

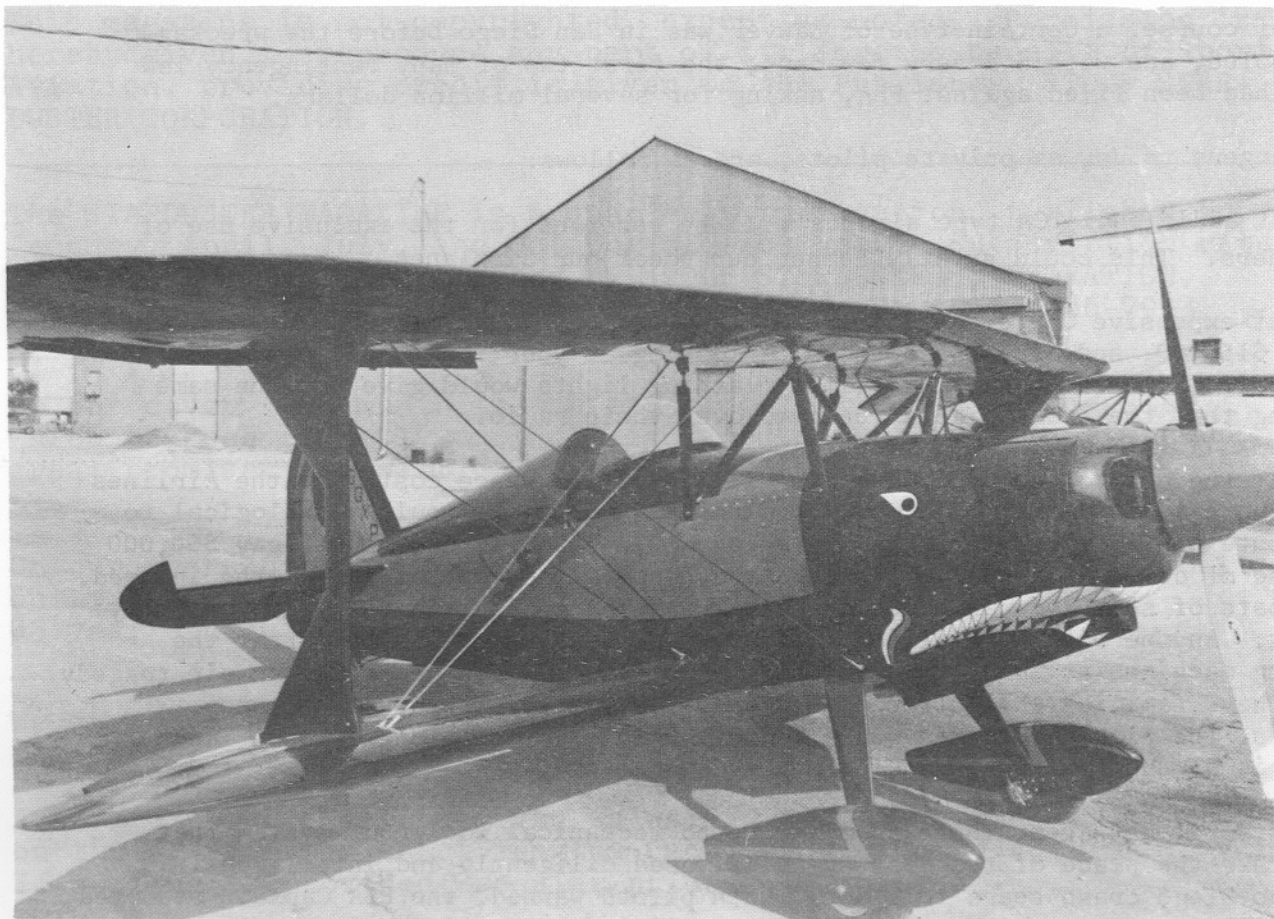
THE STAN
ULTY
VELOC
EVERYTH

THE Starduster

OCTOBER 1978

MAGAZINE

DEDICATED TO THE ACTIVE HOMEBUILDER



lost the Cessna, for the crash to have occurred. How tragic--How useless.
FCA Captain did not KEEP the Cessna in sight. He had to have looked away and
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PAGE ONE



The most tragic air accident in the history of the United States recently occurred over San Diego. A PSA passenger Jet collided in mid air with a privately owned and flown Cessna 172. The cessna contained a student IFR pilot, who was under the hood, and his Instructor, who was acting as safety pilot.

According to the Tower and ATC tapes, both planes had been warned of the presence of the other. The Jet had been warned twice. And twice had replied that he had the Cessna in sight. The Cessna had been warned once. The reply was garbled, but since there was a reply, it is reasonable to assume that he was acknowledging the warning.

As could be expected, the TV news programs featured a politician up for re-election who accused the FAA of dragging its feet by failing to require that an already developed Collision Avoidance System be installed in all aircraft. The programs also featured some rather irresponsible charges against private Aviation and one airline Captain who wanted all small airplanes kept away from all airspace wherein Jets were operating.

And, of course, a certain type of Lawyer was in San Diego before the wreckage had cooled, and within a very few days, the first two of many contingency law suits had been filed against PSA, asking for several million dollars.

The dangers to us, as private pilots, are as follows:

1. That additional TCA type airspace will be reserved for the exclusive use of airliners. This could greatly hamper our use of our airplanes.
2. That expensive CAS electronics would be required in all aircraft. Cost is about \$15,000, and if you happen to be looking at your instrument panel, instead of outside, at the appropriate time, flashing lights would give you the same warning that the crash pilots received over their radio.
3. That the cost of all the lawsuits will drive insurance costs for the Airlines so high that air travel will cost considerably more. It would seem logical to institute no fault travel insurance which would pay a fixed amount, say \$50,000 in case of death on a public carrier, and hospital and Dr. costs for the injured. The costs of such insurance would be included, of course, in the price of every ticket. Anyone wishing additional insurance would be free to buy it at the vending machines at every air terminal. Admittedly, some people in an air tragedy would have families who suffer a greater financial loss than would others. However, the richer families would be better able to sustain the loss. And there is always the cheap vending machine insurance.

As sad as it may seem, there seems to be no mechanical foolproof system that will take the place of two good eyeballs, used diligently and intelligently. The San Diego crash bears this out. Both pilots warned, the PSA Captain reported he had the Cessna in sight, and still a collision occurred. Undoubtedly the PSA Captain did not KEEP the Cessna in sight. He had to have looked away and lost the Cessna, for the Crash to have occurred. How tragic--How useless.

THE STARDUSTER MAGAZINE- DEDICATED TO THE PROPOSITION THAT THE ULTIMATE IN SPORT AIRCRAFT WAS REACHED WITH THE DESIGN AND DEVELOPMENT OF THE OPEN COCKPIT, TAIL DRAGGING BIPLANE--AND THAT EVERYTHING ELSE HAS BEEN DOWNHILL---EVER SINCE.

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On our cover this month is the experimental X model Acroduster which crashed recently during flight tests. The airplane showed great promise, and will be rebuilt.

On our rear cover is a picture of the beautiful STARDUSTER TOO built, owned, and flown by Joe Hall, of Ft. Smith, Arkansas. Joe's 83 year old father is a frequent passenger.

We give 3-5 lbs of short lengths of tubing free, with each substantial order. Suitable for welding practice- No size selections.

A 10 % discount will be given to walkin customers who select their on tubing from our short lengths rack, providing no cutting is done. If cutting is provided, regular prices will prevail.

THE AVIATION SAFETY REPORTING PROGRAM

Occasionally, when you are out flying your bird, enjoying the scenery, and otherwise communing with nature, you may run afoul of a subspecies of Homo Sapiens, who hates airplanes, and who gets his jollies out of reporting you to the Friendly Feds, otherwise known as your local General Aviation District Office of the Federal Aviation Administration.

Our Friendly Feds are required to take action, and file a written report on such clamorous complaints by the local citizenry. Sometimes the complaints are justified. Many times they are not. Justified or unjustified, the scenario usually unwinds something like this: (Don't ask me how I know.)

You are asked to call the tower when you land; or, you may receive a visit from a less than friendly Fed, who wants to know who was flying your airplane a short time ago. You are not advised that anything you say may be used against you; although it can, and will be. You are under no obligation to make the Feds case for them by identifying the pilot. If the pilot cannot be identified, there is no case.

Assuming you are correctly identified as the pilot in question, then you may expect a letter from your local GADO a short time later. This letter is referred to by the FAA as a letter of investigation. It notifies you that you are suspected of committing a violation, and it generously offers you five or ten days to tell your side of the story. Lawyers frequently refer to this letter as an "invitation to confess", and whatever you say can be used against you. You have a perfect right not to respond at all, and it might be in your best interest not to answer.

At this point in time, serious consideration should be given to retaining a lawyer, preferably one well versed in Aviation Law.

Your next communication from the FAA might well be a Notice of proposed Certification Action. This document, signed by an FAA Attorney, tells you that the FAA has decided that you really did bust a regulation. It informs you of what the FAA may do to you for your mistake. Their options range from revocation, to modification, to suspension. Your response options are: You may request an informal conference, an appeal, or, you may accept the penalty.

