

Starduster

MAGAZINE



October
1995

Dedicated to the
ACTIVE Homebuilders

PRESIDENTS COMMENTS:



OCT-95

Am still trying to catch up from my summer of fun and flying, managed to accumulate 80 plus hours flying time, more experience's and challenges that are always satisfying. My Guardian Angel worked overtime this year. Watoma was Great!! Planes, planes, planes, biplanes that is - Great gathering of friends who have so much in common - Same ambitions, goals and satisfactions.

Am sure everyone had a good time and are looking forwad to our next gathering. [Somoma] ?

The people at Watoma did a great job again this year - The warm welcome's greetings and support- And finally the Banquet.

Everyone got home safely, but two aircraft suffered mishaps - maybe they'll tell their story.

Sadness and hurt befell me the first day I arrived home. I received a call, that we had lost one of our staunchest members and Starduster supporter. "AL PIETSCH" I understand Al was flying a Navajo and it was a weather related accident. August 18, 1995.

Al was the 1st homebuilder of a plans built Starduster Too. He and his sons built the airplane in seven months, Nov-May. In Minot, North Dakota. His Starduster has over 5,000 hrs. flying time on it - a lot of air showtime - Those of you that had the opportunity to abscrve his flying abilitics with his Starduster had to be impressed. I am still amazed that they built a 200 hp, c/s prop, cessna steel gear and weighed in at 1008#. The main reason it performed so well in his talented hands - I miss him and his smile, warmth and generosity of himself to those he cared for, and aviation in it's entirety. AGAIN, I MISS HIM!

"B.C." Prez.

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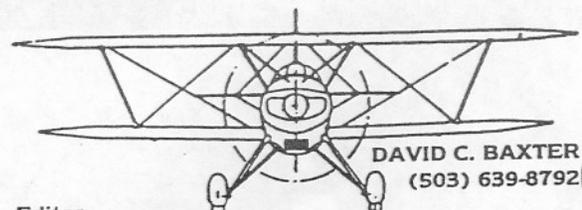
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STARDUSTER MAGAZINE



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OCTOBER 1995

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

FRONT COVER - N30110, Al Pietch , Starduster Too, Minot, ND.

BACK COVER - Good friends from Oshkosh / Wautoma, Left to right Joe Pebbles, Anna Pebbles and Cory Damaskhka.

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

OCTOBER 1995

ODDS & ENDS FROM YOUR EDITOR

Well another summer of air shows are just about over. I have had the great pleasure of attending several including the Starduster Open House in Santa Rosa, California, the Old-Fashioned Fly-in at Concrete, Washington, the Merced West Coast Antique Fly-in, the NW EAA fly-in at Arlington, Washington, Oshkosh/Wautoma, the NW Antique Fly-in at Evergreen, Washington, the Thun Field Car show & Fly-in at Puyallup, Washington, the EAA Chapter 391 Labor Day Fly-in at Prosser, Washington, the Newberg Oregon Vintage Festival and Hood River Oregon's Airport Fly-in. What a year - now with almost 1200 hours on my airplane, I can certainly say that the airplane has been everything I ever expected it would be and more.

As for Starduster Open House at Santa Rosa tentative plans are under way to do it there again next year. They would like us to come back so lets make plans to attend, unless someone has a better idea or would like to host it at another location. It always takes several years at one place in order to build up attendance, like Oshkosh/Wautoma we had 22 airplanes as the word is finally getting that this is the place to be.

We would also like to congratulate several people on their first flight accomplishment. The first round of applause go to Wayne Ensey of Corvallis, Oregon for his beautiful Acroduster Too N94WE that had it's first flight this past July. What a personal sense of accomplishment.

To add to this we would also like to recognize Mike Mattei's first flight in his Acroduster Too N8121B also this past July. I will have more on these two airplanes in our January 1996 issue of Starduster Magazine, along with this we would like to congratulate Mike Rhoades of Vista, California for his first place win "Best Tube & Fabric Plans Built" Starduster Too N78WT at the NW EAA Fly-in at Arlington, Washington. A great accomplishment and good job guys.

We had a respectful turnout of Stardusters at not only Merced, 8 in attendance, but also at Arlington and Evergreen almost as many - this is certainly what its all about.

Also in this issue are several articles you should read in detail. The NPRM regarding recreational pilots license, I hope it comes about as proposed. The major changes in the proposal are the lifting of the 50 mile radius with an instructors endorsement and the proposal to self certify on your medical qualifications like it is done for hot air balloons and sail planes. If this happens it would surely be a boost to general aviation.

Also you should be made aware that flying low - under 1,000' along the California coast regarding game preserves and wildlife areas could cost you your pilots license or hefty fines, they are getting really nasty about this sort of thing.

There is also an article about straight and multi-grade oils the pros & cons. I don't know how accurate the information is, but I certainly wouldn't discount it. My engine man at E/C Northwest tells me that you should use good oil and change it often. He also tells me that the airplane should be flown regularly at least 100 hours per year at evenly spaced intervals and that if you do this the type of oil is of less importance and I tend to agree.



N78WT MIKE RHOADES 1ST PLACE WIN FOR
BEST TUBE & FABRIC PLANS BUILT
STARDUSTER TOO AT ARLINGTON WASHINGTON



N94TM TOM MORSE, s S/D TOO AT EVERGREEN



N115 LARRY SITTAUERS S/D TOO
ALSO AT EVERGREEN WASHINGTON



N7989 BOB PISANI, s S/D TOO AT EVERGREEN

FAR's, Nprm's & AD's

FAA Makes It perfectly Clear: You Must Build Your Own Homebuilt

The FAA has decided to clarify the 51% rule for those thinking of hiring someone else to build them a homebuilt aircraft. Basically don't do it.

"If the kit calls for the builder to build 30 wing ribs, were expecting the builder to build 30 wing ribs," said Michael Gallagher, the FAA's manager of Production and Airworthiness Certification Division in a forum at Oshkosh. "We're expecting that the builder will build the major portion of the aircraft."

In a report in the conventions daily newspaper EAA Today, Gallagher explained that the issuance of advisory circular AC No.20-XX was to reiterate a rule that has already been in effect. If people continue to ignore it, or hire what Paul Poberenzy called "hired guns" to build their airplanes, the FAA may decide to re-evaluate the 51% rule, he said.

According to EAA Today: "The seven page advisory states that commercial instructional assistance may be obtained by the amateur building in fabrication or assembly specific parts and the completion of certain tasks or processes involved in the construction of the aircraft."

But, the builder must follow the 51% rule and construct more than half of the aircraft. Hiring someone else to do it, and then signing the document that says the owner did the work, is a felony with a \$10,000 fine and five years in jail as possible punishment. To those shops that advertise that they will build you a kit aircraft, Gallagher stressed that the only legal way to do it is to get a certain type of certificate and following the FARs. The amateur built program, he said is for amateurs. The new aircraft circular was produced with the assistance of the Small Aircraft Manufacturers Association and the EAA, the FAA added.

Low Flying Along The Central California Coast Could Cost You \$50,000

This is one of the best times to take your family and/or friends flying along the beautiful coast of central California.

However, you should be aware that a low altitude sight seeing flight (less than 1,000 feet AGL) along the central coast could end up coasting you \$50,000.

On November 7, 1988, Public Law 100-627 created the Monterey Bay National Marine Sanctuary as an addition to the Marine Protection, Research and Sanctuaries Act (MPRSA) of 1972. The Monterey Bay National Marine Sanctuary was created by Congress for the purpose of "protecting and managing the conservation, ecological, recreational, research, educational, historical and esthetic resources and qualities of the Monterey Bay."

The Monterey Bay National Marine Sanctuary boundary encompass approximately 4,024 square nautical miles of coastal and ocean waters that surround the Monterey Bay and parts of the Central California Coast.

In the Monterey Bay National Sanctuary, there are over 94 species of seabirds and 26 species of marine mammals. In early spring 13 species of seabirds use the sea cliffs along the coastline to rear their young.

The major problem with this type of nesting is that any loud noise (such as from an airplane or helicopter) can startle a nesting bird into flight. When this happens, the bird's egg usually roll off the ledge and fall to the rocks below.

During the summer months, the marine mammals haul out on the beaches along the coast to give birth and raise their young. It is during this period of time that the presence of an airplane or helicopter flying low along the coast can spook the mature marine mammals to panic.

In the ensuing panic, large mammals have been known to crush the young pups as they dash to the sea.

In spring and summer the kelp beds, along the central California coast, are used by the California Sea Otter to raise its young. When startled by a low flying airplane or helicopter, a California Sea Otter will dive for safety and leave its pup floating on the surface.

A number of California Sea Otter pups have been lost (drowned) by the heavy down wash from a low flying helicopter.

Under the authority of the Marine Protection Research and Sanctuaries Act of 1972, the National Oceanic and Atmospheric Administration (NOAA) was given the responsibility of regulating and policing the Monterey Bay National Sanctuary.

Within the Monterey Bay National Sanctuary, NOAA has established four zones where the flight of any motorized aircraft below 1,000 feet AGL, is prohibited. The maximum civil penalty for violating a Monterey Bay National Sanctuary regulation is \$50,000.

To police the vast area of the Monterey Bay National Sanctuary, NOAA will use agents from the US Coast guard, California Department of Fish & Game (DFG), The Fish & Wildlife Service (Department of Interior), and NOAA to ensure that all rules and regulations pertaining to the Monterey Bay National Sanctuary are complied with.

In summary, a low altitude sight seeing flight along California's coast within certain areas of the Monterey Bay National Sanctuary could end up being very expensive. When flying along central California's coast please maintain your altitude above 1,000 feet AGL.

Theory that nothing beats a multigrade oil may be off the mark

KAS THOMAS

OLD GREENWICH, Connecticut — For years, oil companies have been telling us that the best oils are multigrades. When it comes to good lubrication at the extremes of engine temperature, and fast oil pressure on cold-weather startups, nothing beats a multi-viscosity oil. Or so we've been led to believe.



Engine Log

But a new trend, I find, has been developing lately. A growing number of engine experts, including many old-timers who are not easily swayed by fads, have begun to recommend straight-weight oils for best all-around engine protection.

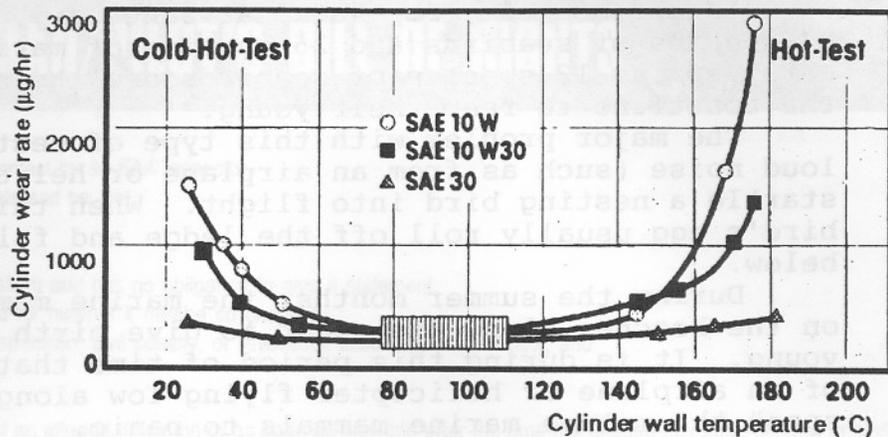
RAM Aircraft Corporation, the famed Waco, Texas, mods shop, has been recommending straight 50-weight Aeroshell oil to its customers — mostly owners of Cessna twins — since 1993 (see RAM Maintenance Tip MT-1). Some fleet operators and engine overhaulers have begun to find that engine problems are reduced with straight-weight oils versus multigrades. Even Teledyne Continental factory service reps have been telling owners to go to straight-weight oils lately, a trend that may have started with the Mobil AV-1 fiasco.

Now it turns out there may be solid scientific evidence that single-weight oils protect engines better than their multi-viscosity counterparts. A recent study published by the Society of Automotive Engineers (the folks whose initials adorn the top of every can of oil sold in this country) casts doubt on the theory that multigrades are better all-around lubricants than straight-weight oils.

Last March, Mercedes-Benz engineers Rudolf Thom and Karl Kollman, along with Shell Oil engineers Wolfgang Warnecke and Mike Friend, authored SAE technical paper 951035, which discussed recent research results involving a variety of oils. Among the many interesting findings presented in the paper was a graph showing cylinder-wall wear rates versus cylinder wall temperature in an operating engine.

Three tests in a 2.4-liter, four-cylinder Mercedes-Benz OM 616 engine compared three kinds of oils. In one test sequence, a straight 30-weight oil was used; in another, 10W-30 multigrade; and in the third, straight 10-weight oil. In each case, the engine was

Cylinder wear as a function of engine-oil viscosity, cylinder-wall temperature



operated at fixed speed, torque and temperature conditions until constant wear rates were observed. Wear rates were then plotted against cylinder wall temperature.

While two of the oils turned in very similar wear performance, one oil stood out as protecting the engine against wear at the extremes of temperature. That oil was plain SAE 30 (straight-grade 30-weight). At either extreme of temperature, the maximum wear rate with 10W-30 was more than *double* that of the straight SAE 30 oil. The worst performance was turned in by straight 10-weight.

