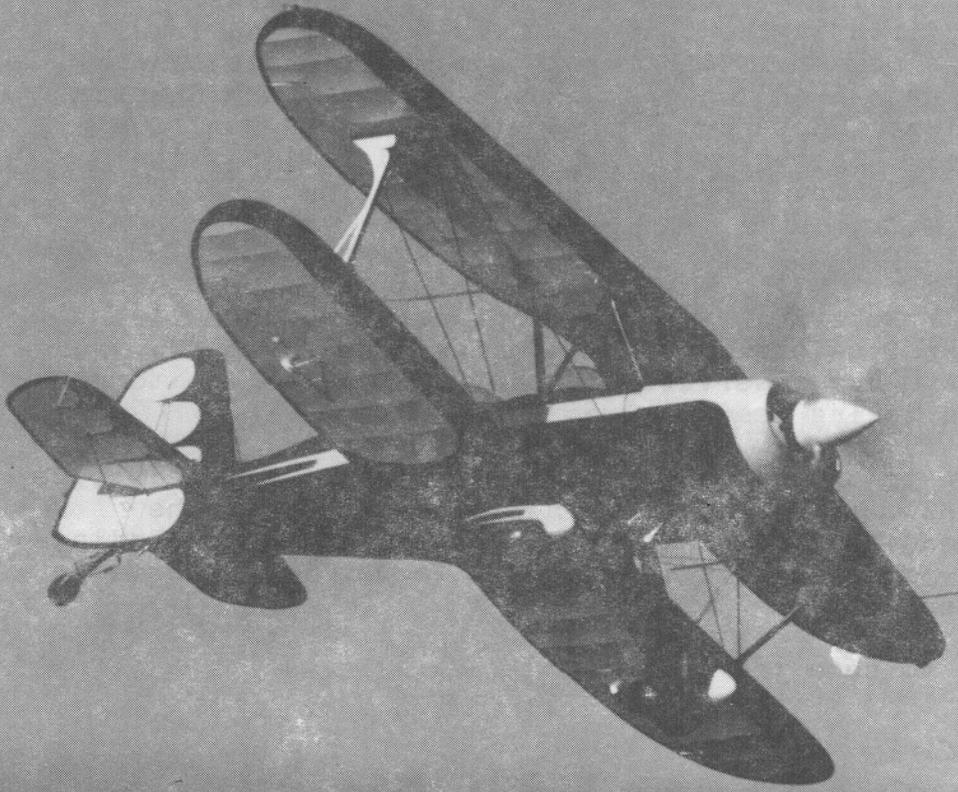


# *Starduster*

MAGAZINE



Dedicated to the  
ACTIVE Homebuilders

OCTOBER 1993

October 93



Main "Topic" - Oshkosh/Watoma Gathering

This years trip has without a doubt been the most enjoyable and satisfying I've been to in my 20 years plus with Starduster. I am sure that all of you found your trip very satisfying. Finding "Watoma" was the first blessing. The efforts put forth by the "FBO's", City Council and local businesses to make our first visit a memorable pleasant experience was a huge success. Aside from all the Physical Amenities, Tent, Showers, Limo Service, Reduced Fuel Costs, Lookout, Etal - The warmth and honest good feelings that prevailed during our visit was very gratifying.

I thank all that came and participated and those that flew the formation (11 Stardusters & 1 Acroduster) over Oshkosh - and gave all those rides to the people of Watoma, all done safely and professionally. I am looking forward to "94" and a lot of us have our reservations made. If you'd like to go, Super "8" is taking reservations now.

Not too soon to announce Starduster 94 Flyin - Planned to be at Sedona, AZ, May 13,14,15 1994. Please check out the Airport - Landings are different - Uphill down wind landings are common - more on this later - Jan issue. We welcome "your" comments.

Later seems to come too soon.

*"B.C." Prez*  
"B.C." Prez

P.S. Richard Miles, again my congrats on your Amazing Accomplishments - A finer Acft I've yet to see.

My apologies to Gene Hudkins of FL, for not getting to see your award winning Starduster.

OCTOBER 1993

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

TABLE OF CONTENTS

PRESIDENTS COMMENTS ..... 2  
ODDS & ENDS FROM YOUR EDITOR ..... 4  
FAA AIRWORTHINESS DIRECTIVES ..... 8  
WHAT NOT TO DO WITH YOUR STARDUSTER ..... 10  
STARDUSTER HISTORY ..... 12  
LETTERS ..... 15  
TECH TIPS - ANNUAL CONDITION INSPECTION ..... 20  
OSHKOSH/WATOMA ..... 25  
FIRST FLIGHTS ..... 34  
STARDUSTER OPEN HOUSE SEDONA ..... 36  
CLASSIFIEDS ..... 38

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We would like to thank all this issues contributors and respond to one and all for some interesting information and photos.

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FRONT COVER - N7301R Built and Flown by Richard Miles of 6081 Big Texas Valley Rd., Rome, GA 30162. An award winning Starduster Too.

-----  
BACK COVER - N88H Built and flown by Gene Hudkins of 8271 Gulf Blvd., Navarre, FL 32566. Also an award winnig Starduster Too with some outstanting fiberglass work. Over 20 years, three jobs and three wives.

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SUBSCRIBE TO STARDUSTER MAGAZINE. PUBLISHED FOR PEOPLE BUILDING OUR AIRPLANES. TECHNICAL INFORMATION, NEWS AND PICTURES. PUBLISHED FOUR TIMES A YEAR. SUBSCRIPTION RATE IS \$12.00 PER YEAR, \$18.00 PER YEAR FOR OVERSEAS MAILINGS (EXCLUDING CANADA).

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THE EDITOR IS ALWAYS LOOKNG FOR TECHNICAL TIPS AND EDITORIAL CONTRIBUTIONS TO THIS MAGAZINE. WHICH IS DEDICATED TO THE HOME BUILDER AND SPORT AIRCRAFT ENTHUSIAST. PLEASE INCLUDE YOUR NAME, ADDRESS, TELEPHONE NUMBER AND YOUR "N" NUMBER ALONG WITH ARITCLE SUBMITTED.

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SUBSCRIPTION POLICY CHANGE

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

B.C & D.C.B.

ODDS & ENDS  
FROM YOUR EDITOR

Oshkosh/Watoma:

It has been over ten years since this many Stardusters have descended on Wisconsin. Things really worked out great. Hopefully next year will be even better. (More on this under Oshkosh/Watoma).

I have just finished reading Laurence Gonzale's book "One Zero Charlie" (10C). It is about Galt Airport in McHenry, Ill. just north of Chicago. There are numerous references to colorful people and incidents that occurred in this small rural airport.

I could tell a very similar story myself about Fla-Bob Airport home of Starduster Corporation. But what is of unusual interest to me is the first chapter in the book. It is entitled Starduster. It talks about a Stadrustrer owner who was killed attempting low altitude aerobatics. It is somewhat gruesome. But the point is, he along with so many others have pursued or been pursued by the demon. I call it ostentatious display, an innocuous word for the grief and sadness it has brought to many families. (More on this under Safety).

As a mechanic for several years, I did not fully understand what would happen to a gasoline engine if it was fueled with Jet "A" (high quality kerosene). The engine destruction is unbelievable as the B.T.U.'s flame front and burn time are all extended. The one thing that I can tell you is do not let it happen to you.

Those of you who have been a subscriber to Starduster Magazine these past 3 years will remember my comments about hanger fires. Well it has happened again. (See Letters and Classifieds in this issue).

Well onto more pleasant things. People contact me all the time regarding buying and selling of Stardusters. And over the last year I have made acquaintance of Russ & Betty Lawson. Russ had been dealing on the purchase of N5464. The airplane had some problems, but with them finally resolved he is now the proud owner of the airplane. It was at one time owned by Maynard Ingalls. Russ has a house on the Oregon Coast, but lives in Wisconsin. I had hoped to do some flying with him during his stay here this summer. But with buying it late, some airplane and weather problems it was not to be. I even tried to hook up with him on his way back to Wisconsin and would have at least flown with him to Idaho, but we missed each other by a few hours. So I guess I will have to go to Wisconsin or he will have to come out here again. It is so nice to see a new owner fly, really fly his airplane. I personally think its wonderful, as an airplane is not worth much if you don't use it. Believe me its a lot harder on them to sit around than to be in the air. I have said this time and time again. So fly, and fly safe.

## SAFETY SAFETY SAFETY

"Ostentatious Display" is the phrase used by the NISB & the FAA to classify accidents that are caused by spur of the moment intentional acts which result in aircraft destruction and death.

In the dictionary it implies an archaic act, a pretentious display, an excessive outward display that is cheap and in poor taste, and the importance of which is not justified.

In the NISB reports that I have read, all too often I see this word. After reading the book titled "One Zero Charlie", it prompted me to write about this particular accident. The NISB report is cold, official and contains very little detail. But Mr Gonzales, the author, adds so much more to this tragedy by letting the reader see a little into their personal lives.

This airplane N32GR was built by Gary Ruschke of Shamburg, ILL., and was at one time owned by Dr. E.I. Rule. It was powered by a 150 HP Lycoming.

It was sold to Lloyd Hughes, an airline captain and former naval aviator. He owned the airplane for about two years. I personally talked to him at Oshkosh in 1987 and took pictures of the airplane.

What the accident report does not say is, why a seemingly reasonable airline captain would routinely perform hammerhead maneuvers on take off, and with passengers on board. He had done it a lot, it was his signature, it was to impress people.

But on May 22, 1989 it impressed no one, as he and his son were added to the list of airplane fatalities. He left behind a wife and two other children. For what? It can happen quick. I can add at least another half dozen accidents that were involved in variations of the dreaded "ostentatious display". So think before you act. The thrill is not worth the possible end result.

## MID-AIR COLLISIONS AND STARDUSTERS

There have been two mid airs with Stardusters over the last 10 years. One occurred in the early 1980's and the other happened last year. The first was at Oshkosh in the fly by pattern. The second was at a local labor day weekend get together at a small airport in Washington State. Together they resulted in six fatalities. With the advent of Loran and now GPS, more and more our attention is being distracted from looking outside the airplane for other traffic.

I am going to talk about three different stages of flight that are high risk for mid air collisions.