If you choose an informal conference, it is a good idea to take your lawyer with you. He can help judge the strength of the FAA's case, and, perhaps, can negotiate a compromise.

The FAA may proceed against you in either of two ways. It may take action against your certificate, suspending or revoking it; or it may take civil action against you. The maximum civil penalty is a \$1000.00 fine.

You may appeal a certificate action to the National Transportation Safety Board. Trial is by an Administrative Law Judge. No Jury is allowed. Ordinary rules of evidence do not apply. Almost any testimony and evidence is admissible. Appeal from the Law Judges decision is to the Full NTSB, and, from there, theoretically, to the U.S. Supreme Court.

In a civil case, trial will be held in a United States District Court, and you are entitled to a Jury. Strict rules of evidence apply. Appeal is to a United States Circuit Court of Appeals, and from there to the Supreme Court.

PRODUCT INFORMATION

If you would like to short circuit all this hassle, there is a NASA program and an address that you should remember. The program is NASA's AVIATION SAFETY REPORTING PROGRAM. The address is: N.A.S.A., Aviation Safety Reporting System P.O.Box 189, Moffett Field, California, 94035.

This program is described in Advisory Circular No. 00-46A, which can be obtained from the Superintendent of Documents, United States Government Printing Office, Washington, D.C., 20402.

The most interesting point of this program is that violators of FAA Regs are promised immunity from FAA disciplinary Action, if the incident is reported within five days.

Exceptions are cases involving criminal acts such as sabotage, hijacking, etc, and cases involving accidents.

Also, Reports involving reckless operation, gross negligence, or wilful misconduct may not be used by the FAA for disciplinary purposes. However, in these cases, the FAA may proceed against you on the basis of independent reports.

But, if you inadvertently violate a regulation, and you are NOT guilty of reckless operation, gross negligence, or wilful misconduct, you secure complete immunity by filing your NASA report within five days of the incident. And so does everyone else involved in the incident.

NASA ARC Form 277, used for reporting purposes, is available free of charge at all FAA offices. It is preaddressed, and may be mailed postage free.

It would appear that at last the Government has come up with a program which promises to be of benefit to many pilots.

Under this program you can benefit the government by helping them analyse incidents which may be prejudicial to safety, and at the same time you can secure immunity for inadvertent violations for the Federal Air Regulations.

NIEUPOINT 28 ON TV COMMERCIALS

For the next month or so, particularly on Football games, you are likely to see a beautiful girl touting Ford Thunderbirds. Also in the Commercial is our Nieuport 28. Old Airplane Aficionados think it is as beautiful as the girl. (Well, almost.)

The Commercial will air mainly during Football Games, on the Columbus Broadcasting System. Two scheduled dates are 11-23 at 12:30 and 11-26 at 10:00 A.M. The Schedule for December is not known at this time.

A second Commercial, also for Ford Thunderbird, was recently shot at Flabob. It also is scheduled for the Christmas season. If you look fast, you may recognise the handsome balding young looking middle age man swinging the prop.

PRODUCT INFORMATION

GEL CEL BATTERIES- The good news first. Price has been reduced substantially. Formerly selling for \$69.95, the battery is now priced at only \$49.95, plus \$3.00 packing charge. The batteries have also been improved. The latest ones look better, and, I understand from the company, are made better, with less chance of trouble.

The batteries we sold from our second batch of 100 have not held up as well as was expected. A relatively high percentage have been either unable to hold a charge, or got that way after a relatively short period of use.

Battery guarantee is unconditional for three months, and prorated for 12 months. So far, the Manufacturer has backed up his warranty very well indeed. If your Gel Cel won't hold a charge, you should first try charging it for 24 hours with a charger putting out 4-6 amps initially, at a voltage of 14.5 to 14.7. According to the company this will break down the sulfation which keeps the battery from holding a charge. Also be sure that your alternator or regulator is putting out 14.5 to 14.7 volts.

If the battery won't hold a charge after the above procedure, then return it to GLOBE BATTERY DIVISION, GLOBE UNION, INC., 900 E. KEEFER AVE, MILWAUKEE, WIS., 53212, DELIVER TO N. E. DOCK 4. At the same time notify STOLP STARDUSTER, giving the number of the invoice on which you bought the battery. We will then mail you a new battery, free if less than three months since purchase, prorated if over three and less than 12 months.

SPRUCE SITUATION - For the first time in well over a year, we have a sufficient stock of high quality spruce to meet all anticipated demands. you can order your wing kit or spars now and know that you will receive speedy delivery of the Spars as well as the rest of the wing kit.

The price of spruce has gone up a little. (Perhaps that is why we now have a plentiful supply.) The new price is \$23.50 for a ten foot length finished on two sides, and \$26.50 for a ten foot length finished on four sides.

SEAT CUSHIONS- In our last issue, we told you of the new temperfoam seat cushions we had. We completely sold out of the cushions, and we have a new improved cushion on order. This new cushion is composed of two layers of foam. The top layer a medium weight, and the bottom layer a heavier weight of temper foam. the combination of weights gives more seating comfort over a longer period of time. Due to the additional expense of the heavier foam, and the additional labor required in making the cushions, the price has to be \$19.95. And they are worth every cent.

ALUMINUM I STRUTS- During maximum negative G tests on our new model X Acroduster the Aluminum I struts failed. The pilot, John Helton, safely bailed out at high altitude. Since the straights failed before reaching the design load, they have been withdrawn from the market. We will not sell them, at this time.

If you know of anyone presently contemplating their use please urge them to get in touch with us.

PARACHUTES- We have been notified by the Manufacturer that the price of our parachutes will rise to \$455.00 effective on November 1, 1978. This is a very modest increase considering the overall economic situation and the high quality of the product.

Also, you may order your seat pack, or back pack, with optional adjustable shoulder straps. These adjustable straps cost an extra \$20.00. A good way to go is to order one chute custom fit to you and another chute with adjustable straps for use by anyone you may care to stick in the front seat of your airplane. At least, that is the way I am going with my Acroduster Too.

HARTZELL PROPELLERS- We have been notified by the factory that C/S Hartzell Propellers have increased in price. New list price is \$1725.00, complete with Governor and spinner. Our low price, for homebuilders only, is \$1380.00.

REMOTE COMPASS KIT- One of the nicest things you can do for yourself is install a modern miniature remote indicating compass in your airplane. These little jewels are exceptionally stable and very accurate. They never precess and never require resetting. They are rugged and should stand up well to Aerobatics. With their stable accurate headings they could be used, in an emergency and in conjunction with a ball, for instrument flying. Weight is approximately 4.5 pounds. List price on these kits, consisting of indicator, power supply, and transmitter, is \$240.00. We have two new units in stock, for only \$200.00.

SOLAR CHARGING PANELS- These little space age marvels, in conjunction with our Gel Cel Batteries, may well revolutionize starting systems for Sport Aerobatic Airplanes. Art Scholl has used them for over a year, with good results, and we used them on our model X Acroduster. They are very light weight, easily mounted on a relatively flat area like a wing, are maintenance free, and almost drag free. The energy you get from these panels is free. They never need recharging. The two panels are only 8"x15"x1/8" thick. They charge at the rate of 500ma per hour. And the price is only \$249.00 per set. They eliminate alternator, regulator, and the associated heavy wiring. Also about three pounds of aluminum can be machined off the back of the starter gear ring, since the belt drive is also eliminated. We have them in stock. Immediate delivery.

SIGTRONICS INTERCOM SYSTEMS- One of the most aggravating problems in flying a two place open cockpit biplane is the intercommunication problem between the two cockpits. We have tried various combinations of radio components and had rather poor success. Our best results came recently with the installation of a voice activated Sigtronics Transcom unit. We use the remote configuration, which allows you to mount the unit most anywhere. As long as you speak in a good loud tone of voice it seems to work fairly well. Using a high quality headset with full ear pads also helps. Also, wrapping the boom mic in soft foam helps to kill wind noise. These SIGTRONIC units, remote mounting, Transcom, 2-way, are available from STOLP STARDUSTER for only \$144.50.

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"Ace" Eyes the Sky... Builds Her Own Way to Get There

Women used to be known for home-made pies and clothing. Now, at least when it comes to women like Diana "Ace" Abramson, they're as apt to be known for their "homemade" airplanes.

Diana, former credit representative and currently a stock clerk in shipping & receiving at headquarters, is in the midst of building her own single-engine aerobatic airplane. That in itself is a commendable pursuit for any woman, even in these enlightened times; it's even more intriguing that Diana hit upon the idea some three years ago when she began studying for her airframe & power-plant mechanic's license. ("Ace" received her license in March this year and hopes to become a Flying Tigers mechanic in the near future.)

After poring over many plans and pictures she settled on the Acroduster II, a two-seater aerobatic biplane that sports a 200 horsepower engine. Ace's choice was based mainly on the fact that no factory-built airplane offered everything the Acroduster did. She also had the expert guidance of former Flying Tigers Flight Scheduler Eric Shilling, who flew P-40s in China with Bob Prescott and is an experienced builder of experimental aircraft.