These findings should come as no surprise because, in general, thicker oils make for thicker oil films and the thicker the oil film the better the wear protection. What's surprising is that a 10W-30 oil, which is supposed to have viscosity comparable to an SAE 30 oil at high temperatures, does not provide wear protection at least *equal* to that of a 30-weight unmodified oil. The simplest

explanation, it appears, is that the base stock from which a 10W-30 multigrade is made (namely, 10-weight oil) is fundamentally not as good a lubricant as a 30-weight base stock. It would also appear that viscosity-index (VI) improvers are not, in and of themselves, robust lubricants.

The SAE study agrees with the empirical observations made by many engine experts who have noted that camshaft and lifter scuffing, for example, seem to be more common among users of multigrade oils. Of course, this casual observation may be explained by the fact that operators who do not fly very often tend to buy the best, most expensive oils available (i.e., multigrades) in hopes of protecting their inactive engines. But some would say it's no coincidence that Shell puts a potent anti-scuff agent in its 15W-50 multigrade, whereas no such additive is put in Shell's straight-weight Oil W. (If multigrades are such good lubricants, how come 15W-50

needs an anti-scuff additive? That's what many people are asking.)

A few weeks ago, while I was in Phoenix for a regional aviation convention, I had a chance to chat with Shell's Ben Visser. I asked him if he was aware of the SAE study by Thom, Kollmann, Warnecke and Friend. He said he was indeed. When I asked for his reaction to the graph of wear rates versus cylinder temperature, he said, "That's why we made our multigrade a semi-synthetic." He also pointed out that Shell's 15W-50 actually starts life as an SAE 30-weight base stock, not as a 15-weight (as the 15W-50 designation suggests) nor as a 20-weight (as with Phillips X/C). He essentially told me that Shell's aviation multigrade has no performance downside as presented in the SAE study.

Still, you have to wonder. Why are so many operators experiencing less-than-wonderful results with multigrade oils?

Two weeks ago, a Mooney 201 owner from Illinois called to tell me his particular tale of woe, which involved pulling a cylinder for low compression and finding, quite unexpectedly, a spalled camshaft. His engine, a Lycoming IO-360-A3B6D with 1,200 hours since new, had been operated practically its entire life on Shell Multigrade. It was now down for an unscheduled major overhaul. "Have you ever heard of this before?" the perplexed owner asked me, referring to his scuffed-cam predicament. I grimaced and replied, "I only wish I could say I hadn't."

Kas Thomas is editor of TBO Advisor, available for \$39 a year from POBox 625, Old Greenwich, CT 06870. He is the author of several books, including "Fly the Engine" and "The Major Overhaul."

Self Certification Medical Rules

Due to the efforts of the EAA members who called or wrote to their Congressmen, the FAA and the Department of Transportation, the FAA has published a proposed rule change to allow self-certification of medical condition for recreational pilots. FAA Administrator David Hinson announced the publication of Notice of Proposed Rule Making (NPRM) that will allow for medical self certification of Recreational pilots and the removal of the 50 mile limitation. He made this announcement during his "Meet the Administrator" program at EAA Oshkosh '95.

The significant points of the proposal are as follows:

- The proposed rule will allow for self certification of medical condition for those exercising their privileges of the recreational pilots license.
- The proposal will remove the 50 mile restriction from the current recreational pilots license.
- Current private pilots can exercise the privileges of a recreational license without performing any retesting, notification, or any other contact with the FAA or a CFI.
- Private pilots with expired medicals could fly as a recreational pilot by making a statement of medical fitness and obtaining a Flight Review.
- The public has until December 11, to respond to the proposed rule.
- Any person may obtain a copy of this NPRM by submitting a request to the Federal Aviation Administration, Office of Public Affairs, Attention: Public Inquire Center, APA-220, 800 Independence Avenue, SW Washington, DC 20591 or by calling (202)267-3484. Request should be made by the NPRM number or docket number (Docket No.25910; Notice No.95-11).
- Comments of the proposals may be delivered or mailed in triplicate to Federal Aviation Administration, Office of the Chief Counsel, Attention: Rules Docket (ACG-10), Docket 25910, 800 Independence Avenue, SW Washington, DC 20591. For further information contact: John Lynch, Certification Branch, AFS-840, telephone (202)267-3844.

Every EAA member should write the FAA in support of Recreational pilot proposals.

You should state your personal views on how it would:

- help reduce the cost of processing third class medicals for the FAA
- Reduce the cost of sport aviation for the public
- Reduce regulatory burden of sport aviation

State that the proposal will:

- Not effect the safety of port aviation
- Help revitalize the depressed industry of sport aviation

In your response make clear that you are responding to the portion of the proposed rule that deals with recreational pilots. There are many other provisions in the proposed rule that deal with other subjects and it must be clear to those reviewing the comments that you are responding to the Recreational pilot change.

The proposed rule is not intended to allow those not medically fit to fly to do so. With medical self-certification comes the responsibility to ground ourselves if we are not medically fit, or the FAA will be forced to do it for us.

When replying to the proposal you can send anything from a handwritten note on a post card to a typed letter. Form letters with several signatures are considered one letter. It is also advised that you send a copy to your local US Congressmen and ask for their support. Comments will be accepted until December 11, 1995.

The Recreational pilot certificate allows pilots to fly fixed gear, single engine aircraft that is certified for no more than four occupants, has no more than a 180 HP engine. The recreational pilot is also restricted to day VFR in airspace not requiring communication with ATC and can carry one passenger.

BUM RAP ON MULTI-GRADE OILS

Kas Thomas' July 21 column on multi-grade oils seems to be off the mark. He reports a test in which three grades of oil are tested for engine wear at various temperatures while running at a fixed speed and torque. He then goes on to give multi-grade oils a bad rap.

It is my understanding that the most wear an engine receives is during start-up when the engine is cold and the oil has drained down into the crankcase, leaving very little protection on moving surfaces. The heavy grade oils that give the best protection when operating at high temperatures under heavy load are the least suitable oils for cold start-up. It takes longer for them to circulate throughout all the bearings, leaving them more or less unprotected during this time.

That is the hole reason for developing multi-grade oils. They are thin enough to lubricate faster during start-up when the engine is cold and become thicker when heated to protect surfaces when hot. I agree that a heavy-weight oil would be better for engines that are kept inside heated areas before every start-up, but that is not the case in most operations.

Robert J. Morris
Roswell, New Mexico

HISTORY & SAD NEWS

Al Pietch's Starduster Too N30110

I had planned on writing about Al and his airplane several issues ago, but had heard he was going to be at Wautoma this year to fly an aerobatics demonstration for those attending, and I thought that I would be able to talk with him about it. Unfortunately other commitment intervened, preventing him from doing so.

I of course was surprised and saddened to hear of his death this last August 18th on a return charter flight he had taken to Fort Dodge, Iowa. He went down on this flight, and at the time of this writing the details and circumstances are not known as to the cause. However thunder storm activity was present in that area and the Piper Navajo he was flying did come apart in the air. He was certainly no stranger to thunder storms and had many more years of experience than most of us put together.

This is certainly the kind of people we need and aviation loses when these tragic events occur.

As for the history of N30110 his Starduster Too it also was one of the first airplanes to be finished and flown. As you will see in the following pages the pilot and airplane were quite capable.

I met Al on several different occasions over many years, once at Fla-Bob Airport and several times at Oshkosh. For those of you who attended Starduster Open House at Fla-Bob in 1985 you will recall the free airshow he did with his Starduster Too, as he had come all the way from Minot, North Dakota to perform. He also did shows at Oshkosh and was known for making a supposedly non aerobatics airplane perform very smooth and capable. His secret was a light and well built aircraft, but his real secret was his experience and ability. He did things with airplane that other Starduster pilots said could not be done.

Since Al's airplane N30110 was one of the very first plans built airplanes to be finished and flown, it attended the Rockford EAA fly-in during the summer of 1968. It was there with N1300S the second prototype Starduster Too. Al's airplane is currently, to the best of my knowledge, the highest time Starduster Too, with well over 4000 hours and to which a large percentage of that time was aerobatic.

I recall an incident several years ago that happened to Al and N30110 while performing at an airshow, his flop tube for the inverted system in the fuel tank broke off inside. This resulted in an off airport landing. The successful landing was made on a highway with no damage to the airplane until it hit a car during roll out.

I am sure there are other interesting and colorful incidents in Al's travels with his airplane. He must have really liked the airplane because he had it for almost 30 years. A tribute to the man and his airplane.

D.C.B. Starduster History

Pietsch AIR SHOWS



AL PIETSCH
— Starduster Too —

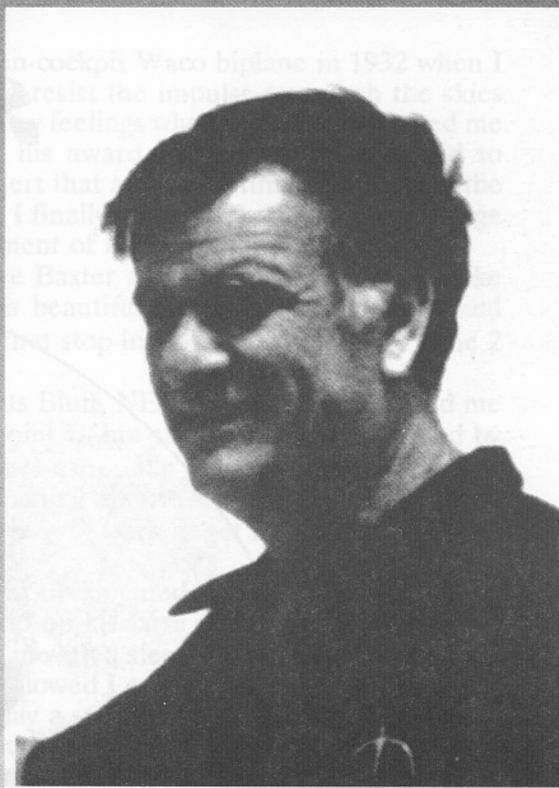
12



AL PIETSCH

A native of Minot, North Dakota, Al has owned and operated a full service FBO (Pietsch Flying Service) for over 35 years. His passion is aerobatic flying which has spanned over the past 25 years, having performed in over 300 airshows.

Al has won several awards and competitions, including the 1968 Aerobatic Championships in Oakland, Texas. He has performed in airshows from White Horse, Yukon Territory to Sussex, New Jersey to Riverside California and most recently at the US Naval Air Station, Bermuda.



— Starduster Too —

The Starduster Too was built in 1967 by Alfred, along with help from his friends at Pietsch Flying. The Starduster Too is fitted with a 220 HP modified Lycoming engine. The aircraft weighs only 960 lbs., has a wing span of 24 feet and is capable of reaching speeds of 200 miles per hour.

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In Memory Of *Al Pietsch*



North Dakota crash claims Pietsch, Hatmaker

MINOT, North Dakota – Alfred (Al) Pietsch, 70, owner and operator of Pietsch Flying Service at Minot, North Dakota, died August 18 in a plane crash near Manvel, North Dakota. Also killed in the accident was a company employee, Stanley Hatmaker, 24, of LaFollette, Tenn.

Funeral services were held August 23 at the Dakota Territory Air Museum in Minot for Pietsch.

Pietsch and his sons Kent and Warren performed at airshows together as the Pietsch Family Flying Circus. Twenty-five years ago he participated in his first Snowbirds show at Moose Jaw, Saskatchewan, Canada and he has returned there each year since.

The two pilots were returning from a charter flight to Fort Dodge, Iowa, when the plane went down. The NTSB is investigating.

Pietsch was well known throughout the midwest and Canada for his air show performances by himself and with his sons. In addition to operating his flying service for the last 40 years, the veteran pilot was also a member of the North Dakota Aeronautics Commission and had worked diligently over the years to encourage flying activity throughout the region.

1925 ~ 1995

Alfred Clarence Pietsch was born on June 23, 1925 on the family farm in Freedom Township of Ward County, 10 miles south of Minot, the son of Gustave and Thea (Karlsen) Pietsch. He was raised on the family farm and attended country school in that area. As a young adult he assisted his father and brothers in the operation of the family farm. He entered the United States Army during World War II and served with the infantry in the Philippines. Following his discharge he returned to Minot where he established Al's Hobby Shop. He was once married to Eleanor Debilt of Berthold.

During his early years as an aviator he was employed as a crop sprayer. He established Pietsch Flying Service in 1954. Services Pietsch provided included charters, air ambulance, air taxi, crop spraying, flight instruction, airplane sales, maintenance, and aviation equipment sales. Pietsch held his private and commercial licenses and was instrument rated in addition to being a flight instructor and examiner. Mr. Pietsch served as the manager of Ambulance Service, Inc., now Community Ambulance, when it was established. He was competent in the flying of both single and multi-engine aircraft.

He married Barbara Kikel in 1979. He resided in Minot until 1984 when he moved to rural Sawyer.

Well-known on an international, regional, and statewide basis, Pietsch was one of a select group that attained the position of Aerobatic Competency Evaluator (A.C.E.). He was well-known for his involvement with International Council of Air Shows demonstrating his flying ability to viewers throughout the nation. He competed in numerous national aerobatic competitions.

As an example of his international acclaim, he was recommended by the U.S. Department of Agriculture to assist the Libyan government in establishing a crop spraying facility and airport facility for the farmers of that north African country. In addition, he was charged with the responsibility of training several of the Libyan pilots that would use that facility.

Closer to home, he served state aviators as chairman, was a longtime appointee of the North Dakota State Aeronautics Commission, and served as a director of the North Dakota Aviation Operators Association.

Locally, he was a charter member of the Dakota Territory Air Museum and Minot Experimental Aircraft Association Chapter #265. "Breezy" and "StarDuster Too" were two of his more well-known homemade planes. He had served as the chairman of the Minot air show on several occasions and was the founder of Pietsch Air Show.

