

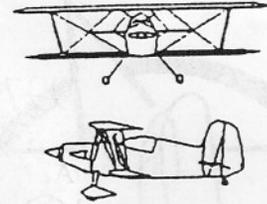
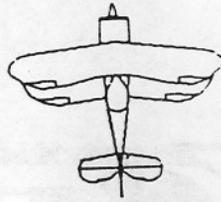
Starduster

MAGAZINE



**October
1997**

Dedicated to the
ACTIVE Homebuilders



September 1997

The adventure has begun. There have been many new challenges and rewards and we have not even rotated yet. As with any adventure it takes a period of planning followed by action. The planning phase took place prior to May 1997. We are now in the action phase. The action adventure has begun and will take us into the next century.

The worst case we considered was if business picked up before we were able to secure a feel for the business and were unable to put new processes and procedures in place. Determining personnel requirements is another critical matter. The move to Oroville appears to now be in the December or January 1998 time frame. Progress has been slow but steady. Surveys of EAA chapters are starting to trickle in. We did not send out surveys to all chapters at once just a few at a time.

On the home front we are still identifying and updating fixtures and jigs. When you call Stolp Starduster Corp. you will be talking to Dave or Donna Baxter. If Dave and Donna are away chances are it will be Bill Frisbee. They are the people that are making things happen at the plant. I am working on the paper work side of the business. The Super Starduster plans, model SA101 are on Auto Cadd and the Starduster Too will be completed in late October. I had hoped to have the catalog updated by Oshkosh/Wautoma. It did not happen. We are still working on the catalog and will have new catalogs in early November. Part of what we are doing is installing a computer system to track sales, invoices, inventory and those other pesky accounting items. By the end of November you will start seeing the new invoices when parts are ordered. The catalog completion has slowed because we are assigning part numbers to each item. This allows them to be related to Accounting/inventory program. That way prices will automatically be updated any time we print the catalog.

Logos is another area we have been working on. It has finally been determined we will concentrate on the Logo most familiar on the front of our tee shirts. We are in the process of getting letterhead, business cards and everything else changed to reflect this logo.



The next year promises to be full of adventure. Help us get the enthusiasm level up and raise it to new levels. If we work together to build our dreams the rewards will pay great dividends. We are on a mission to bring fun back to flying, to instill some of that barnstorming spirit in each of us and to help others experience the wind in the wires.

Happy flying and may your dreams come true.

Les Homan

OCTOBER 1997

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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 - N76NP OWNED AND FLOWN BY JOHN & MARY JANE REED
3919 STRING TOWN RD EVANSVILLE IN PICTURE TAKEN AT WAUTOMA WI

BACK COVER - N42LD OWNED AND FLOWN BY ROBERT McCONNELL 23W430 -
PINEHURST LANE NAPERVILLE IL 60540 LETTER & PICTURE ON PAGE# 14

REMINDER : SUBSCRIPTION RENEWAL

Please mail your checks to Stolp Starduster Corporation. They are due by the first of January 1998
Subscriptions run from January to January of each year. Those who subscribe in the middle of the year will receive all four issues for that year. Current subscription rates for 1997 are still \$12.00 per year. I don't know how much longer we can do this, due to postage, printing and handling costs. By 1998 we will more than likely have to raise the cost of a subscription. Checks should be made out to STOLP STARDUSTER CORPORATION and sent to 4301 Twining St, Riverside, California 92509. Thanks.

D.C.B. Editor & L.H. The New Prez

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.

ODDS & AND ENDS FROM YOUR EDITOR

Well things have become very busy since my retirement from the Fire Dept. I am behind in almost everything. Encluding the Magazine. I must apoligize for getting it to you so late. I do not know how Bill Clouse the previous owner was able to do it all. So please be patient. I was unable to attend Arlington, Oshkosh, Reno or many of the Local fly-ins. Hopefully that will change next year. I have however been able to do some local flying. Quite a few demo rides and return to some of my old haunts. I keep thinking that most everyone I used to know would be dead or gone, but there not, they are just older. Another very unusual, but pleasant occurance has been the weather. Especially july, August, and September, and althought being unusually hot 90 to 100 tempatures it has been very clear with visibilities in excess of 40 to even 60 miles. So after being gone from this area for almost 30 years, and remembering it as very poor visibilities 3 to 7 miles typical. I really can't complain. We are now into October and Fall and with the cooler temps. The visibility is again going back to what I rember

Bussiness has been good. Although I am not sure we are making any money. As it seems, I write more checks to pay bills than I receive and deposit. Plus the bussiness climate in Southern California, is still pretty hostile towards Small Bussinesses. At one time we had a number of accounts with Manufactures, but most of them have either moved or gone out of bussiness, and as both Les Homan and myself have said we want to service all you owners and builders of our airplanes first.

The only other depressing thing around here is the News. Almost everyday there is some kind of drive by shooting, robbery, car chase, or sniper on the Freeway and it especially hard for my sweetheart wife to see this on TV every nite.

AS for Flabob it has changed very little over the past 30 years, but theirs not nearly the activity their once was. As it becomes a Ghost Town after Five O'clock in the evening. It is also very demanding to land here after dark. As the runway is very narrow and not well lighted. Unlike Hillsboro Airport in Oregon. Where I was previously based.

As for the Editorial duties I will be passing them onto Glen Olsen and Clay Gorton. Both from the Salt Lake City area of Utah and both Starduster and Acroduster owners and builders. I have mixed feelings due to all the wonderful people I have met, but their is just no way I can do a good job on the Magazine and take care of bussiness. I will of course continue to do Starduster History as well as contribute to the Magazine from time to time and you can continue to send articiles, pictures, Bilders tips, and letters to me at Starduster or to Glen or Clay. Besides nothing lasts forever the exceptions are of course Biplanes.

#30 DCB Editor

Air Alerts

Following are Airworthiness Directives (AD) and Airworthiness Alerts that have been issued by the FAA. They apply to aircraft engines, propellers and accessories that EAAers are likely to use, but do not constitute a complete list of ADs and Alerts issued over the past month. Consult your local FAA office for availability of a complete listing.

Airworthiness Directive (AD 96-23-03); Textron Lycoming (Docket No. 96 ANE-31); Priority Letter issued on October 28, 1996. Applicability: Textron Lycoming IO-320, LIO-320, AEIO-320, IO-360, LIO-360, AEIO-360, HIO-360, TO-360, IO-540, O-540L, LIO-540 and AEIO-540 series engines with high pressure fuel pumps, Part Number LW-15473 that have manufacturing date codes 154739506, 154739507 or 154739510 that were either installed on engines shipped from Textron Lycoming between July 18, 1995 and August 14, 1996, or were purchased as replacement high pressure fuel pumps on or after July 18, 1995.

Compliance: required as indicated, unless accomplished previously - to prevent an inflight engine failure due to fuel starvation. Within five hours time in service after the effective date of this AD, accomplish the following: disassemble the high pressure fuel pump, inspect and, if necessary, repair or replace with a serviceable high pressure fuel pump, in accordance with Textron Lycoming SB No. 525A, dated October 7, 1996.

Copies of the airworthiness directives or NPRMs are available for a fee from EAA's Boeing Library, P. O. Box 3086, Oshkosh, WI 54903-3086 or phone 414/426-4800.

◆ Owners of Hartzell propellers are faced with a new airworthiness directive (97-18-02) that supersedes all four previous ADs on X- and V-shank, steel-hub propellers. The new AD will require initial and repetitive dye penetrant and eddy current inspections of the blade and an optical comparator inspection of the blade retention area for cracks. This AD also requires initial and repetitive visual and magnetic particle inspection of the blade clamp and dye penetrant inspections of the blade internal bearing bore. In addition, the steel hubs of model HC-(1, 4, 5, 8) (2, 3) (X, V) propellers are required to receive initial and repetitive visual and magnetic particle inspections. Given the length and complexity of this AD, affected members are urged to obtain a copy through AOPA Online (www.aopa.org/members/files/airdirect/1997/971802ad.txt [.pdf]) or through AOPA AvFax (800/462-8329, document 5550).

◆ Owners of small Lycoming and Continental engines equipped with Precision Airmotive (formerly Facet and Marvel-Schebler) carburetor models MA-3(A, PA, or SPA) and MA-4SPA are affected by a proposed airworthiness directive (97-ANE-16) that will supersede AD 93-18-03. The new proposed AD would require repetitive inspections of those carburetors equipped with a two-piece venturi or replacement of the two-piece venturi with a one-piece assembly as a terminating action for the repetitive inspections. According to the FAA, 30,000 carburetors are affected by this proposed AD, at a cost of \$195 per carburetor.

Look out for off-colored aviation fuels

Users of 80/87-octane avgas may be surprised to find that their fuel is clear. AOPA has learned that some refiners are taking the lead out of 80 octane, resulting in a fuel for which no dye specifications exist. Operationally, there should be no problems associated with burning the clear (unleaded) 80 octane. The American Society for Testing and Materials (ASTM) requires that leaded 80 octane be dyed pink. Since there is no requirement to dye the unleaded 80 octane, some users may find clear fuel in their tanks.

On the other hand, turbine aircraft operators should be alerted to lookout for fuel that has a slightly pink color instead of clear. Contaminated pipelines and tankers that previously carried untaxed red-tinted diesel fuel has led to the occasional reports of pink fuel, says Gus Ferrara, a consultant for AOPA. Preliminary data compiled by the Coordinating Research Council's Dye in Aviation Turbine Fuels Group indicates that low levels of red dye affect hot section components of turbine engines.

Fly Less, Crash More

By working the NTSB/FAA accident figures on page 15, the results suggest something besides the safety trend reversing from improvement.

Calculate the percentage of change in hours flown and fatal accidents per 100,000 hours, and we see that in 1992, we flew 12.6 percent less than in 1991; yet, the fatal accident rate was 18.4 percent higher.

Between 1993 and 1994, we flew 2.9 percent less but had a 3.4 percent higher fatal accident rate.

Between 1994 and 1995, we flew 8.6 percent less but had an 11.5 percent higher fatal accident rate.

It indicates that by decreasing the hours flown, a pilot increases the risk of a fatal accident by a greater per-

centage. The message is pretty clear: *The less we fly, the more fatal we are.* It's disproportionate and not to our advantage. (I'm more pleased than sorry to say the period 1992 to 1993 bucks the theory.)

NTSB makes recommendations for kitbuilt aircraft

Amateur-built aircraft registrations should require more information so that owners may be more easily notified of potential safety problems, the National Transportation Safety Board says.

The NTSB, approving the recommendations at Oshkosh during the EAA Fly-in and Convention, said that the FAA should require owners to list the manufacturer, model name, serial number, and make and model of the engine. While most kit manufacturers use newsletters to keep owners informed of potential problems, such methods are often inadequate, the NTSB said in its report. The method of storage used in the FAA aircraft registry database prevents it from being used for dissemination of safety information.

Additionally, the NTSB said type-specific training could have eliminated accidents in past years where inexperience played a role. However, amateur-built experimental aircraft can't be used for compensation or hire under regulation 14 CFR 91.319(a)(2). An owner/builder may pay for instruction received in the his/her aircraft, but not for the use of another experimental aircraft to receive the instruction. Removing this restriction would allow pilots to receive training before flight testing begins.

• A homebuilt Starduster II struck a tree and crashed during a forced landing in a pasture after losing power on initial climb from Atlanta, Texas on Jan. 19. Both occupants were injured. The pilot said he found a loose throttle cable linkage.

SOME THOUGHTS ON WOOD PRESERVATION

by

Chad Wille

Homebuilt aircraft traditionally use large amounts of wood in their construction and the Starduster series of airplanes is no exception. Wood is easy to work with simple tools, taking advantage of the "Father's Day" gifts we often get as presents. Wood is familiar. There is hardly a young man who has not mended a wood fence, hit a ball with a wood bat, or built a balsawood model at some time. Admittedly, the wood we use in airplane construction is more specialized and better treated than our old sawhorse, but most people who see an airplane wing uncovered and look at the thin plywood and stick-like capstrips will blurt out, "Is that all its made of?" Wood is pretty common stuff. Like another organic material, cotton, wood seems "friendly" and has excellent characteristics for airplanes.