The plans and raw materials for Ace's endeavor came from Jim Osborne's Stolp Starduster, located near Riverside, California. Work began more than two years ago in Ace's garage.

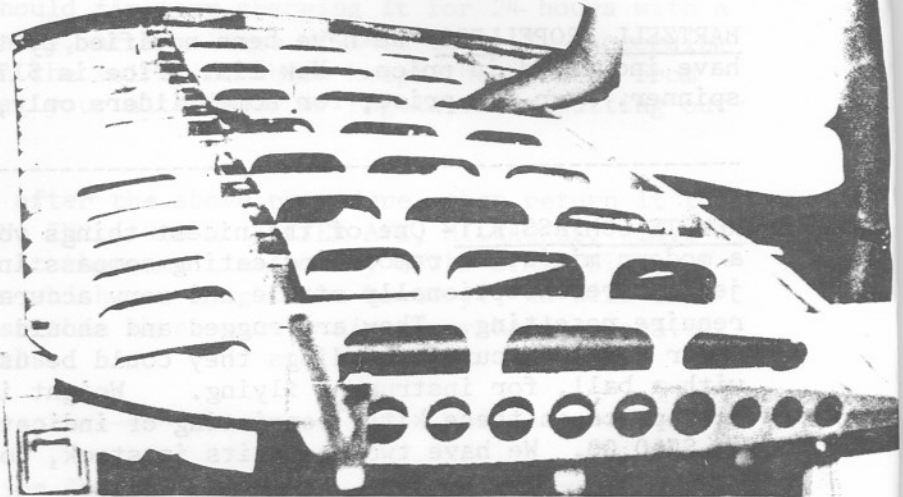
It was three months before the first wing panel took shape, with each rib and spar hand-cut and precisely measured to exact dimension. The remaining three wing panels are now completed and ready for the fabric to be fitted. To speed up progress, rather than weld parts to the fuselage herself, Ace — with the help of fellow employee Bud Curry, maintenance supervisor-ground support equipment — brought the parts and body to Stolp Starduster for the work.

Diana works steadily and enthusiastically on her Acroduster (when she's not practicing aerobatics in a rented Citabria or "serving her country" as a jet engine mechanic in the Navy Reserves) and anticipates that she'll be barnstorming the area and pursuing the Red Baron in her long-awaited dream by the end of the year.

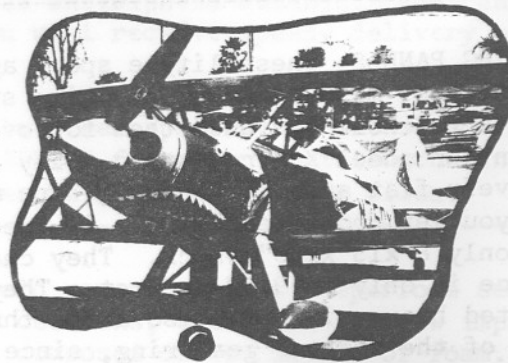
In the meantime, though, there's a lot to be done, including various stages

of inspection by the Federal Aviation Administration, before final assembly, and Ace invites comments, suggestions and help from fellow Flying Tigers who may have been involved in similar projects.

Story and photos by Jan Bechtel



Above, "Ace" with her first wing panel.



"Will my plane ever look like that?" Ace muses. "Certainly," smiles former Flying Tiger Eric Shilling as the two examine the plane's frame.



JOHN HELTON--ACRODUSTER TOO, HAVE SUCCESSFUL SEASON

Shown in the picture above is Jim Osborne and John Helton with three of the five trophies John has won this past season flying the Acroduster Too. He won three first place trophies in "Advanced" category, one first place trophy in "Intermediate", and one second place trophy in "Advanced". He also won third place in "Intermediate" at Fon du lac in 1977.

Because of his outstanding record this past season John is rapidly becoming nationally recognized for his outstanding aerobatic ability.

The record of the Acroduster Too and John Helton this past season would be hard to improve upon. Therefore, the Acroduster Too is being withdrawn from continuous Aerobatic Competition. Henceforth it will be used primarily as a demonstrator and as a personal airplane.

MODEL X ACRODUSTER CRASHES--PILOT UNHURT

Because of the many new design features of the new model X Acroduster, it was put thru a long and careful flight test program, before being released for competition or sale.

On October 14, John Helton took it up for the purpose of putting maximum negative "G's" on the airframe. He was told to go high, to put at least 6 G's negative on, and to be prepared to jump if anything went wrong. Pulling 5 negative G's at a speed of approximately 200 MPH, he shoved the stick forward to achieve the desired loading. The G meter only reads to 5 negative, but well in excess of that, probably around six to seven G's, the new Aluminum I struts collapsed. The top wing folded down (from the pilots view) and hit the bottom wing. John very coolly and calmly killed the engine by closing the mixture control. He then located his "D" ring on the parachute, released his

safety harness and fell out. He pulled the chute as soon as he cleared the airframe, and his Starduster chute opened so quickly that he suspected that it might have hit the airframe. Subsequent examination of both the chute and the airframe showed that this did not happen.

After the chute opened, John had a long and eventful glide to earth from approximately 7000 feet above ground level. He saw the plane impact. As he neared the ground he hollered at some farm workers and they started towards him. He hit very softly, and says he could have easily made a standup landing if he had been prepared for it.

The farmworkers took John to a house where he called me, Jim Osborne, and I went out to pick him up and examine the Air Frame.

The failure was entirely due to buckling of the Aluminum I struts. There was no failure of any flying wire or fitting. Everything was still in one piece, even after the crash. The tail was still intact, except where the upper part of the vertical tail was smashed in ground contact. All Tail fittings were intact, and it was still securely fastened to the tail cone.

Several conclusions can reasonably be drawn from this accident.

1. The designer was a dolt for having too much faith in his figures and not static testing all the newly designed structure before flight testing. (This conclusion is inescapable.)

2. This accident in no way reflects on the structural integrity of the model SA700 Acroduster I. The X model was an entirely different airplane. It had new all metal wings and new Aluminum I struts. It also had a 260 HP six cylinder engine, and weighed several hundred pounds more. The standard Acroduster I has been thoroughly flight tested and is as strong and safe as any plane flying, when flown within its flight envelope.

3. John Helton is probably as good a test pilot, as well as Acrobatic pilot, as is to be found in the world today. He displayed exemplary coolness and judgement in a very tight situation. He also followed his instructions to the letter. He did his testing high and over a very sparsely populated area. He receives my very highest appreciation and commendations for his excellent judgement and pilotage.

4. The "STARDUSTER" parachute he was wearing worked perfectly. It opened very fast, let him down slowly, and was controllable and steerable at all times. It opened at approximately 200 MPH, although it was rated only at 150 MPH. Subsequent minute examination showed no damage to the chute. It is now repacked and again in daily use.

The new X model Acroduster will be rebuilt and will fly again. However, because of the extensive analyses and test program that will go on this time, approximately two years will elapse before it flies again. When it does fly, and is released for competition, it is our fond hope that our favorite pilot, John Helton, will be at the controls.



REPORT FROM CINDY RUCKER-- AFTER FLYING OUR ACRODUSTER ONE IN SUCCESSFUL COMPETITION IN 1975, CINDY LEFT THE WORLD OF AEROBATICS, (TEMPORARILY, WE HOPE) AND BECAME AN AIRLINE PILOT. SHE IS A B-727 SECOND OFFICER, AND HER HOME BASE IS MINNEAPOLIS/ST PAUL, MINNESOTA. SHE ALSO SPENDS A GREAT DEAL OF TIME AT PLAYA DEL RAY, CALIFORNIA. WE ARE SURE SHE WILL HAVE A SUCCESSFUL CAREER AS ONE OF THE FIRST WOMEN AIRLINE PILOTS. WE LOOK FORWARD TO HER RETURN TO AEROBATICS.

FLOAT-TYPE FUEL GAGE

A fuel quantity gage for the center section wing tank may be a problem, either technical or financial, depending on whether or not you have an electrical system. If the small additional parasite drag is tolerable, an ultra-simple, foolproof gage can be put together in about three hours using readily available materials.

STD. TUBE - TO - 3/8"
P. T. FITTING

LEAD-OUT EYELET OR
1/8" COPPER TUBE

1/2" TUBING PLUS
(REMOVE RIM)

1/2" COPPER TUBING

7/16" GLASS TUBING

FUEL LEVEL INDICATOR

1/2" TUBING



By: Larry Weishaar
1924 N. 6th Street
Springfield, Illinois
62702

.032" PIANO WIRE

A female 3/8" pipe thread fitting is required in the bottom of the tank near the point of greatest depth. The gage itself is made from 7/16" O.D. Pyrex glass tubing (try the high school chem lab), 1/2" rigid copper plumbing tubing and fittings, .032" piano wire, some bits of cork, and 5-minute epoxy. Also needed is a bit of 1/8" copper tubing (as a fairlead for the float wire) or, better yet, a lead-out wire eyelet such as is used on U-control models.