In addition to his involvement in the air, Al recognized his civic responsibility. He served as a Minot City Alderman during the latter 1960s and was a captain and commander of the local Civil Air Patrol. He was a trustee of the Congregational United Church of Christ and was a member of the Elks Lodge, Eagles Aerie, Moose Lodge, and American Legion Post, all of Minot.

As an ambassador between the City of Minot and the Minot Air Force Base he had received the unique honor of riding in the cockpit of an F-106 Delta Dart and a B-52H Stratofortress.

LETTERS

- From The Desk of Sarah -

7-27-95

Dear David,

Just wrote to say thank you very much for taking me up in your Starduster Too at Arlington. I feel in love with it!

The \$20 is for a one year subscription to Starduster Magazine, please keep the change.

I'm not much of a writer, so the best that I can say is that it's a beautiful machine and I love it! Thanks again, keep smiling and as my motto is - Keep Looking Up!

Sarah Burkhart
R.R.2 S-7 C-3
Lumby, B.C. Canada
VOE 260

July 30, 1995

Dear Dave,

I just wanted say thanks so very much. The intro flight you gave my father at the Arlington airshow was incredible. As you might know we have been seriously working on our SA 300 for sometime now, but nothing adds enthusiasm to a project like a little dream selling. For my dad to actually get up in a Starduster and fly it, well let me put it this way. I'm still hearing about that flight today. Our project is progressing well and we are looking at a completion date of summer 96, (if we can find an engine). Again I can't say thanks enough. Blue side up.

(LETTERS CONT...)

Philip C. Hax
Westburke Aero-FAB
R.R.2 Box 110 A
West Burke, VT 05871

Hi Dave,

Regretfully we were unable to attend Wautoma. Barb and I gave up to the weather and heat in N.Y. State - only the tough & ready pilots brave that visability & horrible heat. (Bill Kolb).

Bill gave me some photos of the Starduster gathering. Maybe next year I'll leave in June!

There seems to be an increase in Starduster interest and construction in the N.E. My phone has been busy and I naturally love to share the joy of owning a Starduster.

I've been made aware that President Bill is interested in a story for Sport Aviation of SA-300's on skiis - there may be a third one soon on skiis. I'll try and do up a photo/story if it ever snows this winter.

I've enclosed a couple photos of my N13HX from the loft in my hangar. Unusual angle - I've only seen the Gee-Bee from that angle.

Stay Healthy,

Fly Safely,

Respectfully,

Phil Hax N13HX

September 27, 1005

H.C. 79- BOX 100D
Melba, Id-83641

Dear Dave,

At last, I located a place in Boise that could make the color pictures you told me about, and I finally remembered to take the originals with me and had some copies made. They are enclosed. Hope you enjoy them.

Somewhere, in all my junk, there are some pictures of me flying the Nieuport. If I ever find them, I will send you one.

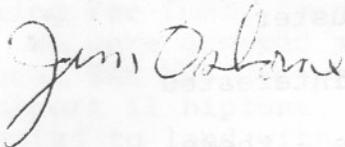
Thank you for the Starduster magazine with the article on the SA 700XP. I enjoyed the article, and appreciate very much your sending it to me.

I haven't seen much of IAN. I plan on getting back in touch with him before too long. I like his company, and I had a nice ride in his Starduster Too. Some more rides next Spring would be nice.

How is Les Homan doing on his project? I enjoyed seeing him and you when you stopped on your way to Osh Kosh. Hope you will drop by again next year.

Cordially,

JIM OSBORNE



OSHKOSH/WAUTOMA - 1995

The weather across the United States during this past summer proved to be full of thunderstorms, with much more activity than usual.

My son Dan and I left Friday after work on July 21st, we went straight over the mountain between Mt. Hood and Mt. Jefferson. The weather was good that day, with no flight precautions. Our flight and landing at Bend was uneventful. We had stopped here to meet with Les Homan and Mike Mattei. Mike had just moved to Bend from the Bay area, and he had also just flown the time off of his recently completed Acroduster Too. His flight from Livermore, California to Bend, Oregon was his first long cross country flight. Les had flown up with Mike and the plan was for us all to head east Saturday morning. About 20 minutes or so after we landed, 2 biplanes circled Bend with Les landing first and Mike second. Mike had made several go arounds with some cross wind, a strange airport and a new airplane, he made the right decision as the airplane was safely on the ground.

We, my son Dan and I, Les & Mary Homan stayed overnight with Mike his wife Tracy and their twin girls.

Saturday morning came and Les and I packed up and were ready to go. Mike had decided not to accompany us as it was a new airplane with little time on it as well as the fact he had little time in it, plus the fact that he had been away from home for almost 2 months made the choice right.

So Les and I were on our way, straight east, just north of Burns, Oregon. Beautiful high country, but with little population. Our destination was Nampa, Idaho. We were planning on having lunch with Ian Marinoch and Jim Osborne. I had just recently discovered that Jim lives just south of Nampa at Sunrise Air park. After a great visit, Ian and Jim flew with us a short distance as we traveled east as Jim wanted to get some air to air pictures. They broke off and we continued past Mountain Home AFB and Twin Falls.

Flight Service had earlier said that thunderstorm activity was forecast around the north end of the Great Salt Lake, and that proved to be the case. Although not exactly where, or the direction it was supposed to be moving we were able to skirt around it. We did fly through some rain showers with Les & Mary getting the worst of it. But we were soon out over the lake and headed south to Salt Lake Airport #2. It is still a long way across the lake from top to bottom, but it is certainly something to see. From Garfield Stack, over the power lines to another uneventful landing. I had told my sister and brother-in-law to expect us and they came to pick us up that afternoon.

My brother-in-law, Lance is building a Skybolt, so Les and I spent some time checking it out and getting him going down the right track. Monday found us enroute to visit Bryant Anderson at Heber, Utah to check out his airplane a Starduster Too that is close to flying.

We had a beautiful trip from Salt Lake #2 up through Provo Canyon. Les took Lance with him and Dan and I flew with them through this beautiful country. After lunch and a great visit we were off to the north along the highway and back into Salt Lake Valley.

We departed Tuesday morning, but now we had three biplanes headed east bound. Les, myself and Glen Olsen. Our first stop was Rawlings, Wyoming, an uneventful landing and a late breakfast at the local McDonalds. Our departure left something to be desired with an elevation of almost 7,000 feet and outside air temperatures in the 80's made for a density altitude of over 9,000 feet. Loaded airplanes at these altitudes leave little climb performance. I had learned to check climb performance while down wind to land. If the airplane will climb then the only difference is the amount of fuel that is taken on board, if it won't climb then you will be there until early the next morning. We were eventually back at 9,500 feet our cruising altitude and enroute to our next stop - Scotts Bluff, Nebraska.

After flying the same route now on more than one occasion, it is still very desolate with only Medicine Bow as the only inhabited area in almost 200 miles pretty and awesome. Glen with his Acroduster seemed to always land first as it is somewhat faster. Again more fuel and we were onto O'Neil Nebraska, another 200 miles with not much to see and another uneventful landing. We took on a little fuel so Dan and I could push on to Bruce Fletcher's Duster strip at Orchard, Nebraska about 20 miles away as I had called him the night before and advised him as to our estimated time of arrival. Glen & Ray and Les & Mary decided to stay at O'Neil as Glen did not want to land on Bruce's Duster strip with his Acroduster. We did however get together with them for dinner in O'Neil later that evening.

We were up early the next day, breakfast with the Fletchers - what wonderful people. With that we fueled, packed up and waited for Les and Glen. As soon as I heard them coming we fired up and climbed up to join them. Our next destination was Forest City, Iowa. But Flight Service advised us that they had ground fog in all directions of our destination from 40 to 60 miles. The weather at O'Neil and up to Le Mars, Iowa was quite good. From there we turned south and skirted along the edge of the fog and were finally able to land at Fort Dodge, Iowa after over flying some broken areas as Fort Dodge was reportedly VFR, another uneventful landing.

With fuel and a good forecast we were on our way once again. The fog was gone and we had good visibility that held until just south west of La Crosse, Wisconsin. We had been watching build ups in this area on our way in, and by the time we crossed the Mississippi River, were dodging some beautifully awesome cumulus build ups. From there we started a gradual decent to around 2,500 feet so as to stay under the scattered to broken overcast, along with decreasing visibility from about 15 miles to about 7 miles. I have flown this route about ten times, but you never really get familiar or see everything.

In bound for landing at Wautoma, I ran my wing tank dry and due to the extremely warm and humid weather it took much longer for the boost pump to pick it up, and being low at about 2,500 feet proved to be more exciting than I'm used to. Also during our stay at Wautoma and while giving rides one after the other I again experienced vapor lock while on the ground, however the boost pump picked it up every time unusual conditions.

There were already several airplanes there, our President Bill Clouse flying a borrowed Acroduster and Oscar Bayer in his Starduster Too, along with Lyle Taylor who was also in a Starduster Too.

After some visiting and pictures, we were on our way to the Frank's, Russ & Carol. This was our 9th year of staying with them, good people from Oshkosh.

Thursday saw us back at Wautoma for the usual fly-in aviation knowledge and folklore, pictures, check the airplane fuel, rides more pictures and more arrivals. Dan and I rented a van which made us more mobile. We however decided to fly our airplane over to Oshkosh on Friday and Saturday, spending these two days there. As usual the flight over and in bound was uneventful, this is the really nice thing about going in on Friday, very little traffic as the airport (Oshkosh) is almost always closed to everything except show planes. The usual ? Rippon Fisk, rock your wings, monitor the tower, follow the other traffic and eventually on the ground in our old parking place behind the IAC building. Several Stardusters and an Acroduster One here on the ground.

After having been to Oshkosh so many times, I generally stay around my airplane so that I can meet with people who can't make Wautoma or the banquet. I was also surprised as to the number of people who didn't know that Starduster was still in business and that we were getting together at Wautoma, not enough advertising regarding this event. As for Oshkosh those of you who have attended I need not say much and for those of you who have not it is very difficult to describe. It is the single most aviation event world wide and covers all interests. The airshow line extends the entire length of the north south runway which is over 2 miles long!

Saturday morning at Oshkosh was not the best day for Stardusters Bill Clouse has (since our move to Wautoma) attempted to promote a Fly-by of Stardusters from Wautoma to Oshkosh about three circuits with some airplanes landing and most returning to Wautoma. The flight organizers at Oshkosh have been receptive to this as it makes it much easier to stage at another airport for this type of Fly-by. I have chose not to participate after our first year at Wautoma (1993) do to the difference in aircraft performance and pilot proficiency and with no practice adds to confusion. Last years Fly-by was not bad but this years was worse, and I'm not sure but I don't think they will ask us to do it again as Stardusters were everywhere. I think the only way is to select equal airplanes and pilots and then practice every day before flight.

After visiting, spending sometime in the fly mart, we left for Wautoma that evening after the airshow. This is one of the few days while in the air over Oshkosh that the weather was perfect over 60 miles of visibility. What a view and a new perspective of Wisconsin. Boy do I wish it was like that all the time.

Back at Wautoma, more visiting and more rides. Sunday was when I gave more rides and of course I was able to fly my young friend Anna Peebles, whose father John had not only brought her but her younger brother Joe. He got his first ride in my airplane because he was finally big enough, and

with extra cushions was able to see, it was a great pleasure to make this happen. They were unable to stay for the awards banquet due to leaving for Michigan early the next morning. Anna did however do a credible job of flying my airplane over the city of Wautoma, and is turning out to be a very lovely young woman at the old age of 13.

Our banquet was again held at the radio station restaurant. A nice place with good food and refreshments. After a wonderful dinner awards were the order of business with Bob Hammond of Tonawanda, NY. taking First Place with his beautiful Acroduster Too N236RH. Second Place was awarded to me for my airplane N96576 as it reflects what Lou Stolps vision of what a Starduster Too should look like. Third Place was awarded to Ralph L. Korff for his beautiful SA-100 single place Starduster One of the few single place Stardusters to attend. This airplane was under construction for a long time. Ralph is not a young guy which makes his dedication to finish it and to fly it to Wautoma from Lockport, NY. quite an accomplishment. Especially with such poor weather east of Oshkosh and for that matter up and down the east coast. The True Grit Award was finally won by Larry Rydberg and is given for a number of reasons mostly for promoting the airplane, Starduster Corp. and giving rides at numerous air shows around the country.

