

JULY 1978

THE

Starduster

JULY 1978

MAGAZINE

DEDICATED TO THE ACTIVE HOMEBUILDER



PAGE ONE



Oshkosh has come and gone- And you are getting your Magazine late- Please let me first apologise for getting this publication out so late- However, it get the Magazine out, or get the new Acroduster one Flying for Oshkosh- As you can see, the Magazine came in second best-

Every year, Oshkosh gets better- This year was the best one so far- In addition to more people, more airplanes, more activities, and bigger and better Air Shows, those of us who go every year can notice things like improved crowd control, better traffic control, and improvements in the general layout-

I wish to thank you fine people who attended my Forums- It is always enjoyable talking to airplane people- And I was privileged once again to attend one of Joe Ferraros famous Spaghetti dinners, done Italian style- The man is an artist with his chef's hat on- Also attended a fine dinner in Ron Powers Motor Home, and enjoyed his fine meal and the company of him and his fellow Airline pilots-

Eric Shilling brought in our new 260 HP Acroduster I on Thursday, and for the rest of Oshkosh it was a center of interest- I don't know whether the hidden slave struts or the solar charging panels got the most interest-

When it came time to take our two Acrodusters to Fondulac JANET HELTON got to make her first solo Cross Country flight- She flew the two place to Fon du lac with her Daddy flying wing in the single place- At Fondulac, we were all pleased when John won first place in the intermediate category- After Fondulac we had two airplanes and a rented car that had to be turned in at Milwaukee- Since Janet can't drive, she got to fly the two place to Milwaukee and land on their International Airport- I got to drive and turn the car in-

From Milwaukee, I flew the single place and John and Janet flew the two place- We went to Columbia, South Carolina, to Gastonia, and Shelby, North Carolina, and to Pinehurst, North Carolina- At Gastonia, we appreciated a large article in the local paper, complete with pictures about Janet and John- In Columbia, I had the pleasure of being on the local radio, on a program called "TIME TO TALK"- This came about because of the good efforts of LEON STROCK, President of the Columbia chapter of the EAA- We were honored to be the guests of the chapter at their local meeting-

At Pinehurst, we were the guests of Joe Hamilton, of Greensboro, North Carolina- Joe is a STARDUSTER TOO owner, as well as being chairman of the board of Texfi Industries of America- Joe invited all the Starduster owners and EAA members to a small Flyin at the Pinehurst Airport- We arranged for two shade tents to be put up, and hosted a dinner party Saturday night for 40-50 people- It was a most enjoyable weekend- John flew some aerobatic demonstrations both Saturday and Sunday-

Sunday afternoon, we headed West- About dark we got to Huntsville, Alabama, where we stopped for the night- We were met at the Airport by Fred Hammers, and Carlene Arthur, both Starduster enthusiasts- Fred was our host for the night, and we had a most enjoyable visit with him and his wife-

We finally finished traveling and now we are back to work- Let us hear from you-

JULY 1978

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

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On our cover this month, is a picture of Aldo Locatelli's beautiful Acroduster I- From the pictures we have seen, it looks like an outstanding job- Congratulations, Aldo-

Our back cover features a shot of Eldon Boose's beautiful Acroduster I- Another outstanding airplane-

SIGN SEEN IN THE IMMEDIATE VICINITY OF BILL TURNER AND HIS GB MODEL Z-

"THOSE OF YOU WHO THINK YOU KNOW EVERYTHING ARE VERY ANNOYING TO THOSE OF US WHO DO"-

THE SUPER ACRODUSTER TOO

by Ron Powers

Again we have a "work stoppage" on the Airlines- So, I sold the wife's car for gas for the airplane, and took the family in the winnebago on a vacation West-

Like always, I wind up at Flabob Airport, seeing the nice folks at Stolp Starduster-

I've been waiting for over a year to fly their Super Acroduster Too, 750X, to compare it to mine 33RP- Every time I would get a chance we would get rained out, but the sunny California skies prevailed thistime, and Eric Shilling offered to ride in the front as I flew from the back- Just flying with someone like Eric would make another complete story-

My Acroduster was the third one flying, and has the old wings with three aileron hinges, and the wires into the wings- It also has a 200 hp Lycoming, compared to 750X with a 260 hp Lycoming- 33RP is about 200 pounds lighter than 750X because of the lighter engine and no constant speed prop-

On the walkaround the only differences between 33RP and 750X are the newer wings, smaller tires (low profile on 750X), and constant speed prop- My paint job is a shade more conservative than theirs; otherwise they are both very definitely Acroduster Too's- 750X has a canopy on back, and a smaller cockpit opening, which makes the rear cockpit about as difficult as my front cockpit to get into- Once inside there is plenty of room- The engine started very quickly, and then the differences are very noticeable- For an old Austin Nealy owner and a Cessna 180 Spray Pilot, the sound of the big six was music to my ears; and it is smooth-

As we taxied out, I noticed that 750X is much more responsive in tailwheel steering- Later, Jim Osborne said that he felt it was due to the heavier nose-

The runup is normal with the added prop check- About 2000 RPM is needed to cycle the prop-

In our briefing, Eric had suggested that the tail be raised as soon as possible; and then held until about 100 mph for better control- He said it would fly itself off three point, but would be rather slow- As I applied power I held the stick well forward, and the tail was up immediately- On 33RP, with two people, and 90 degrees, it takes quite a bit longer to raise the tail-

It flew off very nicely, and we settled down to the suggested 120 mph climb speed- I did clearing turns and noticed that the controls felt very much like my own- In the climb is when I really began to notice how really smooth this engine is- I did notice that the climb was about 1500 fpm, which is at least 500 fpm better than mine at the same weight/temperature combination-

As we approached the practice area I checked the altimeter to determine how much more we had to climb to get to the 3500 feet Eric wanted- I was surprised that we were already at 4500 feet-

Eric took the controls to demonstrate a loop and a roll- The entry speeds in 750X are about 20 mph faster than in 33RP- The loop was entered at 180 mph, and, as we came down the back side, we ran thru our own turbulence- Showoff: The roll was right on a point-

I tried a loop and a roll, and about the only difference that I could see, besides

the entry speed, was that it did feel a little heavier-

I wanted to try a hammerhead to check its vertical capability- I entered at about 160 mph, as I would in 33RP, and held the vertical line about as I would normally do, and found that I flew around the top- The elevator is statically balanced, and seems to be a little more sensitive than mine, and caused me to stall inverted- I tried a second with the same results- Then Eric took the controls and entered at about 180 mph- As we went vertical, I picked a point where I thought he would have to rotate, and I wasn't even close- He kept right on going until I thought that he was going to show me a tailslide, but he just pivoted at the top as neat as could be- I had wanted to check the difference, but I was so amazed that I forgot to look at the altimeter-

Next, I tried a couple of slow rolls at 110 mph, which I would use in 33RP, but it was too slow- Eric had suggested 130 mph-

Well, I was doing so badly on maneuvers that I decided to return to Flabob, and see if I could get it on the ground- I suspect that after the second snap roll, Eric was wondering how I had flown 200 hours in mine without hurting myself-

Eric had suggested 120 mph in the pattern, which I used- As I crossed the fence I chopped the power, and the main wheels touched, and with a little forward pressure, I got a luckout wheel landing- In 33RP, any speed above 90 mph, and you just don't stay on the ground; so the weight difference really shows up on landing- I also normally use about 80 mph on approach-

I used a little brake and turned off about halfway down the runway, so the extra speed is no real big deal- Taxiing in, I was again impressed by how smooth this engine really is-

So; do you put a 260 hp Lycoming in your Acroduster Too project?