1.) [High speed passes with hard pull ups] Many in flight collisions are the result of faster aircraft overtaking and hitting slower ones. This is a very popular past time at fly-ins and airshows, and is where extra care and vigilance should be in force.

2.) [Formation Flying] Do not fly formation with pilots you do not know. If you do let them lead. I was almost involved in a mid air collision several years ago during our departure at Oshkosh.

NTSB ACCIDENT REPORT

Status Date NTSB ID#/Reg.#/Docket#
Public Access 5/22/89 CHI89DEE03/N32GR/976

Citu/State/Airport Proximity/Airport Name
McHenry, IL: On Airport/Greenwood/Wonder Lake (10C)

Aircraft Make/model/damage Type of Operation
Ruschke Starduster Too/Destroyed 91 Personal

Operator Injuries
Lloyd E. Hughes Fatal-2, Serious-0, Minor-0

THE ACCIDENT AIRPLANE STRUCK TERRAIN WHILE IN AN OUT OF CONTROL DESCENT SHORTLY AFTER TAKEOFF ON A PERSONAL FLIGHT. WITNESSES REPORTED A NORMAL TAKEOFF AND INITIAL CLIMB AND THEN THE AIRPLANE ROTATED TO A NEAR VERTICAL CLIMB FOLLOWED BY A "HAMMERHEAD MANUEVER" TO THE LEFT. IT THEN DESCENDED INTO THE GROUND.

Table with columns: No, Occ, Phs, Subject, Mod, Pers. Row 1: 1, 250, 522, Loss of control in flight, Takeoff - initial climb, C 24511 3127 4000, Airspeed[Vs] <> Not maintained <> Pilot in command, 24551 3113 4000, Stall <> Inadvertent <> Pilot in command, F 31260, 4000, Ostentatious display <> Pilot in command. Row 2: 2, 230, 553, In flight collision with terrain/water Descent - Uncontrolled



N32GR AT CSHKOSH 1987

Two aircraft departing together is a common practice. But a high skill and proficiency level is required, along with close attention. You can not take your eyes off of the other airplane. You can't be switching frequencies or playing with your Loran. Thank goodness I have good peripheral vision as this is probably what saved me, and I must admit it was probably as much my fault, as it was his.

It is so easy to become complacent, especially when you fly with the same pilot such as Les and I do, and to carry that over to pilots who, you are unfamiliar with. Always rudder your airplane over, never bank when close to other airplanes. When flying across country, unless prearranged, keep at least 1/2 to 3/4 of a mile apart. You cannot believe how quick you can get together when you don't pay attention for just a second.

3.) [In The Traffic Pattern and Around Airports] 50% of all mid airs occur in the traffic pattern, 75% occur below 3,000 feet. Other factors are: Not adhering to the traffic pattern, straight ins left or right base that are non standard, downwind landings or takeoffs because it is convenient, not announcing your intentions over the radio or non radio aircraft operating in the traffic pattern. All of these things add to the probability of having a mid air collision.

Most midairs occur within 5 miles of the airport. They occur during daylight and in VFR conditions. The other real probability exists when following a highway at low altitude during marginal weather.

Most mid airs were avoidable by at least one of the pilots involved. Eyes and vision are degraded by fatigue, glasses, age, too much alcohol the night before, smoking and lack of oxygen.

Many of the older pilots I know, especially those with high flight time, tell me that you can't look enough. So to develop an effective scan is important.

The area you should scan is about 120 degrees wide 60 degrees on either side of the nose, and about 10 degrees up and 10 degrees down. One should pause letting your eyes focus about every 10 degrees, as this will enable you to see better if something is there.

Some other helpful tips are to keep your windows clean, fly published traffic patterns and at correct altitudes, avoid crowded areas, VORs, civilian and military airport arrival and departure corridors.

The Starduster has some design limitations as far as visibility is concerned, but it also has some advantages. A big one is your passenger. Have your passenger help look. Tell them where to look and what to look for. Use this resource as it can be a good one.

Anything that you can do to make you airplane more visible should be considered. The color of the paint, strobes, anti collision lights, landing lights, etc. I use mine all the time in congested areas. Also a transponder is also of great benefit.

And above all talk, listen and look. Safety, we write about it, and we talk about it. But do we really pick up on the clues. Let's literally look out for the other guy.



# AIRWORTHINESS DIRECTIVE

FLIGHT STANDARDS SERVICE  
REGULATORY SUPPORT DIVISION  
P.O. BOX 26460  
OKLAHOMA CITY, OKLAHOMA 73125-0460

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

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference FAR Subpart 39.3).

**93-11-11 AC, Textron Lycoming, and Rajay/Rotomaster:** Amendment 39-8584. Docket 93-ANE-16.

**Applicability:** AC, Textron Lycoming, and Rajay/Rotomaster-modified high pressure diaphragm fuel pumps, overhauled by Aero Accessories Inc. (AAI) between June 18, 1991, and November 24, 1992; AC model 41234, having AAI serial numbers (S/Ns) 91F006 through 92E050 and 92E052 through 92K008; AC model 40296, having AAI S/Ns 92B002 through 92I155; AC model 41812, having AAI S/N 91L142; Textron Lycoming model LW15473, having AAI S/Ns 91K049 through 92I151; Rajay/Rotomaster-modified model R00253-501, having AAI S/Ns 92D136 through 92J016; Rajay/Rotomaster modified model R00253-502, having AAI S/Ns 92D120 through 92H075; and Rajay/Rotomaster-modified model 103586-01, having AAI S/N 92J024; installed on but not limited to Textron Lycoming IO-320, LIO-320, IO-360, LIO-360, O-540-L3C5D, IO-540, TIO-540, and LTIO-540 piston engines; installed on but not limited to piston engine powered aircraft manufactured by Beechcraft, Bellanca, Cessna, Mooney, Piper, and Rockwell Commander (Models 112 and 114) aircraft; and

AC, Textron Lycoming, and Rajay/Rotomaster-modified low pressure diaphragm fuel pumps, overhauled by AAI between November 1, 1991, and August 20, 1992; AC model numbers 40174, 40295, 40595, 41270, 41271, 41272, 41452, 41617, 75246, 75247; Textron Lycoming model numbers LW14282, LW15399, LW15472, LW16335, LW16775, LW16947; and Rajay/Rotomaster-modified models 103396-01, RJ4033, and R00253-2; having AAI S/Ns 91K073 through 91K125, all S/Ns beginning with prefixes 91L, 92A, 92B, 92C, 92D, 92E, 92F, 92G, and 92H001 through 92H146; installed on but not limited to Textron Lycoming model O-235, O-290, O-320, O-360, LO-360, LTO-360, and O-540 piston engines; installed on but not limited to piston engine powered aircraft manufactured by Beechcraft, Bellanca, Cessna, Mooney, and Piper.

**Compliance:** Required prior to further flight, unless accomplished previously.

To prevent disruption of fuel flow to the engine, which can result in a loss of engine power, accomplish the following:

- (a) Remove from service affected low pressure diaphragm fuel pumps and replace with a serviceable pump.
- (b) For the purposes of paragraph (a) of this AD, a serviceable low pressure diaphragm fuel pump is either an AC, Textron Lycoming, or Rajay/Rotomaster-modified pump that has never been overhauled by AAI, or has an "S" stamped on the flange above the inlet port of the fuel pump to indicate previous compliance with priority letter AD 92-20-07.
- (c) No further action is required for all affected low pressure diaphragm fuel pumps that have complied previously with priority letter AD 92-20-07.

**NOTES:**

- 1. The model number is located on the edge of the mounting flange.
- 2. The S/N is located on the "housing backbone" between the mounting flange and the round spring housing.
- 3. For further information, see Aero Accessories, Inc. Mandatory Service Bulletin No. 001, dated August 21, 1992. Copies of this service bulletin may be obtained from Aero Accessories, Inc., 1240 Springwood Church Road, Gibsonville, NC 27249, telephone (919) 449-5054.
- (d) Remove from service affected high pressure diaphragm fuel pumps and replace with a serviceable pump.
- (e) For the purposes of paragraph (d) of this AD, a serviceable high pressure diaphragm fuel pump is either an AC, Textron Lycoming, or Rajay/Rotomaster-modified pump that has never been overhauled by AAI, or has an "S2" stamped on the flange above the inlet port of the fuel pump to indicate previous compliance with priority letter AD 93-05-21.

2 93-11-11

(f) All affected high pressure diaphragm fuel pumps must be replaced, regardless of compliance with priority letter AD 92-20-07.

NOTES:

1. The model number is located on the edge of the mounting flange.
2. The serial number is located on the "housing backbone" between the mounting flange and the round spring housing.
3. For further information, see Aero Accessories, Inc. Mandatory Service Bulletin No. 002, dated February 25, 1993. Copies of this service bulletin may be obtained from Aero Accessories, Inc., 1240 Springwood Church Road, Gibsonville, NC 27249, telephone (919) 449-5054.

(g) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Atlanta Aircraft Certification Office. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta Aircraft Certification Office.

NOTE: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Atlanta Aircraft Certification Office.

- (h) This amendment supersedes priority letter AD 93-05-21, issued March 17, 1993.
- (i) This amendment becomes effective on June 21, 1993.

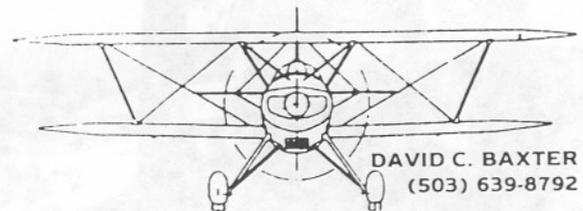
FOR FURTHER INFORMATION CONTACT:

Jerry Robinette, Aerospace Engineer, Propulsion Branch, Atlanta Aircraft Certification Office, FAA, Small Airplane Directorate, 1669 Phoenix Parkway, Suite 210C, Atlanta, GA 30349; telephone (404) 991-3810; fax (404) 991-3606.

**June 19 ♦ Millville, N.J.:** IFR weather conditions existed when a homebuilt **Starduster** crashed into trees near the Millville airport. The airplane was en route to Millville VFR from Wildwood, N.J. The pilot was seriously injured, and his passenger was killed.