Other airplanes and builders in attendance at Oshkosh/Wautoma were:

N97177 Bill Clouse, Riverside, CA., Acroduster Too.
N312LT Lyle Taylor, Wapato, WA., Starduster Too.
N490B Oscar Bayer, Arroyo Grand, CA., Starduster Too.
N135WL Bill Lynch, Shawnee, KS., Starduster Too.
N2LS Mike Niec, Clio, MI., Starduster Too.
N26WW Walt Wasowski, Fontana, CA., Acroduster Too.
N94JE Don Henson, Rocky Face, GA., Acroduster Too.
N11TG Darrell McCarthy, Ooitewait, TN., Starduster Too.
N8413S Bob Phillips, Walnut, CA., Cessna 182.
N000 Jim Kilbourn, Brighton, MI., Starduster Too builder.
N160JR Jerry Rhinehart, McDonald, OK., Starduster builder.
N892BW Gary Nance, Lexington, NC., Starduster Too.
N1456 Don Ferrara, RPV, CA., Starduster Too.
N76GS Max Bennet, Buffalo, NY., Starduster Too.
N76NP John Reed, Evansville, IN., Starduster Too.
N45GG Bill Kolb, Canaan, NH., Starduster Too.
N000 Steve Farringer, N Manchester, IN., S/D builder.
N10RB Ron Menhorn, Greensbury, PA., Starduster Too.
N34LG Glen Olsen, Salt Lake City, UT., Acroduster Too.
N224JH Jeff Hage, Indianapolis, IN., Starduster Too.
N77AN Neil Reyngoudt and Al Tomlinson, Lake Worth, FL., Starduster Too.
N33DJ Jim Moore, Sterling Heights, MI., Starduster Too.
N4226Y Les Homan, Livermore, CA., Starduster Too.
N7691 Terry Thayer, Eaton Rapids, MI., Starduster Too.
N410JT Joan Thomas, Rockwell City, IA., Starlet.
N77GG Craig Cobin, Copley, OH., Acroduster Too.
Dan McAlonad, Medina, OH., Starduster Too.
N000 Larry Dorgan, Davenport, IA., Starduster builder.
Henry Brantlenloigs, Kresgerdle, PA, Starduster Too.
N1566H Dick Larson, Wautoma, WI., Cessna 177 RG.
N000 Ray Moore, Troy, NY., Starduster Too builder.

OSHKOSH/WAUTOMA
 FIRST PLACE AWARD
 BOB HAMMONDS N236RH
 ACRODUSTER TOO



THIRD PLACE AWARD
 RALPH KORFF's N32RK
 STARDUSTER ONE

THE TRUE GRIT AWARD
 THIS YEAR GOES TO
 LARRY RYDBERG HE IS
 FROM ALBQ NEW MEXICO
 AND OWNS N530LR A
 BEAUTIFUL S/D TOO



N000 Mike Stojan, Affton, MO., Starduster Too builder.
N000 Ed Marinock, Cherry Hill, NJ., Starduster Too blder.

It was quite rewarding to see four Acroduster Toos in attendance, the most I've seen since the 1986 Starduster Open House at Fla-bob Airport in California.

Monday morning found us at the Oshkosh fly-mart to repair a crack in the spinner. We were able to borrow the use of a tig welder from the Miller people in order to get the job done and ended up back at Wautoma late that afternoon. I had planned on giving more rides. However most everyone had already left, Les and Oscar to St. Louis to follow the Lewis and Clark trail back to Astoria, Oregon and then home. We had not planned on leaving until Tuesday morning.

After our goodbyes that morning Dan and I and Bill Kolb departed eastbound. The weather was not that great with Oshkosh and Appelton both reporting 1400 to 1800 ft. broken and 4 miles visibility. I had become familiar with lake reporting and had filed a flight plan for the leg across Lake Michigan with Green Bay FSS. The route was from Manitowock, WI. direct to Luddington, MI. and once the flight plan is open you call flight service every 10 minutes. If they don't hear from you they will send the Coast Guard. We ended up with about 1800 ft. broken to overcast and about 5 miles of visibility on the Wisconsin side and across the lake, several layers here and there. As we got near Luddington the ceiling and visibility became much better. Our landing at Luddington again uneventful.

My good friend Doug Shoup owner of N12DP a beautiful Starduster Too lives here we called him and he was kind enough to take us to lunch. They also had a new weather terminal here at Luddington with real-time weather right off the satellites one of the best ones I've seen. But even with the good weather here they were reporting moderate thunderstorm activity from central Michigan east so we decided to stay overnight what with Doug being a wonderful host who could resist. The next morning thunderstorm activity reduced but low ceilings and marginal VFR weather was in store. We did push on however and were able to land at Port Huron, WI. were the ceiling and visibility had not improved any. Fuel, Food and a late breakfast. The rest of the day was taken up waiting for the weather to improve. About halfway across Canada weather service reported marginal weather with it being worse around the Buffalo area and at the time proved to be what was in store for the next week. Again we overnighted this time at the St. Clare Inn a beautiful place right on the water at Lake Huron.



N117 S/D TOO FLOWN IN FROM ERLHAN IA
BY JIM PRICE



N97177 ACRODUSTER TOO FLOWN IN BY
YOUR PRESIDENT BILL CLOUSE



N7691 S/D TOO FLOWN IN FROM EATON
RAPIDS MI BY TERRY THAYER



N26WW ACRODUSTER TOO FLOWN IN BY
WALTER WASOWSKI WHO IS FROM FONTANA CA

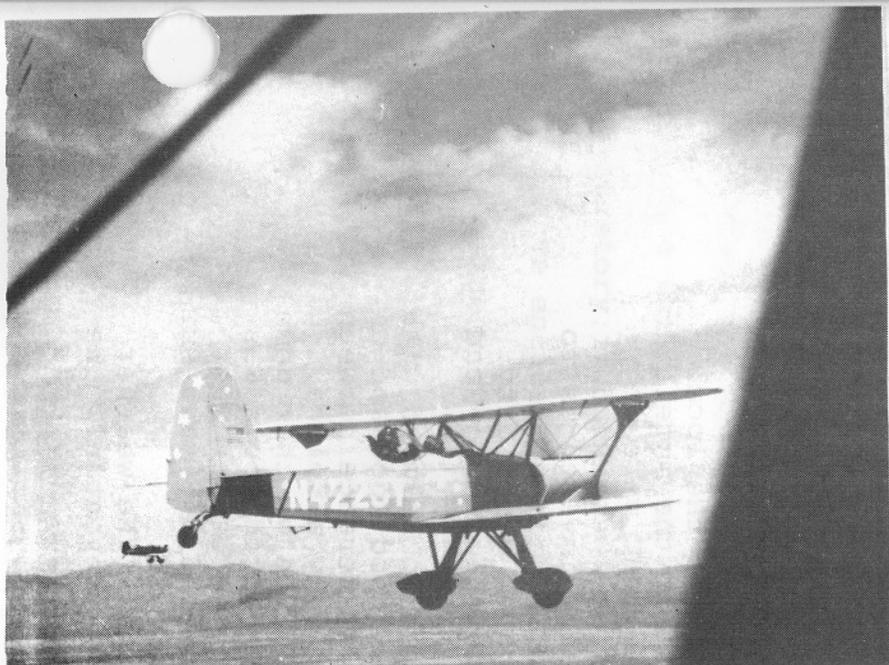
FNT SA 1456 A02A E2 BKN 19 OVC 2R-F 192/71/70/0000/011/ 58001 6044/ PCPN 000
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 DET SA 1345 M45 OVC 4F 77/72/0406/009
 'Current Weather' information for 'PHN' is unavailable.

3HE SA 1615 AWOS 6 SCT 10 74/74/1805/011
 APN RS 1550 M19 BKN 130 OVC 10 186/75/69/1508/008
 - ARB SA 1545 20 SCT E35 BKN 100 BKN 10 2707/012
 AZO SA 1445 -X E5 OVC 3L-F 72/M/2110/010/F3
 BEH SA 1559 E6 BKN 25 OVC 3F 73/70/2006/015/ DCNL R
 BTL SA 1555 M4 BKN 60 OVC 5R-F 73/M/1908/012
 CAD SA 1615 AWOS M12 BKN 19 OVC 10 72/71/2106/009
 CIU SA 1636 AWOS M 2 M/M/1406/006
 CMX RS 1551 13 SCT E100 BKN 10 153/76/71/2607/999/RB15E40
 - DET SA 1345 M45 OVC 4F 78/72/0205/009
 DTW SA 1556 A02A 11 SCT 45 SCT 5H 190/80/71/0000/010
 ESC SA 1335 AWOS M6 OVC 10 72/67/1507/004
 - FNT RS 1556 A02A M7V BKN 13 BKN 2R-F 192/73/71/2004/011/ CIG 5V11 PCPN 0001
 GRR SP 1627 A02A 8 SCT M14 OVC 5R-F 182/73/71/2106/008/ RE01B22 PCPN 0000
 HTL RS 1550 M9 OVC 6F 189/73/69/1805/010
 IMT SA 1545 E10 BKN 80 BKN 7 75/M/0000/002
 - IWD SA 1635 AWOS 31 SCT 39 SCT 10 79/61/2307/998
 JXN SA 1555 4 SCT E120 OVC 4R-F 73/70/2706/012
 - LAN RS 1550 M8 BKN 11 OVC 4R-F 192/72/71/2103/011
 MBL SA 1635 AWOS M16 BKN 22 BKN 31 OVC 10 76/61/1807/002
 MBS SA 1547 M5 OVC 21/2F 191/73/71/E1704/010
 MKG RS 1550 M7 BKN 10 OVC 1RW-F 179/73/73/1705/007/ R32VR50V60
 MNM SA 1634 AWOS M12 BKN 5 75/67/1707/005
 MQT SP 1625 14 SCT E32 BKN 43 OVC 1RW-F 2705/004
 - MTC SP 1629 18 SCT M110 BKN 130 OVC 7 0704/010/CB MOVD NE
 PLN SA 1550 20 SCT 50 SCT E100 OVC 9 176/75/69/2010/006
 - PTK SA 1545 17 SCT E150 OVC 7 75/72/2706/011
 SAW SP 1630 M22 BKN 90 BKN 4RW- 1909/002
 TVC SA 1545 E14 OVC 7 76/67/2206/006
 Y62 SA 1551 E6 OVC 5F 188/67/67/1404/008/ RE18
 Y84 SA 1615 AWOS 19 SCT M49 BKN 70 OVC 3 71/70/0804/006
 - YIP SA 1545 M13 BKN 45 OVC 5F 78/73/3104/01112

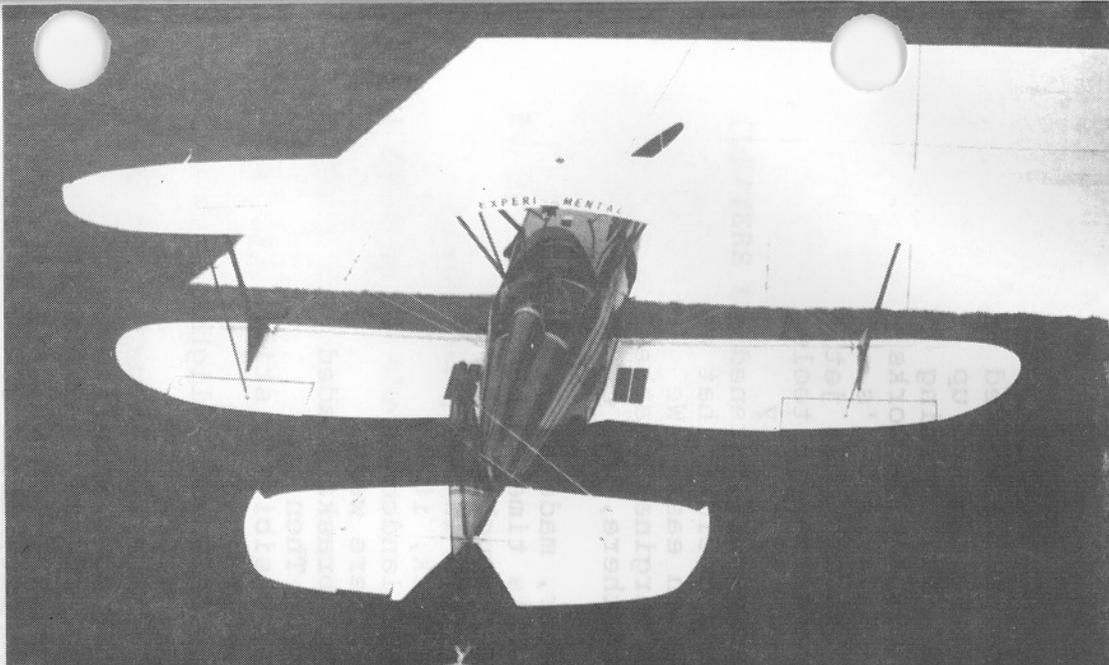
The weather the next morning proved to be no better but the possibility of VFR conditions later in the day did exist. Back at the airport there were still a number of people waiting for improved conditions so that they also could depart. There were also a lot of ideas from the locals as well as those passing through as to their view of the proper route of flight. I must admit not being familiar with the area, and with very marginal weather, I was not in a hurry to depart. My good friend Bill Kolb, our traveling companion, impressed me in his ability in determining the Go no Go based on the weather information rather than being swayed by the locals.