The sketch at left shows how it goes together, but some tips from experience may be helpful. The biggest job is making the slot in the copper tube. There's probably a better way, but I just drilled a series of 5/16" holes almost tangent to each other and then worried out the remaining material and smoothed up the slot with a file. The length of the tube and its slot (as well as the float wire) are tailored to the tank depth, but you should start with a piece long enough to allow grabbing it in a vise while you're doing your Polish machining and cut it off to length later.

The tubing cap and plug must both be cut to a "length" of about 1/4" from the normal 5/8". The little annular bulge that normally bottoms the plug in a plumbing fitting must be filed off so it will drop into the threaded adapter. All surfaces (inside and out) at joints should be thoroughly cleaned and roughened slightly with sandpaper. Use epoxy generously, especially at fuel-tight joints, but take care not to mess

up a surface in one operation that needs to be bonded to in the next operation. It helps to always hold the assembly in a vertical position while the epoxy sets up. 12

The glass tube can be accurately centered inside the copper tube by winding a 1/16" strip of masking tape around the glass until it just fits inside the copper. These windings should be about 1/16" from each end. The glass is cut to length by wrapping it with two or three thicknesses of masking tape as a guide and then scoring the glass round and round with the edge of a triangular file until it breaks of its own accord -- hold on to the good end, dummy!

For a fuel level indicator, epoxy a bit of cork that fits loosely inside the glass tube to the float wire. It may be painted a bright color if you wish but, in any case, both the indicator and the cork float should be sealed with a couple of coats of shellac. For the latter, remember it must be small enough to slip through the female-threaded fitting in the tank -- 1/2" is fine, and about 1/8" of cork height is needed for each inch of .032" float wire.

After all parts are made, here are the assembly steps:

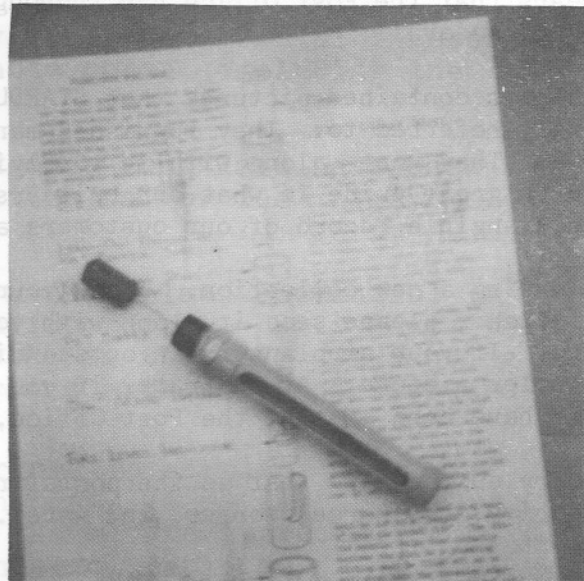
1. Drill the tubing plug and epoxy in the float wire fairlead.
2. Epoxy the plug/fairlead assembly into the male-threaded fitting.
3. Epoxy the slotted tube into the fitting, bottomed on the plug.
4. Paint the assembly, if you don't care for copper oxide green. Protect future glue surfaces.
5. Epoxy the glass tube into the copper tube/fitting assembly.
6. Insert the float wire/indicator.
7. Epoxy on the bottom cap.
8. Cut wire to final length and epoxy the cork float to it.

Because the cork requires some depth of fuel in which to float, a "dead" spot at the bottom of the gage is unavoidable. However, when the wire quits wiggling, you'll know you ain't got much left! Marks for gallons or fractional tank levels may be empirically determined and painted on the gage if you wish.

Although this is a pretty simple task, there are opportunities to screw up if you're the mash-to-fit-and-paint-to-match, get-'er-done-quick type. I will sell cheap a real good looker that doesn't leak (but doesn't have a float installed, either), but I don't suppose there's any market at all for pieces of shattered glass tubing. However, if you're reasonably careful, you really can make one of these things in the time it takes to watch a football game and at a cost of only a buck or two.

Good luck!

A PICTURE OF LARRY
WEISHAAR'S FINISHED
PRODUCT-- A VERY NICE
LOOKING SIGHT GAGE-



-MAGAZINE POLICY-

You have heard this story before, but, anyway, here goes-

Due to the increased cost of postage, materials, and labor, we are forced to increase the subscription price to Starduster Magazine to \$6.00 a year. Effective for the year of 1979.

Also, in an effort to hold down on clerical work, subscriptions will only be accepted for the complete Calander year. All Subscriptions will commence with the January Issue, and end with the October Issue.

New subscriptions that are entered in the middle of a year will be mailed the issues already out for that year. The subscription will then expire with the last issue for that year.

If you have a subscription now that expires during the middle of next year, it will be honored until it expires. You will then be billed for the remainder of the year at the rate of \$1.50 per issue.

If you have already prepaid your subscription thru 1979 it will be honored at the old price of \$5.00 per year.

Don't forget now. Get your subscription in for 1979. Mail us \$6.00 today.

Thank you.

-POSTAL TRAGEDY-

On the 10th of August, 1978, I, Jim Osborne, Mailed a number of packages to me, at Stolp Starduster Corp., Riverside, California. The packages were mailed at Fondulac, Wisconsin.

All packages arrived more or less safely, except one. The missing package contained three photo albums. In these albums were a 10 year collections of aircraft pictures, including STARDUSTERS AND ACRODUSTERS. These pictures are irreplaceable. They contained a very large percentage of all the customer built Stardusters over the years. Many of the pictures were large 8 x 10's.

It appears that the Post Office has thoroughly lost them. Tracers have been put out to no avail.

These albums contained pictures that STARDUSTER builders and customers very frequently referred to. They furnished many of the pictures for STARDUSTER MAGAZINE. They went along with me to Flyins and conventions. They were always shown with great pride in what our builders have accomplished. They were a visible, tangible record of our customers achievements.

I am starting a new collection. I ask your help. If you have a picture of your airplane, please send it along with your name and vital statistics of the airplane. If your airplane is an outstanding beauty, you may want to donate an 8 x 10 color picture. At any rate, if you have sent us pictures before August 78, they have been lost by the Post Office. Please send more, if you will.

It is very unfortunate that as the postal rates rise and rise and rise, service and security gets worse, worsen, and worst.



GEE BEE MODEL Z REPLICA FLIES AT FLABOB

On Saturday, November 25, 1978, a Gee Bee, model Zee, designed and built by the Granville Brothers, and Bob Hall, lifted once again into the air, at Flabob Airport, Riverside, California.

The replica is owned and flown by EAA Director Bill Turner, who also owns and flies the Brown Racer, Miss Los Angeles.