**July 4 ♦ Windsor, N.Y.:** A homebuilt **Starduster SA300** crashed after losing power on takeoff from a private airstrip. The pilot was seriously injured; his passenger was killed.

STARDUSTER MAGAZINE



Editor  
5725 S.W. McEwan Rd. Lake Oswego, OR 97035

DAVID C. BAXTER  
(503) 639-8792

Does any one have details about  
either of these accidents ? N numbers

AD's, SERVICE BULLETINS & OTHER INFORMATION

Remember as of September 16, 1993 the new classes of Airspace are in effect. A, B, C, D, & E are the new designations.

More comments on "V" speeds regarding the Pilot Operators Handbook. Several readers questioned the numbers I gave regarding VA, VNE, and Best Rate and Angle. And as I said before the numbers were for my airplane, and as a builder you can set them at any number you want. The other problem is that my airspeeds are in Knots. So there were some numbers in knots and some in miles per hour. I certainly did not mean to confuse anyone, and I still stand by my original numbers, with some clarifications.

VNE NEVER EXCEED SPEED - A responsible person would probably go with 180 mph. The reason I went with 180 knots is that I have dive tested my airplane to this indicated airspeed. You have to keep the power on, which over speeds the engine and it is not a comfortable feeling, but it will do it. The only way this airspeed could be achieved is to fall out of some manuever and leave the throttle on going straight down. I have also seen a ground speed of 156 knots in level flight (Loran). But I assure you that this is different.

VA - MANUEVERING SPEED - I had set mine at 95 knots, but Bill Clouse pointed out that snap rolls can be done up to 120 mph, so 104 knots could be termed as manuevering speed.

As for Best Angle & Rate they are as follows:

- UY - Best Rate should be around 90 knots or 103 mph.
- UX - Best Angle should be around 70 knots or 80 mph.

But then again this is only a guide, and it is up to each pilot/builder to determine the numbers that they're comfortable with.



Editor

N6385C At Estacada  
Oregon July 1993 A  
very sad picture

## WHAT NOI TO DO WITH YOUR STARDUSTER

Many of you may have read with interest the article that appeared in the April 1991 issue of Starduster Magazine. It was under Starduster History, and was about the first single place SA-100 Starduster N70P. In that article I mentioned another single place Starduster that I had considered bidding on at a sherrif's sale, but at the last minute the owner satisfied the lien and it wasn't to be.

Well, just recently I had the opportunity to stop at the Estacada, Oregon airport, and the airplane N6385C is still sitting outside in the weeds. It was in August of 1988 when the airplane was moved outside, and is still in the same spot. The engine still turns, but the wheels have sunk into the ground. The cockpit cover has rotted away. The beautiful hi-gloss orange paint with gold trim has faded to a very dull tomato red. This is the worst possible thing that could happen to a Starduster.

The airplane was built by Gordon Nata in 1966. It was in the Reno air races several times during the late 1960's. It had several owners over the years. My good friend Dude Sattem of Stayton, Oregon owned it for a number of years. Dude sold it to Mario Crow. Who owned it and flew it for several more years. They both took exceptionally good care of the airplane when they owned it.

When Mario had a chance to purchase an RV-3, he offered N6385C up for sale. It was then sold to Sam Quinn of Estacada, Oregon sometime in 1985. To my knowledge, it has not been flown since, it was moved outside in 1988, and has been there ever since. It is really a shame to see this happen.

Sam was upset with me because I was going to bid on the airplane. I had after the court proceedings offered to buy it from him at a modest price. But he thought it was worth at least three times more than I offered.

I have pictures of this airplane taken in 1984. And at that time it was clean and highly polished. It is so sad to see such a beautiful and capable airplane end up this way. So please think about this when you take care of your Starduster, and give it a little extra attention for the one that doesn't get any.

D.C.B. Editor

See Picture On Page # 10

## STARDUSTER HISTORY

### The First Acroduster One N181J SA-700

Not being part of Starduster Corporation when this airplane was designed and built, puts me at a disadvantage when it comes to writing about it. So I will have to rely on the information given to me by the people who built and flew the airplane, supplemented by the few magazine articles I have regarding this airplane.

The prototype Acroduster One was designed in 1974, to compete in unlimited aerobatic competitions. It was powered by a 200 HP Lycoming with a C/S aerobatic prop and a full electrical system. Its empty weight was 900 lbs, although later competition models were 200 lbs lighter.

N181J's performance was spectacular. It had a roll rate of 240 degrees per second. The time to climb from brake release to 3,000 feet was 1 minute 20 seconds. Cruise speed was 160 mph at 24-24, power off stall was around 70 mph. Its handling was superb, with the ailerons being very effective. Even thru stall the airplane would spin easily and recover easily, upright or inverted. But the real difference was its ground handling. Compared to other small biplanes of the day, it landed easy and tracked straight.

T.J. Brown was to compete with this airplane at Fond Du Lac, and had been practicing to do so. The day before the competition, it was being flown by Mike Heuer, when the engine failed. This resulted in a forced landing and damage to the airplane, and thus not allowing it to compete. T.J.'s comments about the Acrodusters ability to perform was not exaggerated. And I think even today, in capable hands could compete in the advanced category of I.A.C.. The one main drawback of this airplane was comfort, this to would be changed in later models.

Besides T.J. Brown, Mike Heuer, Don Dwiggins, and Bud Davidson, all flew and evaluated the aerobatic capabilities of the airplane. For the 1975 competition season a new aerobatic pilot by the name of Cindy Rucker signed on to fly the airplane around the country. In 1975 it competed in Fort Worth, TX., Atlanta, GA., Kokomo, IN., Council Bluffs, Iowa., Medina, OH., Fond Du Lac, WI., and Sherman, TX. Cindy placed 2nd at most of these contests, zeroed one, and was 6th out of 41 at Fond Du Lac. Not bad for a girl in her first year of competition.

Cindy also went on to become one of the first airline pilots, so was away from aerobatics for a time. Which prompted Jim Osborne to contract with Manx Kelly to fly the airplane during the 1976 season. Manx was a former R.A.F. squadron leader, British Aerobatic Champion in 1971, and a Pitts dealer. He organized and led both the British Rothman and Canadian Carling Aerobatics teams. Manx carefully evaluated the airplane and after 8 hours of flight testing and practice, pronounced it to be one of the best and most capable airplanes ever built, factory or otherwise.

On May 1, 1976 at Corona, California, Manx Kelly was killed performing in this aircraft, (N181J The Prototype Acroduster I). After a slow roll on the takeoff, he climbed to an altitude of 4,500 feet, he did two turn inverted spin and came out pointed straight down, with the engine wide



N181J Over Southern California's  
High Desert Mid 1975



N181J and N5462 At Hollister  
California During 1975

open and at about 700-800 feet he initiated a pullout. As he did, the airplane started coming apart tail first, followed by the ailerons, then the wings buckled and collapsed. Manx was killed instantly.

One would wonder why someone of his experience would attempt to do this. But he truly believed the airplane was indestructible. After the crash investigation, and some engineering calculations, it was determined that the airplane was traveling at about 100 mph over the design VNE, never exceed speed. And that when it came apart during the pull out, over 13 G's were being applied. The airplane had been flutter tested to over 240 mph, and had survived two seasons of the hardest kind of aerobatics by numerous pilots. So I personally believe there was nothing wrong with the design or construction of N181J.

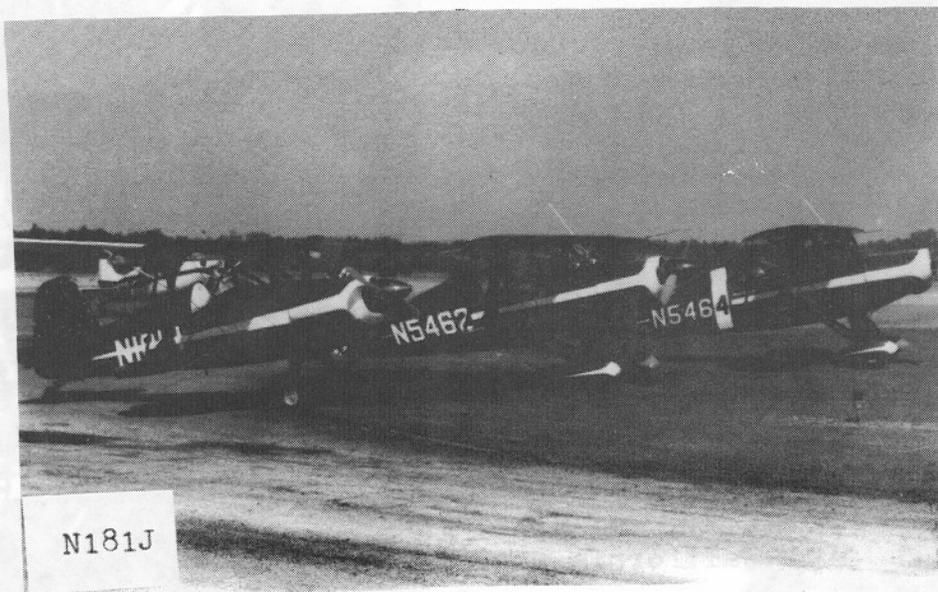
At one time the airplane was offered in 10 separate kits for less than \$10,000 dollars.

I.J. Brown went on to build and compete with his own Acroduster I. Bill Clouse as a mechanic and foreman, built a number of these fuselages for different customers. After he purchased the company in 1981 he took the plans off the market. His reasons being it was to complex and to hard to build. When Sandy Sandford of I.A.C. fame heard about this he offered to buy the rights, and did so. But he only owned them for a short time before selling them to Walt Peters. Walt currently offers plans, some hardware and builder support for the Acroduster One builder. His company is Aerovant Aircraft Corporation, 2342 Jonquil Place, Rockford, Illinois, 61107. Phone number (815)877-4508.

I personally think that this airplane would be in the same category as Dan Rihns new I.A.C. one acro design, intended for low time acro pilots with low cost and building time being major factors.

As for N181J, it was of course never rebuilt, and no aircraft is listed currently with this N number. The aircraft also appeared on the cover of AirProgress in October 1975 issue.