So much load is taken on our wood wings that we want to keep them in the same condition and unwarped shape that we built them in. Most forms of wood need protection from the elements, although there are some shipbuilding woods, teak being the most common now, that require no protection of any kind since they naturally have a very high oil content. Water, moisture and to a lesser extent sunlight, are the enemies of most organic materials. The Spruce and Douglas Fir woods that are commonly used today for airplane wings are softwoods which require coatings of some kind to control the moisture content so that it does not change too rapidly. It is relatively immaterial what the actual moisture content of our wood is at any given moment, but if it dries out or gets wet over a short period of time it can expand and contract. This can cause cracking. An exposed grain, given enough time, can lose its cellulose (the natural "glue" that holds wood together) by inviting microscopic fungus into the surface. Fungi form best in conditions of dampness and warmth, which sounds a lot like the conditions inside a fabric covered airplane wing. Wood generally will not rot if the moisture content is below 20% and the wood we use in aircraft is kiln dried to much lower than this. Incidentally, wood will not rot if it is completely waterlogged either! Spruce is not resistant to rotting. Some of the hardwoods like Birch Ash and Beech are actually rated as "Perishable" while Cedar and Honduras Mahogany are very resistant to rot and so often used in boatbuilding. Douglas Fir is in the middle, better than Spruce but not as good as Cedar.

Early forms of protective coatings included hot pitch poured on the surface and rubbed in; Oil, in various forms and compounds, some of which are still commonly used on furniture and gun stocks; Paint, for outdoor weather protection of houses, fences, etc; And varnish. One of the most common forms (and cheapest) of early varnish was "Shellack" which gets its name from the ingredient of beetle shells ground into turpentine. This is not a long term coating in exterior use but does provide a clear tinted finish allowing the wood grain to show through. Spar varnish has been around for over 100 years and refers not to airplane spars but boat spars and masts, where annual revarnishing is taken for granted on exposed surfaces. This is not the best choice for aircraft wings. In the last 25 years one part polyurethane varnishes have become common in hardware stores, such as the brand name product, 'Varathane.' And we now have two part polyurethane varnishes and two part Epoxy Varnishes which are considered the best products ever for preservation of wood.

Living in the Pacific Northwest and building airplanes there for many years, and keeping them TIED DOWN OUTSIDE has given me an appreciation for water and what it can do to a wood and fabric wing. Naturally, trailing edges take a beating since condensation tends to run downhill to the trailing edge. Waterproof glues hold things together between the rib and the T.E. but that thin T.E. will warp after a short time. One of the most suprising things I've noticed over the years is how one part varnishes like the quality polyurethanes just peel right off the surface of the wood, leaving it bare. This is all the more strange because when brushed on initially the varnish seems to soak right into the wood so nicely. And we have to put on several coats in order to get a shiny finish, reinforcing the idea that the varnish is soaking into the wood. Actually it is not. It is laying on the surface only, ready to peel off with any organic action that interferes with the (rather poor) bond. Paint has better adhesion than varnishes do. Why not paint the woodwork? Boats often paint all the woodwork. In fact a "bright" boat (clear varnished) is considered beautiful but a maintenance headache, and while they often make the cover of WOODENBOAT magazine, they are rarely seen outside on the local lake. So whats wrong with painting our wings? Very little. But we would have to overcome the greatest obstacle we all face everyday in life. Tradition! Tradition says that wooden airplane parts are varnished, not painted. Traditionally it has been put forward that its easier to inspect clear varnished wood for cracks. Actually the opposite is true. A crack can follow a grain line in the wood and be nearly invisible, but would stand out quite readily under a light colored paint. Does the FAA have anything to say about this? Well yes, for type certificated (production) airplanes they have a book you should all be familiar with called AC (Advisory Circular) 43.13 "Aircraft Inspection, Repair and Alterations," which spells out what they prefer. To paraphrase, they like spar varnish, sealers (not specified as to type) dope and lionoil. They also like you to follow the original manufacturers recommendations, if any.

Lionoil? As we mentioned earlier, oil is an excellent coating and preservative for wood. Enough oil and you don't even need a varnish of any kind on top. We have found that by mixing boiled linseed oil and one part polyurethanes in a 50/50 mix for the first coat on clean bare wood that the oil actually does soak into the wood, taking the varnish in the mix with it. Subsequent coats should not be mixed with oil unless you want to wait for a long time for them to dry. Some slight krinkling of the oil/varnish mixture will occur on the surface of subsequent coatings and some people might not like the look of this. We have found this to be an excellent long term preservative for aircraft wood.

Regardless of the undercoating, something must be applied to the wood that is impervious to the fabric coating system, otherwise all the effort will be lost when the dope melts and lifts the varnish/oil/ sealer/ or paint undercoat. The very best product on the market is a 2 part, true epoxy varnish. Poly Fiber (Stits) markets an excellent product that stands up to all dopes and hot solvents, dries to a remarkably shiny gloss and lasts as long as the airplane. Other true epoxies (two part) are also good.

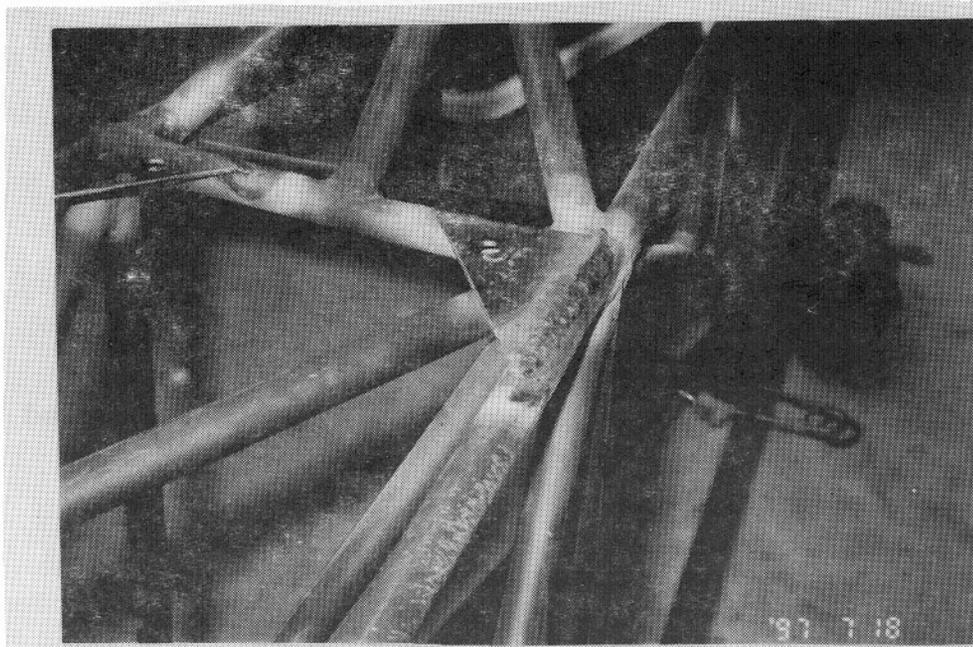
Some people like to use a poison commonly called PENTA brushed on prior to coating with varnish to prevent fungi from ever getting started. Use your own judgement on this. It works, but its so

potent that even the empty can should not be disposed of in a land fill. Keep your pets away, not to mention your kids. Wear gloves, and once it dries, dont cut or sand or breath any dust from the wood. Coat over it immediatly, locking it into the wood and away from you.

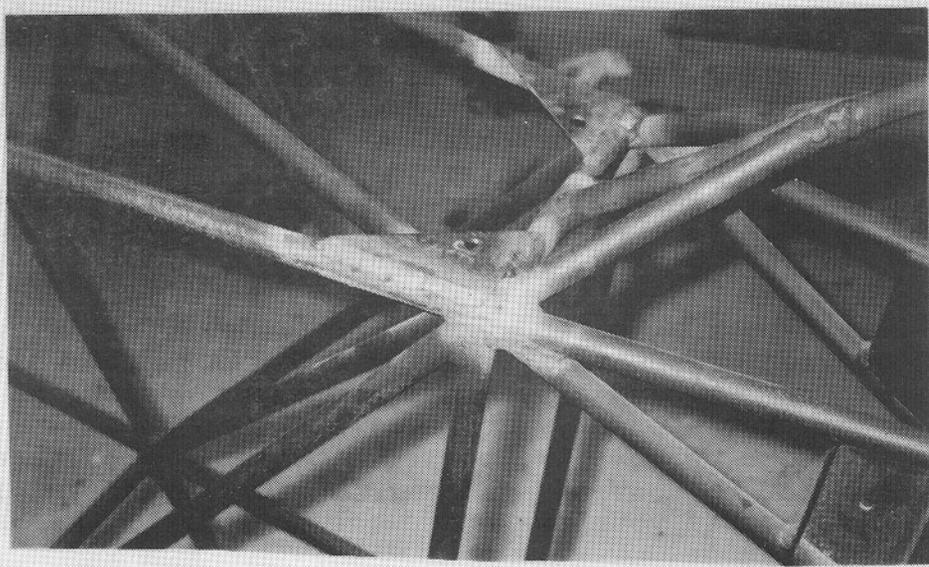
I once saw a famous designers wooden airplane and asked why the wood was completely bare and unvarnished. "It saves weight" (!) was the reply. The plane was kept in a nice hangar, rarely flown, and only locally on perfect days. An airplane is not a piece of furniture. It should be able to take some hard use in all kinds of weather and not be a worry as the years go on. Even if you are going to pamper it the next owner may not be able to. Heck, he may mount it on floats and fly it to Canada! (And a seaplane hangar is a rare thing.) Plan for your airplane to get wet, use good oils and varnishes and put in plenty of drain holes in the covering job.

One technique would be to cover the bottom side of your wing only. Then take a hose to it and watch where the water runs, where it gets trapped and where you need to add drainage. If the thought of this makes you uncomfortable you probably haven't put enough protection on your wood!

Chad Wille



PICTURES OF LOU HAGLERS
SHOLDER HARNESS BRACKET
INSTALLATION, LETTER ON
NEXT PAGE



THE OLIVE HAWLER AIRCRAFT MFG.

5636 So. Lenz Pl.
Langley WA. 98260

July 22, 1997

Dave Baxter;
Stolp Corp.
4301 Twining
Flabob Airport
Riverside CA. 92509

Dear Dave;

I was standing around in my shop sulking because of my inability to break 90 with my Golf game, when I was interrupted by Jim Price who is the current Prez of the local IAC. After criticizing my lack of beer, he noted that I would be very smart to put reinforcing gussets back where the vertical stabilizer joins the fuselage. and attaching my shoulder straps back there. he claims that it could very well save me from a broken back.

well I can tell you that I take advice when it's offered by a world class acrobatic type.

The pictures you see are self explanatory.

Best of luck to you guys



June 13, 1997

Dave Baxter
5725 S.W. McEwan Road
Lake Oswego, OR 97035

The romantic mystique open cockpit biplanes promise has always been an attraction for me. Earlier on I learned that an antique biplane required more energy than this toy collector could muster. I wanted to have my cake and eat it too. In order to keep my F-19 Taylor Craft and have a biplane, the Starduster II was a likely candidate. It had the lines of a classic biplane, equipped with manageable hardware and mechanics I'm familiar with. Along with a rather lengthy history of predictable performance and flight characteristics Starduster II promised a realistic possibility for this biplane enthusiast. So I went ahead and joined the club and found the Starduster magazine to be an expression of not only my sentiments but a bonus of an excellent support group.

The Starduster Open House in early May looked like just the place for me to be if a Starduster II was in my future. In early April I conned my friend, Tel Paris, a maxillofacial surgeon that I've worked with for longer than I'd like to remember, to accompany me on the Starduster Trek. Like myself, Tel is enjoying a long awaited enthusiasm for flying rather late in life (at age fifty plus) and is wise and experienced enough to figure out a way to get the time to do what he wants to do.