If you love six cylinder engines, and the noise, and the really smooth running, and if you want a better climb, and a little more serious aerobatic competition; yes-

If you already have the 200 hp engine and mount, or are just about ready to fly, or want a lighter airplane to make those short grass fields look a little longer; no- You are still going to be able to do anything everything you could possibly want to do, and have a ball-

Jim and I talked over a few ideas for saving weight, such as a two piece top wing, and a spring aluminum landing gear, which could save maybe 50 pounds or so; then you would really have an airplane- If I were just beginning a new Acroduster Too, I would incorporate some lightening ideas, and use the 260 Lycoming, or maybe even a 300 hp Continental- I don't think I will change engines in 33RP- I am having too much fun flying-

Now, I would really like to try their new Super Acroduster One- That should really be some fine flying machine-

ACRODUSTER TOO 33RP was picked by Starduster judges Jess Denison and Fred Hammers as the best two place biplane built from Starduster plans at Oshkosh- Congratulations to Ron Powers for building such a fine airplane- And thanks, Ron, for writing the above article-

In the past few years, the composition of gasoline has changed- Lead has come out- A class of chemicals called "Aeromatics" has gone in- Fuel lines and components which once gave adequate and safe service no longer do so-

There have been too many instances in the past couple of years of forced landings and crashes caused by a failure of some part of the fuel system- Usually, the rubber or plastic in the system disintegrates or dissolves over a period of time and plugs up the fuel injector or carburetor-

Ray Gordon, Chapter 7 Newsletter Editor, and airplane owner, has made a study of this problem- His article is published below- I think we can all benefit from it-

--- LIFE LINE ---

by Ray Gordon

The "SPIRIT OF ST LOUIS" was fueled and ready to depart San Diego from the Military Field on North Island- It was the afternoon of May 10, 1927, and everything was ready for this first leg of his epic journey,---almost- He pointed to a section of the oil line near the engine, "John, can you fit an olive in there before I leave?"

John VanDerLinde, field mechanic for Ryan Airlines, cut the line and inserted a section of metal tube, about the size of an olive, between the cut- A rubber hose, longer than the olive, was clamped on each side around the fitting- The section was flexible, and the rubber hose did not actually come incontact with the fuel-

In 1927, natural rubber was the only flexible line- Unfortunately, natural rubber is not compatible with oil or gasoline- When placed in contact with gasoline it absorbs hydrocarbons and swells- In a short period of time, perhaps within a day, it might completely dissolve, or turn into a gelatinous mass; totally unable to function as a fuel line-

Copper tubing can hold fuel, and most fuel lines in 1927 were copper tubing- Unfortunately, it tends to work harden by the natural vibration of powered aircraft, and, sooner or later, it fractures-

Lindbergh knew painfully well that many forced landings had been caused when these lines finally broke- The SPRIT OF ST LOUIS had many flexible "olive" sections, to make sure that fuel and lubrication would be available thru the whole long non-stop flight-

Today, we have flexible lines protected by a woven stainless steel mesh- There are at least twenty synthetic rubber families- Many of them are far more suitable for fuel service than natural rubber- There are also metal lines, usually stainless steel, formed with bellows convolutions to permit flexing- Today there is absolutely no reason for a line failure- Yet there recently have been such accidents- Superficially, the ones that failed have appeared to be more than adequate for the service-

Rubber, the most common component of flexible lines, is not really a complete definition of material- Instead, for practical purposes, consider it as an elastomer, which, when stretched by tension, will snap back to its original form when the tension is reduced- This definition is not scientific, but is adequate for this discussion-

In addition to natural rubber, there are several neoprenes, silicones, Buna-N's, Vitons, and many others; each with different uses, and selected to perform many different, but specific functions- For this discussion, all the forgoing will be identified as "rubber"-

Any elastomer might be blended with one or more others, and also with other compounds, to meet particular requirements-

To meet one requirement, a particular compound may sacrifice another quality- A jet must function thru extremes of temperature and atmospheric pressure ranges, and transmit these extremes in very short time frames- Naturally, aircraft designers carefully call out the service, and the conditions of service, for materials specified-

Lines are highly specific for the fluids they contain, in modern aircraft- Some are used for jet fuel; others carry oxygen, deicing fluid, lubrication, (several kinds) hydraulic fluids, and probably some fluids that we wouldn't even think about around light aircraft-

The important point is that these lines are not interchangeable, although all use standard AN fittings- Unfortunately, on the outside they look exactly alike- For example, hydraulic lines might fail in a very short time if they were accidentally installed on a fuel system- And, if you changed the chemical composition of the fluid by some additive, such as fire retardant, the tube lines might suddenly fail-

Elastomers have become component failures in brake systems when the wrong kind of hydraulic fluid was used- A valve designed for, and serviceable on, diesel fuel failed when used on gasoline- There are doubtless many other examples of material failure due to fluid compatibility- Probably we are most concerned about gasoline service in our type of aircraft- In these, a fractured, or swollen shut line has the ingredients for big trouble-

But what constitutes gasoline? Unfortunately, that also, like rubber, has no clear cut definition- We describe it as a fuel; it has a vapor pressure limit, and, recently, it has been given a lead additive limit- However, at any time, and for any manufacturer, it will consist of a blend of as many as a dozen refinery products-

With lead restricted, the refineries have recently added other products to increase or maintain octane- Butane, the fuel in your cigarette lighter, would help enhance the octane requirement, but, unfortunately, pushes the vapor pressure higher-

To fill this gap, gasolines have been using more and more of a family of hydrocarbons known as aromatics; a class or group based on the benzene ring- Included in this group is Xylene and toluene- We find much more of these, particularly toluene, in today's gasoline blends--- not by the refiners choice, but thru necessity- They don't want to use them this way because aromatics, as chemicals, are worth at least three times as much as when used in gasoline- But they do help boost octane without exceeding vapor pressure limits-

Aromatics will affect any rubber- Naturally some are more severely vulnerable than others- Some hoses will swell to the extent that fluids will not pass thru them- Others will absorb lesser amounts, retain adequate strength, and still be serviceable and safe- Although they are affected by aromatics, they are, for practical reasons, used; and can function for long periods- Most flex hose have some rubber compounds in them-

For example, a sample of Viton in warm toluene after soaking for, say a year, will swell 20%- In the process it might lose 50% of its strength- However, a hose with such changed physical characteristics will still function in a good safe and serviceable manner- It might even be stronger than the usual Buna N hose, or the neoprene often found in service-

Gasoline is certainly not as severe as pure aromatics- The same sample of Viton in aviation gasoline might develop a 10% swell and lose maybe only 10% of its structural strength-

Incidentally, there has always been some aromatics in gasoline- It would be too expensive to remove all of it- The point is, that, if the elastomer can survive in pure aromatics, it will be completely adequate for gasoline- Which isn't saying that it will be suitable for every other service-

Teflon is a DuPont trade name for a fluorinated hydrocarbon known as PTFE, by the materials specialists- A companion plastic, KEL-F, is a CTFE- No constituent of fuel seems to affect either- They are, in general, more rigid than rubber- Quite often they are extruded in a very thin wall tube, and have a tendency to kink or fracture- But if adequately protected, it is good; and expensive- Nylon is another plastic that might be used- The list of materials suitable for any particular service is extremely long; and spotted with asterisks proclaiming exceptions-

One thing is certain, however- If you are not a materials specialist, you would take a chance buying unknown flex lines; such lines as you might buy at the local surplus shop-

Perhaps you could get mil specs and read the bands or tags, if any are on the lines- Still, you would not know how old they are, how long they have been stored, or even if they were, or were not rejects-

For the cost of a serviceable, safe new fuel line, it is probably worth every cent that it costs, just to have peace of mind- Fluid lines on a airplane are life lines for the plane- Common sense tells us that they are your lifelines as well-



JANET MELTON GETTING READY FOR HER FIRST SOLO, ASSISTED BY HER DAD



FIRST TAKEOFF ROLL- JUNE 29, 1978

JANET MELTON SOLOES ACRODUSTER TOO ON HER 16th BIRTHDAY- SETS RECORD
 (Told in her own words)

This had to be my most interesting and exciting Birthday- I soloed 36 aircraft at 4 airports- The first aircraft was a 60 foot hot air balloon, under the instruction of Fred Krieg- We started at 6 AM-

Then we went to Elsinore, where I soloed five gliders- One of them was a high performance machine, and was a thrill to fly-

Next, we went to FLABOB AIRPORT, and I did the thing I was best trained to do- I soloed Jim Osborne's ACRODUSTER TOO, an Aerobatic Biplane- I had over 50 hours in this airplane before I soloed- My Dad and I had spent many hours flying to Hemet, Corona, and other nearby airports, to practice landings in crosswinds, three point landings, wheel landings,, etc-- On my actual solo flight, I took off, climbing out at 120 mph, and circled the field a few times to wait on two camera planes to take off and climb to my altitude- Then I climbed to my chosen altitude and did a three turn spin, half of a Cuban eight, a loop, and two complete roll- I then came back to the airport and landed- I've soloed the Acroduster Too twice since then, and I enjoy it more each time- I finished soloeing the next eleven airplanes by 1:00 o'clock-

We went to Corona after having some Birthday Cake in the Stolp Starduster Corporation Hangar, and I flew eighteen more airplanes- Some of them were Taildraggers- Many of them were homebuilts-