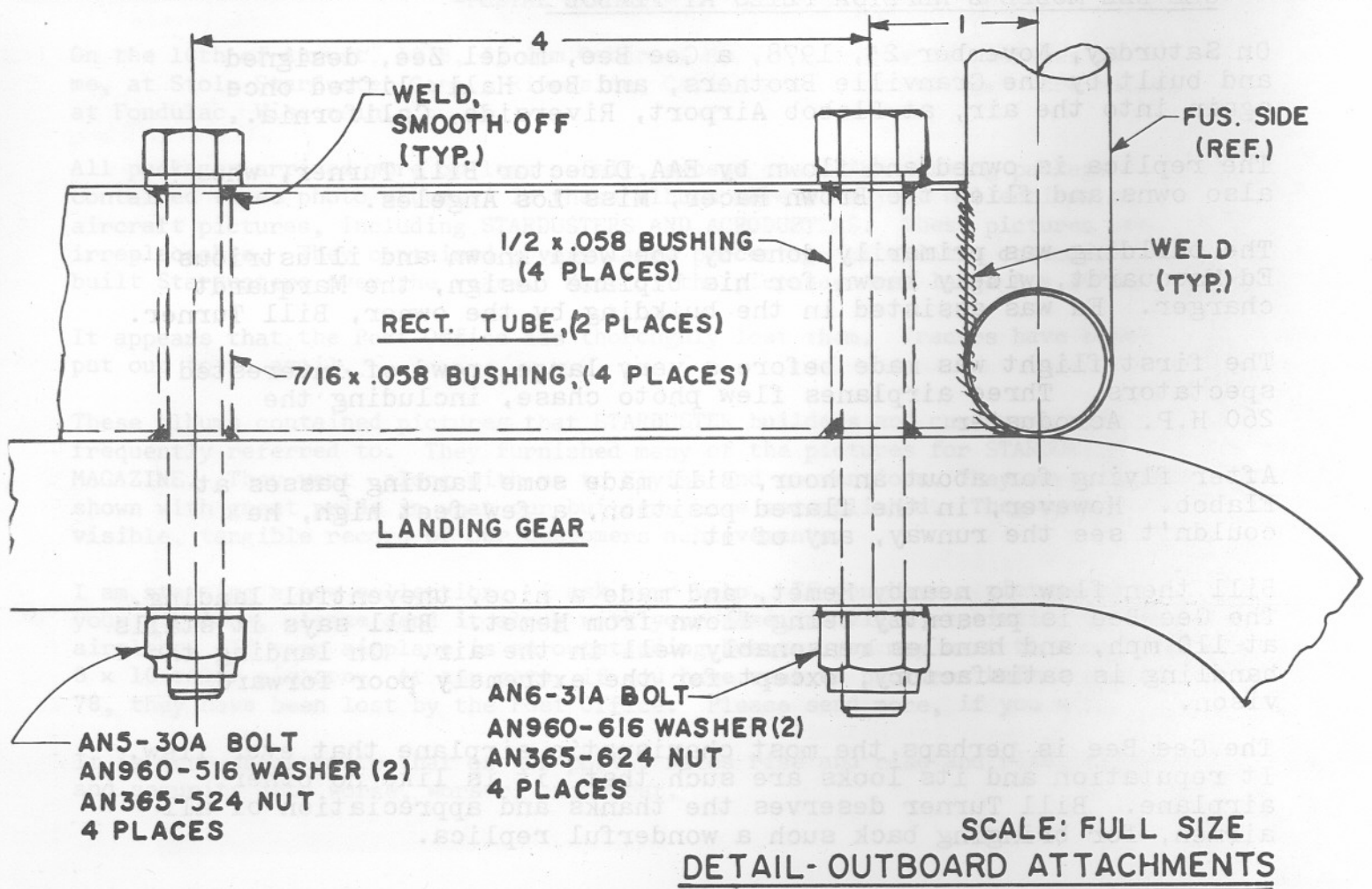
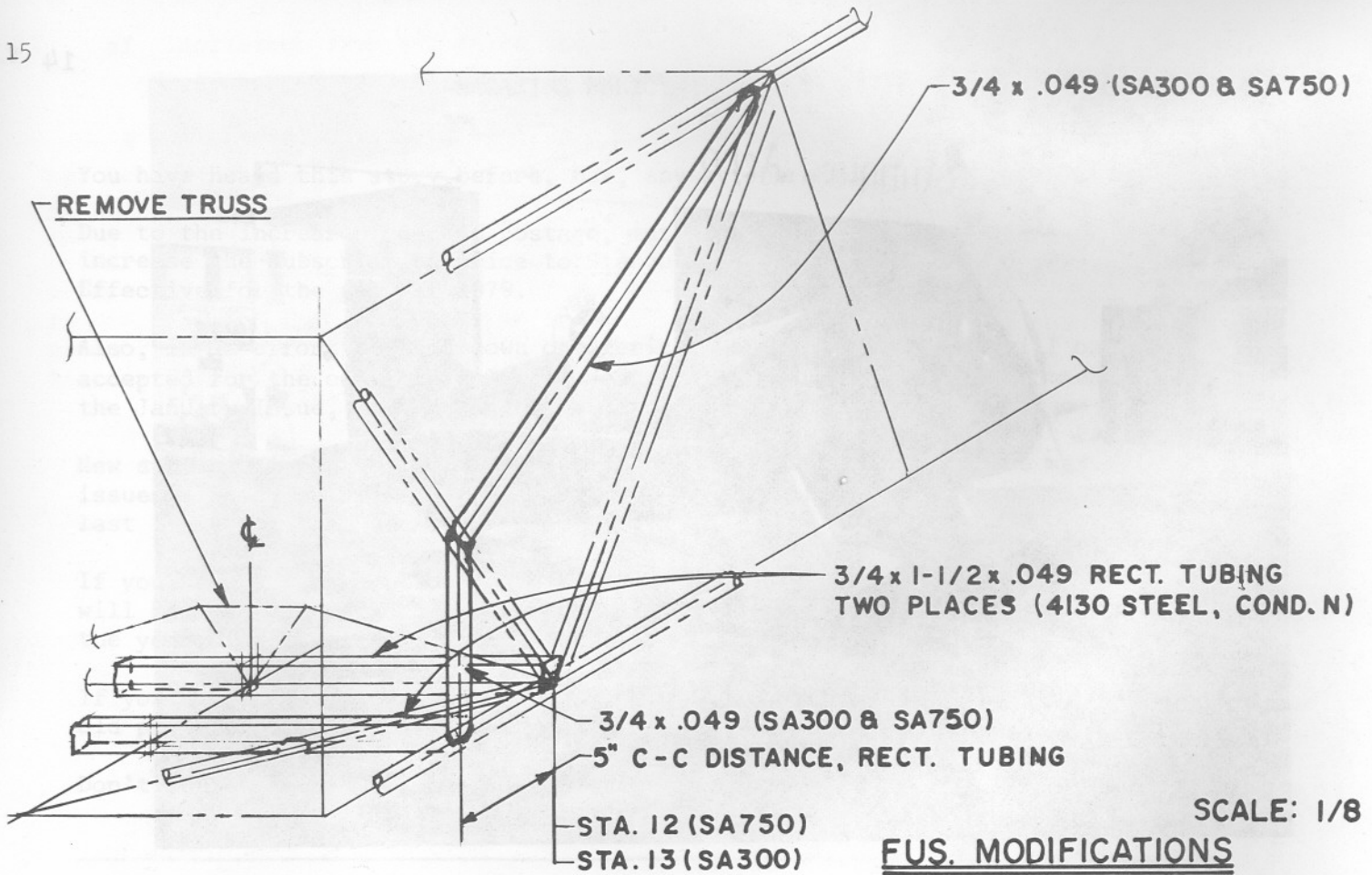
The building was primarily done by the well known and illustrious Ed Maequardt, widely known for his biplane design, the Marquardt charger. Ed was assisted in the buikding by the owner, Bill Turner.

The first flight was made before a very large crowd of interested spectators. Three airplanes flew photo chase, including the 260 H.P. Acroduster.

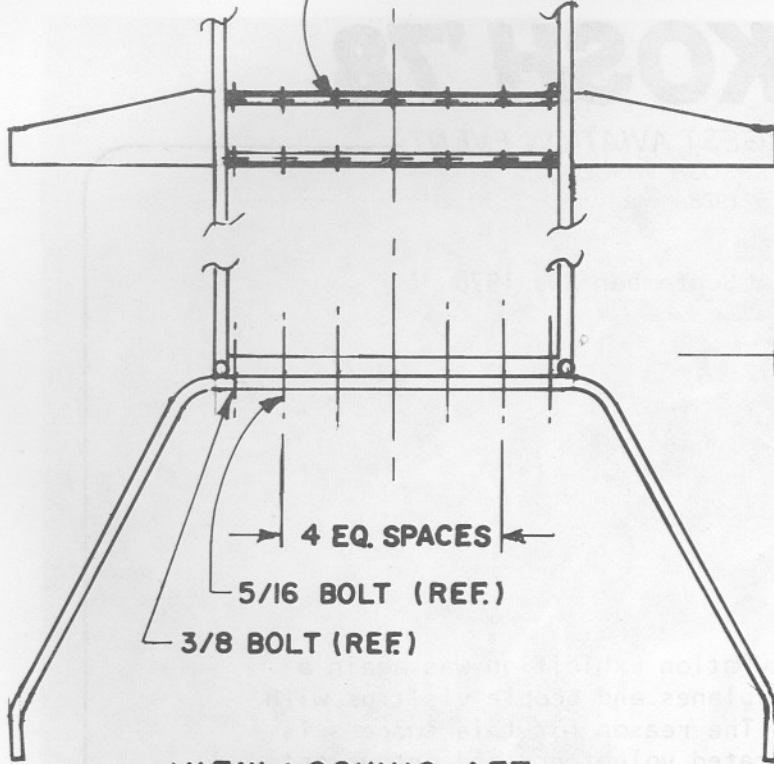
After flying for about an hour, Bill made some landing passes at Flabob. However, in the flared position, a few feet high, he couldn't see the runway, any of it.

Bill then flew to nearby Hemet, and made a nice, uneventful landing. The Gee Bee is presently being flown from Hemet. Bill says it stalls at 110 mph, and handles reasonably well in the air. On landing the handling is satisfactory, except for the extremely poor forward vison.

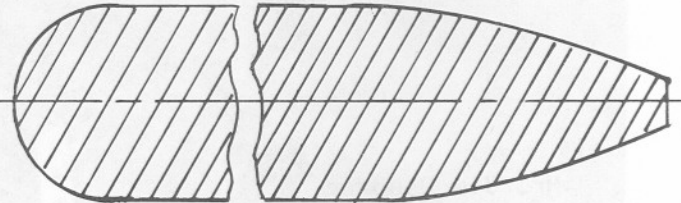
The Gee Bee is perhaps the most charismatic airplane that ever flew. It reputation and its looks are such that it is like no other airplane. Bill Turner deserves the thanks and appreciation of all airmen, for bringing back such a wonderful replica.