The cross country trek to Oroville from Tacoma was just the right bait and he bit. So on May second I loaded up "Sweetie" (my F-19 Taylor Craft based at Apex Airport, Silverdale, Washington, S42). I departed Apex in the morning as the fog from the Hood Canal rolled over the north end of Apex Runway 17. In this area marine fog can move in quite abruptly and keep you pinned down until late afternoon. Under stable but foggy air conditions I flew to Tacoma Narrows Airport, slipped in between fog layers, picked up Tel and we quickly departed south for the promise of sunny, warm Oroville, CA weather.

The first stop was Skapoose to fuel up and then onward to McMinnville for breakfast. Then with full tummies we headed down the lush Willamette Valley, stopping for fuel and advice at Roseburg and then Siskiyou. As we proceeded the GPS ID'd a head wind aggressively reducing our ground speed to sixty-five mph, although IAS (indicated air speed) was 105 mph. I was navigating from the left seat and Tel was piloting "Sweetie" from the right. This relationship is a natural since I've assisted Tel with TMJ surgery for many years and I found that the expedient communication system developed during these surgeries worked equally well on the Oroville Trek. For course correction, "one banana right, two bananas left." We would break up the monotony

page 2

of 65 mph by racing semi trucks south on Highway 5. We had the disadvantage until the road continued with the topographical contour and we'd cut the corner. I only wish the truck driver could have heard our cheers.

Mt. Shasta loomed to our left. It was a spectacle to behold. Attempts to photograph its immensity proved futile. As we crossed over Lake Shasta we saw the flat lands in the distance with anticipation of clear skies, sun, heat and food. To our surprise there was an awful lot of water around Oroville, reminding us of home. Yellow, low flying crop duster airplanes seemed as numerous as honey bees in spring. The GPS pointed the way to Oroville and as we crossed over runway 19, mid-field, underneath "Sweetie's" left wing we saw all those flying bridges lined in the ramp area.

After an uneventful landing we were greeted by an interesting "follow me" sign, a lady affixed to the back of a WWII jeep directing us to the parking area. As we unfolded out of "Sweetie" attempting to stand upright and actually move one leg in front of the other (Taylor Craft's afford a slightly cramped flying posture) it was truly warm and sunny. It had taken us literally all day to get there but it was worth it.

That evening we were entertained to an incredible cook-out. Our host, E.A.A. Chapter 1112, provided convenient transportation to a hotel room followed by one of the most incredible cook-outs Tel and I have ever experienced. We were greeted initially by real cowboy singers, a BBQ pit with food to die for and a cowboy cook who looked like he was a model for a Charley Russell painting. My wife says I could probably talk airplanes ad infinitum, and this was one of those evenings. We got an earful of Starduster history and were fortunate to hook up with Larry Rydberg, a man after my own heart. Not only is he a Starduster owner/builder, but he owns a custom Harley chop shop in Albuquerque, NM.

Later after one of our E.A.A. hosts poured us in his van we somehow made it up to our hotel room and literally crashed and burned in bed. I kind of remember my head hitting the pillow. The long cramped ride in "Sweetie" and the excitement of the evening were too much for this old frame and I before I knew it it was about eight a.m. Fortunately for Tel and me Larry Rydberg was having breakfast underneath the khaki army tent. Sensing my anticipation for my first Starduster ride I was on my knees begging. Needless to say the flight was everything I had hoped for and more, including slow fly to aerobatics. Larry demonstrated a steady hand that cinched the deal for me, I've got to get one.

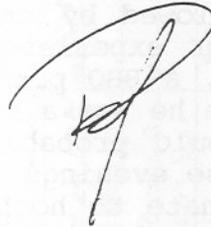
Tel was number two for the ride and we spent the rest of the day meeting Starduster pilots, E.A.A. members, and heard and talked about the rides. We got so involved we missed lunch. Kind

page 3

Karolyn Fairbanks took pity and found some excellent munchies. After re-fueling we shuttled back to the hotel and then were entertained at the banquet with talk and songs of Stardusters in the sky. We were fortunate to hook up with Ted Dvorak and Bob Wampler and made plans to fly back north together. Having been in touch with flight service they felt we could slip in between weather systems if we left before nine a.m. the next morning.

Nine a.m. Sunday morning Ted led off in his 150 followed by Bob in a 140 and Tel and me in "Sweetie" proceeding north. We had it made with the often elusive tail wind. Our tour guide and flight leader, Ted, gave a running commentary on 122.75 with stops first at Grant's Pass, then Skapoose. Tel and I bid adieu to our new found flying buddies and promised to return and see more of the Willamette Valley. The weather progressively deteriorated as we approached Tacoma, landing just behind a weather cell which was moving north. There was so much water on the runway I did a float plane landing using the wheels as pontoons. After waiting about an hour to give the weather system a head start I followed it up to Silverdale and Apex Airport.

Reflecting on the experiences one stands out. As we were approaching Grant's Pass there was this voice on the radio (122.75), a bit distorted and broken, but you could just barely make out a minstrel's voice singing "Stardusters in the Sky." It turned out to be Larry, still giving rides down in Oroville. A hearty thanks to the people at E.A.A. Chapter 1112 and Larry Rydberg. "I'll be back!"



Mike Weeden
2105 16Th Ave.
Monroe, WI 53566

June 29, 1997

Dear Dave

Great to talk with you last Wednesday. I was glad to hear the Starduster Corp. is active and still providing assemblies, parts and expertise.

I'm writing to request your "Tech tips" and subscribe to to the Newsletter which you can start from the first of this year. I'm still going through my back issues to see what years I'm missing.

I'm currently considering how far to build the gear axles aft from original to improve ground handling and if I'm going to increase the wings (and Horizontal Tail) incidence to improve forward visibility. I don't have all of my wing mount fittings (#40,41) cut out yet or the cabanes built. So it may be relatively easy at this point. What I do have is a basic fuselage, center section with tank, most wing fittings, a rib kit I bought from a guy in Austin TX about 10 years ago and some spar lumber. Plus a gear kit and trailing edges from Starduster. I've done very little actual work since spring 1986. I finally have some time and hope to bring my project back to life. I'm glad I picked an enduring design. I'm hoping to make it to Wautoma Next month for the first time and link-up with some of the "Pros"

Sincerely
Mike Weeden SA-300 #1806



July 24, 1997

Dave Baxter
5725 SW McEwan Rd.
Lake Oswego, OR 97035

Dear Dave,

Haven't talked to you for a while so I figured I'd better drop you a line and make contact again.

Since my last letter at the beginning of the summer last year from Cottage Grove, OR, We have moved to Marysville, WA. And after August 1st we are buying a home just outside of Arlington, WA. I'm finally getting a place with a shop! I can't believe it! The plane, or what there is so far, has been stored in a hangar at the Kelso airport since I move from there spring of '96. As soon as the house moving is done I'll be straight away down there to move it and all my tools to my shop. I went to work for B.F. Goodrich Aerospace in Everett and so have access to any big tools I should need. I'm really getting excited to start again. I've been thumbing back through my builders log and tech tips to refresh my memory. I've been reading in the Starduster Magazine about a book on Starduster History. Do I order this from you or Bill Clouse if it is still available? Also do you have a list of builders or flying Stardusters here in the Arlington-Seattle area? I'd really like to make some contacts here. I'm including my current return address but hopefully it will change next week (keeping my fingers crossed, it's as hard up here to find a good deal on a house as it is to find an ugly Starduster!). I think that came out right. They should forward my mail for a month or two in any case. Anyway I'll drop you a line as soon as I have the new address and phone number. Maybe I can catch you at Scappoose sometime. I'm still finishing up a good friend of mine at Kelso for his Private license and we go there quite a bit. By the way, if you know anyone who needs any instruction or BFR in their Starduster I would be willing to trade if they would be willing to get me back up to speed in the plane. It's been about a year since any tailwheel time. Thanks for everything and hope to hear from you soon.

Sincerely,

Larry A. Moses
4407 123rd Place N.E.
Marysville, WA 98271-8565
(360)659-9330



GRAND PRIZE WINNER WAS BOB HAMMOND FOR HIS BEAUTIFUL ACRO DUSTER TOO

N236RH PICTURED ABOVE WITH HIS WIFE JEANE THEY ARE FROM TONAWANDA NY

27



1ST PLACE WENT TO GENE GLACKMAN & BUD FRITCHLEY STARDUSTER TOO N84MM THEY ARE FROM EVN IN



2ND PLACE WENT TO GLEN OLSEN N34LG ACRO DUSTER TOO FROM SANDY UT

June 10, 1997
2941 N. Rio Verde Drive
Tucson, AZ 85715-3544

Dear Dave,

After only seven years and one month, I finally got the wings mounted on my Starduster! After finishing the "I"-struts and aileron slave struts, I'll haul it back to my garage to cover the wings. At that point, it will be complete to the firewall less paint. The horizontal stab and elevator are complete and stashed in the guest bedroom.

When I trammed the lower wings to the rudder post they were spot on since I rigged them by lining up plumb bobs from the spars to a snapped chalk line. The real surprise was the upper wing. I had to largely eyeball rigging the center section to the cabanes so when I got the whole thing assembled I was happy (amazed) to find that the upper wingtip to rudder post dimensions were within 1/4" of each other. I'm not even going to think about fooling around trying to rig that out!

I'm still looking for an O-540B2B4, 235hp Lycoming and the money to pay for it. . . .

Sincerely,

Bob Dwyer
Bob Dwyer
N28LJ



After six years of rest Starduster 2 NBR9 enjoys the freedom of flight again.

On March 5, 1997, I purchased the creation of Mr. James A. (Bakie) Ruffin of Thomaston, Georgia. It was a fine Starduster 2 that he built back in 1975, and the following year he flew it to Oshkosh. The airplane flew a total of 138 hours at the hand of Mr. Ruffin, and you have to assume that he must have enjoyed it enormously because he never parted with it. I know that the plane would have never left Georgia if Mr. Ruffin had not been afflicted with Alzheimer disease and the family was reluctantly forced to sell N9BR. I feel slighted in the purchase of his work of love, because I never had the pleasure of meeting the man who spent five years of his life constructing the aircraft that I now call mine.

Mr. Earl Adkisson disassembled the plane and transported her home to Atwood, Illinois. Home of the Atwood Air-Farce. There I started to remove all of the sheet metal with the intention of checking the things over prior to the reassembly and first flight since 1991. As things usually go, that led to replacing every piece of aluminum from aft of pilot seat to the prop. Mr. Ruffin had the forethought to leave as much non-fabric area as possible for the purpose of inspection. I thought as long as I was replacing, I might as well apply new paint. Thus the color was changed to a bright yellow, with white trim and black checker board highlights. I installed a new instrument panel complete with radio. No rolled and pleated for this lightweight, so new seats were installed. All this took until August 1, 1997, and it was ready to make open air between her wings and the cornfields of Illinois.

August 1, 1997, the weather was absolutely perfect. Since I had not flown a tail dragger in 15 years, or for that matter any other aircraft. Besides the hour in the Cessna 152 I was forced to take my bi-annual check ride with, I elected to have a gentleman, named Robert Bilyou from Decatur Il., fly the Starduster. He has 200 hours in his own a Strarduster 2. The first flight was uneventful and short, just around the pattern and set it down at a three point attitude. Robert said "It flies great, go for it."

My first flight was not so uneventful, the takeoff was super, roll straight, lift the tail and lift of around 70 mph. Stay up around 15 minutes and attempt my first tail dragger landing in fifteen years. Grease it on right (I THINK NOT) it seems that my 300 hours of experience with my Cassutt Racer of 15 years ago stuck with me. My approach at 100 mph over the fence was a slight bit speedy for this two winger. The mains eased on about 85 to 90, hey great, and then I decided to bring the tail down. Yes sir, the take off speed of 70 still works, in fact it worked for two more approaches. After I slowed the thing to a more desirable speed the ease of landing this plane is as gentle as any Cessna 140 I can remember flying, other than the lack of forward vision. After a few vertical stabilizer adjustments it flies hands off at a cruise speed of 115 to 120 mph with the 180 hp lycoming and constant speed prop up front. No other adjustments were necessary.