I couldn't have accomplished this beautiful day without the help and cooperation of the many wonderful airplane owners, who let me fly their airplanes- I especially wish to thank Mr Jim Osborne, of Stolp Starduster, who provided most of my training time- I also wish to Thank my Father, who provided all my instruction-

JANET MELTON

TWO NEW ACRODUSTER ONES TAKE TO THE AIR

After a long hiatus, the highly competitive ACRODUSTER ONES are starting to take to the air again-

Eldon Boose flew his beautiful Acroduster I, N14AD, on Saturday afternoon, the 27th of May- This aircraft has taken several years to build, and is a thing of beauty- Eldon had it at OSKOS, and a close examination was enough to bring on an appreciation of the workmanship and finish-

Unfortunately, due to pressing financial matters, Eldon wants the money more than he needs the airplane- For anyone interested, Stolp Starduster Corporation recommends this as an outstanding machine, and one that is well worth the money-

Pictured on our front cover is the ACRODUSTER ONE OF Sr ALDO LOCATELLI, of Milan Italy-

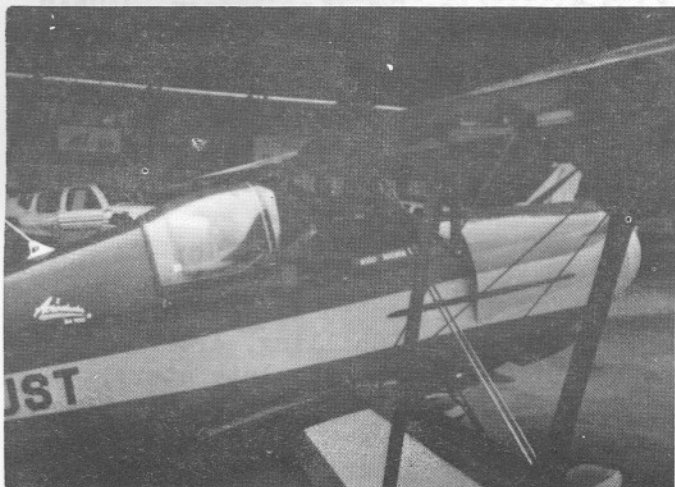
From the pictures he has sent us, this also appears to be a machine in the STARDUSTER tradition of fine workmanship- Aldo also has been working on his airplane for about two years- He says he is immensely pleased with it- He is now interested in the new X model Acroduster ONE with metal wings, and 260 hp- He is coming to the States in October to discuss the purchase of such a machine-



ALDO LOCATELLI IN HIS SHOP DURING THE CONSTRUCTION PROCESS

Airplane has 180 hp, fixed pitch Prop, and full electrical system

We have received notice from LYCOMING that there is an error in their OPERATOR'S



Sr Locatelli's finished airplane, complete with STARDUSTER sliding canopy-



Our editorial policy has always been to print all sides of a controversy. You have read we are I-DUST with the sliding canopy removed, for the enjoyment of summer flying choice-

NEW SUPER ACRODUSTER ONE UNVEILED- 260 HP

After about one years work, spread over a two year period, a company built ACRODUSTER ONE FLIES AGAIN- Only, this one is a new improved, higher performance model-

Built by William Clouse, Norman Eaves, and Starduster mechanics, the new machine features all metal wings, a full electrical system, an extra seat back gas tank, a smoke system, all balanced control surfaces, hidden slave struts, a very high VNE, and excellent speed and vertical performance-

N700XP was finished after about six weeks of work until you drop overtime- The first flight was on July 26, 1978- Pilot was Jim Osborne- It is licensed in the EXPERIMENTAL EXHIBITION category- It was flown to Oshkosh by Eric Shilling, after he had put the required amount of test time on the new bird- Due to the late start, it did not arrive at Oshkosh until Thursday, the third of August- It was on the line at Oshkosh for two days, and excited much interest- Pictures were taken by SPORT AVIATION photographers- A story, by Jack Cox, is expected in an early issue of our EAA monthly publication-



N700XP FLYING IN FORMATION WITH N750X, OUR ACRODUSTER TOO

BOTH MACHINES HAVE THE LYCOMING IO-540 260hp ENGINES-

BOTH HAVE CONSTANT SPEED PROPS WITH FULL ELECTRICAL SYSTEMS-

N700XP HOWEVER, DOES NOT HAVE AN ALTERNATOR- ITS BATTERY IS CHARGED BY TWO SOLAR PANELS MOUNTED ON THE TOP WING-

N700XP ALSO HAS ALUMINUM I STRUTS, WITH THE AILERON SLAVE STRUTS RUNNING INSIDE THE I STRUTS-

CRUISING SPEED (TRUE) OF N700XP, AT 9000 FEET, IS 219 MPH-

CHECKS AND FOR DU LAG RESULTS
STANDARD NEW PRODUCTS

TECHNICAL TIPS

We have received notice from LYCOMING that there is an error in their OPERATOR'S MANUAL, regarding O-360 and associated model engines-

Figure 7-8 Installation Drawing-10-360-A Series needs to be corrected as shown-

7-12 **NOTE CORRECTION**

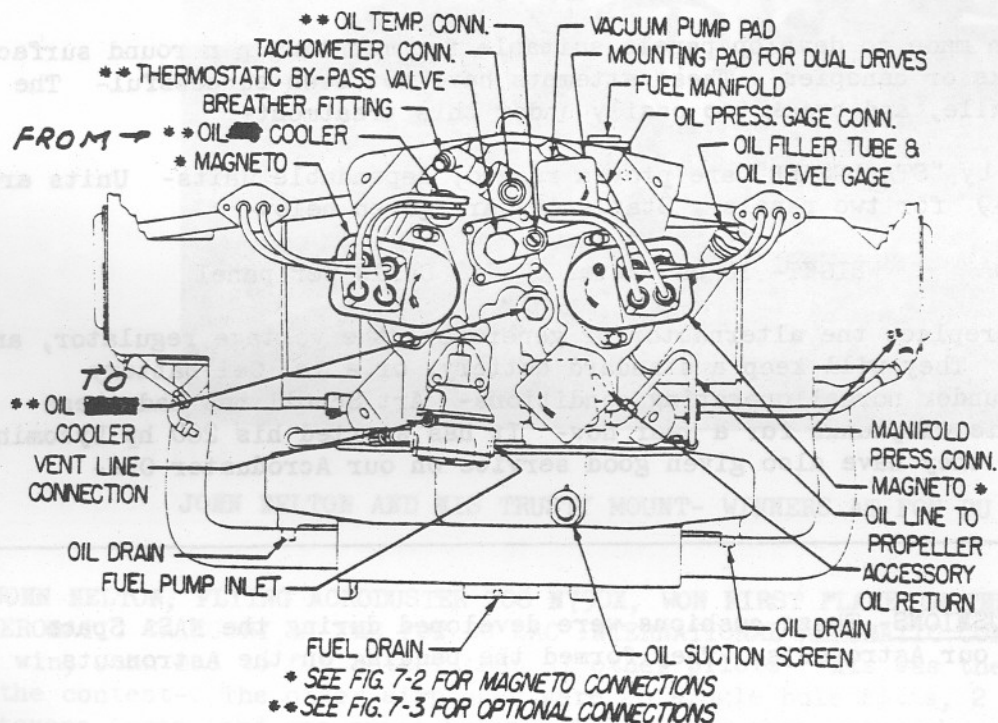


Figure 7-8. Installation Drawing - 10-360-A Series

SECTION 7

O-360 and ASSOCIATED MODELS

LYCOMING OPERATOR'S MANUAL

GAS TANK VENTING- Some customers have expressed concern over conflicting advice that has been given in STARDUSTER MAGAZINE concerning gas tank venting-

In previous articles, you have been advised by me, Jim Osborne, to put your vent lines into the slipstream, but at an angle of 30-45 degrees, so as not to put enough pressure into your gas tank to cause it to bulge- I stand by my advice- I know from past experience that overpressurization will cause the tank to bulge and then subside, when pressure is reduced- I feel that this cycling is one of the foremost causes of gas tank leaks- I do not feel that this extreme pressure is necessary to prevent vapor locking-

Eric Shilling, on the other hand, holds a different view, as he expressed in his article in the APRIL issue of STARDUSTER MAGAZINE- He feels that the air pressure from vent lines heading directly into the wind is not excessive, and he favors this as an anti-vaporlock measure-