We were however lucky to have met Roy Garrett, former owner and builder of N3ORG, a very nice Starduster Too. He was nice enough to pick us up at the motel and run us around

for breakfast and lunch. By early afternoon we had decided on going to Brighton, MI and stay there for a while in hopes that the weather would get better. My good friend Jim Kilborne had invited us to stop there if we were close. So with 1,500' and 3 miles we departed about 70 nautical miles to the southwest, a lot of towers to watch out for and vectors around Pontiac and another uneventful landing at Brighton. Jim lives right on the airport so we taxied right up into his backyard. Jim is building a Starduster Too. He had told us earlier that he would leave the back door unlocked as he and his wife wouldn't be home till after 5:00 p.m. With time to kill, we checked the weather, investigated his hangar and checked his progress on the Starduster Too. Great visit, fun and food. I was also able to give Jim a ride up to Howell, MI for fuel and back. I have done this a lot for builders, especially those who have never been in a Starduster Too. It certainly is a great



LES HOMANS N4226Y S/D TOO JUST EAST OF
NAMPHA ID PICTURE TAKEN FROM IAN
MARNOC'S S/D TOO BY JIM OSBORNE

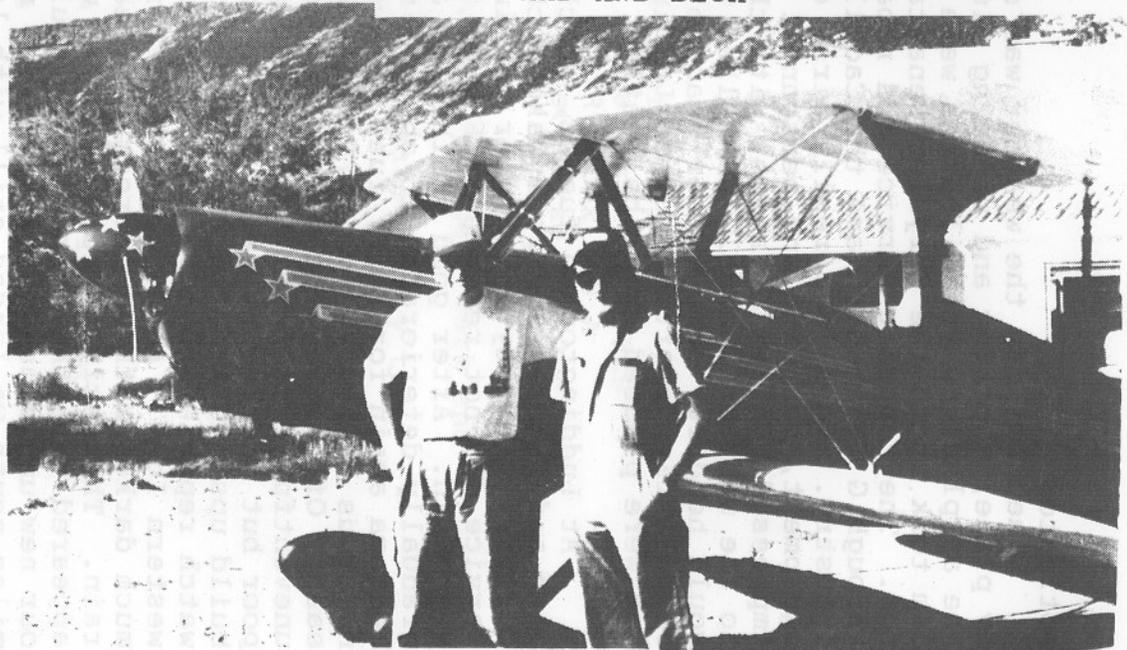


N96576 YOUR EDITOR'S S/D TOO PICTURE
TAKEN AT BRIGHTON MI FROM JIM KILBORN'S
BACK YARD AND DECK

40



N300AD AND MY SON DAN WITH LOWELL
SLATTER AT TWIN FALLS ID AFTER HIS
RIDE IN THIS 300HP ACRODUSTER TOO



N96576 WITH JIM OSBORNE AND YOUR EDITOR
IN FRONT OF JIM'S HOUSE AT SUNRISE
AIRPARK APPROX 20 MILES SO OF BOSIE ID

motivator.

The next day the weather was still crappy. I worked on my plane, checking and cleaning plugs and also cleaned up the airplane as the Kilbornes were at work. That evening Jim took us to the Chrysler Penastar, the company he works for. They operate service and repair Gulf Streams G-I's through G IV's which are the Cadillacs of the business jet industry. This is a really first class operation, in tools, equipment, building and personnel. I was substantially impressed. After breakfast with the Kilbornes we listened to the weather channel and talked to FSS and decided that we would head for home rather than to continue on east. We reluctantly departed back to Luddington in marginal weather. But were pleased that the weather, at least there, was much better.

At Luddington we fueled, checked weather, made a flight plan and flew back across Lake Michigan. This time we had better visibility and higher ceilings, even though flight service did not recommend VFR, as to conditions in Wisconsin. After good visibility at Manitowock, it gradually deteriorated to about 5 miles. We landed at Wautoma again for food, fuel and weather. There were numerous thunderstorms in South Dakota and Nebraska headed east. Off again west bound to Forrest City. Then an uneventful flight to the Mississippi River, visibility still poor but getting better. It was good enough to see the build ups and the thunderstorms off in the distance. Flight watch reported them moving into southern Minnesota and western Iowa. As we approached Forrest City the sky got much darker with an increase in headwinds coupled with light rain. The decision to turn south was made very easy as it appeared that the thunderstorm would beat us to Forrest City our new unplanned destination was now Mason City about 20 miles south we landed still with light rain and mild winds looking for fuel, food and motel.

We were greeted at the fuel truck by Konrad Schabacher, a local EAA builder who was out working on his V-6 powered Acroport II biplane. He was surprised to see a biplane downwind to land with its lights on and in this kind of weather. He and Charlene offered to take us to the local motel. This proved to be quite a chore as all the motels were full up due to the numerous activities that were in progress that weekend. So Konrad and Charlene were kind enough to put us up for the night. They also invited us to attend the EAA flight breakfast at Belmond, IA the next morning which is about 20 mile to the south of Mason City. Videos and pictures that evening with wonderful company and great accommodations very comfortable.

The next morning came with a quick trip to Belmond with Konrad and Charlene, again wonderful folks, good food and a ride for Konrad, so that he could see the difference between the open cockpit and intercom performance in my airplane compared to his, I think he was impressed. The weather down to Belmond that morning as well as the forecasted route was marginal, around 3 miles and gradually getting better west bound. Back at Mason City we packed up, fueled and said our good byes. Its always sad to leave new friends.

But on to our next stop O'Neil Nebraska. The weather was much better and our route of flight was uneventful. We fueled, checked weather and departed for Chadron, Nebraska

our next stop. Not much to report. This is also wide open country and very sparsely populated west of Ainsworth, Nebraska. We landed at Chadron in very warm weather 90 degrees plus. We also met some more wonderful people. Ernest & Gail McCall, who were flying a Navy N3N biplane. They had been trying to make it to the east coast for the freedom flight around the Statue of Liberty, and after being stuck in Yankton, South Dakota for 3 days, decided like us to head for home. After our departure we tried to keep track of each other but somehow were unable to until just outside of Casper, Wyoming. We did however overnight at the same motel and were able to have a nice dinner together that evening. They also belonged to the NW Antique Airplane Club of which I am also a member, although neither of us are very active, (aviation what a small world it makes) I was also able to get in touch with Norm Weis, prior owner and builder of N1NW a single place Starduster One, he also wrote a book about that airplane and his experiences with it. What a colorful fellow.

The next morning we had breakfast with him on our way to the airport. Fuel, flight service, and departure. Hot weather and high density altitude even for late morning, not much fun although off and climbing eventually to 9,500' and then up to 11,500' are destination was Bear Lake. But due to severe headwinds, 15 to 25 knots, were unable to go that far as we would have been right on the edge of our range.

Our route along the southern edge of Granite Peak 10,404' high just to the southwest of Lander, Wyoming. Over this area of the Rocky Mountains, and another unplanned landing at Big Piney Marbleton, Wyoming. The traffic pattern is almost 8,000'. I used the power in on our downwind to see if the airplane would climb, and it did. So after fuel, drinks and flight service plus conversation with the local operator we decided to depart. As I said before there is very little information or performance figures for these airplanes at these high altitudes and temperatures. So with the temperatures in the 80's and the elevation of 6,974' and a gross weight of 1,850 lbs and with a 6,800' runway, we were able to get off at about 4,500 or 3/4ths of the runway length and climb out of the ground effect. But not much higher than pattern altitude. The takeoff and climb performance was very poor. So after circling around the valley looking for lift and getting a few hundred feet here and there, it took us about 35 minutes of working with what we had to reach 13,500' so that we could cross the next big mountain range.

That being Wyoming Peak 11,378' on our right and an unnamed peak 10,315 on our left. I do not like to get very close to these mountains when the wind is 25 knots or better at high altitude as you can encounter very strong down drafts. From this altitude it was on through the south Piney Creek Canyon over Afton, WY. where the Pitts Aerobatic and Huskey aircraft are built, plus several more mountain ranges to cross and south of Pocatello, Idaho.

Our destination was now Twin Falls, ID. Flight service had warned us of moderate to severe thunderstorm activity at Boise, ID and that is was moving east towards our destination. We felt we could make it but severe headwinds made our track slower. We almost made it with really dark clouds just west of Twin Falls, that we had been watching

for sometime that seemed to be getting darker the closer we got and at about 13 miles out. I called Twin Falls approach who informed me that they were IFR currently 800' ceiling and 2 1/2 miles visibility in blowing dust. I had heard about that sort of phenomenon but had never experienced it before. So a quick 180 degree turn and we were back at Burley, Idaho in a matter of minutes due to the great tail wind. Ground speed over 140 kts., landing uneventful due to wind down the runway.

The call to flight service now was reporting 300' and 1 1/2 miles at Twin Falls, the sky was very dark there and on its way to Burley. So we were off to the motel. Several phone calls, and my friend Lowell Slatter an Acroduster owner and builder, was going to meet us, so we put it off until the next day. The weather was good and we were off for a short flight to Twin Falls. After lunch Dan and I were treated to rides in Lowell Slatter's 300 HP Acroduster Too. What an airplane and with incredible performance even at that altitude and temperature. Boy could I have used that the day before at Big Piney. During lunch we were also able to visit with our old friend George Oswald, a local Starduster Too owner and Bob Wills the new owner of Dave Mahres old Starduster Too N480DM, good people.

With fuel and our goodbyes said, our next stop was Sunrise Airpark just south of Boise so that we could visit with Jim Osborne, the former owner of Starduster Corporation. What a beautiful spot along the Snake River. He and his wife Hanako had the basic framework done for their home and then finished it off themselves. What a beautiful home although not completely done yet, I was impressed. Also impressive was a full scale Floker DVII powered by a Hallscott inline engine of about 800 HP? This airplane is about 80% done. Beautiful job on this masterpiece although Jim hasn't worked on it due to finishing his house. He does plan on doing so soon. He was also making noise about building another Super Acroduster One. So he has plenty of things to keep him busy in retirement. A visit with these kind of friends is so rewarding.

Goodbyes said we were off again on our way home with next stop Caldwell, Idaho for fuel and then back to Bend, Oregon to visit with Mike Mattei. He was not home so a quick hop over to Redmond to motel it, ride back and forth with one of my friends on the Redmond Fire Department. Off the next morning again straight over the mountain, listen to Portland approach, it was really busy for a week day, and landed at the Hillsboro Airport our home base on Wednesday August 9th and another 52 hrs on ole N96576. What a trip. glad to be home, but sad that its over.

D.C.B. Editor
Oshkosh/Wautoma 1995

FULFILLMENT OF A DREAM

H. Clay Gorton

The thrill of flying started for me with a ride in an open-cockpit Waco biplane in 1932 when I was 9 years old. Since that time I have never been able to resist the impulse to search the skies whenever I hear the drone of an engine overhead. Imagine my feelings when Glen Olsen invited me to accompany him to the EAA Oshkosh Convention in his award-winning Acroduster and to participate in the Starduster fly-in at Wautoma. (I must insert that after a lifetime of searching the skies and reliving the thrill experienced as a 9-year-old kid, I finally got my ticket in 1992 at the age of 69.) So now I am a novice pilot experiencing the fulfillment of a lifetime of dreams.

Les and Mary Holman, from Pleasanton, CA and Dave Baxter and his son, Dan, from Lake Oswego, OR, had flown to Salt Lake Municipal #2 in their beautiful Stardusters, and we hooked up with them Tuesday morning, July 25 on the way to our first stop in Rawlins, WY— flight time 2 hrs. 10 min.

The fun began on our second leg from Rawlins to Scotts Bluff, NE, when Glen introduced me to formation flying. It's one thing to fly from point A to point B, but the perspective provided by having another plane in the near vicinity was to me awesome—especially when the other plane was an open-cockpit biplane similar to the one I had been dreaming about for more than sixty years. Flying formation is a challenge for a novice—lots of heavy throttle work to get in position and hold and then lots of attention to stay there.

Our third leg was from Scotts Bluff to O'Neill, NE. We overnighted in O'Neill. Dave Baxter, however, spent the night with a friend who had a grass strip on his farm about 30 miles away. At O'Neill we met Harry from Arroyo Grande, CA, who flew in with a sleek Thorp T-18 and decided to join us on the first leg out Wednesday morning. So we followed Les and Mary over to the farm. Harry, however, lost sight of us so Les told him he would lay a smoke trail over the runway so he could find us. Flying formation is great, but to stay on the tail of another airplane, especially as he maneuvers to make a low pass is another thrill. I almost imagined having machine guns mounted ahead of the cockpit. This leg provided yet a new thrill. A weather system comprised of stratocumulus with tops about 5500 inserted itself in our path and we had to circumnavigate to the south. We flew over the clouds, keeping contact with the ground off to our right. I couldn't resist the temptation to dive down and weave around in the canyons of the clouds. The beauty and thrill of flying close to the tops of those billowy cumulus is almost a religious experience. We crossed the Missouri River and landed at Dodge City, IO after a flight of 2 hrs. 10 min. The last leg into Wautoma (2 hrs. 20 min.) provided nothing new, but I was still on a high from the previous leg.

The Wautoma airport with its grass strip, the arriving biplanes, the casual hospitality of the FBO and the camaraderie of the pilots, reminded me of what it must have been like in the old days.