D.C.B. Starduster History



LETTERS

Dave Baxter  
5725 S.W. McEwan Rd.  
Lake Oswego, Oregon 97035

Dave,

Hello! I tried for a couple of weeks or so to call you around 8:00 - 9:00 p.m. but I couldn'y stay awake long enough!

So I'm sending you some prints and negatives of some pretty good shots I've got. Maybe you can use some of them. If not let me know I've got plenty more.

Boy Watoma was sure fun. I only wish now that I had spent more time there. But I guess the time at Oshkosh will always be a good memory too, being my first time. Next yera however will be more devoted to Watoma and less to the crowds.

In your spare time... How about sending me whatever information you have on installing inverted oil system I got from bill on my Starduster. A good project for next winter!

Till Our Plans Cross Again.  
Richard Milos



**COOLMAN - ANDERSON**

REALTY INC.

RESIDENTIAL  
RESORT

**843 - 3491**

COMMERCIAL  
APPRAISALS



FAX (616) 845-6555

609 EAST LUDINGTON AVENUE — LUDINGTON, MI 49431

August 3, 1993

Mr. Dave Baxter  
Starduster Magazine  
5725 S.W. McEwan Road  
Lake Oswego, Oregon 97035

Dear Dave:

I was pleased to receive such a warm welcome into the Starduster family this past weekend in Watoma, and was delighted to meet some of my fellow Starduster pilots. The fly-by was very enjoyable, and I really appreciate your assistance in locating sleeping facilities in Oshkosh.

I'm looking forward to seeing the group next year and would like to extend an invitation to you and your wife to stay at my home in Ludington, should you ever end up in the part of the country.

Also, please let me know how much the history book on Starduster's is, as I would be interested in obtaining a copy.

Thanks again, and I'll see you next year!

Sincerely,

Douglas L. Shoup

DLS:bsj

P.O. Box 245  
Lemont, PA 16851

July 20, 1993

Mr. Dave Baxter  
Stolp Starduster Corp.  
4301 Twining Flabob Airport  
Riverside, CA 92509

Dear Dave,

Want to tell you how much I enjoyed the Starduster Open House at Flabob May, 1993.

We were visiting friends in L.A. and wanted to visit your grand old airport during your open house.

We arrived at Flabob during a severe dust storm (or is that just normal weather for Riverside?)

When the dust cleared there sat this beautiful group of Stardusters, as pretty as any we will ever see.

I had been flying my Starduster here in Pennsylvania from a 40 ft. runway next to a mountain so I appreciated those guys (and gals) doing their X wind landings.

As I told you your good wife my Starduster got caught in a flash hangar fire, and I will now offer it for sale. The fabric of course is gone and wings badly damaged. However, some Lycoming people and mechanics feel the engine and prop are not badly damaged.

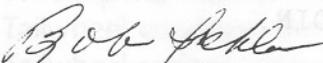
The I 0540 has less than 100 hours since being completely overhauled at Columbia Aviation, Bloomsburg, PA at a cost of \$12,500 plus removing and reinstallation. Hartzell C/S prop was rebuilt at same time at a cost of \$5,500. Landing Gear and wheel pants need repainted.

Rather than try to rebuild this aircraft I prefer to sell engine prop, gear, etc. and give the wings and fuselage to the buyer.

Say hello to Bill Cloose and hope to see you at OshKosh.

Remind your flying friends to be sure airport owner has insurance on contents of hangar. Our airport owner had no insurance on contents. The previous owner carried insurance on contents of hangar. Since I was not carrying Hull insurance I lost not only my airplane but all the many items one gathers up in many years of storing an airplane in the same hangar.

Sincerely yours,

  
Robert W. Ishler

SEE CLASSIFIEDS FOR PHONE #

**LETTER**

Elmdon  
South Wood Rd.  
Shalden  
N R Alton  
Hants Eu34 4DX  
Great Brittain

Stolp Starduster Corporation  
4301 Twining FlaBob Airport  
Riverside, California 92509  
U.S.A.

Mr. Bill Clouse  
"BC" El Grande Presidente

Dear Bill,

Many thanks for the Starduster Magazine, which will be a great help to us Brits with 'Dusters.

I have enclosed \$40.00 (2 x 20 bills) to settle my account. I hope you will put the balance into your hospitality fund or some good cause!

I have enclosed a print out on the Starduster Too, which pushed us, my partner and I, off the fence. We bought G-BRVB, having flown E-BOBT. Both live at White Walthan (N R Naidenhead - W of London). Was N33MH - SA-300 409 Marris - Hoover 1972.

My complements to you all, and to Lou Stolp for making the kind of airplane which "Makes the heart beat faster" before you get in....

Happy Landings  
Yours

Henry C. Mackinnon  
DR. BDS EDIN.

Watoma City Hall  
Attention: Mayor Les VanLoon  
410 West Main St.  
Watoma, WI 54892

8-16-93

The Honorable Mayor VanLoon,

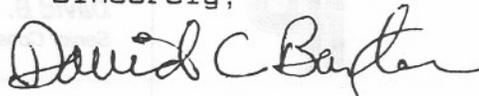
It is with very high regard that I commend the mayor, the city representatives and the fine people of Watoma for inviting our group of aviation enthusiasts to your airport and into your community.

The hospitality given to us from the airport operators Jeff Plitt, Dan Janssen, and their families was wonderful. Also the local pilots, a Mr. Dick Larson who has in the past provided food and drink at the airport to all Starduster pilots and travelers enroute to Oshkosh. The local store owners and especially to the Radio Station Resturant, its owner, the cooks, the bartender and the waitresses who attended us during our banquet and awards dinner. We could not have had a more enjoyable time with such gracious hosts anywhere else.

We would also like it known that Watoma Airport is a beautiful and well kept airport and with its grass landing strip; is the perfect place for open cockpit Starduster biplanes. Everyone that attended commented on this facility and what an asset it is to your city.

As a Starduster owner and pilot having attended Oshkosh numerous times over the last ten years, I can assure you of my love for this event, but, it has become almost impossible to fly or give rides to interested pilots, passengers or perspective builders. This we did at your airport with ease. Speaking for myself as well as all who attended, I can assure you weather permitting, we will be back with twice as many airplanes next year, and look forward to such an enjoyable stay with such pleasant people.

Sincerely,



David C. Baxter  
Owner & Pilot of N96576  
Starduster Too Biplane  
5725 S.W. McEwan Rd.  
Lake Oswego, Oregon 97035  
(503) 639-8792

LETTERS

David Baxter  
5725 S.W. McEwan Rd.  
Lake Oswego, Oregon 97035

9-14-93

Dear Dave,

As promised, I have enclosed a copy of the "Annual condition inspection form that I use on my Starduster too. Since my plane is relatively simple [I.E. Fixed pitch prop, normally aspirated/carb equipped engine, etc.] My inspection list doesn't cover all of the systems that might be installed on a Starduster. Feel free to use/modify it as you see fit.

Regards,

David B. Heal  
266 Samantha Way  
Windsor, CA 95492



**Hodges & Shutt**  
5010 Aviation Blvd.  
Santa Rosa, CA 95403

Airport planning, engineering & management



**David B. Heal, A.A.E.**  
Senior Consultant

Telephone  
(707) 526-5010

CHECKLIST

FOR

ANNUAL CONDITION INSPECTION

Developed in Accordance with FAR Part 43, Appendix D

for

STOLP STARDUSTER TOO (SA-300)

N — Serial No.

Airframe Data

Builder: \_\_\_\_\_

Date of Manufacture: \_\_\_\_\_

Aircraft Owner: \_\_\_\_\_

Date of this Condition Inspection: \_\_\_\_\_

Date of Previous Condition Inspection: \_\_\_\_\_

Tach Time (Hour-Meter): \_\_\_\_\_

Airframe Total Hours: \_\_\_\_\_

Airframe Hours Since Previous Condition Inspection: \_\_\_\_\_

Engine Data

Model: \_\_\_\_\_

Serial No. \_\_\_\_\_

TTSN: \_\_\_\_\_

TTSMOH: \_\_\_\_\_

Propeller Data

Model: \_\_\_\_\_

Serial No.: \_\_\_\_\_

TTSN: \_\_\_\_\_

TTSOH: \_\_\_\_\_

## PROP/SPINNER

- Blade condition/dress nicks
- Paint
- Tip tracking
- Bolts/safety wire
- Spinner/bulkheads/attachment screws
- Generator belt/starter ring gear/crankcase seal

## ENGINE COMPARTMENT

- Change oil and oil filter (inspect) and inspect/clean oil screen
- Inspect/clean/rotate spark plugs and inspect/clean ignition harness
- Inspect/time magnetos
- Check exhaust system/gaskets/hangers
- Drain carb/clean fuel inlet screen
- Replace air filter element
- Check engine controls/actuators/wiring
- Check/clean/top battery, box, and drain
- Check all electrical connections/wiring
- Inspect for leakage/clean engine
- Inspect generator and drive belt
- Inspect/lube starter and Bendix drive
- Check cowl security, fasteners, and cracks
- Compression check all cylinders = #1 \_\_\_ #2 \_\_\_ #3 \_\_\_ #4 \_\_\_
- Inspect/clean gascolator
- Inspect carb heat system
- Crankcase vent open
- Motor mount/bushings
- Engine baffles and rubstrips
- Fuel, oil, and instrument lines
- Oil cooler attachment
- Firewall condition

## FUSELAGE/COCKPIT

- Inspect structure's exterior and interior condition
- Fabric condition/strength
- ELT battery status/operation
- Clean out dirt/debris
- Windshields
- Instrument markings
- Placards/check lists (Comp. Corr. Card, A/C ID Plate, PAX Warning, and "Exper.")
- Top toe brake reservoirs

- Seat belts/shoulder harnesses
- Fire extinguisher condition/charge/secured
- Fuel tank and line leaks/stains, fuel cap seal and vents (top & bottom)
- Controls/actuators/cables and pulleys
- Electrical switches/circuit breakers
- Transponder/encoder certification status
- Instruments/gauges
- Inspect fuselage frame
- Inspect main landing gear structure
- Aircraft documents (A/W C, Oper. Lmts., Reg., FCC, W & B, Equipment List)
- Avionics/antennas/headsets
- Exterior markings ("N" numbers and ID plates)