We both agree that vent lines should not point to the rear-

Our editorial policy has always been to print all sides of a controversy- You have read two opinions about gas tank venting- Now, you the reader, must make your choice-

NEW PRODUCTS

"FREE ENERGY" SOLAR PANELS FOR AIRCRAFT- For use on EXPERIMENTAL and homebuilt aircraft and sail planes- Can also be mounted on ATC'd airplanes that spend a lot of time outdoors and don't get flown much- In this case, would be adjunct only, to alternator- Would keep batteries always charged and ready to go-

Panels are 1/8" thick, and 8" x 15" in size- Easily mounted on any relatively flat surface- Once installed, these lightweight panels are maintenance free and virtually drag free-

Attempts have been made to develop panels suitable for mounting p n round surfaces such as turtlebacks or canopies- These attempts have not been successful- The units are too fragile, and break too easily under this treatment-

The units offered by "STARDUSTER" are proven rugged, dependable units- Units are priced at only \$249 for two panels- Statistics are given below-

CHARGE RATE- 500 mA WEIGHT- 16 oz total 17 Cells per panel

These solar cells replace the alternator or generator, the voltage regulator, and associated wiring- They will keep a standard battery, or a Gel Cel battery properly charged, under normal operating conditions- Art Scholl has had these panels on one of his Chipmunks for a year now- It has started his 260 hp Lycoming every time- So far they have also given good service on our Acroduster One-

TEMPER FOAM SEAT CUSHIONS- These cushions were developed during the NASA Space program for use by our Astronauts- They formed the padding on the Astronauts couch-

Since their original development, these cushions have gone on to find use as padding for people who are wheelchair bound-

"STARDUSTER" has arranged to offer these cushions for sale- They are a vast improvement over standard foam cushions- The temperfoam cushions deform slowly under load, and the deformation is more limited than standard foam- They make it feasible to fly a small airplane for over two hours, and still be comfortable-

Size of these cushions is 2" x 15" x 13", just right for our new parachutes-

Price is only \$14.95 each-

ALUMINUM I STRUT MATERIAL- Our Acroduster One, model X, has Aluminum I struts- The main strut is made from 3,372 x 1.428 x .049 6061-T4 Aluminum- These 4' lengths of streamlined tubing will carry compressive loads suitable for STARDUSTER TOO's, STEEN SKYBOLTS, or ACRODUSTER TOO's- We also have the Aluminum square tubing and the aluminum round tubing required-

PRICED AS FOLLOWS:

STREAMLINED MAIN STRUT MATERIAL- \$60/4 feet	
1 x 1 x .049 -----	\$5.95/ foot
3/4/ x .049 -----	\$1.00/ foot

OSHKOSH AND FON DU LAC RESULTS



JOHN MELTON AND HIS TRUSTY MOUNT- WINNERS AT FON DU LAC

JOHN MELTON, FLYING ACRODUSTER TOO N750X, WON FIRST PLACE IN THE INTERMEDIATE AEROBATIC CATEGORY AT THE FON DU LAC INTERNATIONAL AEROBATIC CONTEST- In order to win, John had to fly better than 31 other pilots- His was the only ACRODUSTER in the contest- The other airplanes were 26 single hole Pitts, 2 double hole Pitts, 2 Stevens Acros, and one great Lakes- It appears that both John and the ACRODUSTER are very competitive-

The winner of the trophy for best two place airplane from "STARDUSTER" plans was Ron Powers, and his Acroduster Too, N133RP-

The winner of the trophy for the best single place airplane from "STARDUSTER" was Larry Weishaar, and his V-Star, N2LW-

CONGRATULATIONS TO ALL THESE GENTLEMEN: And thank you to judges Fred Mammers, of Huntsville, Alabama, and Jess Denison, of Memphis, Tennessee, for their untiring work in picking the winners-

NEW PRICES

It has become necessary to adjust steel prices again- We were able to lower the prices on Flat Stock- Regretfully, streamline steel tubing has taken quite a jump-

In order to bring these new prices to you as soon as possible, they are printed on the next two pages- We truly regret having to raise prices, and we will continue to keep prices as low as possible; for as long as possible-

STOLP AND STARBUCKS

AIRFRAME TUBING - CERTIFIED 4130 CHROME MOLY, NORMALIZED CONDITION MIL-T6736

OD. IN.	.028	.035	.049	.058	.065	.083	.095	.109	.120	.156	.188	.250
3/16	*	.96	*	*								
1/4	*	.97	1.17	*								
5/16	.95	.97	1.21	1.17	1.41	*						
3/8	.97	.98	1.21	1.33	1.41	1.56	1.58	*	1.65	*		
7/16	.98	.99	1.21	1.33	1.43	1.57	1.62	*	1.71	*		
1/2	.98	1.05	1.21	1.33	1.43	1.57	1.62	*	1.71	*		
9/16	*	1.07	1.24	1.48	1.75	1.82	1.96	*	2.13	*		
5/8	*	1.13	1.27	1.60	1.77	1.84	1.96	*	2.16	*		
11/16	*	1.13	*	*	2.01	*	*	*	*	*		
3/4	*	1.18	1.40	1.84	2.03	2.10	2.26	*	2.49	2.91	3.17	*
7/8	*	1.16	1.55	2.03	2.20	2.41	2.62	*	2.87	3.35	3.78	*
1	*	1.26	1.66	2.24	2.49	2.78	2.98	*	3.21	3.93	4.28	5.48
1 1/8	*	1.65	2.03	2.34	2.58	2.95	3.31	*	3.59	4.33	4.71	*
1 1/4	*	1.77	2.24	2.51	2.74	3.10	3.59	*	3.84	4.60	5.32	6.79
1 3/8	*	2.14	2.40	2.68	2.95	3.30	3.76	*	4.07	5.01	5.74	6.88
1 1/2	*	2.51	2.55	2.91	3.19	3.50	3.93	4.14	4.35	5.35	6.21	7.17
1 5/8	*	3.02	2.55	3.12	3.46	3.80	4.20	*	4.69	5.76	6.67	8.71
1 3/4	*	3.45	3.45	3.50	3.72	4.08	4.52	*	5.04	6.03	6.97	*
1 7/8	*	3.58	3.65	3.80	3.98	4.30	4.62	*	5.32	6.33	7.38	*
2	*	*	*	*	4.10	*	*	*	*	*	*	*
2 1/8	*	*	*	4.25	*	*	*	*	*	*	*	*

Price Effective Sept. 1, 1978

Price change due to increase in mill cost of steel.

New price reflect our normal mark up formula.

Prices Subject To Change Without Notice

Please order tubes in 6" increment.

10% discount on orders of 100 feet or more of round 4130 tubing.
 Sizes may be assorted.

3-5 lbs of short lengths of 4130 tubing will be given free for welding practice, with tubing order of more than \$25.00 on request. No size selection will be made.

SMALL ORDERS CAN BE SHIPPED UPS IF TUBING CAN BE CUT INTO LENGTH 7' OR SHORTER - PLEASE ADVISE IF THIS CAN BE DONE, WHEN PLACING ORDER.

STOLP STARDUSTER CORP.

4301 TWINING FLABOB AIRPORT

FIVERSIDE, CALIFORNIA 92509

714-686-7943

STREAMLINE TUBING

size	Equiv. Round	.035	.049
1.012 x .428	3/4	\$3.64	\$4.25
1.180 x .5000	7/8	3.88	*
1.349 x .571	1	4.16	5.29
1.685 x .714	1 3/4	5.85	6.11
2.023 x .857	1 1/2	6.94	7.72
2.360 x 1.00	1 3/4	*	9.24
2.697 x 1.143	2	*	10.63
3.372 x 1.429	2 1/2	*	14.47



WELDING ROD

Oxweld #7 \$1.38/1lb
Mild Steel
Copper Coated

Type recommended
in Manual 18 for
non-heat treated
assemblies.



4130 MIL-S-6758A-3
Norm. Rod

Per ft.	
3/16	\$.29
1/4	.39
5/16	.64
3/8	.78
7/16	.93
1/2	1.00
3/4	2.25
7/8	2.70

SQUARE TUBING



	.035	.049	.058	.065	.095	.120
3/8 x 3/8	1.98	2.12	*	*	*	*
1/2 x 1/2	1.98	2.20	*	*	*	*
5/8 x 5/8	2.10	2.41	2.70	3.11	*	*
3/4 x 3/4	2.21	2.85	3.16	3.43	*	*
7/8 x 7/8	2.36	3.09	3.42	4.08	*	*
1 x 1	2.58	3.32	3.82	4.26	4.99	5.92
1 1/4 x 1 1/4	3.16					

RECTANGULAR TUBING

1/4 x 3/8	*	2.42	*	*	*	*
3/4 x 1 1/2	*	3.45	*	*	*	*
7/8 x 1 1/4	*	*	*	*	5.67	

FIREWALL MATERIAL

	Thickness	Width	Per Linear Ft.
Stainless	.016	36"	\$7.25
Galv. Iron	.26 ga.	36"	\$2.50

Sold in required length, full sheet
width only

please order tubes in 6" increment.