AN4-30A BOLT, AN960-416 WASHER (2), AN365-428 NUT
 3/8 x .058 BUSHING, WELD IN PLACE, 6 PLACES



VIEW LOOKING AFT
 SCALE: 1/16



TYP. X-SECTION - GEAR LEGS
 SCALE: 1/1

GEAR INSTALLATION

COPYRIGHT: 1978

12	6	NUT	AN365-428	IM-12
11	4	NUT	AN365-524	IM-11
10	4	NUT	AN365-624	IM-10
9	12	WASHER	AN960-416	IM-9
8	8	WASHER	AN960-516	IM-8
7	8	WASHER	AN960-616	IM-7
6	6	BOLT	AN4-30A	IM-6
5	4	BOLT	AN5-30A	IM-5
4	4	BOLT	AN6-31A	IM-4
3	6'	RD. TUBING	3/4 x .049	IM-3
2	5'	RECT. TUBING	3/4 x 1-1/2 x .049	IM-2
1	1	LDG. GEAR		IM-1

- 4-BUY AL. LDG. GEAR FROM "STARDUSTER"
 - 3-ALL TUBING IS 4130 STEEL, COND. N.
 - 2-SMOOTH ALL SURFACES.
 - 1-EDGE DISTANCE, ALL BOLTS = 1/2"
- NOTES: ED-

15	1'	TUBING	3/8 x .058	IM-15
14	1'	TUBING	7/16 x .058	IM-14
13	1'	TUBING	1/2 x .058	IM-13
ITEM	REQ	NAME	MATERIAL	NO.

LIST OF MATERIAL

SCALE: GIVEN	INSTL- SPRING ALUMINUM LANDING GEAR - SA300 & SA750 STOLP STARDUSTER CORP.	
DATE: 12-1-78		
DRAWN: J. Osborne		
STRESS: J.O.		
CHECKED: J.O.		SHEET 1 M



OSHKOSH '78

WORLD'S LARGEST AVIATION EVENT
WITTMAN FIELD, OSHKOSH, WISCONSIN
JULY 29 - AUGUST 5, 1978

September 20, 1978

Mr. Jim Osborne
Stolp Starduster Corp.
4301 Twining
Riverside, CA 92509

Dear Jim:

The 1978 EAA Convention and Sport Aviation Exhibition was again a resounding success. We had more airplanes and people visit us with fewer complaints than ever before. The reason for this success is simple....."you". Without the dedicated volunteers and enthusiasts who put in long hours, "Oshkosh" would not exist.

I have now had the opportunity to serve as chairman for the past three years. To say the least, there have been many trying moments. But the real energizer for me has been the hundreds of people, such as yourself who are continually ready to help when needed.

I sincerely hope that my thoughts have conveyed the appreciation I have for your efforts in support of our annual convention, and that your participation has given you the satisfaction of a job well done.

Best regards,

Tom Poberezny
1978 Convention Chairman

SPONSORED BY

THE EXPERIMENTAL AIRCRAFT ASSN. • EAA AIR MUSEUM FOUNDATION, INC.

BOX 229

HALES CORNERS, WISCONSIN 53130

414/425-4860



HAPPINESS IS-----flying a Biplane

Dear Jim,

Thank you so much for the good times at Flabob. Mere words seem inadequate thanks for the opportunity to fly the Acroduster Too, and for the friendliness of the STARDUSTER people I met.

I hope it won't be too long before I can visit again. I hope to get back to work on my plane seriously this weekend, and I hope to have her flying in a couple of weeks.

As to the future, I'll keep those numbers you gave me in mind.

Thanks again.

Sincerely,

CARLENE ARTHUR
Huntsville, Alabama

22 August, 1978

Dear Jim,

I would like to thank you and Ed Carrol for my opportunity to fly the Acroduster Too at Oskosh. My impressions of the plane are now somewhat different from the ones I had gathered by reading about it. First of all let me say it was a very easy aircraft to fly and I felt at home in it immediately. The controls were very light and smooth and the aircraft was exceptionally stable in level flight. Aerobatic flight was a natural in this plane, with very light pressures required.

I was particularly interested in investigating the low speed handling characteristics, as I had been led to believe it was a slippery airplane - which is far from the truth. Although it has a high stalling speed, there was a nice nibbling warning with the nose falling through with no wing drop on stalls, recovery was instant with relaxation of the stick. I flew the aircraft in slow flight through turns while constantly in the stall burble and it was never squirley.

The spin was somewhat of a surprise. The aircraft fell off rather slowly and entered a docile stablized spin in about a 55 degree pitch down rotation. Recovery was instant using standard technique. I feel that the aircraft would have had a little more pep to the spin with a blast of power when the rudder came in.

Although I did not make the take off or landing, I followed through on the controls. The approach speed seemed very fast, as was the touchdown. I believe this area would be improved with the 200 hp version. On touchdown the aircraft tracked straight in about a 10 knot Xwind coming from a 40 degree angle.

As an instructor pilot I have had aerobatic experience with Stearmans, T34s, and Citabrias and have operated in almost all of the light general aviation aircraft available; and to date the Acroduster Too is the most delightful airplane I have ever flown. I am anxious to get my project completed and into the air.

Best regards,

Hubert Holloway
 Hubert Holloway
 124 Brooksdale Dr.
 Warner Robins, Georgia
 31093

Dear Jim,

I am paying this statement under protest, and only because I want to maintain a friendly relationship with Stolp Starduster Corporation.

It represents prepaid Trucking charges on an order I called in.

I specified in the order that it was to be sent UPS COD, and that material lengths were to be kept to 8 feet.

This would have cost approximately one third of the trucking fee.

Your wife told me that she would put in on open account, but that should not affect the method of shipment. Twentynine dollars is a lot of money to pay for a 25# package.

You have to be aware that the continuing increase in materials and the exhorbitant shipping fees are driving us homebuilders right out of the market.

I know these errors are not committed at the top, but, as the owner, I thought you might be interested in what is going on.

Thanks for listening,

Sincerely yours,

JIM STEVENS

Dear Jim,

Thank you for your letter of August 18, relative to the freight charges on your order. I appreciate very much your taking the time and trouble to write me about this, and I particularly appreciate your addressing it to me, so that I will keep informed.

At first glance, it looks like we goofed up. However, upon investigation, it appears that we did, in fact, save you money by shipping the most economical way.

You see, a spar was included with your shipment. The spar would have had to go by truck regardless of weight, because it was too long to go by UPS or parcel post.

Trucking Lines charge for a minimum of 100 to 150 pounds, depending on the Truck Line, regardless of the actual weight of the Shipment. Therefore, it was cheaper to include your other items in with the Spar shipment than it would have been to ship these items separately by UPS, and send the Spar by truck.

The rule for minimum freight charges is, if one item must go by truck, then send everything by truck, and make it as big a shipment as possible.

I agree with your statement that increases in materials costs and exhorbitant

shipping fees are driving homebuilders out of the market. I wish there was something I could do about it. Unfortunately, there isn't. Until our government and the Federal Reserve Board quit flooding the world with printing press money, there is not much we, as individuals, can do.

Thank you again for writing. I am sorry for the high rates.

Cordially,

Jim Osborne
JIM OSBORNE

Dear Jim:

First of all I'd like to thank everyone at STOLP Starduster, especially Eric for all the help he gave me these past 14 months. My Acro-Duster Too finished up really good. My first flight was July 29, 78, it was exciting for me and the people at the airport. Few problems occurred. Flew off my restrictions in one months time. Local television gave me a spot on the 6 and 11 o'clock news. I'm enclosing a couple of snapshots, hope you find room in Star-Duster magazine. Worked hard for 14 months and 2,500 hours, and all has been worth it. 35 hours on the airplane to date and just starting to get a good feeling of the airplane.

In my opinion anything less than 200 hp wouldn't be enough. As soon as I get some numbers that work on the maneuvers I'm doing I'll send them out. Right now having a lot of fun flying before it gets too cold.

If my subscription ran out please renew it and charge it to my account. Also I spoke with Eric for my order on a parachute.

Empty weight with full electric comes to 1150. C.G. worked out well. Gel-Cel battery worked well. I believe its excellent for aerobatics. No problems at all with the Gel-Cel battery.

Please send me the name and address of the person who purchased the Acro-Duster Too in Pennsylvania. I would like to get together with them.

Thanks a lot again for all the help.

God willing hope to see everybody at Oshkosh next year.

Sincerely,

Jim DeAngelo

Jim DeAngelo



TWO PICTURES OF JIM DEANGELO'S BEAUTIFUL NEW ACRODUSTER TOO, WITH THE FRONT HOLE COVERED- HIS WIFE SAYS HE IS UPSIDE DOWN MORE THAN RIGHT SIDE UP-



STARDUSTER * STARDUSTER TOO * STARDUST

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

September 19, 1978

Mr. Paul Poberezny,
P.O.Box 229
Hales Corners, Wis.
53130

Dear Paul,

I wish to compliment you and the other dedicated people who work so hard to make Oshkosh the World's finest, as well as biggest, Flyin. It gets better every year. I especially enjoyed the 78 Flyin.