We spent the first two days at Oshkosh and the next two days at Wautoma. Oshkosh seems too big to even describe, but one never tires of watching aerial displays. I'd have a hard time deciding which I liked best, Osh-kosh or Wautoma. There were plenty of aerobatics at Wautoma also, and I saw a lot of people, kids and adults alike, who seemed to have the same feelings I experienced in my first flight in 1932, as they had the opportunity to fly for the first time in an open-cockpit biplane. The kindness of the pilots and their interest in giving rides was inspirational, and I'll be forever indebted to Harvey Neuman and Les Holman and to Steve Nice from near Flint Michigan, for letting me try my hand at aerobatics in their airplanes.

We started the trip home on Monday morning in the company of Bill and Fran Riech, from Salt Lake City, in their Dakota, and Lyle Taylor and Cecil Vinson, from Wasato, WA in their red, white and blue Starduster. We landed at Forest City, IO after a flight of 2 hrs. 15 min. Not surprisingly, Lyle and Cecil arrived at the first stop without the replacement spinner that Dick Larson made for them at Wautoma. Perhaps Dick ought to add a quality control department to his spinner production enterprise.

A frontal system was approaching from the west with both rain and thunderstorms. It looked like we could beat the storm into O'Neill, NE. so we took off at 10:55 am. On arriving at O'Neill after a flight of 2 hrs. 5 min., we learned that the Dakota had been losing oil. However, the problem was solved by securing a loose filler cap. A possibly greater problem occurred during Lyle and Cecil's flight. It was warm when we left Wautoma although it was only 7:00 am, so the intrepid Starduster

flyers stowed their leather jackets. It was even warmer when we landed at Forest City. In spite of the arriving front, Cecil convinced Lyle to leave his cold weather gear in the storage compartment. We had departed Forest City first in the Aeroduster, followed closely by Bill and Fran. After our initial contact with Lyle and Cecil we were never able to raise them again. (We learned later that after getting under way, they turned the radio off.) We quickly flew under an overcast, typical of a warm front. As we flew west the ceiling lowered, the temperature dropped and it began to rain. By the time we landed at O'Neill we were sud running at 500 AGL. Lyle and Cecil landed about 10 minutes later, soaked to the skin and frozen stiff. It's lucky for Cecil that Lyle was too cold to move. However, as they warmed up by the heater, Lyle's temper warmed up too, and Cecil escaped the anticipated wrath.

After the passage of the front, we left O'Neill at 4:50 pm for Scotts Bluff, arriving after a flight of 2 hrs. 5 min. Lyle and Cecil spent the night with Cecil's sister in Scotts Bluff, Bill and Fran pushed on to Salt Lake City, and Glen and I found the last available room in the last hotel in town. In the morning Lyle and Cecil headed for Oregon and we retraced our route to Salt Lake City through Rawlins, WY.

Now I have a new dream—to own a Starduster Too. I hope it doesn't take me another 60 years for the realization of this one.



TECHNICAL TIPS

How to Install Wheel Pant Fairings

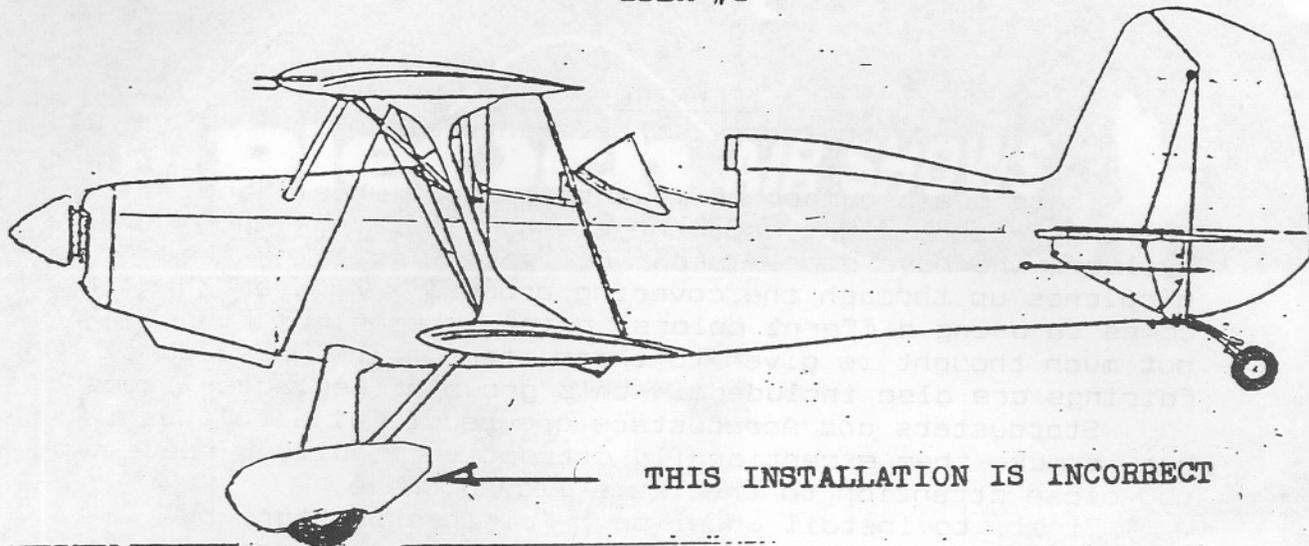
There are a number of ways to install wheel pant fairings - some right and some wrong. There are many builders who have done a beautiful job of building their airplanes up through the covering process. However when it comes to using different colors, paint schemes and finish, not much thought is given to these items. The wheel pant fairings are also included in this group of neglected items. Stardusters and Acrodusters are beautiful airplanes, but to make them exceptionally attractive a builder needs to pay close attention to the items listed above.

First, to install wheel pant fairings we start by leveling the aircraft so that the pants will be parallel to the line of flight. It is also easier to work around and underneath the airplane with the tail up.

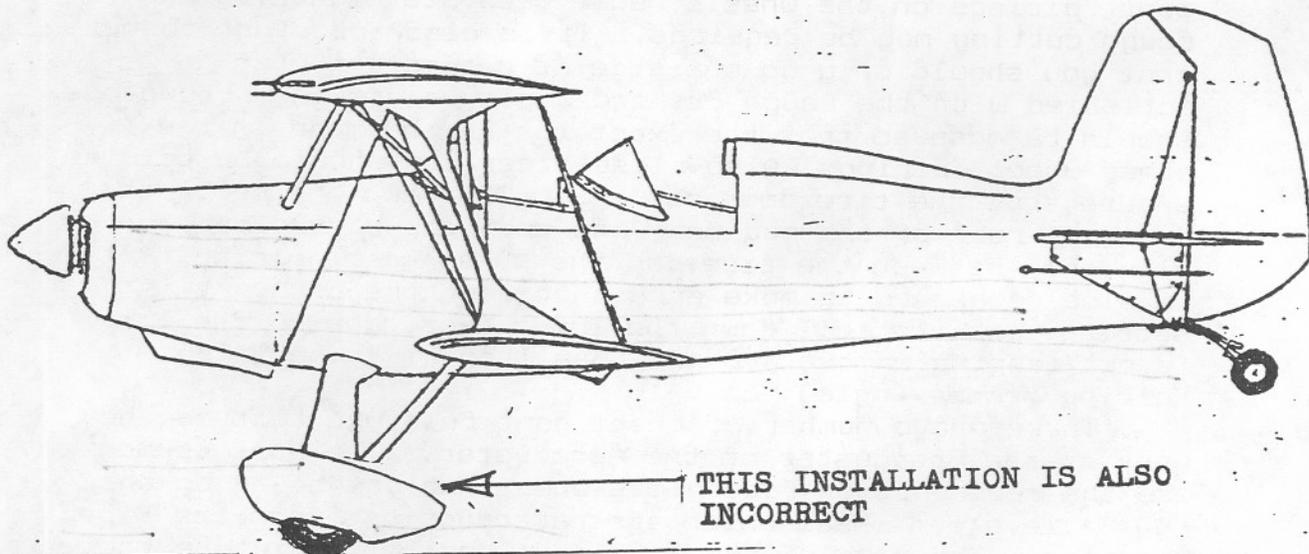
With the airplane in this position, place the wheel pant fairings on the wheels, some accurate measuring and rough cutting may be required. It is also important to note that you should only do one side at a time and when satisfied with the rough fit and angle, a cardboard template should be made so that the exact cut can be made in the other wheel fairing. Also close attention should be paid to ensure that the tire does not rub on the top inside or the front or rear of the mud door and that you have plenty of clearance between the tire and the wheel pant fairing. It is also necessary to make sure that when the aircraft is setting with the tail down the lower rear edge of the pant is not dragging on the ground. (See Item #1 - Wheel Pant Fairing Proper Angle)

There are a number of wheel pant fairings that may be used on the Starduster or the Acroduster. The most common are the reproduction fiberglass ones that are based on the 600x6 Cleveland wheel which are reproductions from the Piper Cherokee. The size of the tire and wheel will dictate the wheel pant to be used. Those are the most common but other possibilities are the 700x6 which requires a larger pant and are from the older C-172 & C-182. They also are fiberglass reproductions and are both currently available from Starduster Corporation. If you have a Starduster One or Acroduster One you might consider the 500x5 Cleveland wheel or the 15x600x6 tire as used on the C-210. This might require a smaller or sleek wheel pant or you might want to make your own. At any rate there are a number of options but the mounting and installation will be the same although with somewhat smaller installation and mounting hardware.

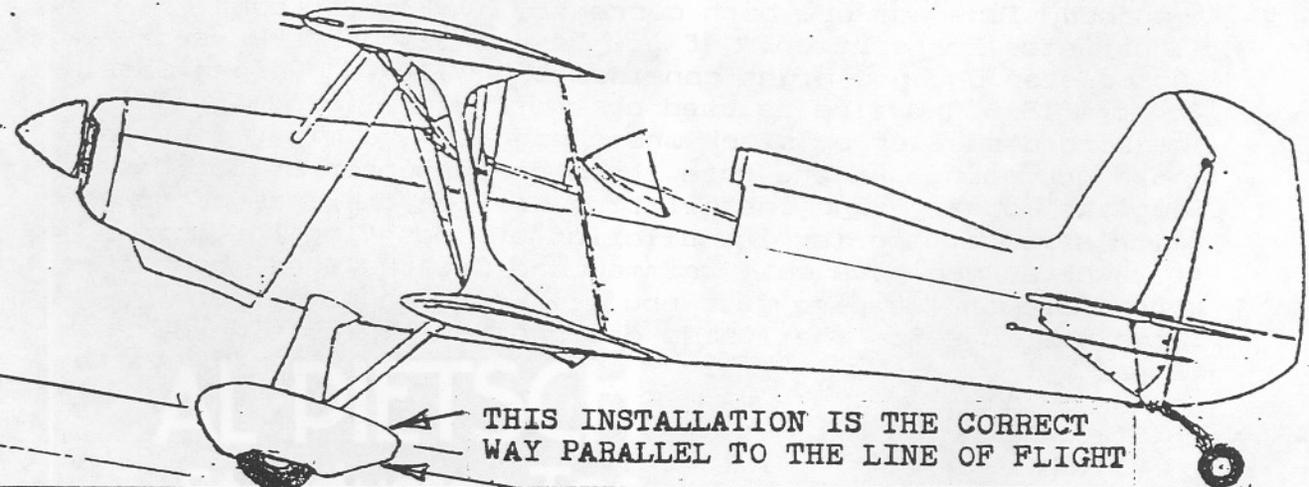
After you have cut, trimmed and fit the wheel pant over the wheel and landing gear you will have to make four brackets, one for the inside and one for the outside of each wheel.