4130 CHROME MOLY SHEET: CONDITION N MIL-S-18729



Size	.025	.032	.036	.040	.050	.063	.071	.080	.090	.100	.125	.160	.190	.250
1 x 36	1.15	1.19	1.23	1.25	1.44	1.70	1.80	1.83	1.90	2.45	2.90	3.60	4.50	6.20
2 x 36	2.10	2.18	2.25	2.30	2.68	3.15	3.40	3.45	3.50	4.10	5.15	6.59	7.83	10.30
3 x 36	3.15	3.27	3.38	3.45	4.02	4.73	5.10	5.18	5.25	6.15	7.73	9.89	11.75	15.45
9 x 9	2.36	2.50	2.68	2.78	3.03	3.45	3.72	4.10	4.20	4.55	5.60	7.65	8.52	11.15
9 x 18	3.75	4.10	4.25	4.66	5.15	5.98	6.55	7.22	7.45	8.20	10.22	13.50	15.60	20.60
18 x 18	6.80	7.36	7.72	8.48	9.30	10.80	11.85	13.05	13.40	14.88	18.52	24.50	28.20	37.36
18 x 36	12.90	13.75	14.60	16.02	17.70	20.60	22.65	24.92	25.75	28.35	35.20	47.00	53.50	70.50
24 x 36	*	17.67	18.80	20.69	22.93	26.80	29.53	*	33.67	*	46.27	*	70.67	105.00
36 x 36	24.80	*	*	*	*	*	44.30	48.80	*	55.70	*	92.00	106.00	*

PIREPS PAGE

NATIONAL AIR AND SPACE MUSEUM



SMITHSONIAN INSTITUTION

WASHINGTON, D. C. 20560

June 15, 1978

Mr. Jim Osborn
 Stolp Starduster Corp.
 4301 Twining, Flabob Apt.
 Riverside, Ca. 92509

Dear Mr. Osborn:

The National Air and Space Museum greatly appreciates the material you sent in connection with our project to update our files on homebuilt aircraft.

This is an area in which our files have long been lacking, and the excellent documentation you made available to us will be so valuable in helping fill this gap.

Thank you again for your generous assistance to our project.

Sincerely,

Claudia M. Oakes

Claudia M. Oakes
 Assistant Curator
 Aeronautics

119-13485 71st Ave
Surrey, B-C- Canada
V3W2K6

Dear Jim,

I have enclosed a picture of my Starduster SA100 for your collection-

I changed the landing gear, using round tube- The turtle back is also changed so as to have room for ELT and fire extinguisher, plus a toothbrush-

Finished it two years ago, and it flies real well with a 150 Lycoming up front- Seems to be slightly nose heavy, so am unable to put electrical system in- Empty weight is 790 pounds- Also have full inverted system-

Sincerely,

John O- Crosland



PICTURE OF JOHN CROSLANDS BEAUTIFUL STARDUSTER I

1 June 1978

Jim;

I flew N14AD (the 14th AcroDuster I Kit) on Saturday afternoon, the 27th of May-

Thanks to Luois Mohr, the aircraft was in perfect trim- No one but myself has flown the aircraft, and as of today, I have 20½ hours on it, and like it more each flight-

I must say, it handles as straightforward and honest as any taildragger I have ever

flown- You, Eric, and Bill are welcome to fly it any time you have the desire to do so-

Thanks again,

Eldon Boose

MEMPHIS, TENN
18 July, 1978

Dear Jim,

Instead of an envelope with a check enclosed, I must scribble a few lines, inspired by your picture in Air Progress (Aug) open here in front of me- Its great publicity, I know, and the centerfold, or at least double page picture, of the Acroduster is priceless advertising- There is only one little thing-- there shouldn't be airplanes behind you, rather one of thoses old horse drawn hearses, with the black plumes on the corneres, and black curtains in the windows-

A top hat yet--- what old movie set did you get that from?

"SPORT FLYING" gives you plenty of free publicity every month-- always at least two articles on STARDUSTER TOO'S, and now "AIR PROGRESS" is also coming around

I've enclosed a picture of ERIC, who is actually smiling, taken at OshKosh 77- As you remember, the top of the helmet in the front contains my daughter, Denise-

Hope you get this before you leave for Oshkosh-- I won't ask any questions, 'cause I know you don't have time for any paperwork now-

See you soon,

Jess Denison



PICTURE OF ERIC SMILING AT
OSHKOSH 77 (SMILING), ABOUT
TO GIVE RIDE TO 15 YEAR OLD
DENISE DENISON, OF MEMPHIS,
TENNESSEE



A BEAUTIFUL STARDUSTER TOO RECENTLY FINISHED BY DR JERRY MASSEY AND KEN DYSART
 PLANS NUMBER 1456. FIRST FLIGHT ON JUNE 6, 1978



ANOTHER GORGEOUS NEW STARDUSTER TOO. THIS ONE BY GENE LEWIS, OF POWELL, TENN.
 FEATURES A DOUBLE COCKPIT SLIDING CANOPY THAT SLIDES ALL THE WAY BACK, AND
 AILERON SLAVE STRUTS IN FRONT OF THE HINGE LINE.

May 16, 1978

Dear Sir,

Please ship one Gel Cel Battery Eugene A. Lewis, East Drive, Route 2, Box 323, Powell Tennessee, 37849.

Please ship UPS-

Jim,

I am sending you three pictures; one of the field where N5649 is based, and two of Aircraft and myself.

Aircraft flew first time June 76. Now has 136 hours- 10360B4A Lycoming, 76-60 McCauley Prop- 1150 pounds empty weight- 120 IAS at 2500 Tach.

Gene Lewis

Dear Eric,

Drat: We missed you again, this year at Oshkosh- We left Wednesday night, in my son's mobile hotel, to go to Chicago and pick up my wife and number 3 son, who delivered a car to my United Airline Stewardess daughter- We figured on making it back to see you fly in the new airplane, but the Union Pacific seemed to want me back to train some more engineers-

As usual, Jim's forum was the best of all- His manner is so great, (Editor's note: HEAR, HEAR) very informative, to the point, humorous, and he doesn't care what aircraft one is building- He has the answers, and instructs the questioner accordingly, with no sarcasm or putdown-- That is what makes "Stolp Starduster Corp:" so fine You fellows will go out of your way to help anyone--

We are getting along real well on the wings, and I shall always feel indebted to you for sending me the plans- We even considered making the top wing elliptical, but not being an aeronautical engineer, I decided against too many changes from the original plans-