However, this year, for the first time, an unpleasant incident occurred to two of my pilots on consecutive days. I attach the pilots statements.

I believe it would be in our general interest to see that all our EAA controllers match the FAA gentlemen in courtesy and politeness. If necessary, I believe this individual should be located and eliminated as a Controller.

After the second incident I went looking for the Controller among the FAA men. I had an interview with the Tower Chief, Mr. Russ Lincoln. He assured me that if it was one of his men, disciplinary action would be taken. After it was determined that it was an EAA man, I had to apologise to Mr. Lincoln.

I appreciate the fine work of Mr. Gus Limbach and his crew. It is unfortunate that this one individual has hurt their reputation. I was unable to take this matter up with Gus because of his Automobile accident.

Both my pilots were multithousand hour commercial pilots. Neither one flew in the Flyby pattern at all. Ed Carroll is retired military. John Helton is an Airline pilot. Neither one would do anything foolish, and risk his license.

My thanks again for a fine Flyin. I am looking forward to 79.

Cordially,

JIM OSBORNE

Jim Osborne

September 18, 1978

During the EAA Flyin, I was fortunate enough to have Jim Osborne, of the STARDUSTER Corporation, ask me to fly his ACRODUSTER TOO. He needed a pilot to give demonstration rides to customers and potential purchasers of plans and airplanes. His instructions to me were to give a short ride, stressing the aerobatic qualities of the airplane, allow the passenger a small amount of stick time in order to get the "feel" of the airplane, and then return and land.

I had attended all the required briefings for four days, and had flown about twelve sorties, with no difficulties of any kind from any of the EAA or FAA Ground people. On the fifth day, (Wednesday), I did not fly until about Twelve Noon. As I got the daily briefing at 11:00 O'Clock, the direction of Traffic was changed to North takeoff and Landing. We were briefed as such, and I took off to the North. I left the pattern in the prescribed manner, climbed to 6000', and left the area.

Upon returning, I entered a straight in approach to runway 360, at 800 feet AGL. I flew to the Tower, turned crosswind, and at that time noticed an Orange Biplane on the downwind leg. He was of our approximate color, and at first I believed him to be the other Acroduster we were expecting from Flabob Airport. Turning final, and at roundout, I was not able to touchdown because the airplane in front of me had touched down very short, and was taxiing up the runway towards Mobile control. I held off the ground until he finally turned off, and then I set down just about Mobile Control, and turned off at the Tower. A man, whom I recognized as involved with the hourly briefings, came running towards my airplane, and flagged me down. I stopped. This man came to my Cockpit, points his finger in my face, and ordered me to be at the briefing Stand in ten minutes. He then left with no further word or explanation.

When I arrived at the briefing stand, he asked me if I had had my briefing prior to Flight. I assured him I had. He then accused me of violation of the rules laid down for the Flyby pattern. I informed him I had not been in the Flyby pattern. He then again accused me of violation of the 100 foot minimum at least six times during my flight. I again plainly told him I had not been in the Flyby pattern. He continued to berate me for, as he put it, "flagrant disregard for the instructions given me during briefing". He informed me that he would "ground" me, if I continued to fly in that manner. As I realized that this man could not be reasoned with, I let the matter drop. As I remember it, his first name was "Don". I do not remember his last name.

I can assure the officials at Oshkosh that I will be back flying during the next meet, and if I am unfortunate enough to have this idiot again accuse me of something I did not do, I will not let the matter pass. It would be well to replace this man with someone who has more brains and less fervor.

ED CARROLL
4044 Beechwood
Riverside, California
92506

TO WHOM IT MAY CONCERN:

On the afternoon of August 3, 1978, I landed Acroduster Too N750X at Oshkosh, following a local flight. While I was refueling, the following event occurred.

An open Volkswagen approached. One of several occupants got out, and he said, "Were you flying this airplane? We have had nothing but trouble with this airplane. The other pilot was doing aerobatics in the Flyby pattern." His attitude was very aggressive, and unfriendly. I thought he was an FAA Controller, and I chose to take issue with his false accusation. I started shaking my head, and said, "No, you are mistaken about that." This infuriated him, and he raised his voice to the point that I told him he was repeating himself, and I didn't appreciate being yelled at.

After yelling at me abusively for several minutes, during which time he would not listen to anything I had to say, he departed with the admonition that, "If you give us any more trouble here, you will make just one last flight out of here." I didn't know what I had done to deserve his diatribe, or how I could avoid incurring his wrath.

JOHN HELTON
Riverside, California

MEMO



from Bill Bullock

Dear Jim,

I guess by this time you know that I have sold my AIRMOTIVE NEWS to Gary Harwood, who will continue publication utilizing the same format, but with a much expanded news section. He'll be contacting you.

The story on homebuilt biplanes was forwarded to him last month, and I am sure he will use it, along with a few excellent pictures which you sent us.

I am just going to finish my airplane and have a little fun from here on out, beside finishing my book on vintage aircraft engines and a new Mechanics Handbook, both of which will be ready soon.

Will stop by on my next trip.

Best regards,



Number four V-Star to fly. Built by Danny Sanders, of Canoga Park, California. Engine is a Continental C 75-12. First flight on August 19, 1978, at Mojave, Cal.

FROM: Squadron Leader P. Gordon-Johnson

3 Cowper's Court
Eaton Ford
Huntingdon
Cams. Pe 19 3LR
United Kingdom

Dear Eric and Jim,

Enclosed is a cheque and money orders totaling \$549.67, to clear enclosed account. Sorry for the delay. The last five weeks has been completely chaotic. Please determine a subscription fee for the Magazine posted to the U.K., and let me know, so I can renew the subscription when due. Please put the magazines in an envelope so that they are adequately protected.

I will write in more detail in a week or so, when things are more organized.

Best wishes,

Pete

NORTHROP

26 September 1978

Mr. and Mrs. John H. Helton
1053 Presidio Drive
Costa Mesa, California 92626

Dear Mr. and Mrs. Helton:

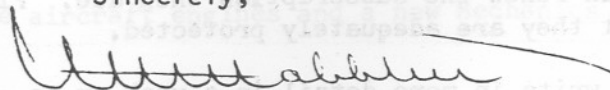
The Wright Brothers Banquet Committee has met, and the selection of the Youth Award winner was difficult to make because there were several outstanding nominees. On behalf of the Committee, it is a great pleasure to inform you that your daughter, Janet, was chosen to be the recipient of the 1978 Kitty Hawk Youth Award. This Award was established in 1975 by the Los Angeles Area Chamber of Commerce and its Committee for the Wright Brothers Banquet. The Award is sponsored by the Northrop Corporation and consists of an appropriate commemorative plaque in addition to a Northrop check for \$1,000.

The Sixteenth Annual Wright Brothers Banquet will be a very prestigious occasion, and we are delighted that your young daughter with her own distinguished achievement, which took place on her recent sixteenth birthday, will be among the honored guests. The dress is black tie and the banquet will take place on Friday evening, 8 December 1978, at the Beverly Hilton Hotel in Beverly Hills. Hotel accommodations for one night for you and your daughter will be provided.

In the near future you will receive a formal letter from the Los Angeles Area Chamber of Commerce notifying Janet of her selection and filling her in on other details. For your information, three other awards will be given that evening -- one to a very high ranking military officer, another to a nationally known civilian industrialist and a special award to a man who has contributed substantially to the aerospace industry. You may be sure that the Youth Award recipient will be in the best of company.

Please extend our congratulations to Janet, and we look forward to seeing her in December.

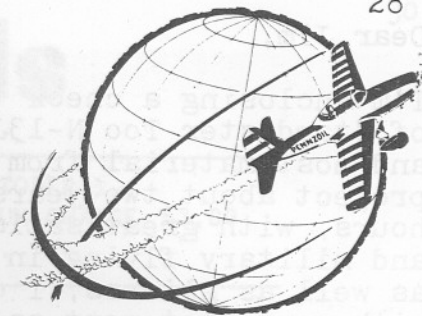
Sincerely,



William H. Habblett
Assistant to the Chairman of the Board

ART SCHOLL AVIATION

Art Scholl Aviation
1700 West Miro Way
Rialto, CA 92376
(714) 874-5800



FOR SALE

November 17, 1978.

Mr. Jim Osborne and
Mr. Eric Schilling,
Stolp Starduster Corporation,
4301 Twining, Flabob Airport,
Riverside, Ca., 92509.

Dear Jim and Eric:

Judy and I and our staff would like to take this opportunity to thank you for providing the Nieuport and putting on a flight demonstration with Jim Appleby. It tremendously enhanced our official opening and we are most grateful for your help.

Many thanks again to you both.

Yours truly,

Art Scholl

AS:je

EDITORS NOTE: Art Scholl, who is perhaps the greatest Airshow pilot flying today, recently moved to Rialto, California, and opened a full service Fixed base operation.

In addition to the usual line of services, Art offers Aerobatic Instruction in both two place Pitts and 180 H.P Decathelons.

