from Stolp Corp., thanks for continued good service, this plane is a dream to fly even better than I expected. Real doctal in the air and on the ground.

Weight emp.- 1150

Full electric

LYC 160 H.P.

Cruise 2400 - 120 mph

Metal Prop. - 74 D.M. - 60

Stits Poly - Fiber paint thru - out

Small nose piece Asper -Stolp

Engine Mt. Ext. 4½" from Drawings



Dear Mr. Clouse,

Some time ago I talk to you on the phone concerning my Star Duster II right wing heavy. I have taken incidence out of left wing, ailerons are in proper place in well and slave struts seem to be O.K.. My Star Duster is powered by a 180 A3A Lycoming, is open cockpit, etc..

What procedure would you recommend to take care of this right wing heavy condition. I wonder if it needs to be entirely re-rigged.

Sincerely,
Harold B. Franklin
EAA #258064
Route 3
Potsdam, N.Y.

P.S. I did not build this airplane. It was built by a Robert Knox of Memphis, Tenn.. It has between 55 & 60 hours on engine & airframe, built and finished in Feb. 85. Is for sale at \$19,000.00.

Dear Harold:

after assessing that the problem is not caused by mis aligned slave struts, and the incidence is correct at "I" strut location you will be forced to add a trim block to lower left aileron - using a 6" long piece of corner block taped to under side of aileron - Experimentation with different lengths will provide proper trim.

B.C.

STARDUSTER TOO PROJECT 4-SALE

FUSELAGE ON LANDING GEAR

Fuselage Includes - Attached tail feathers with streamlined stainless steel wire bracing. Cabane struts with upper wing center section installed with gas tank. 8' Pneumatic Scott tailwheel, new Cleveland main wheels and brakes. Gerdes master brake cylinders, New McReary tires and tubes. Motor mount for 180 Lycoming, 0360-AIA Stainless Steel firewall, main gas tank with mechanical float gauge. Front and rear rudder pedals, connected to rudders with stainless steel cables. Front and rear seat frames, instrument panels (no instruments). Front and rear control sticks in torque tube, attached to elevator. Vernier cable to elevator trim tab. All standoffs and belly bows and side bows with aluminum stringers. Aluminum baggage compartment, fiberglass turtle deck, aluminum cockpit cowlings, Marine plywood floorboards, two 3-piece glass wind screens, two throttle quadrants (3 levers).

Project also includes wing kit- two lower wings built. All ribs routed by Starduster, all metal plate fittings gang drilled and machined to size and shape.

Running lights and plans included.

PRICED TO SELL - \$5,500.00

DAN COLLIER (408) 725-1957

HIBBARD AVIATION

Aviation Management Services • Aviation Consulting
Aircraft Sales – Corporate, Transport & General Aviation

October 16, 1986

STOLP STARDUSTER CORP.
4301 Twining Flabob Airport
Riverside, California 92509

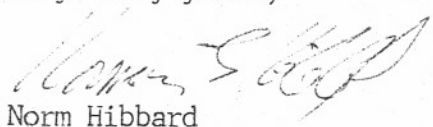
Dear Bill,

Please place the following add in your next issue of "THE STARDUSTER" magazine:

STARDUSTER TOO (SA-300) project for sale, FAA signed off for cover, needs fabric, wiring, plumbing and assembly, "O" since new Lycoming TIO-360 A1B engine, \$17,000.00. Call for inspection at Oakland Airport, CA. Norm Hibbard (415) 569-2404.

Five dollars is enclosed and thank you for your kind service.

Very truly yours,


Norm Hibbard



STARDUSTER TOO N690CM
WINNER RESERVE GRAND
CHAMPION OSHKOSH 1984.
160 HRS TT. AIRFRAME.
CHRISTEN INVERTED OIL
SYSTEM, CHRISTEN 5
POINT HARNESSSES WITH
SECONDARY LAP BELT,
ESCORT 110, 180
LYC, CONSTANT SPEED
PROP, PS5C PRES. CARB.
IMMACULATE SHOW PLANE
MUST SEE TO APPRECIATE
\$30,000
DAYS (619) 276-6954
EVES (619) 445-8603

Dear Bill:

Here is a picture of my Airplane for the newsletter. Add. I didn't know how much money to send you for the Ad. So call me and let me know. Also could you send me a copy of the newsletter when it comes out. This picture was taken in Boscobel Wisconsin on my way to Oshkosh. I'm having a 11"x14" printed for your office same picture.