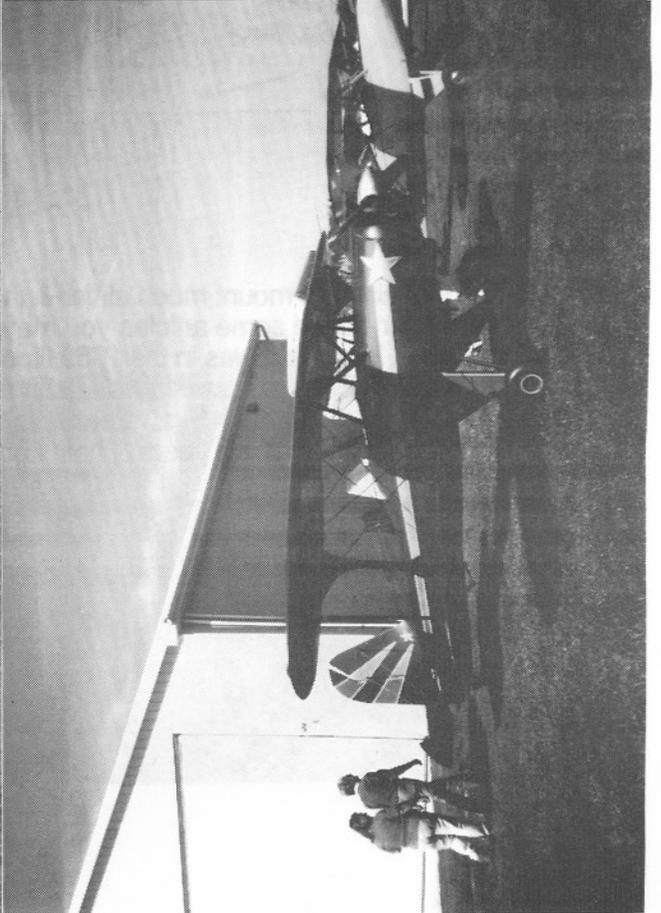
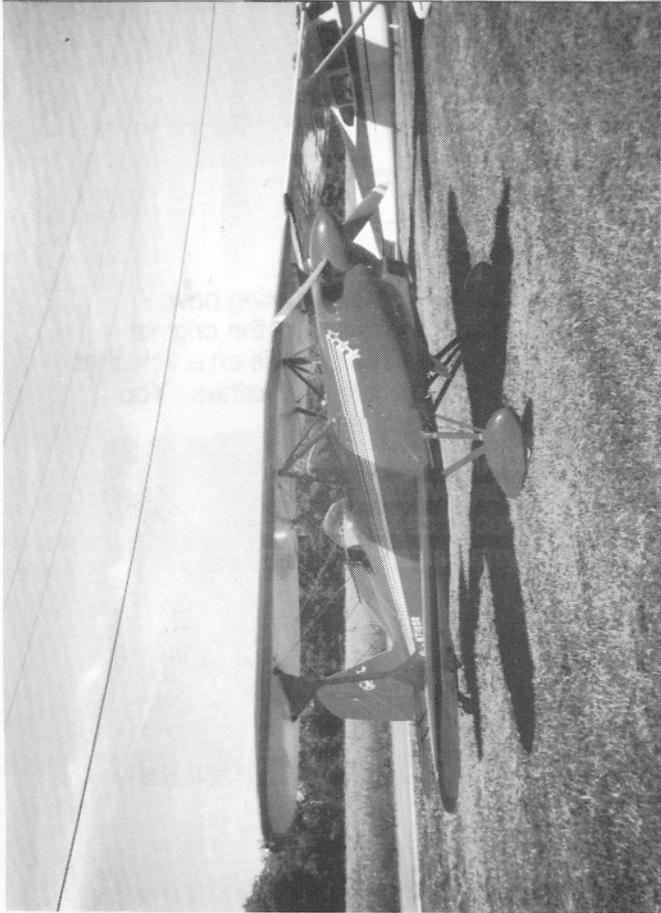
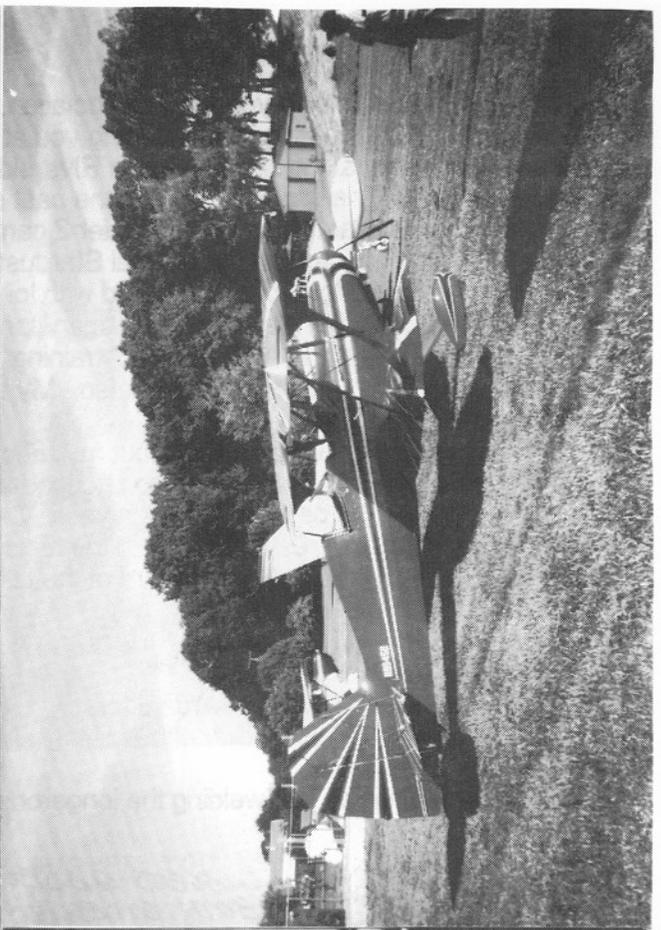
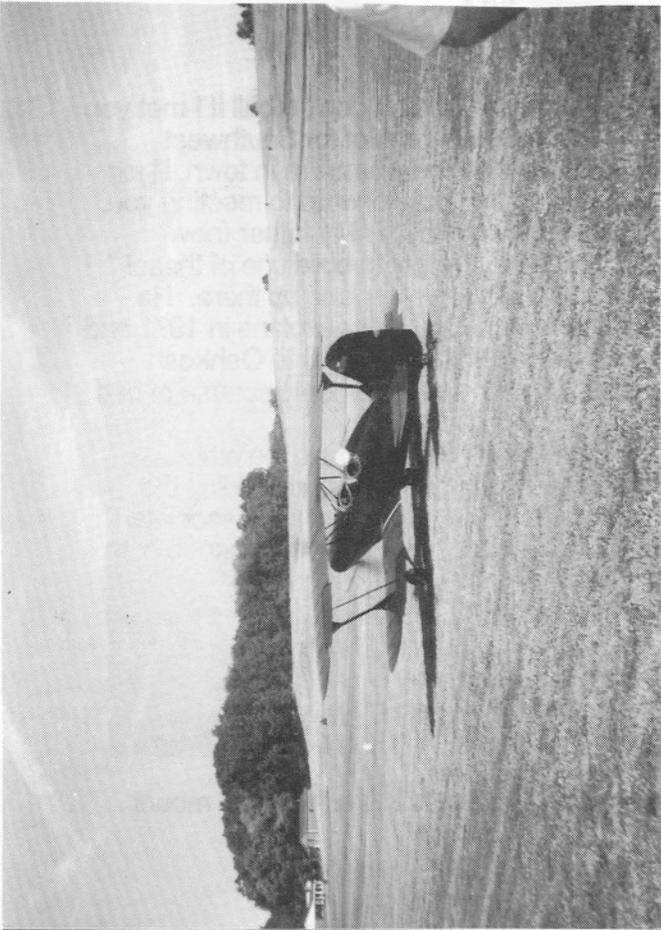
I would like to thank your folks at Stolp Aircraft for the assistance via phone. The help that was given me on how to rig this thing made the difference. Sometimes I am sure that we builders or re-builders seem like complete idiots when we ask the questions that seem so simple to those of you in the know, but you would have never known anyone there felt that way. I thank you for this.

Perry E. Testory



PERRY TESTORY, s STARDUSTER TOO N9BR
ABOVE & ROBERT BILYOU, s STARDUSTER
TOO BELOW N1214 LETTER ON PAGE# 16





ALLEN'S AIRFRAME & ENGINE SERVICE

300 8th Av. North ~ Greybull Wyoming ~ 82426
Phone 307 765 2158 ~ Email abeck@trib.com

Aug. 10, 1997

Stolp Swarduster Corp.
4301 Twining Street,
Riverside, CA. 92509

Dear Sir,

Recently I acquired a welded up Starduster TOO fuselage frame, it was built in your shop sometime between Oct. 1966 and Nov. 1974, it was purchased by a Stan Gabriel of Santa Cruz, CA. Stan does not remember for sure when, there was a log book with the fuselage signing off the welding and the cabane struts were built and welded on by Lou Stolp and signed off by Lou but Stan lost the log book and has never been able to find it. The top longeron assembly at the rear cockpit station is a double tube arrangement, I have enclosed a polaroid picture of same, can you elaborate on this. Also the plans set with the fuselage is made up of a number of pages marked obsolete and unnumbered and with pages carrying serial number 56 and signed in ink by Lou Stolp. My biggest concern is can you supply me with a list of current drawings and engineering changes so I can check my set of plans for up to date corrections. There are drawings for three (3) center sections, two (2) landing gear changes one of them being for modifications to the bungee cord set up and one for the spring gear.

Do you still have a catalog available? Also is the newsletter still being published? The elevation here is 4000 feet, what is the minimum horse power recommended for this airplane built to minimum VFR requirements?

Any information you can provide will be greatly appreciated.

Sincerely,



Allen C. Beckhoff
300 8th Ave. N
Greybull. WY. 82426

Would you please send me a copy of the manual "Building The Gold Duster," find enclosed my check for \$25.00. Thank you



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

6-25-97

Dave,

I have been meaning to write for over a year. I always think if I wait I will have more progress on the construction to tell about but I am as slow building as I am at writing.

The Starduster Magazine is really great, I hope you keep writing it for us. I am always looking forward to the next issue. I also would like to thank all the Starduster owners and builders that bring their aircraft to the various flyins over the years, it really helps the rest of us that take awhile to finish.

The number of Stardusters that are turning out at the EAA Copper State Flyin and the AAA Cactus Flyin in Casa Grande has been very good since '95 relative to years past.

As for my project, enclosed are some photos taken late Oct 96. I finally finished welding cabanes and I struts so I thought I would assemble all the parts I had built to date and take a photo. Sorry about the shadow I was a little slow to get it all together before late afternoon.

Basically what I have are wings that need butt stiffeners, wing walks, tip bows, leading edges, tailing edges, aileron gap fillers, ailerons, aileron bell cranks, and aileron push pull tubes.

Center section need tank hold down straps installed, fuel lines, tank area cover, forward and aft attach angles, leading edge, hand holds, and trailing edge plywood cover.

Fuselage basically needs all engine controls, instrument panels, forward bulkheads, forward sheet metal, floor boards, fuel system plumbing & valving.

Landing gear needs the additional diagonal tube added, tabs for brake line support and leg cuff.

Horizontal and elevator are complete, less trim tab.

Rudder would have been complete except I broke a tape off while making the tail light bracket.