Well, thanks again, Eric, and I'll try to get out to Riverside this Fall-

Sincerely,

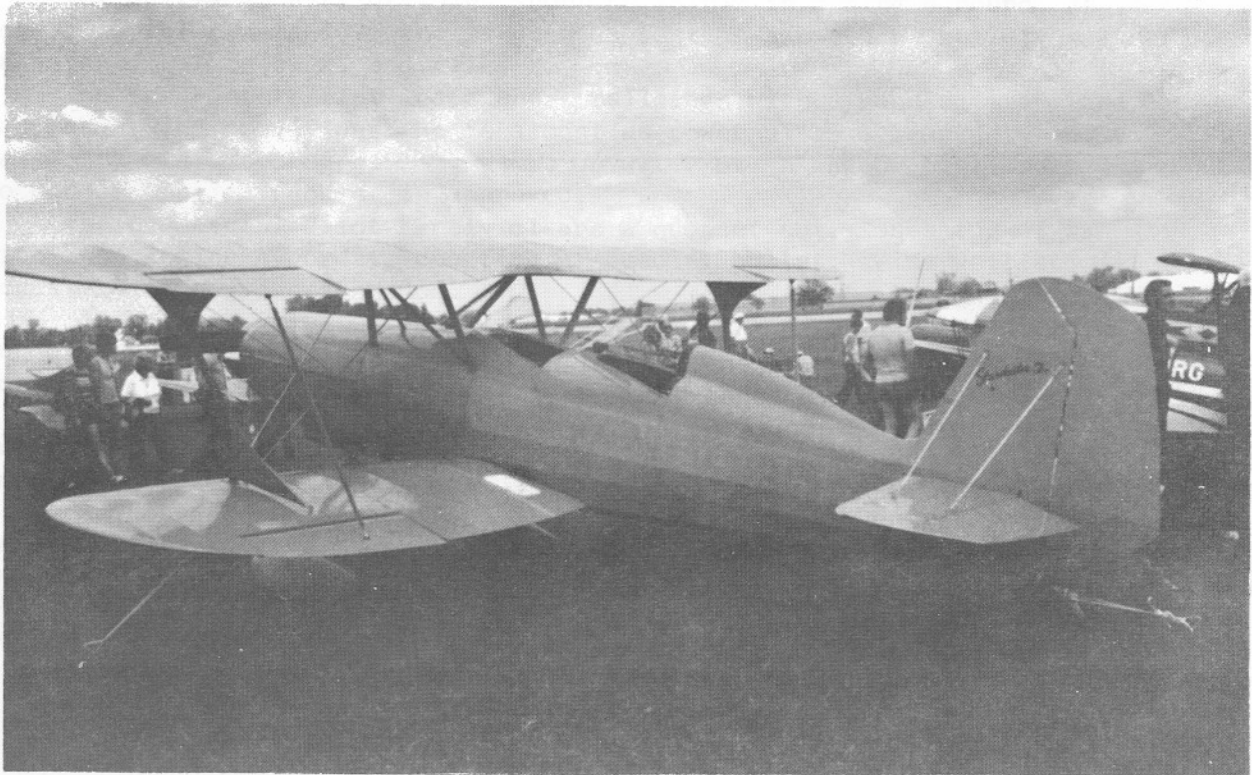
DON SAVAGE



Front View of Gene Lewis
of Powell, Tennessee,
and his outstanding
STARDUSTER TOO



STARDUSTER TOO OWNED BY J B MCARTMUR, NAPIERVILLE, ILLINOIS



STARDUSTER TOO OWNED AND BUILT BY ERIK J PETERSON, FAIRFIELD, CALIFORNIA

Dear Mr. Shilling,

I would like to take this opportunity to once again thank you for taking me up in that amazing aircraft of yours. Being my first experience with aerobatic flight, it is something that I shall never forget.

I hope that any inconvenience I may have caused you was, at least partially, balanced by what I got out of it.

Sincere Thanks,

Paul Watters

Jim,

It has come to my attention that my last order (#15305) was \$10.80 short. Enclosed is a check for my account.

Shot 3 rolls of movie film at Chino. The dog fight was the best part of the show.

Say hi to everyone for me.

Take Care,

Ace

6/20/78

Gentlemen:

This is to advise you that I have purchased a Starduster Too project including plans from Mr. E. Y. Akens. The plans set are SA 300, number 1064. Date of sale was 3/16/70 (when Mr. Ahess purchased plans).

Today I talked to Eric about the landing gear modification and will be receiving a plans sheet concerning this. If other modifications have been made, please send those sheets as soon as it is convenient.

I am also enclosing a certified check for \$25.00 to cover the cost of a subscription to "The Starduster" as well as a complete set of back issues. This amount etc. is also based on my phone conversation with Eric, a most helpful and congenial chap by the way!

I hope to have the bird in the air by August which probably means November!!

Thanks,
H. Ray Collins Jr.
228 Ski Lodge Apt.
Tuscaloosa, Al., 35041

Dear Jim and Hanako:

Marcy and I want to thank you for the very wonderful hospitality you extended to us on our recent visit to California.

I enjoyed the tour of the Starduster facilities and will give me a better understanding of your operation when I send in orders in the future.

Your invitation to visit your home was most kind and we are still impressed with your home and its location. The dinner that night was most delightful and good.

Thanks seems like such a small word, but it conveys our feeling--so again thanks.

Best Regards,

Marcy and Joe **FERRARO**

P.S. I am enclosing a little article I thought you might enjoy (and might even use it in the Starduster Magazine.)

Joe

SUPERMEN OF FLIGHT

The Airline Transport Pilot leaps tall buildings in a single bound, is more powerful than a 747, is faster than a speeding bullet, walks on water and gives policy to God.

The Multi-engine Pilot leaps short buildings in a single bound, is more powerful than a 707, and is just as fast as a speeding bullet, walks on water if it is calm, and talks to God.

The Instrument Pilot leaps short buildings with a running start and favorable wind conditions. He is almost as powerful as a Lear Jet, and faster than a speeding bullet, walks on water of an indoor pool and talks to God if special request is approved.

The Commercial Pilot barely clears a quonset hut, loses tug-of-war with Twin Engine Aircraft, can fire a speeding bullet, swims well and is occasionally addressed by God.

The Private Pilot makes high marks when trying to leap buildings, is run over by Piper Arrows, and sometimes handles an airplane without inflicting self injury, can dogpaddle in water and talks to animals.

The Soloed Student Pilot runs into buildings, recognizes a Cessna 172 two out of three times, is issued a parachute, can stay afloat if properly instructed, and talks to water.

The Non Solo Student Pilot falls over door sills when trying to enter buildings, says "Look at the airplane," wets himself with a water pistol, and mumbles to himself.

The FAA Examiner lifts buildings and walks under them, kicks airplanes out of the hangars, catches speeding bullets in his teeth and chews them, and freezes water with a single glance. THE FAA EXAMINER IS GOD.

11 July 1978

Dear Jim,

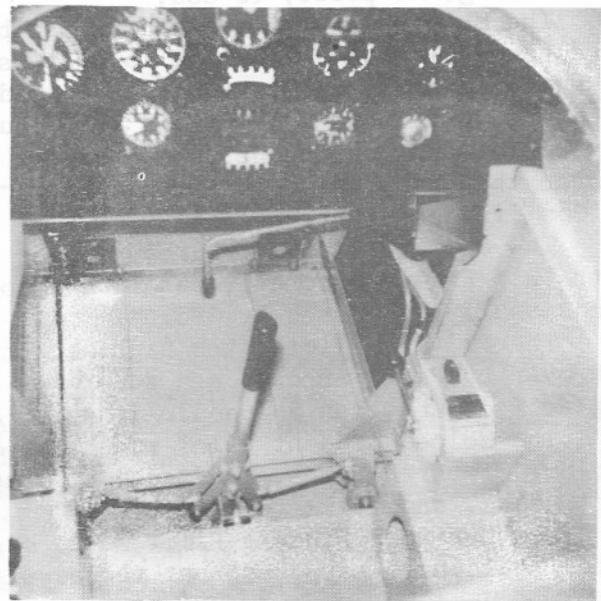
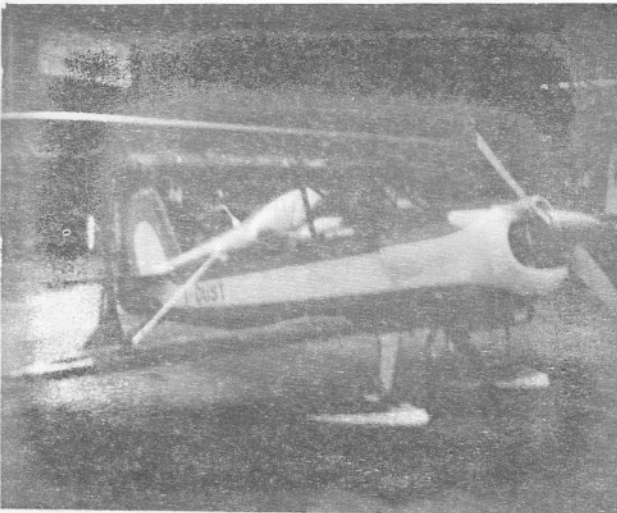
My Starduster Too took to the air on the 4th of July, 1978- This, to the best of my knowledge, is the first in the United Kingdom and Europe-

The performance is good with the 150 HP Lycoming and the aircraft flies well-- hands off on initial climb out- We have now completed 2½ hours of tests, which include spins, dives, sideslipping, etc-

All has gone well, and we are very pleased-

All the best,

Pete Leggo
21 High Street
Cambridgeshire
England



ACRODUSTER ONE: MILAN ITALY -- BUILT AND FLOWN BY ALDO LOCATELLI-- NOTICE THE BEAUTIFUL INTERIOR WORK- SR LOCATELLI HAS WORKED ON THIS PROJECT FOR ABOUT TWO YEARS- 180 LYCOMING FOR POWER--FULL ELECTRICAL SYSTEM--ONE OF THE FINEST AND MOST BEAUTIFUL ACRODUSTERS YET BUILT-

Stits Aircraft Coatings

43RD & FORT DRIVE
P. O. BOX 3084
RIVERSIDE, CALIFORNIA 92519



August 24, 1978

SUBSTITUTING FINISHES ON STITS FABRIC

Most of the major or "big name" paint manufacturers have finally recognized the aircraft finish market and are offering their industrial and automotive urethane finishes and catalyzed acrylic for aircraft finishing under an aircraft paint label.