Sincerely
Clinton Anderson

Gentleman:

Enclosed is my check in the amount of \$26.63 for your invoice #53087. I appreciate the prompt service and the courtesy of the open acct. status.

Respectfully,

Dude Sattern
44283 Mountain Rd
Stayton, Ore 97383

P.S. Know any one down there thats looking for a nice bird? I'm 70 years old and lost my medical this year. What a way to go. I spent ten years building my baby and to have the FAA rule me non valid to fly it. What a kick in the teeth.... Total time on the air frame is 60 hrs. and 174 hrs on O Lycoming O-360AID. Since new Hartzell Constant speed Prop. 60 hrs. Full IFR Rear cockpit Genave 200 Radio Narco transponder strob. Spring gear. Cockpit is fully lined. With three interchangeable cockpit configuration. Single place open single place closed two place open and the parts to construct a 2 place closed canopy. Intercon, David Clark Head Set, Radio control button on the stick, digital clock, lapse time. Dart time distance air speed, computer. Poor man's DME. Cockpit Heat, Great with canopy.

I may be whistling Dixie but I want \$25,000.00 net. I've got close to \$20,000.00 in it not counting my labor. Fresh annual..... Any Suggestions?

I realize you folks aren't in the business of selling these planes. Just took a chance you might know some one who would be interested.

Thanks for hearing me out.

Sincerely,

Dude Sattern

FOR SALE

Aluminum Spring Gear,
For SA300, with axles,
All Fairing work complete,
Not installed
Best Offer,
Call or Write
Craig Sinclair
51 Northern Blvd
Newbury, MA 01951
(617) 462-1939

STARDUSTER I TTAE
6-290-D2
PS-5 Carburetor
\$7,000.00 or will trade
for multi or instrument
time.
Contact- Victor Barber
1916 W. Acaia #8
Hemet, Ca 92343
(714) 925-6486/658-6577

ACRODUSTER II project
90% complete.
Re-Man IO 360 CIC Zero time
New Hartzell Aerobatic
C/S Prop
Cristen Fuel & Oil Sys..
Covered thru Silver
With Stits HS90X
Sell or Trade
(206) 533-5635

IO 540 04B5 FACTORY NEW
17000⁰⁰ ALL ACC - CALL ME -
I HAVE IT HERE

FACTORY BUILT STARDUSTER II
ON ACUM GEAR WITH WING KIT -
A REAL BARGAIN -

1 October 1986

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

Dear Sir,

I am a senior at Simsbury High School in Connecticut and was asked by Mr. Jablonski, our Aerospace Education teacher, to write this letter about our Too. We started Aerospace Education two years ago and last year we began construction on our Too. It is projected that we will complete it next year and test fly it in June of 1988.

There were forty-five sophomores, juniors, and seniors in the original Aerospace Education class, including three girls. Last year's Construction class consisted of seventeen of those including all three girls. This year we have sixteen in the class with two girls.

Progress seemed very slow last year, and many of us became pessimistic about the three year projection. First, we did not start construction until weeks after school started, due to delays caused by the shipping company. Then, when we began, all we were doing was the wing ribs which took a long time. More than halfway through making our wing ribs we discovered an error in their construction so we had to figure out how to correct this fault. It proved to be exasperating. It was spring before we knew it and we were still on the ribs. Finally at the end of the year, we seemed to make fantastic headway, and the centre-section and one wing took shape.

This year, because of the remodelling of the shop, we had no power on the machines for several weeks, and there was no telling when we would get it. Fortunately, we now have it, and we are currently working on assembling all of the remaining wings at once. The class has been split up with four people working on each wing. Progress seems to be much more rapid than possible now. There is thought that we may even finish ahead of schedule. Who knows...

Many of us workers are considered demi-gods among our classmates, privileged to be working on The Airplane. We have to answer many questions such as: Is it a real airplane? or Will you get to fly it?. This year, our course was voted one of the twelve most promising Industrial Arts programs in the state. We consider it to be so too. In the future, many 'alumni' of the program who will have graduated before the Too's completion are planning to return to see it fly in 1988. "What, you mean it's supposed to fly?"

Sincerely,

Stephanie Dupen

- 30 -