Note of course what I am calling complete does not mean it is primed, painted or covered.

Have a couple of questions about urethane varnish (2 part mix) and epoxy varnish (2 part mix). What are the typical uses for both? Which is the best for the wing structure and center section with a fuel tank? Are either urethane or epoxy affected by any of the covering systems Stits / Randolph etc? Finally, what did you use on yours and would you use it again?

It seems epoxy would be best but is it to hard, will it crack with the wood flexing and the hot / cold, dry / moist cycles?

I have been working on a list of all the Stardusters I can find mentioned in Sport Aviation, Starduster International, Starduster Magazine, Starduster History and any other publications or actual aircraft. I imagine you have already done this, but if you have not I would be glad to share it with you. It goes back as far as when the first Starduster I were mentioned in the chapter activity part of Sport Aviation. It is a Claris FileMaker Pro, so it is eases to find names, N numbers, engines, addresses and add what ever history is known.

Hope to see you in Wautoma as we have had our reservation since Oct.

Thanks,

W.A. Gauger
Bill Gauger
1520 E Leland
Mesa, Ariz 85203

David Baxter
Stolp Starduster Corp.
4301 Twining Flabob Airport
Riverside, California 92509



Starduster

Dear Dave,

Thanks for all the tech data, the Starduster Magazine, and the picture. I really appreciate the quick turnaround and the time you spent in putting these materials together.

I've enclosed a check for \$17.00 to cover the cost of the materials as well as subscription fee for the Starduster Magazine. It's a fascinating publication, especially for newly ordained members of the Starduster Society. My partner, Mike Schultz, and I recently bought the Starduster Too depicted above. It's tail number N307S, with a fixed pitch 220 Franklin, formerly owned by Don Ames, fighter pilot extraordinary and Lear Jet instructor pilot. He kept it in mint condition down here at Ryan Field in Tucson.

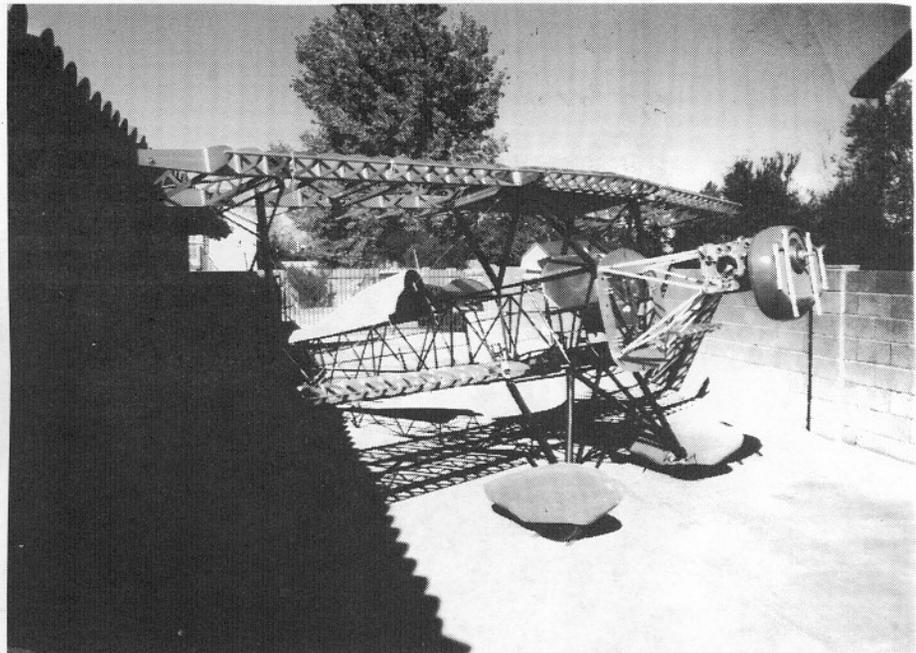
Mike and I look forward to future editions of your magazine and exploring the skies over Arizona in one of the prettiest biplane ever built.

Thanks again for the info.

Best regards,

Don Robinson
11181 E. Via Madre
Tucson, AZ 85749

BILL GAUGER, s SA-300
STARDUSTER TOO PROJECT
LETTER ON PAGE#20



ALLEN'S AIRFRAME & ENGINE SERVICE

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Aug. 10. 1997

Stolp Srduster Corp.
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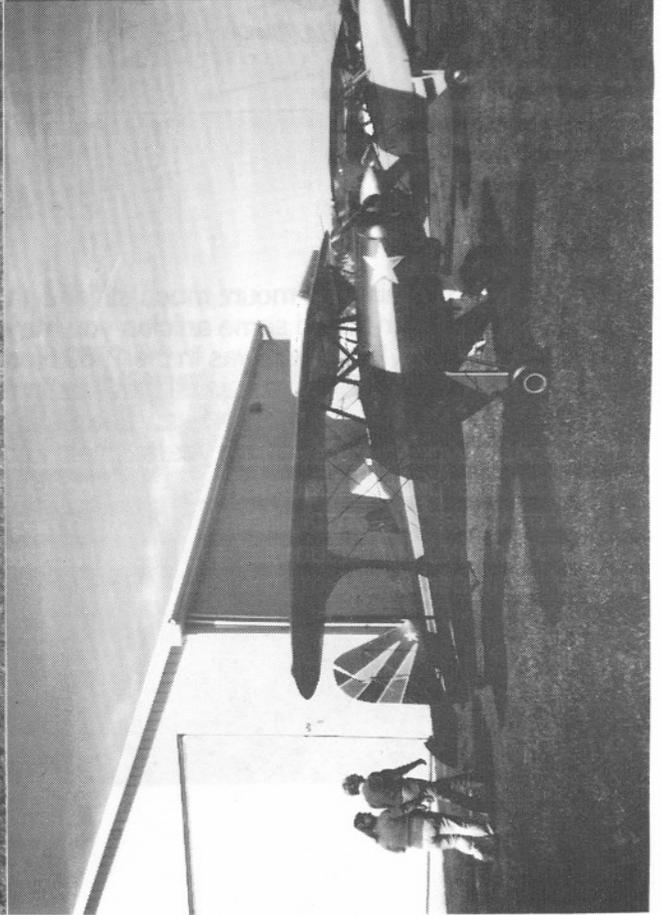
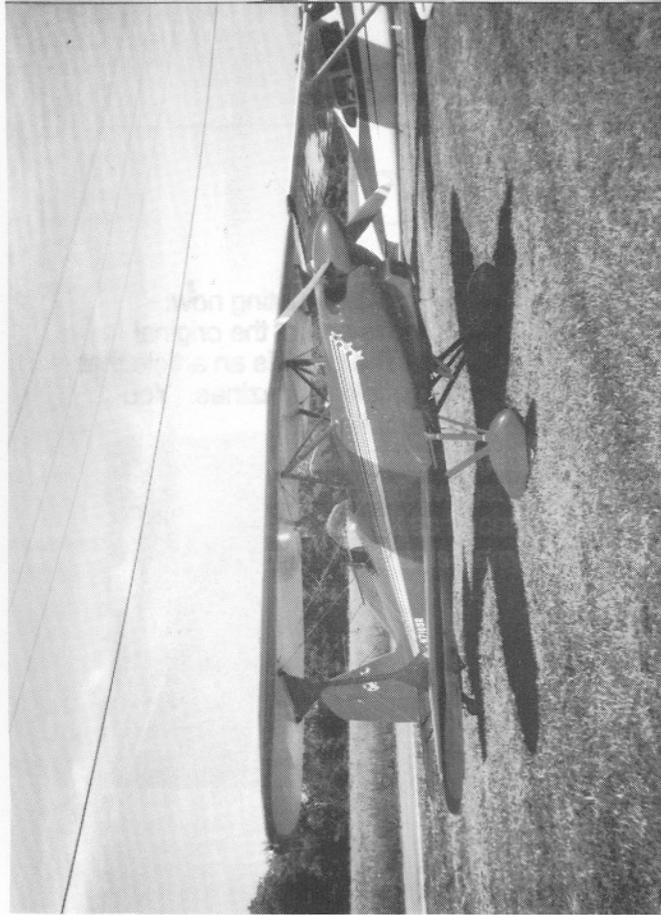
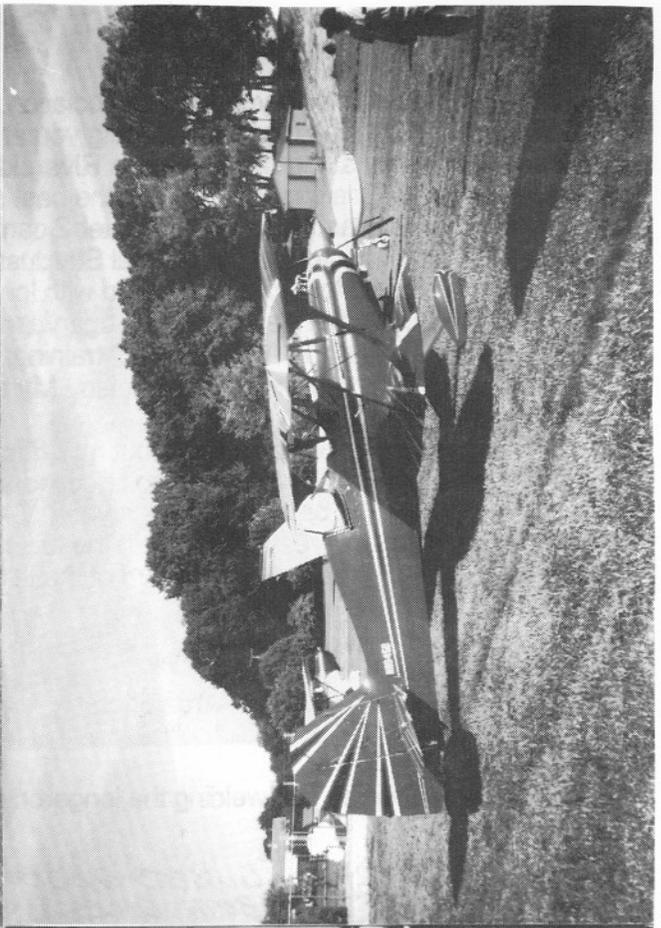
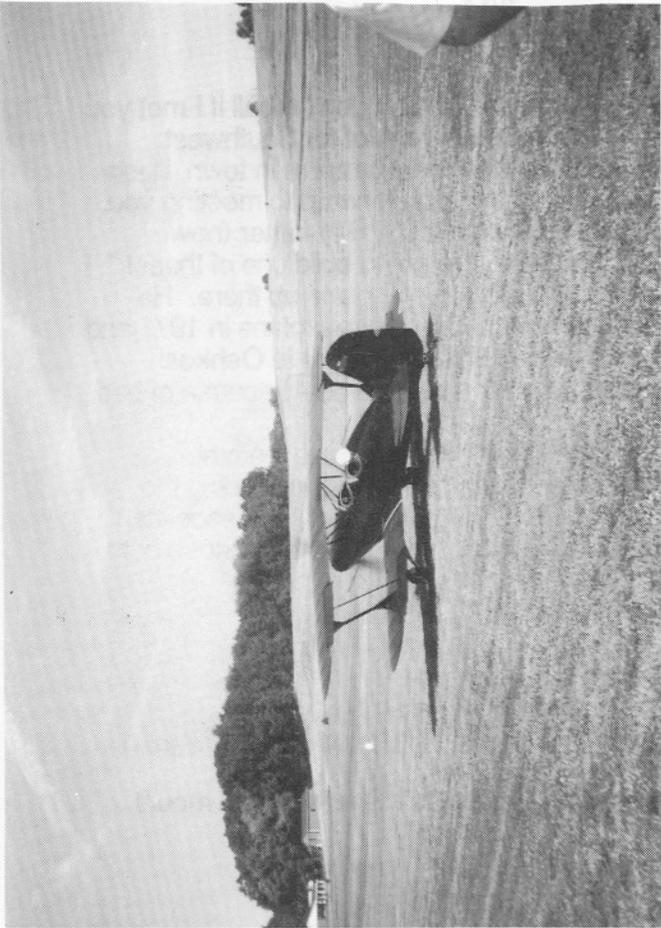
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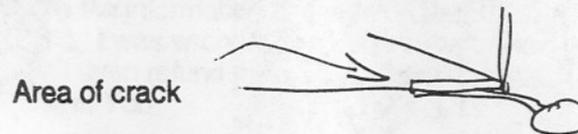
8/14

Dear Dave,

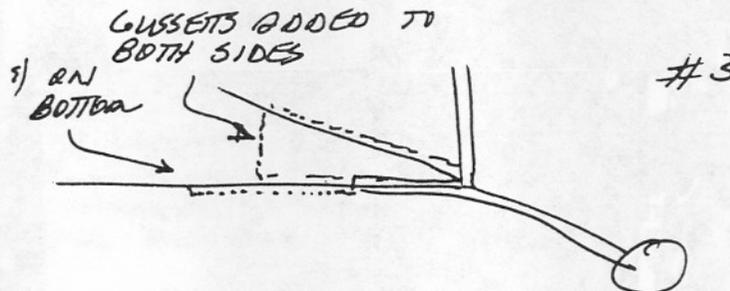
Congratulations on your new association with Starduster Corp. I don't recall if I met you at Wautoma, but I look forward to seeing you at Flabob airport. I'm a pilot for Southwest Airlines & we stay at the Mission Inn in Riverside. If I have time, next time I'm in town, Ill jog out. I've enjoyed visiting with Bill over the past several years & look forward to meeting you.