THIS INSTALLATION IS INCORRECT



THIS INSTALLATION IS ALSO INCORRECT

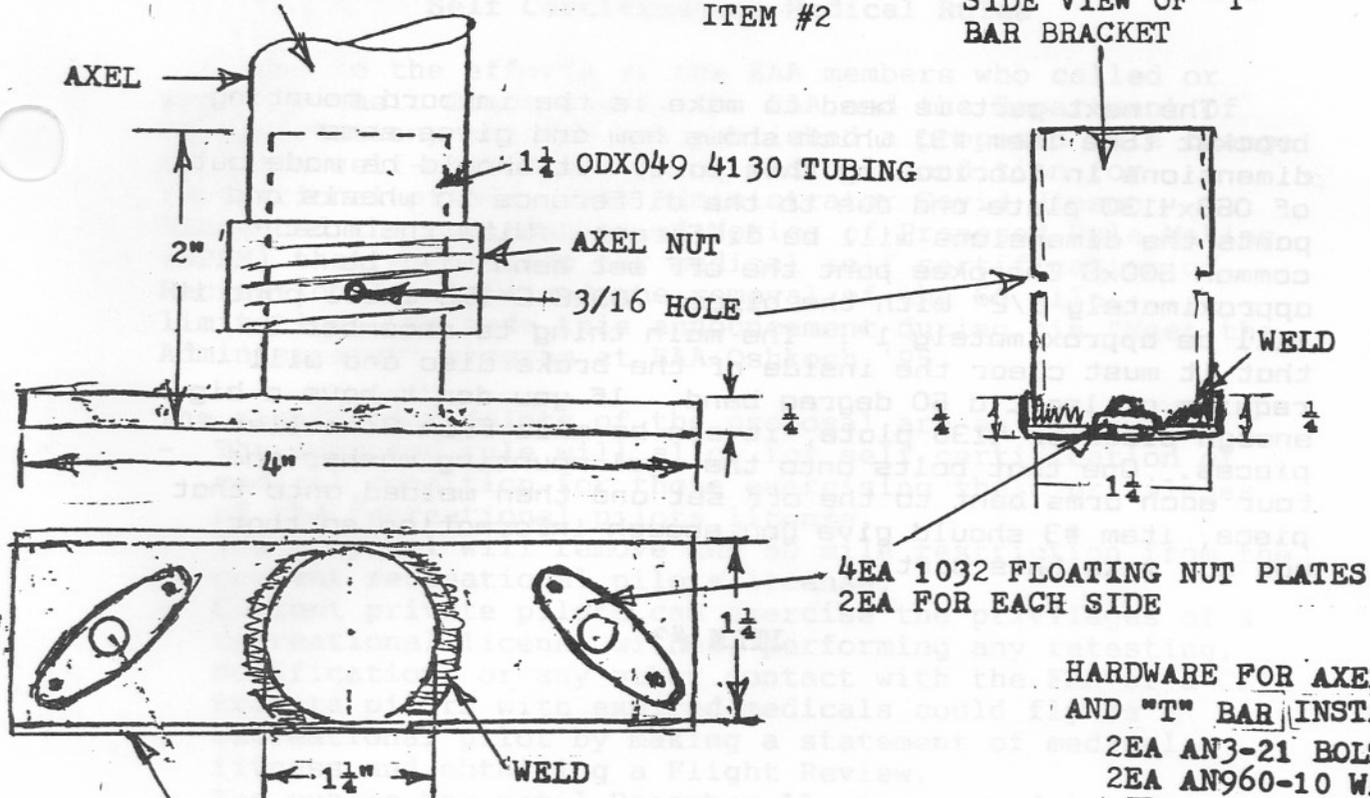


THIS INSTALLATION IS THE CORRECT WAY PARALLEL TO THE LINE OF FLIGHT

TOP OR BOTTEM VIEW OF
"T" BAR BRACKET

ITEM #2

SIDE VIEW OF "T"
BAR BRACKET



END VIEW LOOKING OUTBOARD
INSIDE OF "T" BAR BRACKET

HARDWARE FOR AXEL NUT
AND "T" BAR INSTALLATION

- 2EA AN3-21 BOLT
- 2EA AN960-10 WASHERS
- 2EA AN364-1032 NUTS

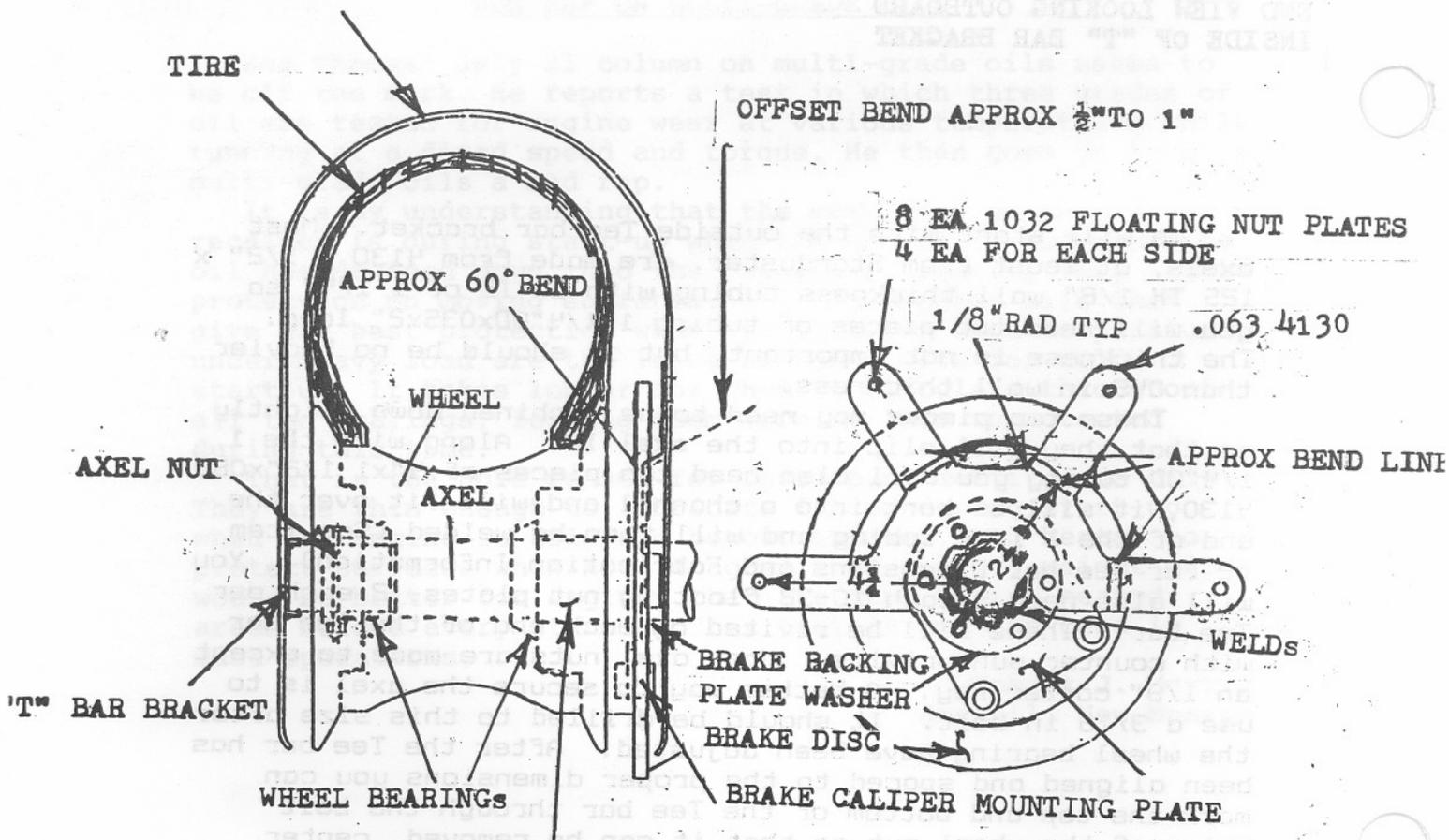
We will start with the outside Tee bar bracket. Most axels, at least from Starduster, are made from 4130 1 1/2" x 125 TH 1/8" wall thickness tubing with an ID of 1 1/4" so you will need two pieces of tubing 1 1/4"ODx035x2" long. The thickness is not important, but it should be no heavier than 049 in wall thickness.

These two pieces may need to be machined down slightly so that they will slip into the axel ID. Along with the 1 1/4"OD tubing you will also need two pieces of 4"x1 1/2"x063 4130, it will be bent into a channel and will fit over the end of the 1 1/4" tubing and will then be welded [See Item #2 for Tee bar Dimensions and Fabrication Information]. You will also need 4 each 10-32 floating nut plates, 2 each per Tee bar. These will be rivited on each end of the Tee bar with counter sunk rivits. Most axel nuts are made to except an 1/8" cotter key. A better way to secure the axel is to use a 3/16 in bolt. It should be drilled to this size after the wheel bearing have been adjusted. After the Tee bar has been aligned and spaced to the proper dimensions you can mark the top and bottom of the Tee bar through the bolt holes of the wheel nut so that it can be removed, center punched and drilled. This hole should be verticle and the Tee bar should be 90 degrees to that hole or parallel to the line of flight. When mounting the wheel pants you should use 10-32 counter sunk large area washers with 10-32 x1/2" counter sunk screws.

The next part we need to make is the inboard mounting bracket [See Item #3] which shows how and gives some dimensions in fabricating this part. It should be made out of 063x4130 plate and due to the difference in wheels and pants the dimensions will be different. With the most common 600x6 Cherokee pant the off set bend will be approximately 1/2" with the bigger 700x6 C-182 wheel pant it will be approximately 1". The main thing to remember is that it must clear the inside of the brake disc and will require at least a 60 degree bend. If you don't have a big enough piece of 4130 plate, it can be made from 8 smaller pieces. One that bolts onto the axel mounting washer and four each arms bent to the off set and then welded onto that piece, item #3 should give you enough information so that you can make this part.

ITEM #3

WHEEL PANT FAIRING



REAR VIEW OF WHEEL SPACER 1 5/8 OD x 058
 L H WHEEL 4130 TUBING X 1 7/8 LONG 2EA REQ

BARNSTORMING

The Foot in the Door

Whew... it's been quite a month, gang. Elsewhere in this issue you will read about the recently concluded EAA Oshkosh 1995 Fly-In, and the annual "Meet the Boss" gathering in which, for the past few years, the FAA administrator has taken questions from the public.

As predicted, this year's "Meet the Boss" turned into something of a showdown as Administrator David Hinson tried to minimize and ridicule our Pilot's Bill of Rights quest and the many maladies expressed by others who questioned him... especially those questions centering on Bob Hoover.

The crowning moment in all this came as the administrator, under questioning by yours truly, tried to assert that only myself and a small group of people believed there was a need for the Pilot's Bill of Rights... whereupon the room, several hundred pilots strong, erupted and booed the administrator into silence for a few moments... in which he must have taken the time to regret such an utterance. Because of that response (thank you, everyone!), Mr. Hinson finally agreed to the meeting and discussions we have been requesting in order to jump start the rulemaking process involved in turning the FAA from the current malevolent administrative bureaucracy controlling us, into something more cognizant and concerned for the individual rights of us pilots.

So... here's our chance. And... I'm not going to blow it. If I show up all by myself and try to represent only **US Aviator**, we are doomed to failure. If I go without preparation and general support, we are doomed to failure. If I go without truly understanding the strengths and limitations of the FAA monolith, I am not only doomed to failure, but also to set back this project for a long time, if not forever. Since my mama didn't raise no dummies, I'm getting all my ducks in a row for the upcoming meeting by working with some of the industry's most outstanding personalities, doing my homework, and stacking the deck as much in our favor as is humanly possible.

Here's the game plan... and where *you* are absolutely critical to our success. First, I am inviting a dozen prominent industry spokesmen to participate in this meeting, so the FAA sees a united pilot community facing it. So far we have gotten unanimous support from those who have answered. I have sought the advice of a number of movers and shakers about how to go about this and been rewarded by excellent counsel... especially from Tom Poberezny and Phil Boyer's AOPA staff.

I will soon be on my way to Washington again to meet with aviation-knowledgeable legislators. At some point in all this, we need to make them understand that pilots have a problem in this country that strips them of their basic human rights... and that all we ask is to be given the same basic rights and freedoms as any common criminal... and that the Constitution of the United States should be treated with reverence and loyalty by those who are supposed to be working in its behalf. We are already getting through to many legislators, especially those with flying experience and aviation backgrounds. Most seem to be quite sympathetic, but a few are straddling the fence. With the current winds of change blowing in the direction of the FAA, no time is better than right now to help these men and women see what a positive change aviation would experience if the unrighteous behavior of the FAA was replaced with what our forefathers intended all along for us... for each and every one of us. As Patrick Henry prepared himself for his death ("give me liberty, or give me death"), I doubt that his pronouncement

were meant to be limited only to those at ground level. Our rights need not be trampled on each time we take flight, or get anywhere near an airplane. We are Americans, and it's time we were treated that way. Washington will shortly find out what that really means...

What can you do? Easy... turn to page 29 and look at the two-page document we have prepared there. On one side is a copy of the current draft of the Airman/Pilot's Bill of Rights. On the other side is a petition form with room for 50 signatures. Tear it out, copy it, copy it again, and copy it some more. Then, get as many of your brothers and sisters in flight to sign it as you can. Then send it back to us as soon as you can... and then go out and get more signatures!

One thousand of these signed forms would comprise nearly 10% of the active pilot community. Two thousand would be nearly 20%. When politicians see numbers like that, they sit up and take real notice... and no bureaucrat will ever be able to tell me again that such programs are only believed in by a small minority of people. Period.

Please... if this magazine's efforts have ever meant a damn or ever made sense to you, and if your flying freedoms are something you hold the slightest bit dear, this needs to be done... and by as many of you as I can motivate. Get signatures, get your friends to get signatures, get your EAA chapters and flying clubs to get signatures... but get those signatures to me as fast as you can and in as great a number as you can manage. It's time to show them how many and how strong we are.

Finally, I wish to dedicate this project to one man... who understands what freedom is truly all about because he was prepared to lay his life on the line to defend it... who understands the need for basic rights for all flyers because his own were so cruelly violated... who truly knows what it is to fly because few can boast a comparable mastery of the art. I speak, of course, of Robert A. "Bob" Hoover. He has always been one of my greatest inspirations—more than simply for his mastery of flying, but for his great gifts as a superb human being. I am proud to call him my friend... and even prouder to play a very small part in the fight to see him fly, once again, over the land for which he fought and nearly died.

What happened to Bob is the greatest reason I know to push the Pilot's Bill of Rights forward, because if what they did to Bob is any indication of what we regular joes can expect sometime in the future, then we all are surely headed for big trouble. Get out and get this petition signed right now. Do it for Bob, do it for yourself, do it for your friends, do it for us, but most of all, do it for all those who love flight... and all those who, someday, will. I now leave the future success of this project squarely in your hands... and I know I can trust no one more. Thank you.

Blue Skies!

Zoom →

Jim & Vicki Campbell
Hopeful Publishers

Airman/Pilots Advocacy Council

c/o US Aviator, 3000 21st St. NW, Winter Haven, FL 33881.