Lacking years of experience in aircraft fabric work, they are not aware of the significant difference of requirements between paint finishes for metal surfaces and flexible fabric surfaces. Various sales representatives at trade shows are verbally advising potential customers to use their epoxy primer and urethane paint on top of the Stits build-up through POLY-SPRAY. In some cases sales representatives in the field are mixing additives or "flexers" to acrylic lacquer and advising aircraft builders their formula is suitable for aircraft fabric.

When the paint manufacturerers are asked about their field representatives' suggestion to deviate from our F.A.A. approved Manual and ride on our good name and F.A.A. S.T.C. to sell their paint, they refer to their "disclaimer statement." Their product brochures state everyone uses their products at their own risk and the paint manufacturer assumes no responsibility.

It has been our policy to offer a money back guarantee that all of our products will provide suitable service when used exactly in accordance to our Manual and label instructions. The use of any other brand product on top of, or inter-mixed with, our coatings voids our warranty and F.A.A. S.T.C.

It is our advice that before an aircraft mechanic decides to deviate from our approved Manual and be persuaded by a local paint supplier to use an alternate brand of finish that he first obtain from the paint manufacturer a written guarantee that the product has been tested on aircraft fabric for at least 10 years. The paint manufacturer should be asked to give a written money back guarantee that the performance is equal to the Stits fabric finishes and will not crack on fabric.

STITS AIRCRAFT COATINGS

EDITORS NOTE: THE ABOVE WAS RECENTLY RECENTLY RECEIVED FROM RAY STITS-
WE ARE PUBLISHING IT IN THE INTERESTS OF OUR MANY BUILDERS WHO ARE COVERING
WITH THE STITS PROCESS-

PHONE (305) 247-8439

VICTOR W. TATELMAN

18900 S. W. 232nd Street
Miami (Goulds), Florida 33170
U. S. A.

July 12, 1978

Mr. Jim Osborne
Stolp Starduster Corp.
4301 Twining - Flabob Airport
Riverside, California 92509

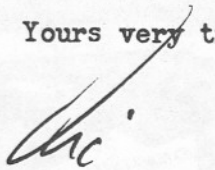
Dear Jim;

As per our telephone conversation yesterday, I have today shipped the four defective shock cords to you along with the air filter tube elbow that Eric shipped to me earlier. The straight tube arrived today; I assume I'll receive some sort of credit for the elbow, it was charged to me on your invoice no. 17003.

I'm really in a quandry re: the shock cords; I can't figure why they failed. I'm looking forward to your analysis, the new shock cords and the installation tool.

Again, I want to say how much I appreciate the help I've received (along with the encouragement) from both you and Eric. I'm looking forward to meeting you both, I hope very soon.

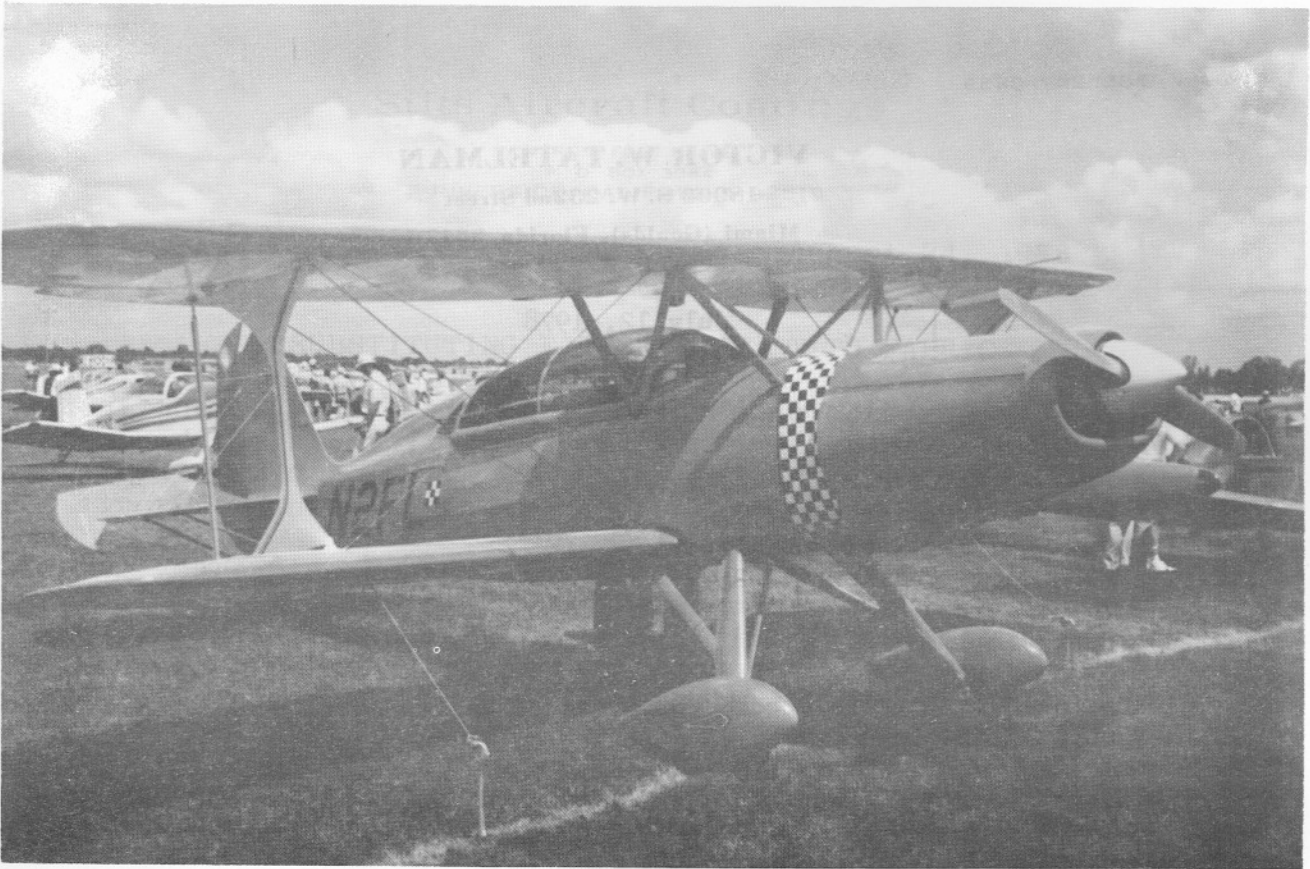
Yours very truly,



Vic Tatelman

EDITORS NOTE: The shock cords returned to us by Mr Tatelman appear to have been stretched beyond their elastic limit- This sometimes happens when installing shock cords if all the stretch of installation takes place on one side-

It is a good idea to use plenty of talcum powder so that the cords will slide easier on the metal-- It is also a good idea to stop cranking occasionally and equalize the tension by hand-



ANOTHER DOUBLE CANOPIED STARDUSTER TOO--SEEN AT OSHKOSH



STARDUSTER TOO-- BUILT AND FLOWN BY LES BOYER--145 HP CONTINENTAL ENGINE

Classified Ads

ADVERTISING CLOSING DATE: JANUARY 1, APRIL 1, JULY 1, OCTOBER 1.
CLASSIFIED ADVERTISING RATE: \$3.00 PER COLUMN INCH-MINIMUM CHARGE \$3.00
MAKE CHECKS PAYABLE TO STOLP STARDUSTER CORP. THANK YOU.