My first contact with the Starduster 2 came back in the mid 60's. My father (now deceased) saw a picture of the original Starduster 2 and said, "I've got to build one of these!" I believe he went to Rockford and visited with lower whoever flew the airplane up there. He immediately bought the plans and we began construction. He finished our airplane in 1971 and test flew it while I was in Air Force pilot training. We flew our airplane (N8TJ) to Oshkosh several times & I've flown it up there also. My trip up this year was an ordeal because of bad weather and a mechanical failure.

I'll pass on the information about my mechanical problem & it may help the other Starduster pilots. Several years ago I noticed stress cracks on the fabric surrounding the tailwheel mount. A couple of times a year I Check the lower longerons and the associated bracing, but found no rust or cracks in the tubing. Sometime during my trip to Oshkosh both Lower longerons cracked just forward of the tailwheel mount plate.



This was repaired by Mig welding the longerons & adding 3 gussets to the tailwheel mount..



This made the tailwheel mount much stiffer & there is very little flex in the mounting now.

I've also enclosed some articles you may enjoy looking at. One is one of the original Starduster ads. I believe it was in the 1969 Rockford fly-in program. The other is an article that appeared in an old flying magazine that was in my father's collection of old magazines. You can imagine my surprise when I saw Lou Stolp's picture & read the article!

Good luck in the coming years & help keep this great airplane flying.

Sincerely,

Terry Smith

OSHKOSH/WAUTOMA 97

Wautoma was a little different this year. This is the first time I have flown in by myself. Dave and Donna Baxter stayed at Flabob and kept the store open. Bill Clouse flew his motor home and Mary took the van. I left Byron California on Saturday afternoon. First stop was in Battle Mountain Nevada. Had to remove a bug from my auxiliary tan vent. With the bug in place I could only fly for about 3 to 4 minutes before fuel pressure dropped to engine run rough time. Switch to main for 5 minutes and then back to Auxiliary. After vent clearing procedures on to Brigham City. Final stop of the day was at Rawlins. Total of 6.8 hours of flying for the day. Sunday morning found us headed for Alliance Nebraska. My dad was stationed there in WW II. A storm blocked my intended path so the next stop was Central City Nebraska. The next stop was to be Fort Dodge Iowa, because I had to make a quick stop 30 miles west to wait for a thunderstorm to clear. I later flew the distance to Fort Dodge and spent the night. Monday morning found us on our way to Wautoma. A total of 13.7 hours had elapsed since leaving Byron.

Wautoma was great and I want to thank all the local people who make this a great event. Jack Mullenmaster and his wife Terri managed the airport. Dick and Jon also played important parts to make this the best event yet. The pancake breakfast was great both Saturday and Sunday. The people make this a great place to meet and fly.

The weeks events found us in Oshkosh on Wednesday, not realizing it was opening a day early this year. I returned on Thursday to get Stolp Starduster Corp. signed up for an exhibit next year and to get involved in the forums. While I was there I talked to the Sun-N-Fun people and we are working on an exhibit for 1997.

What we want to do in 1998 is to have an exhibit at Oshkosh. What we hope to do is have some of our aircraft on display, pass out literature and catalogs and other data. We want to start building enthusiasm. We are going to continue Wautoma as in the last 5 years. We will have a shuttle schedule firmly planned. This will allow those interest in Stardusters to ride out to Wautoma and meet the real thing in an atmosphere that flying is made for. We need lots of people to take part in our activities, both in Wautoma and Oshkosh.

Starduster is on the move and we need people interested in volunteering for help in our exhibits at Sun-N-Fun, Oshkosh, National Biplane Association Fly-in, Arlington and the Golden West air show at Castle, Merced.

One other thing while we are on the subject, we are officially inviting the Hatz, the Acro Sport and the Skybolt people to Wautoma to join us. Glenn Olsen and Clay Gordon are working on this part of the plan. We are all biplanes and are fabric covered. My Starduster Too has received more damage at Oshkosh in the 5 years I took it there than in the 2,614 hours of flying I put on it. I believe this is not an isolated event and that is why fabric covered aircraft is not as popular at Oshkosh as in the past. If this is a true statement for others, this will give them an opportunity to fly in to Oshkosh for the day or ride over, or just spend the time at Wautoma.

Back to Oshkosh/Wautoma. Oshkosh has grown by leaps and bounds again. It is a very impressive event.

The high light of the trip for me was our group of Stardusters working on the promotional video Starduster is making. Jon Hansen with Video Concepts Inc. was working with us to make a promotional video. Jon has been a key player in our enjoying Wautoma since our first fly-in, in 1992. For those of you who were involved in or heard of the great Oshkosh Starduster Fly by of 1995, you might say we had some improving to do. Some of the video involved getting shots of aircraft taking off, flying by and landing as well as from air to air. We briefed as a team, everyone had input, when everyone was satisfied with the procedures we flew. We briefed each flight one at a time. I want to tell you I felt a lot of pride being part of this event. Everything that was done was completed in a very professional manner and everyone involved deserves a well done. I want to thank those individuals, Oscar Bayer, John Reed, Bob Hammond, Max Bennett, Glenn Olsen, Gary Due, Randy McKinney. Thanks also needs to go to Jon Hansen for standing in the middle of the runway while we buzzed him and for taking the time to interview everyone. To Clay Gordon, for operating the ground radio station. And to Bud Fritchley and Gene Glackman. They were in Oshkosh on Saturday during the flying part but got involved on Sunday. They were interviewed and moved there Starduster Too around and around so Jon could get pictures from the top of a scaffold on a hot day.

Max Bennett and Oscar Bayer used their airplanes for camera ships while Glenn Olsen and myself flew formation and then broke down and to the right. Again I want to thank everyone and say JOB WELL DONE. Speaking of jobs well done I want to congratulate Oscar on his first solo at Wautoma. Good going and may you have many, many years of flying.

The awards were handed out on Sunday night at Peck's Plantation. I am still getting into this new job of mine so I was not as well prepared, as I should have been. The larger raffle prizes were held up by the UPS strike or were shipped by ground instead of by air, at any rate they were not at Wautoma.

3rd Place went to: Gary Due Starduster Too N12P

2nd Place went to: Glenn Olsen Acroduster N34LG

1st Place went to: Gene Glackman and Bud Fritchley Starduster Too
N84MM

Grand Prize went to: Bob Hammond Acroduster N236RH

True Grit was presented to: Bill Clouse for all his years of dedication to Starduster

Furthest distance flown went to: Glenn Olsen

At this point I need to apologize to Oscar Bayer and to Glenn Olsen. I put up a map at the airport in Wautoma and had everyone mark their flight to Wautoma in heavy



GRAND PRIZE WINNER WAS BOB HAMMOND
FOR HIS BEAUTIFUL ACRO DUSTER TOO

N236RH PICTURED ABOVE WITH HIS WIFE
JEANE THEY ARE FROM TONAWANDA NY

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1ST PLACE WENT TO GENE GLACKMAN &
BUD FRITCHLEY STARDUSTER TOO N84MM
THEY ARE FROM EVN IN



2ND PLACE WENT TO GLEN OLSEN N34LG
ACRO DUSTER TOO FROM SANDY UT

lines and all other Starduster flights in light lines. The last time I walked by the map was in a hurry and with a quick glance noticed the heavy line from Salt Lake City area and it registered as the longest distance flown. Oscar, from San Louis Obispo California had the actual honor. I hope this is the worst mistake I ever make. Nest year I will have a SOP and will follow it.

The dinner next year will be held tentatively at the Oakridge Restaurant west of town. As time approaches we will keep you informed.

Monday the weather was bad, no departures until about 11:00. I flew to Ottuma Iowa and then to Fort Scott Kansas to visit Relatives. On Thursday I got my first early departure from southeast Kansas and was airborne at 7:00. First stop was Scott City Kansas. From there we went to Lamar Colorado then to Montrose, no stage four thunderstorms over the peaks even. From Montrose we traveled to Richfield Utah. Tonopah was the next stop and then over the Sierras into Byron California. A record for me in one day. Total flying time for the trip was 37.7 hours. All I can say is there are several trains with holes in them.

STARDUSTER NEEDS:

We are still in need of pictures of Starduster Aircraft. We do not have many pictures of the **V-Star** and the **Starlet**. Please send in some pictures for brochures, flyers ETC. We want the world to know what they are and what they look like.

We would appreciate any pilot reports on all the aircraft. Write down what you think about you Starduster Aircraft and send it to us. There are many builders who have questions as to what power plant or prop to use. Those that are flying would like to know how they compare to others. If you let us know engines, prop diameter and pitch and speeds you are seeing at various RPM's it can help builders judge what they want to install. In reference to engines I am especially interested in anybody with converted automotive engines. The Starduster Too is an aircraft, which can accept a wide range of engines. Does anybody have a 3.8L or 302 Ford, or 4.3 L or 350 Chevy mounted up front. Let us know how they are doing.