## WINGS

- Inspect structures' external and internal conditions
- Fabric condition/strength
- Flying/landing wires/attachments
- Aileron rigging/hinges/actuators/control stops/trim tabs
- Interplane/cabane struts/attachments
- Pitot tube

## EMPENNAGE

- Inspect structures' external and internal condition
- Fabric condition/strength
- Brace wires/struts/attachments
- Inspect/lube hinges and pins
- Control stops
- Actuator cables and pushrods
- Trim tab and actuator system

## LANDING GEAR

- Inspect condition/alignment/structure
- Tire wear and inflation
- Brakes (linings, lines, calipers, and fluid levels)
- Inspect/clean/repack wheel bearings (MLG & T/W)
- Wheel pants condition and attachment
- Tailwheel condition and attachment
- Tailwheel springs, chains, and clips

## OPERATIONAL CHECK

- Start/full static RPM/idle RPM
- Mag differential check (1800/175/50) and "hot" mag check
- Carb heat effect
- Instrument indications
- Engine leak check
- Oil consumption history

## DOCUMENTATION

- ADs/designer bulletins (check/record)
- Logbook entries

## PARTS/MATERIAL REQUIRED

- Oil filter \_\_\_\_\_
- Engine oil \_\_\_\_\_
- Spark plugs \_\_\_\_\_
- Air filter element \_\_\_\_\_
- Brake linings \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_

## INSPECTOR'S CERTIFICATION

"I certify that this aircraft has been inspected on \_\_\_\_\_  
in accordance with the scope and detail of Appendix D of Part 43 and found to be in a  
condition for safe operation."

Aircraft Total Time-in-Service: \_\_\_\_\_

Inspector's Name: \_\_\_\_\_

Signature

Certificate Type: \_\_\_\_\_

Certificate Number: \_\_\_\_\_

## OSHKOSH/WATOMA

Well your editor generally takes two weeks vacation for Oshkosh and this year was no exception.

In spite of all the Gloom & Doom weather wise, we departed Portland with the usual clouds, low ceilings, and not the best visability.

However, east of the mountains, clear skies and warm temperatures prevailed. Our entire trip east to Oshkosh/Watoma and return was much the same. We were only stopped by weather at Salt Lake. (A late start Monday morning) and (at Rawlins, Wyoming on our return trip) So other than a little rain at Oshkosh, Saturday weather was perfect. We also had at least 15 to 25 knot tail wind going east. We stopped at Walla Walla, Washington, Caldwell, Idaho, Twin Falls Idaho, and Salt Lake City, Utah. We overnigheted with Del & Kay White in Walla Walla. Fueled at Caldwell and Twin Falls, where we met up with Les & Mary Homan.

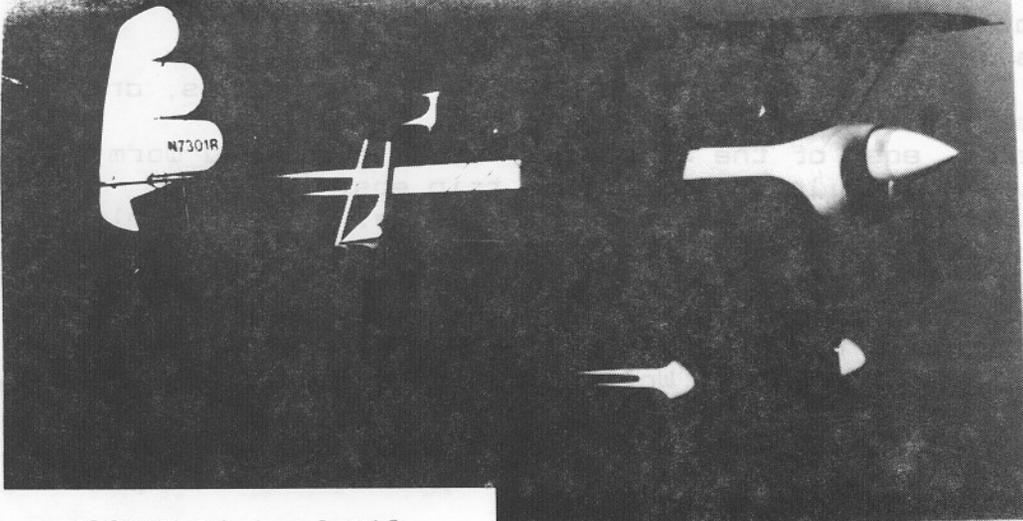
There we visited with George Oswald and Don. We overnigheted at SLC #2 with my Brother and sister-in-law. We also visited with Glen Oleson, Weldon Glines, David Silfast and Phil Rocco. All Starduster/Acroduster pilots and builders. With our late start Monday, Les and I decided to call it a day when we reached Casper, Wyoming. Our ground speed from Rock Springs to Casper was over 146 knots for most of the leg.

Tuesday we stopped for fuel at Chadron, Nebraska and landed at Fletcher International in Orchard, Nebraska. Which is a Duster strip on Bruce and Zaitha Fletcher's Farm. What wonderful people to visit and stay overnight with.

The next day, Wednesday, found us with a fuel stop at Forrest City, Iowa, and then it was on to Watoma. There was only one Starduster Too on the ground at Watoma when we landed. It was Oscar Bayer in N490B who had beaten us there by a day.

All of the things that we hoped would occur at Watoma did. It has a beautiful grass strip, as well as a long concrete runway. You land over a corn field on the grass one. It was well kept and smooth. The FBO operated by Jeff Plitt and Dan Janssen treated us as if we were old friends. Over the next several days, more and more Stardusters arrived.

We, Donna and I, left for Fond Du Lac, Wisconsin the next day to overnight with my little girlfriend Anna Peebles. Who is now 11 years old. For those of you who do not know about the story, she wrote to me several years ago when only 8 years old, after she saw a picture of my airplane in Sport Aviation. And we have been best friends ever since. After visiting Anna and her family we left Friday morning for Oshkosh. A short 40 mile flight. In spite of the weather, the crowd at Oshkosh did not seem to be any smaller than it was last year.



1ST Place N7301R Richard Miles  
6081 Big Texas Valley Rome GA



2ND Place N236RH Robert Hammond  
633 Brighton Rd Tonowanda NY



3RD Place N96576 Dave Baxter

I did not do much except lay under my airplane, look through the Fly Mart and take pictures of Stardusters I had not seen before. There were about six at Oshkosh.

Saturday morning I took Les over to Watoma to get his airplane for the fly by at Oshkosh. Terry Thayer accompanied us in N7691. The fly by was quite an experience, with slow and fast airplanes and pilots. It worked out well. After the flying, several of us landed at Oshkosh.

Sunday morning we departed again for Watoma the rest of the day was spent taking pictures, giving rides and visiting with new and old friends. Les took the mayor of Watoma for a ride, and we all kidded him about not killing him as we wouldn't get invited back next year if he did. Later that afternoon, Les and I formed up on John Reed in N76NP, so that some air to air video of our formation could be taken.

Sunday evening the banquet and awards presentation took place. The awards were presented by Bill Clouse President of Starduster Corporation.

First Place: Was awarded to Richard Miles, 6081 Big Texas Valley Rd., Rome, Georgia. For his beautiful award winning Starduster Too N7301R.

Second Place: Was awarded to Robert Hammond, 633 Brighton Rd., Tonawanda, New York. For his beautiful Acroduster Too N236RH. A past Wright Brothers award winner.

Third Place: Was awarded to yours truly Dave Baxter, 5725 S.W. McEwan Rd., Lake Oswego, Oregon 97035. Editor and owner/builder of N96576 my Starduster Too.

True Grit Award: Was awarded to Les Homan, 149 Ruby Ct., Livermore, California. For always being there helping and giving rides.

Richard Miles was as entertaining of a speaker as he is a builder.

Had Terry Thayer (N7691) stayed long enough for Bill to see his airplane, or if Gene Hudkins had attended Watoma, I am sure the awards would have been a little different. As both of these airplanes were outstanding, as were all that attended.

Airplanes in attendance at Oshkosh/Watoma were:

N81J Joe Smith from Dallas, TX. in a SD II  
N12DP Doug Shoupe from Luddington, MI. in a SD II.  
N44TD Joe Christian from Naylor, GA. in a SD II.  
N76GS Max Bennett from Buffalo, NY. in a SD II.  
N76NP John Reed from Evansville, Indiana in a SD II.  
N88H Gene Hudkins from Nararre, FL. in a SD II.  
N135WL William Lynch from Shawnee, KS. in a SD II.  
N224JH Jeff Hagg from Indianapolis, IND in a SD II.  
N236RH Robert Hammond from Tonawanda, NY in a Acro II.  
N490B Oscar Bayer from Arroyo Grande, CA in a SD II.  
N527AW David Lutes from Iowa City, IA. in a SD II.  
N5393 Jim Struthers from Edina, MN in a SD II.  
N4226Y Les Homan from Livermore, CA in a SD II.  
N5158D Bill Dunbar from Rineyville, KY in a SD II.  
N7301R Richard Miles from Rome, GA. in a SD II.  
N7691 Terry Thayer from Eaton Rapids, MI. in a SD II.  
N96576 David & Donna Baxter from Lake Oswego, OR in a SD II.