Phone: (941) 294-6396 Fax: (941) 294-3678

AIRMAN/PILOT'S BILL OF RIGHTS

1. Every pilot shall, immediately upon initial contact by an FAA inspector,
 - a.) be shown the FAA inspector's credentials and be told
 - b.) the FAA inspector's identity,
 - c.) the general nature of the investigation,
 - d.) that the pilot has the option to remain silent and has no obligation to give a statement,
 - e.) that the pilot may have counsel respond for him/her if he/she so chooses,
 - f.) that the investigation may result in a suspension, civil penalty, or revocation action against the pilot, and
 - g.) that the investigation is a serious matter.
2. Every pilot shall be informed (at the time of an alleged deviation or as soon as possible after the time the alleged deviation occurs) of his/her alleged deviation so the pilot may take affirmative action to preserve evidence by obtaining ATC tapes, filing a NASA 277 form, creating notes, etc.
3. Every pilot shall have the right to a speedy adjudication with an administrative hearing to be held no later than twelve months from the date the initial notice of investigation is received by the pilot.
4. An Administrative Law Judge shall dismiss a complaint where it states the alleged violation occurred more than six months prior to the notice of allegations against the pilot being sent in the initial notice of investigation letter.
5. Every pilot shall have the right to confront his/her accuser. Documents from an FAA controller, inspector or others shall not be admissible into evidence without the FAA laying sufficient foundation, wherein the writer of the report being is sought to be placed into evidence identifies the document and is available for cross-examination.
6. Every pilot shall have the right to have the administrative hearing held at a location within 100 statute miles of his/her residence, as per the address on the pilot's license at the time of the alleged violation.
7. Every pilot shall have the right to be treated as a professional, without threats, intimidation, or subterfuge, and to be treated with courtesy and respect by any FAA inspectors.
8. Every pilot shall be offered the option of remedial training, except in cases of a violation occurring while a pilot is
 - a.) engaged in criminal activity at the time of the incident or
 - b.) involved in an NTSB-defined accident at the time of the incident.Remedial training shall be offered as an option to the pilot until the date of the informal conference, or until at least 60 days after receiving the initial letter of investigation by the pilot if no informal conference is requested.
9. The Federal Rules of Evidence shall be adopted and used in all enforcement actions by NTSB Administrative Law Judges.
10. The findings of fact of the NTSB Administrative Law Judges shall not be reversed by the NTSB Board unless clearly and manifestly erroneous and clearly contrary to the facts in the administrative hearing.
11. A pilot shall not be required to take a competency check ride unless the FAA has substantiated facts establishing probable cause which call into question the pilot's competency.
12. A pilot shall have the right to receive reimbursement of costs and attorney's fees for an FAA-required competency check ride if the check ride was requested by the FAA but found to be performed without the FAA having substantiated facts establishing probable cause.
13. A pilot shall have the right to receive reimbursement of costs, attorney's fees, and reasonable expert fees if a suspension, civil penalty, or revocation is not issued in an administrative proceeding after a proposed order of suspension is issued.
14. A pilot shall have the right to use the NASA 277 form with immunity given to the pilot, and the NASA report shall not be used by the FAA in the pilot in enforcement proceedings except in cases where the pilot is involved in an NTSB-defined accident or is engaged in a criminal activity.

AIRMAN/PILOT'S BILL OF RIGHTS PETITION

The United States of America was established in order to provide a number of freedoms to all those willing to accept the responsibilities of a free democracy; and with warts and all, this country is still the greatest nation on earth. However, those of us who are privileged to call ourselves airmen and/or pilots are all too aware of the fact that we have lost a number of our constitutionally protected freedoms simply because of the fact that we are involved in aviation.

It is a sad state of affairs to realize that the average drug pusher, child molester, or criminal psychopath has more legal recourse, under the law, than a pilot accused of a violation by the Federal Aviation Administration. While getting the FAA to recognize the true intent of the Constitution of the United States may currently be unrealistic, we do not believe that it is fair, wise, or in the best interests of the United States for the FAA to ignore every basic principle of American justice.

In an attempt to level the playing field a bit, the Airman/Pilot's Advocacy Council herewith submits a first, simple draft of a document that we intend to propose as a future Notice of Proposed Rule-Making. We urge you to read it and suggest additions, improvements, or corrections. Also, please disseminate this document as widely as you can. Communicate your thoughts and suggestions to us as soon as possible so that we may do our best to incorporate these concepts into a final proposed rule. Properly done, this may remove the yoke of discrimination and illegal persecution that airmen/pilots have had to live with far too long. Please help us make this a reality. No one benefits but those who love aviation...and no one needs this program more!

Note: Please make sure that all signed petitions have a full Name and Address listed for each person signing. Send all petitions to **US Aviator** magazine, 3000 21st Street NW, Winter Haven, FL, 33881...Thanks for your support!

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16th ANNUAL STARDUSTER OPEN HOUSE

WHEN: MAY 3rd, 4th and 5th of 1996.

WHERE: SONOMA COUNTY AIRPORT, SANTA ROSA,
CALIFORNIA

WHY: FLY, FOOD, FUN AND FRIENDSHIP.

We would like to fill Santa Rosa with biplanes, Stardusters, Acrodusters, V-stars, Starlets or any homebuilt enthusiast. We would love to see you there with your airplane. Come help us celebrate our 16th anniversary. Please join us for a weekend of fun. Camping will be allowed on the airport.

Please let us know if you plan on attending:

Bill Clouse 1-800-833-9102
Dave Heal 1-707-838-0261
Bill Cannam 1-707-523-1977

Reservations should be made in advance.

THE FOLLOWING IS A PARTIAL LISTING OF SANTA ROSA AREA MOTELS

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Vintner's Inn (\$\$) 1-800-421-2584
Doubletree Inn (\$) 1-800-222-8733 *
Days Inn 1-800-354-7672 *
Los Robles Lodge 1-800-255-6330 *
Ramada Limited 1-800-266-4600
Heritage Inn 1-800-533-1255
Sandman Motel 1-707-544-8570
Flamingo Resort & Hotel 1-800-848-8300
BW Dry Creek Inn in Healdsburg 1-800-222-5784

*Indicates van service between motel and STS

There are many motels in the Santa Rosa / Sonoma County area. Finding accommodations at last minute could be a problem due to the race at Sears Point, so make your reservations early..

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.

COCKPIT RESOURCE MANAGEMENT AIDS - Flight Monitor System: VFR and IFR cross country flight management cards, expense, maintenance, usage, and frequently visited airport cards. Small enough for any cockpit. Headset strain relief clips. Open Cockpit Safety Lanyards. Limited edition prints of 1930's air racers. Wicker seat restoration or construction. Send \$1.00 for complete information packet. C & R Aircraft, P.O. Box 281, Quincy, IL 62306-0281 or Call (217)242-5967.

STARDUSTER I 1982 - 570 TTAE, Lycoming 150 HP, solid crank, electrical, Nav/Com, G-Meter, Inverted, Ceconite. No Canopy. Just reduced. \$18,000. Frank McGowan, Bkr., (619)767-5917 Fax (619)767-3687.

STARDUSTER II 1980 - 600 TTA&E, NDH, IO-360, C/S, King, Canopy, chute, more. Best available. Call for details. \$42K. (619)598-8941.

STARDUSTER II - Lyc. O320-B1A, 160 HP. w/Christen inverted fuel & oil system, TTSMOH w/chrome cylinders 914 hrs., TTAF 185.7 hrs., aircraft has Cleveland brakes, new 600X6 tires & tubes, Scott Pnematic tailwheel, metal prop, and very good workmanship, ready for new fabric & finish, asking \$14,000. Call Don (404)474-1541.

STARDUSTER II - 500 TT, Lyc. O-360, 500 SMOH, C/S Prop, rear sliding canopy, front cockpit cover, smoke, Nav, Com, ICS, headsets, Nav lights, strong seat chutes, fresh repack. Fresh annual, \$21,500 OBO. Call Ron (412)837 7511.

1971 STARDUSTER TOO - Open cockpit 2-place Biplane, 190 hrs TT, Lyc. O-320, 160 HP, 190 SMOH, PT22 windshield, electric system, intercom, Com 11A. \$16,000 OBO. (317)852-6646.

STARDUSTER TOO - 245 HP Jacobs w/CSP, Closed rear pit, fuselage complete. Wings need cover. \$16,500. (404)782-2521.

ACRODUSTER II - 475 TT, 200 HP Lycoming, C.S. Prop, \$25,000. (414)538-4000.

STARDUSTER II - 700 SMOH, O-360, Stits cover, new paint, black/silver starburst, radio, transponder, interco, encoder, inverted fuel & oil, pressure carb, etc. \$32,500 (417)926-4221.

MICHIGAN, STARDUSTER II - 160 HP, Dacron, Imron, fresh annual. Clevelands, fairings, intercom, outstanding! \$26,000. (616)924-7081, (616)854-1610.

NEW STARDUSTER TOO - STUNNING metallic maroon & silver, IO-540, 0 SMOH, A&P built, professionally flight tested, full instrumentation, strobes, 6 channel CHT/EGT, Christen Inverted fuel & oil, King Nav-Com, mode C, intercom, dual controls, quality construction, \$39,950. (619)723-1731 or (619)723-3923.

STARDUSTER TOO 1975 - 370 TT, Lyc. O-360-A1A, 55 SMOH. \$26,000 OBO. Call (206)852-3537 days.

STARDUSTER TOO - 100 hrs airframe, 245 Jacobs engine, enclosed canopies, 45 gal. tank, Cessna Gear. Silver & Green, always hangared. Must sell - medical reasons. \$40,000. (503)458-6140.

STARDUSTER I - 520TT, Lyc. O-320, 150 HP, Sensenich metal prop, Terra 720 Com, heel brakes, needs fabric. \$8,500. (805)766-2753.

STARDUSTER II WANTED - Prefer flying, low time & excellent condition, but will consider one needing fabric or engine overhaul. Please leave message, John. (707)539-5816.

STARDUSTER TOO BIPLANE - Lycoming 150 HP O-320 with starter & alternator, Instruments and controls in both cockpits. Professional quality construction, open cockpits, wheel pants, ELT. Engine 600 hrs. since factory new excellent compression, airframe 100+ hrs total time, always hangared. Permanent Airworthiness certificate recent condition inspection A&P IA maintained. Pictures available. complete checkout available with sale by ATP/CFI, \$27,500. Contact Charley Schwartz @ phone/fax (508)459-4730.

AWARD WINNING STARDUSTER II - TTAF 400, Lycoming O-290/125HP engine, 550 SMOH, VHF, VOR, Mode C, \$29,900, Jere, (713)333-4109.

1987 STARDUSTER II - Open cockpit, Cont. 220, loran, xpddr/C, intercom, 135 TT, April Annual. Asking \$24,500. (408)636-9667.

STARDUSTER TOO - Professionaly built, O360 w/inverted fuel & oil, rigged for smoke, 310 TTAF, 2 fuel tanks, power sliding rear canopy, fuel instr. & lights & heat. Good performance. This is an outstanding airplane. \$36,950. Phone Dana Andrews. (916)782-2185.

1983 ACRODUSTER II - 240 TT, 265 HP Lycoming, full inverted w/smoke, unlimited aerobatics. Ferry tank, parachutes. King Transponder, radio and intercom. \$35,000. (303)530-1162.

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1988 STARDUSTER TOO - 335 hrs. Lycoming O-360 engine, Narco Nav/Com radio, Terra Mode C transponder, new when installed. \$35,000. (619)460-0424.

STARDUSTER TOO - 506 TT O320, 150 HP, Narco 11A intercom, \$22,000 or trade. (805)526-7845.

1972 STARDUSTER II - 805 SMOH, E185 Cont. 205 HP, fresh annual, all inverted, intercom & Com. Fun open cockpit 2-place, in Colorado. \$24,000. (970)484-8578.

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STARDUSTER TOO WING SET - Three panels and center section almost complete. part for fourth includes wing fittings, some hardware and some instruments. \$2,000 or offer. Call Tom Weller. NY. Hm (716)247-3537 Wk (716)235-1010.

STARDUSTER TOO - 630 TTAF, 277 SMOH, O360 Inverted oil, KY97A comm KT76A x Ponder Apollo Loran Fly Buddy intercom, latest gear model 1210 empty needs slick paint job. \$27,500. Call Doug or Allison (209)665-7319.

LOOKING FOR STARDUSTER II - Complete or close to being done. Call Kevin Clark at (619) 728-1843.

STARDUSTER TOO PROJECT - Basic Fuslage, tail feathers, gear welded, Cleveland brakes wheels tires Scott Pneu tail wheel, center section with fuel tank, main fuel with flop tube, 180 hp engine, mt 001 lord mounts ss firewall mat stick controls 80% lower wing let wing 95% complete. Other wings and ailerons 70%, wing tip bows bent, aluminum trailing edge & stringers, wing fittings fabricated, misc bolts etc. Plans and many extras, \$9,800. (409)898-0976.

STARDUSTER TOO STARTER PROJECT - FR wing, aileron, center section w/bearing plates 4-#6, #12, 12 #11 Manogon?? ribs, plywood for balance of ribs. \$250.00 (409)898-0976.

STARDUSTER TOO - 525 TTAF/SMOH, Lyc.O-360-A1A 180 HP. Beautiful well built airplane, factory spring gear, Comm. Mode C Txpr, intercom/DC headsets, many extras - Asking \$23,000. (707)838-0261.

ACRODUSTER TOO - 600 TT IO360 AIB, C/S Prop, inverted fuel and oil, chutes, Bendix Com, Morrow Loran, Open Cockpit. \$31,000 (603) 883-4674

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