3RD PLACE WENT TO GARY DUE N12P
STARDUSTER TOO FOND DU LAC WI



OTHER STARDUSTERS AT WAUTOMA

N76GS MAX BENNET BUFFALO NY
N490B OSCAR BAYER ARROYO GRANDE CA
N85RC RANDY MCKINNEY INDIANAPOLIS IN



WAUTOMA/OSHKOSH
"97"

Visitors' Register

PLANE
~~FIRM~~

DATE	NAME	PLANE FIRM	ADDRESS	TO SEE
7/28	Les & Mary Homan	SA202 91164	4059 REGATA DR. STREET Bram CA. CITY STATE	11:00a TIME IN TIME OUT
7/29	Lyle Taylor	SA300 31Z LT	6961 Progressive Rd CITY Wapato STATE WA	TIME IN TIME OUT
7/30	RAY MOORE		204 5TH AVE CITY TROY STATE NY	TIME IN TIME OUT
7/30	John & Joan Clark	SA300 N2455D	14375 70+6 CITY Oskaloosa STATE KS	TIME IN TIME OUT
7/30	Joly & DONA STEIN	PA 235 5864V	848 Westwood Hls Dr CITY Mpls STATE MA	TIME IN TIME OUT
7/30	GEORGE BURICA	SA 300 II 52U (A-LP-503A)	240 HENCKSHAM CITY Glenview STATE IL	TIME IN TIME OUT
7/30	Chuck Krobberhoff	SA300 8605G	STREET CITY Sabin STATE MN.	TIME IN TIME OUT
7-30	Tim Hennings	7368m	1644 ALBANY AVE SE CITY Prichard STATE MN	5:35 TIME IN TIME OUT
7-30	MIKE & JOSH (CONRAD)		115 MARATIN CITY Livermore STATE CA	TIME IN TIME OUT
7-31	RANDY MCKINNEY	N85RC. Starduster II	3418 ASHLEY LN. CITY Indianapolis STATE IN.	9:35am TIME IN TIME OUT
7-31	Angelo Poulos		6209 West 29th Place CITY Indpls IN 46224	TIME IN TIME OUT
7-31	DON MATHER	STARUSTER II 99450	402 COVE ST SANDUSKY OHIO CITY STATE	TIME IN TIME OUT
7-31	BOB & DIAN JOHNSON	N286 BT	STREET Hwy N CITY Mt. Goodie STATE MO	TIME IN TIME OUT
7/31	JOHN W & MARY ANN REED	N-76 NP SD-TOO	2919 STRIKETOWN RD EVANVILLE STATE IN	TIME IN TIME OUT
7/31	Gale A. MICHAEL	BL 19-14-2 N9805B	24370 REDFIELD RD. EVANVILLE STATE IN	TIME IN TIME OUT

Visitors' Register

PLANE
~~FIRM~~

DATE	NAME	PLANE FIRM	ADDRESS	TO SEE
	BUD FRITCHELY GENE GLACIEMAN	STARUSTER II 84MM	10127 SE BROWN RD STREET EVV STATE IN	TIME IN TIME OUT
7/31	Bob & LeAnn HAMMOND	Acroduster N236 RM	633 BRINGTON Rd CITY TOWANDA STATE N.Y.	TIME IN TIME OUT
7/31	MAX BENNETT	STARUSTER TOO 76 GS	STREET CITY BUFFALO STATE NY	TIME IN TIME OUT
7/31	Tony Simic	KMBC	1358 NW JEFFERSON ST CITY BLUE SPRING STATE MO	TIME IN TIME OUT
7/31	Rob & Joan Tinn	DELTA CA SUPER VIKING N39506	STREET CITY CEDAR RAPIDS STATE IA	TIME IN TIME OUT
7/30	S NIEC	SA-23 180 2427P	STREET 5107 E. Wilson CITY Elio STATE MI	7:30 TIME IN TIME OUT
7/29	Glen Olson Clay Gorton	Acroduster II 34LG	STREET CITY Salt Lake City STATE UT	TIME IN TIME OUT
7/31	Craig Reed	Building - Starduster II	STREET 7105 Glade Ln CITY Florence STATE KY	TIME IN TIME OUT
8/1	Eddie Duggit	PA 28-180 N7417	STREET CITY CAMDEN STATE TN	9:30 TIME IN TIME OUT
8/1	The Gauge's Bill, Peg, SAM, Justin	Building Starduster II	STREET 1520 E. Leland CITY MESA STATE AZ	TIME IN TIME OUT
8/1	BOB KURRLE	Building Starduster Too	STREET 408 W. ELM ST. CITY WENONA STATE IL	TIME IN TIME OUT
8/1	OSCAR BAYER GERRIT VANDERZIEL	STARUSTER TOO N4908	STREET 250 STANTON ST. ACROYO GRANDE, CA CITY STATE	TIME IN TIME OUT
	Peter Pennick	SA 750	STREET 9251 Kiowa Tr. CITY NEW HADSPEN MA	TIME IN TIME OUT
ARR 7/28	AL TOMLINSON	STARUSTER TOO N77AN (NOT HERE)	STREET 1406 LEE CT CITY LAKE WORTH STATE FL	TIME IN TIME OUT
8/1	Myron Bishman	Champ 7594A	STREET 9108 65th ave CITY Mpls STATE MA	TIME IN TIME OUT

LES HOMAN YOUR NEW PREZ & RENO RACER
AND HIS SUPER STARDUSTER ONE
N9116Y RACE # 95 BYRON CA



MORE STARDUSTERS AT WAUTOMA



TERRY SMITHS N8TJ BUILT BY
HIS FATHER DALLAS TX SEE
LETTER PAGE# 24



HUCK KRABENHOFTS S/D TOO
N8605G SABIN MN

What is Starduster? What do you do? What does it take to build one?

These are the main questions I get asked.

What is Starduster?

Starduster is Stolp Starduster Corp.

Starduster is the name of the prettiest biplanes ever built and flown. The Starduster, Starduster Too, Acroduster, V-Star, Starlet and Super Starduster are our airplanes. The Starduster is a single place, fun biplane. The Starduster Too is a two-place biplane, large enough for two and baggage, easy to fly; good cross-country machine you can do aerobatics with. This is truly the prettiest biplane ever built. The Acroduster Too is a high performance aerobatic two-place biplane. The V-star is a single place, low horsepower fun biplane. Starlet is a high wing monoplane, low horsepower, single place and lots of fun to fly. The Super Starduster is a high performance, unlimited aerobatic, single place, fast, fun biplane. It is the newest Starduster design.

What do you do?

Starduster: Stolp Starduster Corp. provides full service for its products. We sell plans for all of our aircraft. We sell all products and hardware to turn your set of plans into a flying machine. We have a catalog which has product listings aircraft, plans, kits, wood products, metals, hardware, hose and fittings, covering supplies, fiberglass components, fuel tanks, engine mounts, landing gear, exhaust systems and instruments. Regarding our airplanes you can take several paths to a finished product. Option #1 is to buy a set of plans and set forth procuring a piece at a time until time to fly. Option # 2 is to by a set of plans and to purchase kits. Kits are available for all assemblies. They range from sheared fittings to wings and fuselages ready to cover. Get the entire aircraft at one time ready to assemble or get a kit. We are easy to work with.

What does it take to build a Starduster?

One thing it takes to build any airplane is dedication. An airplane has a certain amount of materials and labor in it. If you buy a manufactured airplane the company bought the materials, paid labor to build the product and then covered overhead and made a profit. When you build an airplane you will need materials. Some want everything brand new, best there is, others want what will meet the need, be safe and be as economical as

possible. This is called scrounging. Some people enjoy this part of building. Examples range from buying a worn \$400 tail wheel for \$5 at a airplane flea market, spending \$60 dollars for repair parts and using it for 500 hours of flying.

Labor is the biggest single savings you will get. This is due to the cheap rate you are paying yourself. This is not true in all cases, ask the guy who has built 3 homebuilts and has had 3 wives. On the other hand when others are made to feel part of the project you can get even greater rewards, also more cheap labor. Pay it back with flying. Overhead and profit are other savings.

Essential tools for building any Starduster include: electric hand drill, hand tools, vise, hacksaw, aviation snips, right and left, files, wood saw and saber saw. A welding rig will be needed if you plan on doing your own welding. An oxyacetylene unit with small welding torch, such as the Smith's welding torch set works very nice. The larger the bottles you have the better, but small ones will do. You don't need to be an expert but you do need to get some good practice and we suggest you get together with someone familiar with gas welding and make sure they and you are comfortable with welding before you start welding parts. If you don't want to get into welding have someone do it for you or order prewelded kits.

What is Starduster?

Starduster is a name for the prettiest biplanes ever built. When we first looked up at a biplane cutting across the sky, when our hearts started beating faster and we developed all those symptoms of falling in love. When we realized this was our dream, to set at the controls, to soar among the clouds so free, to hear the sound of the wind in the wires and be in control of our own destiny. Our play area would stretch from the green grass to the stars. We never forgot that site. No one forgets the first time our love runs as wild as our imagination. With the sky as our limit and dreams so high it is only a matter of time before some of the star dust gets in our eyes. After all that is where dreams are kept.

The Starduster Too is a mixture of our dreams from among the stars and loves on the ground. With the prettiest biplane ever imagined and our love up in the front seat, well it doesn't get any better, here on earth.

RACING IN RENO, OR WHY CAN'T I GO JUST A LITTLE BIT FASTER.

We all have dreams. One of mine was shortly after the first time I saw a picture of Biplanes racing around a pylon. It seemed like a long way off for a 12-year-old, however I tucked it away and let it grow. In 1996 my dream came true. I had completed the first plans build Super Starduster (SA101) and was ready to try racing. When it was over I had won the Bronze heat race and received a 6th place in Silver. Not bad for the first year.

This year I spent considerable time after Oshkosh/Wautoma working on 9116Y to go faster. I should have spent it working on the catalog. Some changes made included rigging changes, wing root failings, new tapered nose bowl, removing slave struts and electronic fast response EGT/CHT for all four cylinders. This EGT/CHT proved to be an enormous aid. It worked better than the other changes.

If you have wondered what happens when you remove the upper ailerons on a four-aileron biplane it begins like this. As you make the first take off and break ground, not accelerating at a high rate so you can get the feel, surprise, there is no feel, there is not much aileron, there is lots of stick movement and you start wondering if this was a wise move. After you pass 100 MPH things begin to improve and around 140 it is ok. At 160 to 180 you hardly notice the difference. At slow speeds it is a different story. After some hours you become used to the idea. After returning home and connecting the upper ailerons it was sure a big difference. If I had picked up speed it may have been worth it.

The new nose bowl included a 6' prop extension. I cut two slots for air inlet. They are approximately 1.5" high x 5" long. The raised cylinder head temperatures and with some playing, taping and modifying during race week we had the CHT and EGT peaking at the same time. Now this provided lots of amusement and challenges, but not an increase in speed. In the process we installed large radius surfaces on all areas exiting from engine cowling area. This looked good but none of this increased our speed.

We added tape and seals to all control surfaces, to no avail. Now if you think we were running faster or slower the following should be considered. With the same prop we had last year, turning the same RPM at the same density altitude we clocked the same speeds around the course except for the day we qualified. We raced at 168 and qualified at 174.7 MPH. Our stopwatch indicted we had some laps at 179.

We finished with a 8th place in Silver. Not bad, but next year we are going for the gold. We are talking about some trick ideas with leading edges. We will do lots of turf testing and we are going to do it. See how a dream gets started and then it becomes an obsession. Is this good? I don't know, depends on how many biplanes are behind me when I finish. By the way, if you have done any scud running it is just like racing except you only turn left? I would like to thank my pit crew, Mary Homan, Mike Rowan, Fritz Eisenbeiser, Adolf, David and Jennifer.

FLY LOW

FLY FAST

TURN LEFT

See you in Reno in 1998. Les Homan and 9116Y (Dawn)

STARDUSTER HISTORY

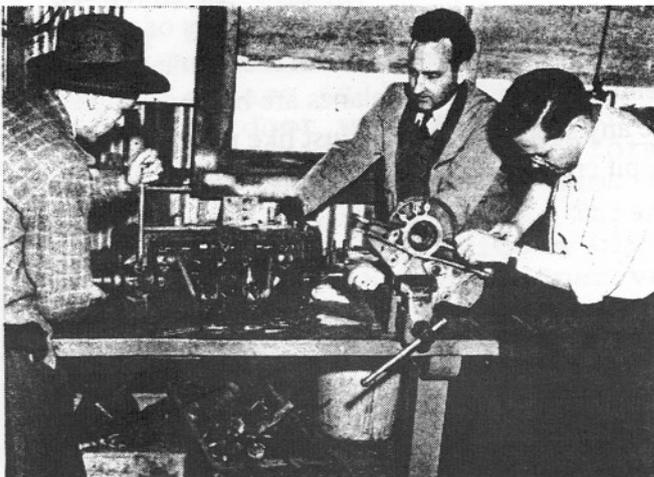
STOLP ADAMS 1950



Busy hangar at Compton Airport houses the Self-Service Repair station. A private owner brings his PT-22 into the Stolp-Adams shop and is met by George Adams (on wing) and Lou Stolp (near plane). Because owner will do most of work, repair charges are lower.

Self-Service Repair Hangar

PHOTOGRAPHS BY ROSS-PIX



Repairing engine of Funk Bee, Herm Schwartz (right) and Floyd J. Fuller of Hollywood, Calif., are supervised by George Adams.