N7691 Terry Thayer Eaton Rapids MI



N4226Y Les Homan Livermore CA

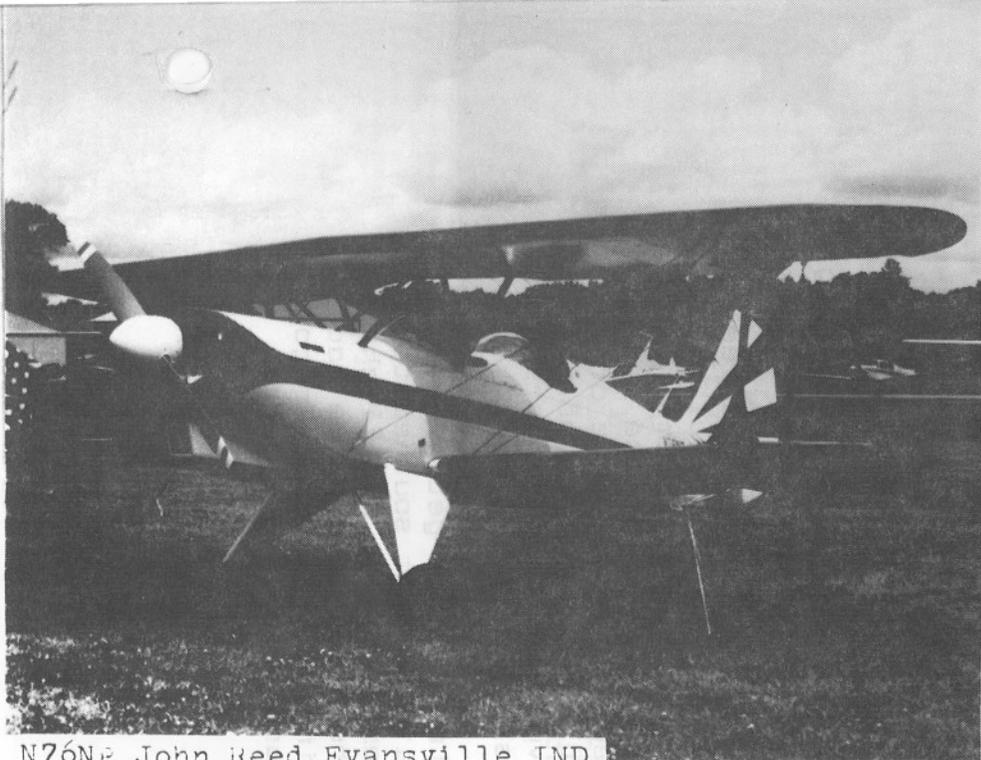
N490B Oscar Bayer Arroyo Grande CA



N5393 J Struthers Edina MN



N44TD Joe Christian Naylor GA



N76NP John Reed Evansville IND



N76GS Max Bennett Buffalo Ny

29



N135WL Bill Lynch Shawnee KS



N12DP Doug Shoup Ludington MI

Other owners and builders who attended:

- N3719 Jerry & Virginia Garrison from Dalton, GA. own a SD II.  
N000 Buck Rado from Milford, MI. building a SD II.  
N77AN Neil Reyngoudt Jr. from West Palm Beach, FL. owns a SD II.  
N77AN Al Tomlison from LakeWorth, FL. SD II.  
N000 Ted Weitz from St.Louis Park, MN. just bought a SD II.  
N458 Mike Kanel from Madison, WI. owns a SD II.  
N458 Rob Koening from Deforrest, WI. owns a SD II.  
N000 Tim Daily from Peach Tree, GA. building a SD II.  
N000 Nick Smith from Minnetonka, MN. building a Acro II.  
N337HR Henery Rahf from Muscatine, IA owns a SD II.  
N245SD John Clark from Oskaloosa, KS, BLD. a SD II.  
N12P Gary Due from Fond Du Lac, WI. owns a SD II.  
N000 Mike Stojan from Afton, MO. building a SD II.  
C-GFJA Dick Fennell from Glenco Ontario Canada owns a Acro II.  
N21NS Tom Nemyo from Fairview Park, OH owns a SD II.  
N12SD Ken Poteet from Homestead, FL. owns a SD II.  
N765R Dan McAlonan from Medina, OH. owns a SD II.  
N292EP David Heal from Windsor, CA. owns a SD II.  
N000 Bill Canam from Santa Rosa, CA. building a SD II.  
N000 Ed Marinock from Cherry Hill, NJ. building a SD II.  
N000 Steve & Richard Heredia from Gilroy, CA. building a Acro II.  
N15XX Bob Deutsch from Chicago, Illinois, owns a V-Star.  
N000 Steve Farringer from N Manchester Indiana, building a SD II.

Everyone who attended seemed to have a wonderful time. Good food, drink and friendship seemed to be the order of the day.

Monday morning I spent working on my airplane, bad mag drop turned out to be cracked porcelaine in some plugs. I gave some rides after that.

Tuesday morning we left for home. It was a sad feeling to leave such wonderful friends and such a beautiful place.

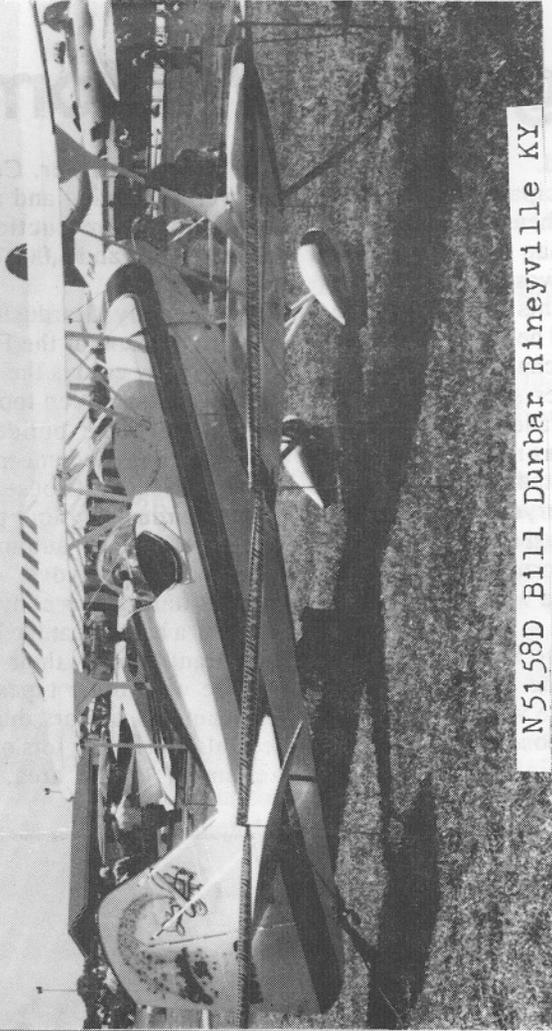
Les and I had originally talked about me accompanying him to Ft. Scott, Kansas. But when I looked at the weather channel the night before, it showed the whole state of Kansas was green, with some pretty hefty sections of red and yellow. These spots denoting heavy rains and thunderstorms. So we decided to go west to Nebraska, and Les & Mary headed south.

We were home by Friday, and Les did not get home until Sunday. I think Les will agree with me that southeastern Kansas is where the lightning likes to hide. Our flight home was uneventful with almost the same stops as we had made the previos week. Upon landing at Hillsboro, Oregon homebase, good old N96576 had an additional 43.1 hours.

D.C.B. Editor



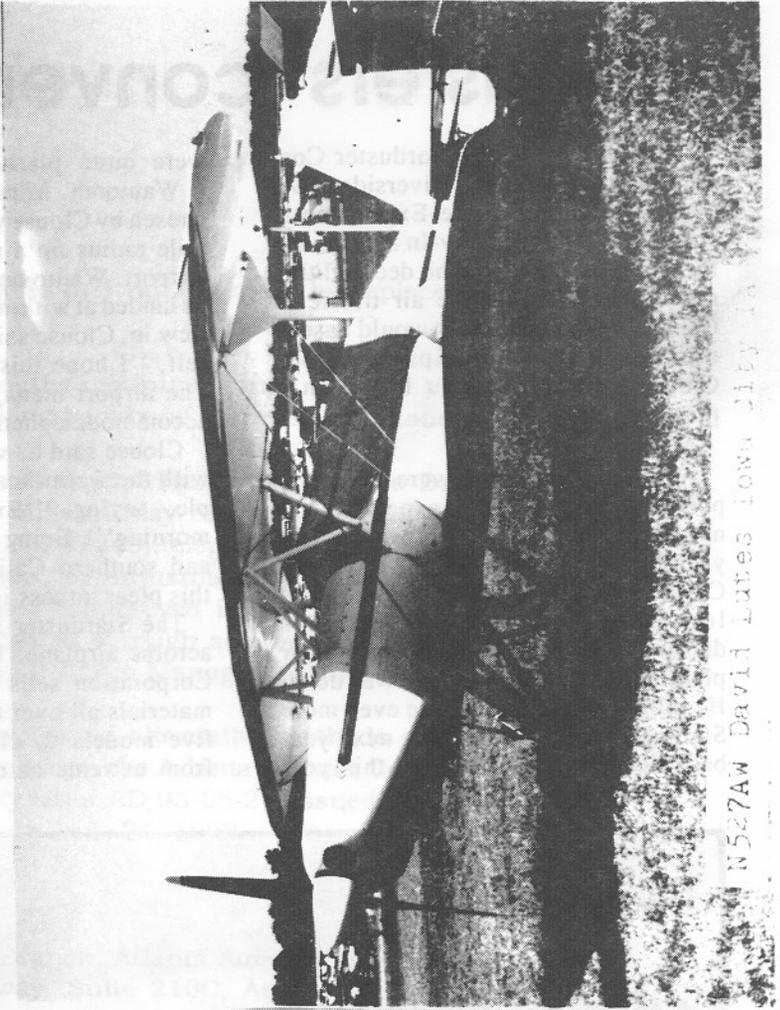
N8TJ Joe Smith Dallas TX



N5158D Bill Dunbar Rineyville KY



N224JH Jeff Hagg Indpls IND



N527AW David Lutes Iowa City IA

# Stardusters converge in Wautoma

Owner of the Stolp Starduster Corporation Bill Clouse, Riverside, CA, has been coming to the Experimental Aircraft Association Fly-In at Oshkosh for 21 years. This year he decided that rather than fighting the air traffic in Oshkosh, the Stardusters would base at the Wautoma Municipal Airport. Clouse said the change has been a pleasant one.

About 12 Stardusters were at the airport: less than Clouse expected, but more than the three that showed up last year when they based in Oshkosh. Clouse said attendance at Oshkosh was low because the large crowds demanded the plane owners sit by their planes all day so no damage was done. He thinks Wautoma will see even more Stardusters at their airport next year because those staying there this year

were quite pleased.

Wautoma Municipal Airport was chosen by Clouse when he drew a 40-50 mile radius on a map from Whittman Airport. Wautoma was the first airport he landed at within this radius. When he flew in, Clouse said he thought to himself, "I hope this can be the place." The airport manager said they would accommodate them and it was planned.

Clouse said he was really impressed with the warm-heartedness of the people, saying, "Everyone says good morning"! Being used to New York and southern California, Clouse says this pleasantness is a welcome change.