FOR SALE- Regretfully--
ACRODUSTER I N14AD- 35TT
LYC IO360 A4A 180 HP 35TTSN
Imron Paint-Red, orange,
yellow, white- New Christen
inverted oil system, 844
manual pump, aerobatic belts
New Gel Cel Battery- Built
exactly according to plans
except wires added to Tail-
Professionally built--
Is this plane goodlooking,
and am I telling you the
truth? Ask Jim Osborne and
Bill Clouse- I'm losing
money-- \$22,500
Eldon Moose- 14413 Genesee
Ave, Apple Valley, Minn
55124- Ph (612)432-1023

FOR SALE- Low speed
Security Parachute- Seat
Pack-1 year old-- Repacked
April 5, 1978- Good for 120
days- Cost \$500- Sell for
\$350- Call Eric Shilling at
(714) 686-7943-

BUILD AND FLY THE WORLDS
EASIEST TO BUILD, AND BEST
PERFORMING, AEROBATIC BI-
PLANE- THE ACRODUSTER I-
BROCHURE \$5
COMPLETE KIT \$5950

New Gel Cel Batteries-----
MAKES OTHER BATTERIES OB-
SOLETE-- 12 Volt--28 AH---
NO SERVICING-- NOTHING TO
SPILL- DOES NOT HAVE TO BE
ENCLOSED IN A BATTERY BOX--
ONLY \$69.95 plus \$3 packing
Charge-- From "STARDUSTER"

NEW EMERGENCY PARACHUTES--
SEAT PACK OR BACK PACK-- ONLY
14#--THINNEST AVAILABLE- MADE
TO FIT YOU-- COLORS AVAILABLE
ARE RED, GOLD, BLACK, BLUE, AND
ORANGE--BLACK TRIM--INCLUDES
CARRYING BAG OF MATCHING COLOR
FAST DELIVERY- SEND HEIGHT,
COLOR, AND CHECK FOR \$435 TO
STOLP STARDUSTER CORPORATION

NEW MOUNTING RACK FOR GEL CEL
BATTERIES-MADE OF 4130 STEEL-
MAY BE BOLTED TO FIREWALL---
ONLY \$45 FROM STARDUSTER-----

STEWART WARNER OIL COOLERS--
CERTIFIED FOR AIRCRAFT USE-
LIST PRICE--\$160
OUR PRICE-- \$99 $\frac{1}{2}$
USE TWO FOR 200 HP ENGINES--
ORDER FROM "STARDUSTER"

A SPECIFIC FOR SORE RUMP----
A NEW "T" FOAM CUSHION FROM
"STARDUSTER"--- MADE FROM
SLOW YIELDING FOAM DEVELOPED
BY NASA-- YOU NEVER FELT IT
SO GOOD- ONLY \$14.95

SAVE 18# OF WEIGHT ON YOUR
ELECTRICAL SYSTEM----- INSTALL
A SOLAR PANEL BATTERY CHARGER
FROM "STARDUSTER"-- NEAT,
SIMPLE, LIGHT WEIGHT- MAINTEN-
ANCE FREE- VIRTUALLY NO DRAG
THE BEST CHARGER FOR GEL CELS
ONLY \$249 FOR TWO CELLS--
MOUNT ON WINGS OR OTHER NEAR-
LY FLAT SURFACE- SIMPLE AND
EASY TO INSTALL-

STREAMLINE ALUMINUM TUBING
LIGHTEST WEIGHT- WELDABLE-
SUITABLE FOR I STRUTS FOR
MOST BIPLANES-----
ONLY \$60/four feet length

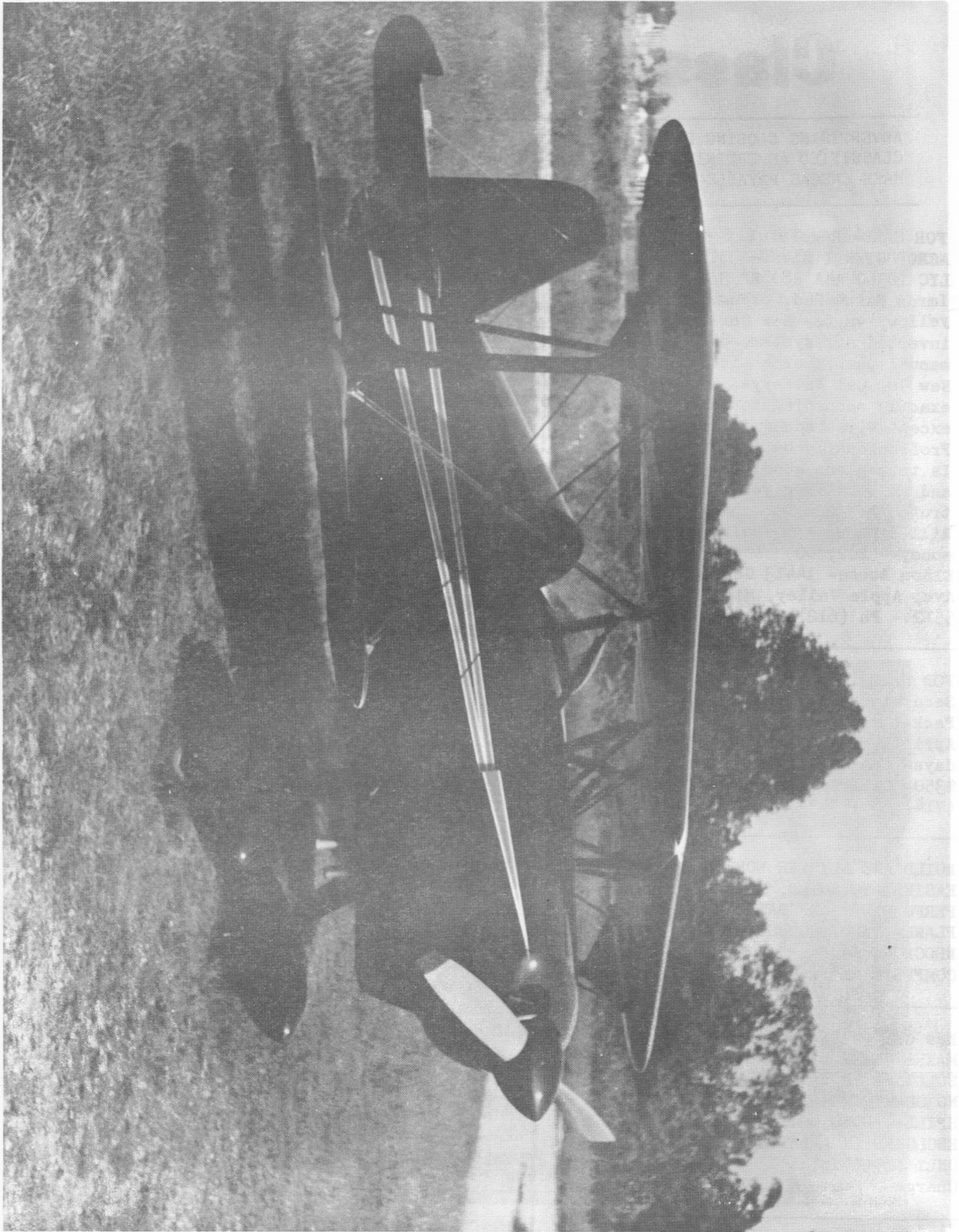
SQUARE ALUMINUM TUBING
1" x 1" x .049
Weldable alloy- Used in
making I struts-
Only \$4.95 per foot

COFFEE MUG- HIGH QUALITY.
COLOR PICTURE OF STARDUSTER
TOO, ACRODUSTER TOO, ACRO-
DUSTER 1, V-STAR, STARLET,
OR STARDUSTER 1. ALSO YOUR
OWN "N" NUMBER AND FIRST
NAME.
\$5.95 FROM "STARDUSTER"

GLASSES- NOB HILL PATTERN,
BY LIBBY. EITHER BEVERAGE,
(12 oz,) OR HI-BALL (9oz.).
STACKABLE ROCK BOTTOMS. A
FULL COLOR PICTURE OF ONE
OF OUR AIRPLANES ON EACH
GLASS. SIX GLASSES PER SET.
ONLY \$9.95 FROM "STARDUSTER"

COASTERS- MATCHING SET FOR
OUR GLASSES. SET OF 6, WITH
AIRPLANE PICTURES.
ONLY \$9.95 PER SET FROM
"STARDUSTER" CORP.

LETTERING SET- FOR TWO PLACE
BIPLANES. INCLUDES ALL SMALL
COCKPIT SIGNS NORMALLY.
WHITE LETTERING, 1/4" HIGH.
PEEL OFF, STICKY BACKS WILL
STICK TO ALMOST ANYTHING
ONLY 29.95 PER SET



STARDUSTER 200-- BUILT AND FLOWE BY LES ROYER--145 HP CONTINENTAL ENGINE