Bargain-hunter Earl Armitage (left) bought cracked-up Luscombe because he knew of Stolp-Adams service. Lou Stolp helps.

Pilots are their own mechanics at this unique airport operation.

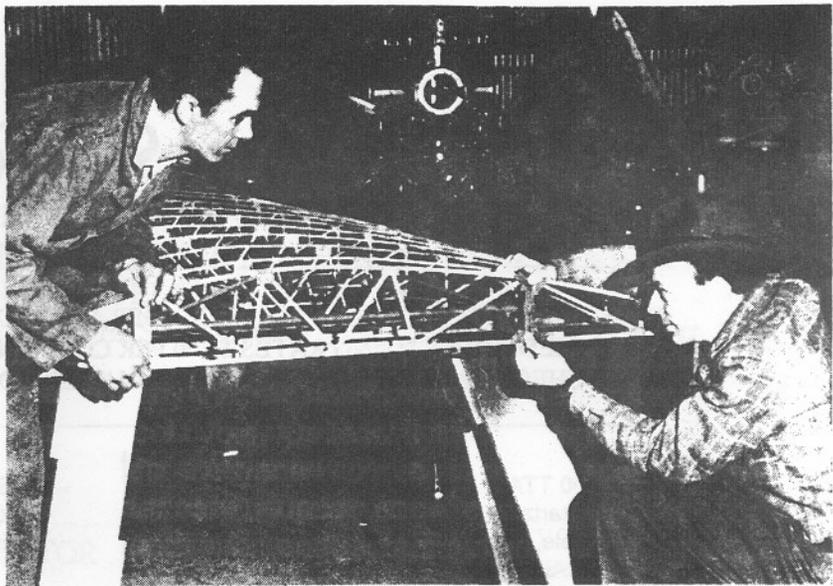
LOU STOLP and George Adams were down to their last buck and their maintenance shop had only a trickle of business. Then they hit on an idea. "Let 'em repair their own planes," suggested Lou. And thus began a unique experiment in airplane maintenance at Hangar Seven, Compton (Calif.) Airport. Owners do their own repair work under the supervision of Adams and Stolp, both licensed mechanics. The shop furnishes tools and sells parts at better discounts than most supply houses.

Pilots save money by paying only a small fee for use of tools and for supervision. Business is booming.

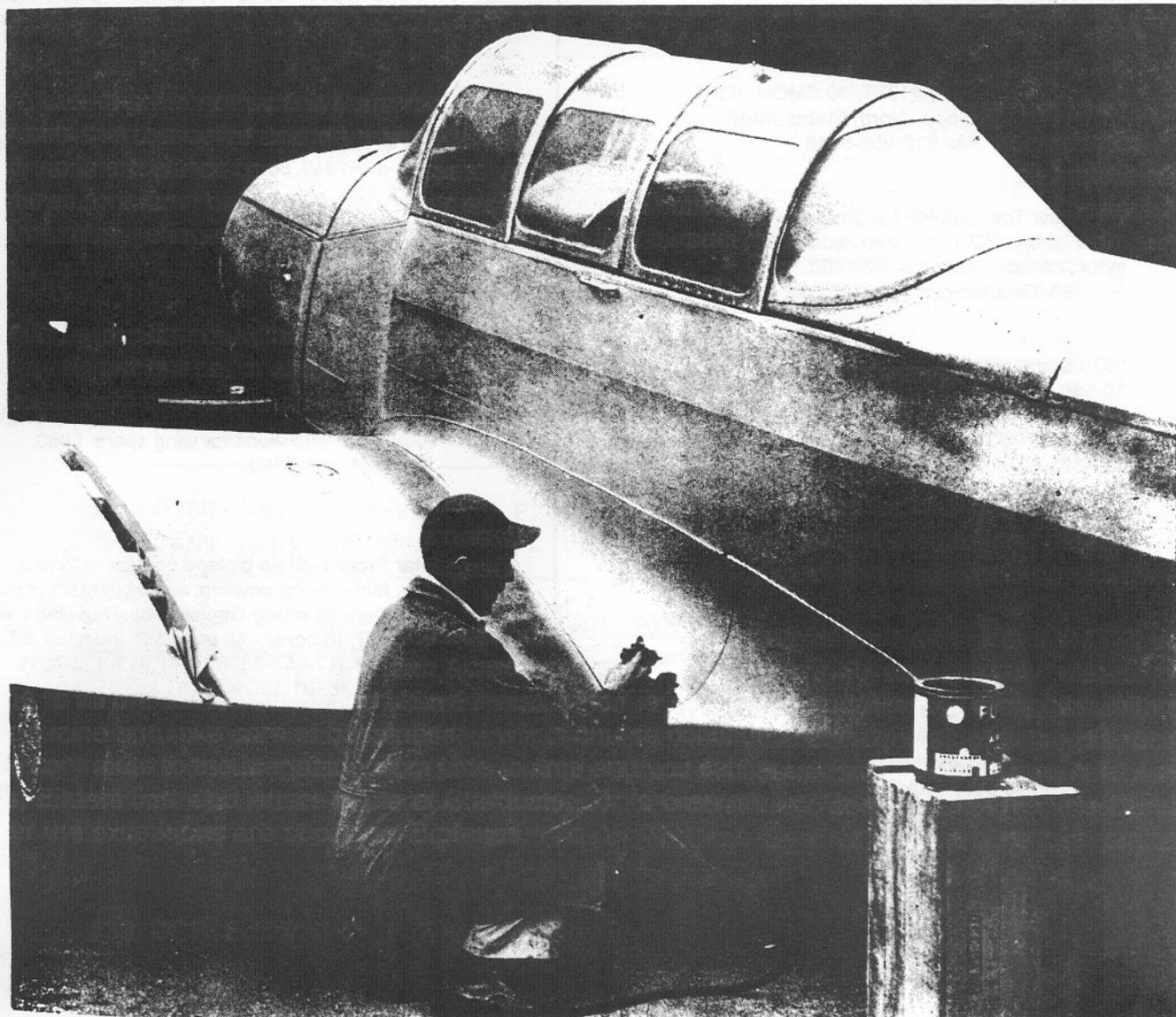
"With our service, plane owners spend most of their dough for flying, not maintenance," says Adams, a CAA-licensed inspector. "Owners get a real kick from working on their planes. Doing it under our supervision keeps it legal and saves them money." END



Soundproofing Cessna T-50, owner Robert Grafton pays \$20 monthly plus cost of materials.



Installing rib spar on Funk Bee, Floyd Fuller is checked carefully by Stolp. Total cost for complete recovering and wing structure repairs will be approximately \$200.



New paint job is a cinch for Bill Butcher, a Los Angeles mechanic. He flew into Compton Airport with the Fairchild PT-26's owner, Bill Brownfield. After selecting paint and purchasing it from the Stolp-Adams parts and equipment shop, Butcher uses their spray gun.

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A1D, 420 SMOH, Hartzell constant speed
120 SMOH, full bubble, sliding canopy, 44 gal.
Fuel, new RW&B. Airtec paint, fabric rebuild,
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Starduster Too, 45 TTAF, 45 S/O FWF, 180 HP
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All new stainless wires, pants, large spinner. No
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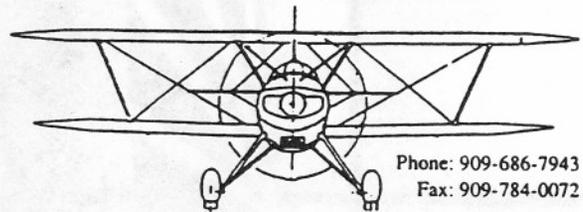
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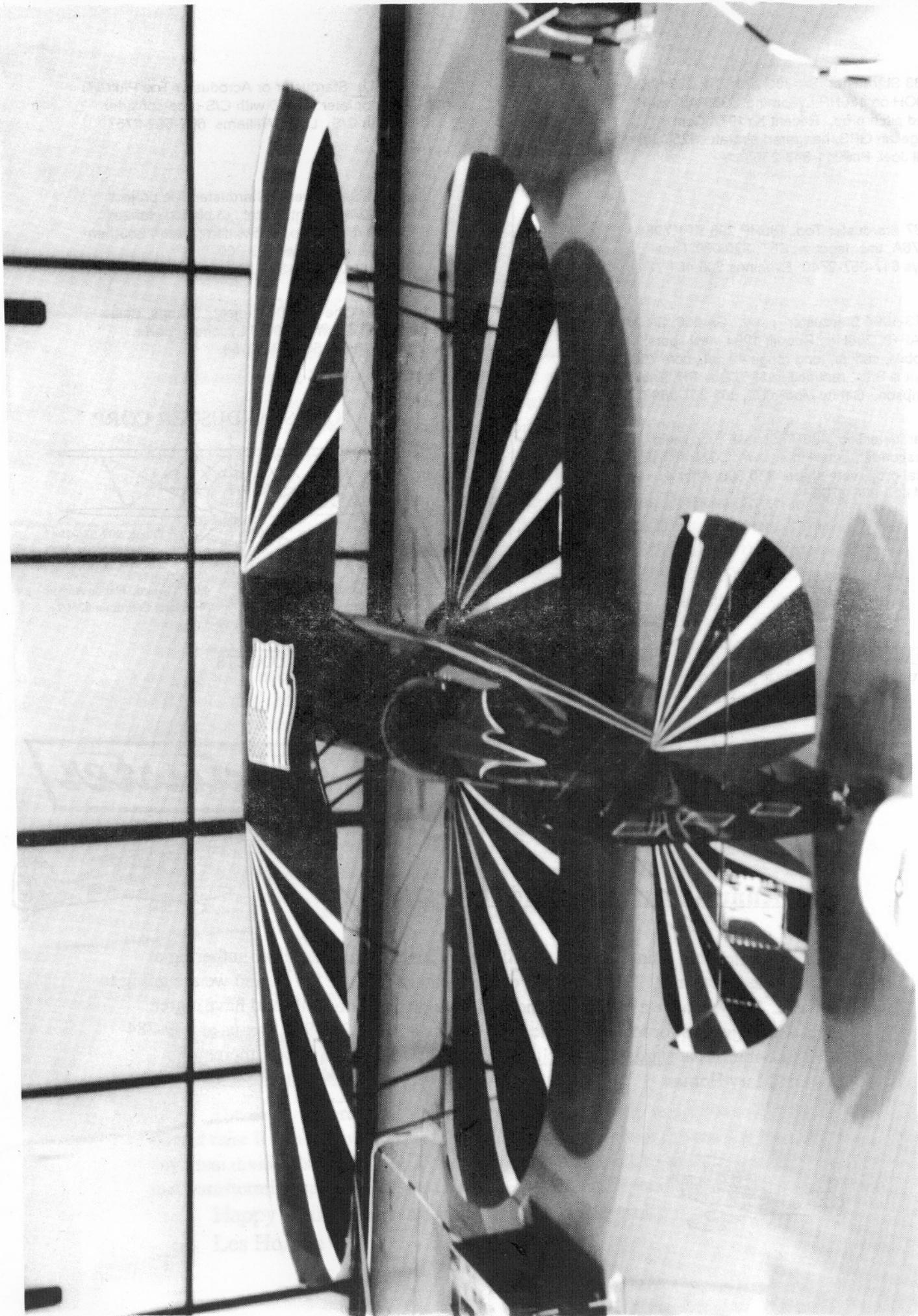
First Annual Starduster Midwest gathering:



Mark you calendars. June 4, 5 and 6th will be the first annual Starduster gathering at Bartlesville Oklahoma. This is the site of the National Biplane Fly-in and we are going to be there. We will have a tent set up and will have displays, forum's and have a great time. Come join us for lots of biplane fun. Call us at 909-686-7943, fax us at 909-784-0072 or e-mail us at stardstr@pacbell.net. Look forward to seeing you there.

Les and Mary Homan.





Call Jack...

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1969...