The Starduster is a two place sport aerobic airplane. The Stolp Starduster Corporation sells the plans, kits and materials all over the world. There are five models to choose from ranging from extreme aerobic to sport model

with low horsepower. Currently there are over 700 flying and another 1,500 kits under construction. It takes between 2,000 and 3,000 hours of labor to build one.

Occasionally, Stardusters have been asked to perform at the Fly-In. Clouse says he really enjoys the annual event, but feels it has gotten too commercialized. "The home builder aspect has vanished. It has become more of a commercial event," Clouse said.

The Starduster pilots practiced formations over the Wautoma area in preparation for a flyover at the EAA grounds during the convention. They also held a banquet at the Radio Station Restaurant during their stay here.

There were other types of planes at the Wautoma airport during the past week also, bringing lots of activity and excitement to the area.



## Pilots enjoy Wautoma

Bill Clouse, owner of the Stolp Starduster Corporation, chose Wautoma Municipal Airport as the Stardusters base during the 1993 EAA Fly-In. About 12 Stardusters stayed at the airport, along with many other planes, from locations such as California, Oregon, Georgia, Indiana and New York.



Wonderful Friends From Wisconsin  
 L to R Barbra, Anna, and Joe Pebbles  
 at Fond Du Lac Airport July 1993



# Visit to Wautoma enjoyable

N96578 & N78DS at Salt City Airport  
 #2 N78DS is owned by David Silfast

To the editor,  
 I had a most enjoyable visit to the Wautoma area in early August. The trip was to renew friendships with fellow pilots and of course to show off our beautiful home-built airplanes to each other. The enthusiasm and hopes of the builders in the midst of their projects always blends well with the intense pride of those with recently completed machines. Our 1993 meeting was a success and promises to be even better next year.

But this note is about the people in the Wautoma area we came into contact with. About the warmth in the greeting of strangers. The understanding and assistance in our lodging difficulties. And about the earnest questions from

ful Wautoma airport.  
 Kristine at Kristine Ann's Inn demonstrated honesty and class when she returned a pilot's deposit; Nancy and Burrell at the Johnson Inn in Plainfield won our hearts by shamelessly pampering us; Jeff Plitt, the manager at Wautoma Airport, successfully conducted normal business while ministering to the needs of our fleet of Stardusters, pilots and crews; and Dick Larson, one of your local pilots, was especially generous with his hospitality.

Are we coming back to Wautoma next year? Of course!!

/s/Max Bennett  
 Starduster Too  
 N76GS  
 Buffalo, NY

6-22-93

Hi Bill,

Here's a picture of the results of twenty years (!!!) of off and on, mostly off, work. It now has 14 hours ~~of~~ of nearly trouble free flight and has had rave reviews from other builders and others who know good airplanes. It's a reasonably simple plane, no fancy engine (O360A-4A) and no high tech electronics but it sure is fun.

The colors here are a bit distorted by the bright Florida sun. The white is actually quite a bit off white and the red is actually a fairly deep maroon with silver gray striping.

We should have the 25 hours flown off in the next couple of weeks and start hitting every pancake breakfast in south Florida.

\* We don't get very much Starduster news but have heard some rumblings about a Starduster gathering at Oshkosh this year. Any truth in this. Let us know please.

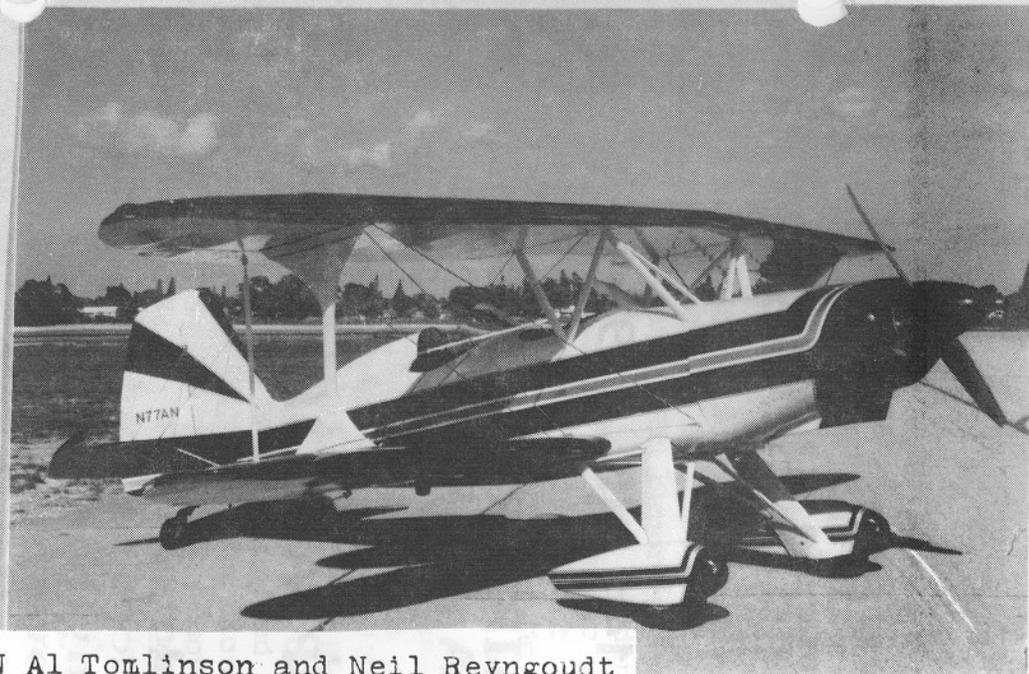
Hope to see you in a few weeks at Acah Alley

AL TOMLINSON &  
NEIL REYNGOUDT  
1406 LEE COURT  
LAKE WORTH FL 33461

Al



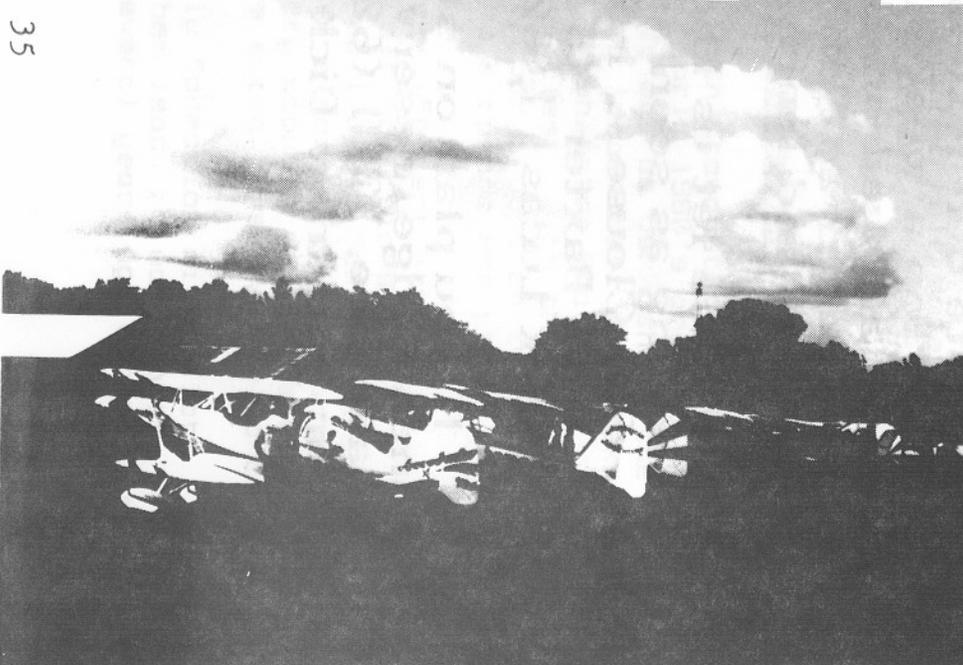
N585AG Grant Cuming Clearfield UT  
First Flight After Extensive Rebuild



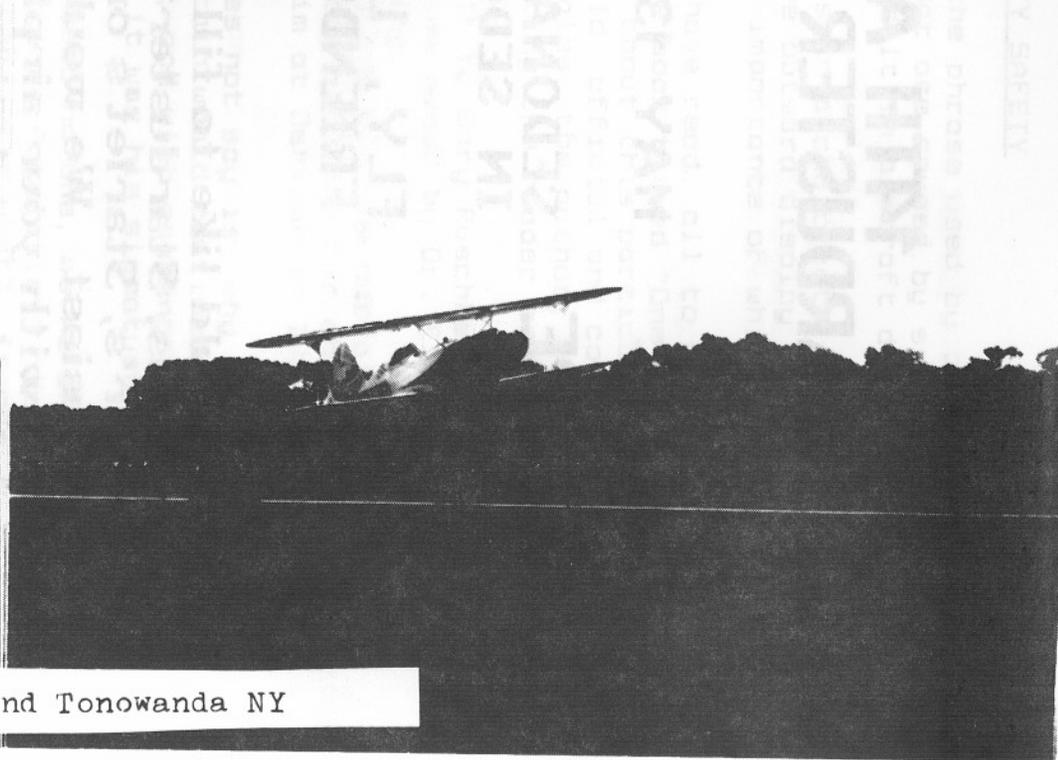
N77AN Al Tomlinson and Neil Reyngoudt  
Lakeworth & West Palm Beach FL  
First Flight

See Letters PG 34

35



N236RH Bob Hammond Tonowanda NY



# 14TH ANNUAL STARDUSTER OPEN HOUSE

**WHEN:** MAY 13, 14, 15, 1994

**WHERE:** SEDONA AIRPORT (SEZ)  
IN SEDONA, ARIZONA

**WHY:** FLY, LIE, FOOD, AND  
FRIENDSHIP AT ITS BEST.

We would like to fill Sedona with biplanes, Starduster's Acroduster's, V-Star's, Starlet's or any homebuilt enthusiast. We would love to see you here with your airplane. Come help us celebrate our 14th anniversary. Please join us for a weekend of fun. Camping will be allowed on the airport. There is also a restaurant on the field that serves breakfast and lunch.