At his opening ceremonies our Nieuport and Jim Applebys Fokker had the pleasure of appearing in a mild flight demonstration.

October 22, 1978

Dear Jim,

I'm enclosing a check to be credited to my account, and a picture of Starduster Too N-13JH, serial number 1232. I purchased the plans and most material from Stolp Starduster in 1970, and completed the project about two years ago. I have flown the airplane about 130 hours, with great satisfaction. After some 6000 hours of civilian and military flying in single, two, and four engine reciprocating and Jets, as well as gliders, I can truthfully say that I agree wholeheartedly with your statement as to the ultimacy of the biplane for pleasure flying. The Starduster Too is beautiful, a great flying design, and a real classic among homebuilt airplanes. Building and flying 13JH has given me more pleasure throughout the past years than anything else I have done, and the only reason I'd ever part with it is to build another. I'm retired now, after 34 years as a pilot and engineer with the Air Force and Air Guard, and I'm about ripe for another project. In fact, I hope to arrange things so that I can spend all my time building and flying Biplanes. I don't know what my next one will be, but you can bet it will have two elliptical wings and Starduster lines, and if it is as responsive and snappy and honest as the one I have now, I'll be pleased.

The photo was taken at a little airport near Corpus Christi, and depicts a perfect environment on a perfect day, for this kind of airplane. The guy in the front seat is my 83 year old father, who cut his teeth on Biplanes in WW I. He doesn't ride airlines or other aircraft, but he will mount this one at the flick of a prop. It has that kind of appeal.

I'm really pleased with the Gel Cel, and it solved my problem completely. Wish I'd had it sooner.

Best regards to all the folks at Starduster, and thanks for the excellent service.

Sincerely,
Joe Hall, Ft. Smith, Ark.



ONE NEW STEEN
SKYBOLT- Continental
225 H.P. Beech Elec-
trical prop.

Started June 1975
Completed Sept. 1978

Built and owned by
Jerry Boughner
218 Penn. St.
Ramona, California
92065

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CLASSIFIED ADVERTISING RATE: \$3.00 PER COLUMN INCH-MINIMUM CHARGE \$3.00
MAKE CHECKS PAYABLE TO STOLP STARDUSTER CORP. THANK YOU.

FOR SALE

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TOO N1969S-LYC 10360
BLA 180 HP-HARTZELL
C/S PROP- APPROX 900
HRS TT-WT, 1160 LBS.-
FULL INVERTED- SMOKE-
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2 COCKPIT TONNEAUS-
BEAUTIFUL YELLOW AND
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Acroduster 1 N14AD- 35
TT Lyc 10360 A4A 180 HP
35 TTSN. Imron paint,
red, orange, yellow,
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pump, & aerobatic belt.
New Gel Cel battery.
Built exactly according
to plans except wires
added to tail. Profess-
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am I telling you the
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and Bill Clouse. I'm
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Build and fly the Worlds
easiest to build and best
performing Aerobatic Bi-
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BROCHURE \$5.00
COMPLETE KIT-\$5950.00

NEW GEL CEL BATTERIES-
MAKES OTHER BATTERIES
OBSOLETE--12 V--28 AH-
No servicing--Nothing
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battery box-
REDUCED IN PRICE---
Only \$49.95 plus \$3.00
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STOLP STARDUSTER CORP.

New Mounting rack for Gel
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4130 steel- May be bolted
to firewall- Only \$45.00
from "STARDUSTER".

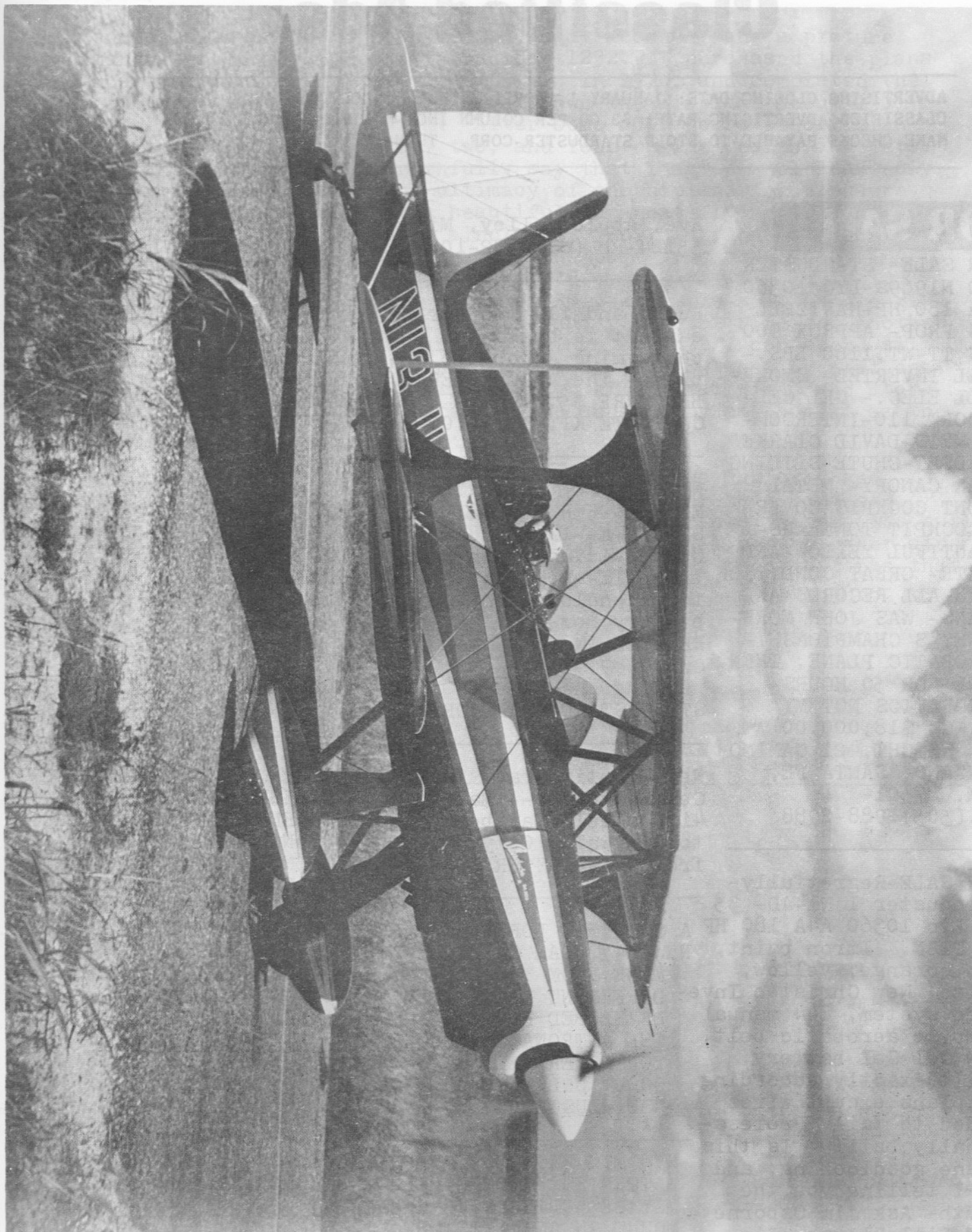
A SPECIFIC FOR A SORE RUMP
NEW "T" FOAM CUSHIONS- NOW
MADE FROM TWO LAYERS OF
DIFFERENT DENSITY FOAMS-
DEVELOPED BY NASA FOR
THE ASTRONAUTS COUCHES-
YOU NEVER FELT IT SO
GOOD. ONLY \$14.95 FROM
"STARDUSTER"

NEW MTG RACK FOR GEL CEL
BATTERIES. 4130 STEEL--
MAY BE BOLTED TO FIREWALL.
MOUNT IN ANY ATTITUDE.
ONLY \$45.00 FROM STOLP
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THE BEST EMERGENCY
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TODAY. SEAT OR BACK
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THINNEST AVAILABLE--
MADE TO FIT YOU.
COLORS AVAILABLE ARE
RED, GOLD, BLACK,
BLUE, AND ORANGE.
BLACK TRIM. INCLUDES
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MATCHING COLORS. SEND
HEIGHT, COLOR, AND
CHECK FOR \$455.00 TO
STOLP STARDUSTER CORP
ADJUSTABLE SHOULDER
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SAVE 18 POUNDS ON YOUR
ELECTRICAL INSTALLAT-
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PANELS FROM "STARDUS-
TER TO CHARGE YOUR
BATTERY. NEAT, SIMPLE
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MAINTENANCE FREE. AL-
MOST NO DRAG. MOUNT
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NEARLY FLAT SURFACE.
SIMPLE AND EASY TO
INSTALL. ONLY \$249.50
FOR TWO CELLS, COM-
PLETE WITH INSTRU-
CTIONS. IN STOCK.
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SIGTRONIC INTERCOM
SYSTEMS- REMOTE MTG.
MOUNT ANYWHERE. THE
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ONLY \$144.50 FROM
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losing money-\$25,500.
 ELTON BOOSE-14413 Geneva
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