Please let us know if you plan on attending as soon as possible.

Bill Clouse 1-800-833-9102

Dave Baxter (503)639-8792

Dick Lucas (602)282-3030

If you plan on staying at the Sky Ranch Lodge, reservations must be made in advance. Call (602)282-6400, and tell them you know Dick Lucas!

CLASSIFIEDS

LETTER - HISTORY ON AIRCRAFT FOR SALE

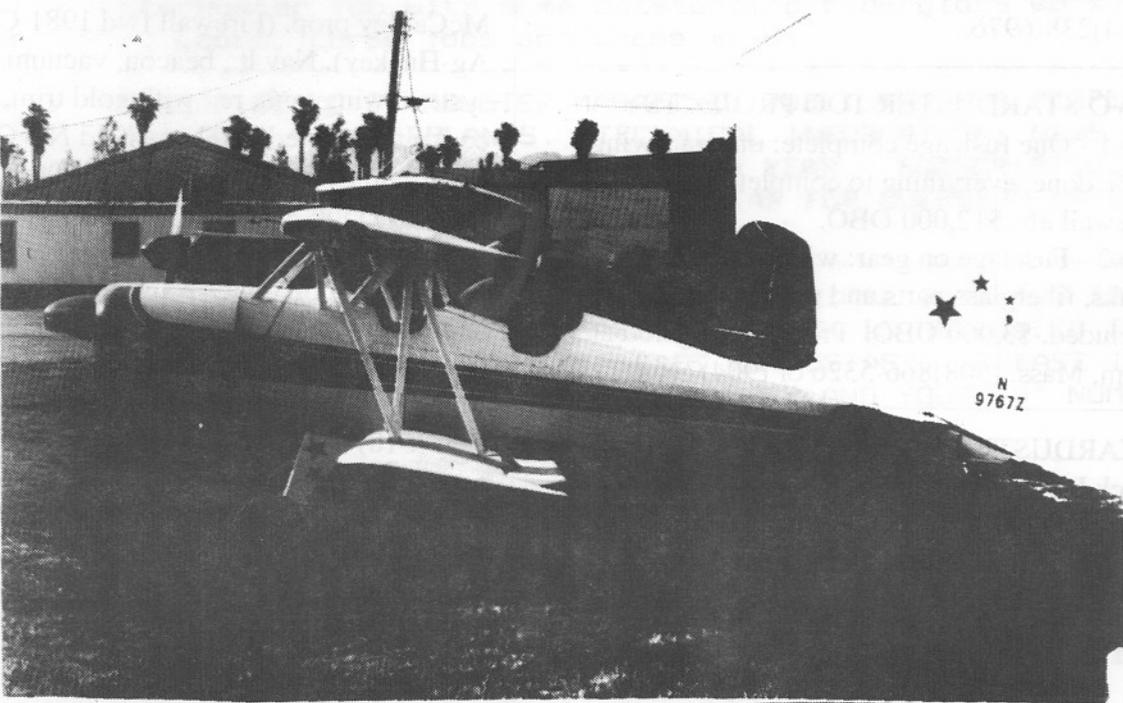
Charles McDermott  
P.O. Box 482  
Redding, California 96099

9-21-93

Hello Dave,

My Starduster N9767Z SA-100 2 place was started in 1959 by Anthony Kovschak, completed July 1964. It has had many owners since then. The man I got it from hauled it back from Texas on a trailer. He stored it in his garage for 5 years, afraid to fly it. I bought it July of 1990, and had it flying January 1991. Since, I have flown it about 125 hours. Fly's real nice. I believe it is the oldest 2 seater Starduster ever built. It has a O290D 135 HP for an engine with a wood Sensenich 74 x 52 prop, and a 360 Collins Com for radio. It cruises 115 indicated. I just overhauled the engine, has an April 93' annual, "G" meter, and Sigtronics intercom. It is also for sale. I own 3 airplanes, 2 ultralights and the Starduster. I need a four seater. Asking price \$19,500. Contact Charles at (916)244-6150 in Redding California. Thanks Dave.

Charles McDermott



# CLASSIFIEDS

ADVERTISING CLOSING DATES : DECEMBER 1, MARCH 1, JUNE 1, & SEPTEMBER 1.  
CLASSIFIED ADVERTISING RATES : \$3.00 PER COLUMN INCH, MINIMUM CHARGE \$3.00.  
MAKE CHECKS PAYABLE TO STOLP STARDUSTER CORPORATION. THANK YOU.

V-STAR SINGLE PLACE BIPLANE 98  
TTAF, less engine. \$7,000. Call (607)669-4401

## SA-100

TWO PLACE STARDUSTER - 135 HP  
O290D, Comm Collin 360 G Meter Sigtronic  
intercom, Scott tailwheel, April 93 annual, nice  
paint, recent prop spinner & engine overhaul.  
Exceelent condition. \$19,500.  
Call (916)244-6150. Redding California.

STARDUSTER TOO 250 HP Lycoming. CS  
Prop. 400 TTAF&E, 20 SPOH, EDO 720  
Nav/Com, Intercom, Mode C transponder, ELT,  
Loran, Scott TW, 41 gallon fuel, Jan 93 annual.  
\$26,000 OBO. Call John Silong (805)722-2997  
or Warren Kerzon (805)942-8643.

STARDUSTER II SA-300 - Damaged in hangar  
fire, IO-540. Less than 100 hours since majored  
by Columbia Aviation, Hartzell C/S prop.  
Christen inverted system. Call Bob  
(814)238-6976.

## TWO STARDUSTER TOO PROJECTS :

No.1 - One fuselage complete: on gear: wings  
98% done, everything to complete project from  
firewall aft. \$12,000 OBO.

No.2 - Fuselage on gear: wings started, fuel  
tanks, fiberglass parts and much tubing  
included. \$3,000 OBO. Projects hangared at  
Pym, Mass. (508)866-5326 or (904)746-0905.

STARDUSTER SA-100 - N1356W built by  
Dick Parks. Flipped needs work. 185 hour  
engine O290G, TT385, vertical stabilizer AF  
Tail Parachute antenna, electrical system.  
\$4,000 OBO. Contact Paul Bauermeister at  
(206)383-1972.

STARDUSTER TOO SA-300 N28HC.  
Lycoming O-320-B2A, 223 TT, 82  
SMOH, new Scott tailwheel. Cleveland  
wheel & brakes, new fuel tank, two place  
intercom. Escort 110 NavCom, \$19,900.  
Call (509)754-3461.

STARDUSTER TOO - 480 TT, 190 hrs  
Eng, Loran, stereo, transponder, Chute,  
helmets, many extras. Lycoming O-360.  
Call (206)687-1177, leave message.

STARDUSTER TOO PROJECT - On gear,  
fuselage ready to be blasted. Wings almost  
ready to cover, many factory parts, cowling,  
gas tanks, etc. \$12,000 firm. Call  
(205)661-7070, or (205)973-9290 evenings.

1991 STARDUSTER TOO 10 hrs. TT,  
turbocharged TSIO-520 Cont 325 HP 110  
hrs TT since new. Wide three blade  
McCauley prop. (Firewall fwd 1981 Cessna  
Ag-Huskey). Nav Lt., beacon, vacuum  
system. wing tank, red with gold trim, open  
cockpit, mounted 720 hand held NavCom,  
Loran, fantastic performer! \$32,000.  
Call (517)566-8697.

STARDUSTER TOO WINTERIZED with  
sliding canopy and cabin heat. 950 hrs total  
time A&E, NDH, TCA ready and in top  
shape. Built by Lou Stolp in 1974. \$23,000  
Call (510)455-6906 and leave message.

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Skybolt or PJ260 in trade on my just restored  
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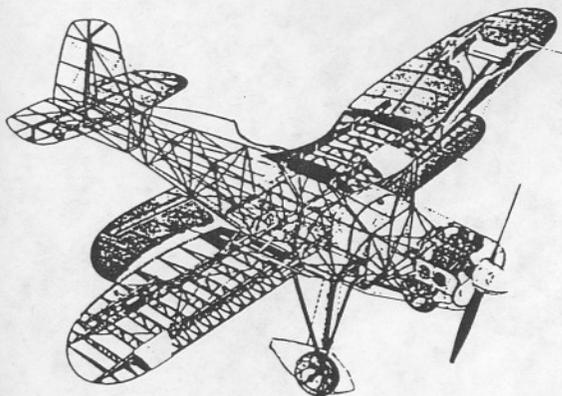
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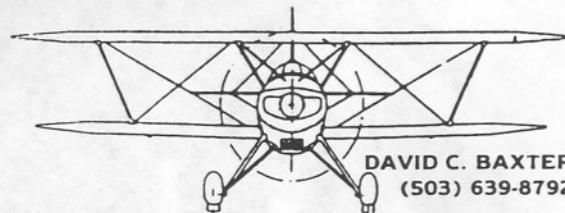
STARDUSTER TOO PROJECT - Cont.O470B installed, wings completed, have fabric, cowling material, CS Prop, battery and some instruments. Asking \$15,000. Call (904)771-0484.



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