

1979

THE STARDUST... INDICATED TO THE PROPOSITION THAT THE... WAS REACHED WITH THE DESIGN AND DE-... T, TAILERAGGING B... AND THAT... W... EVER SIM...

THE

Starduster

OCTOBER 1979

MAGAZINE

DEDICATED TO THE ACTIVE HOMEBUILDER

That leaves the energy problem up to you and me, and our elected representatives. The following would be reasonable, hereby giving to navy and air force, it to trade and suborder of navy benefit of Sport America, the Federal Government.



prevail... will rise. So build your airplane now. Today's prices are the bargains you will look back on tomorrow.



PAGE 1

BUY NOW--PAY LATER

The United States is in a bad situation. Our economy runs on energy. Most of that energy currently comes from oil. Our oil producers have been plagued by low prices, beauracracic inter-vention, and the political actions of extreme enviornmentalists. The responce of the oil producers has been to buy overseas. At first it was cheaper.

Now that we are locked into overseas sources of supply, our daily fix of oil is becoming astronomically expensive. Our suppliers are very unstable politically. However, every time they raise prices they are making the oil companies, as well as themselves, richer. We can look for no help from the major oil companies. They, and OPEC, have declared economic warfare on the human race.

That leaves the energy problem up to you and me, and our elected representatives. The following actions would be reasonable.

1. Immediately, within the next 60 days, the federal government should set up distilleries across the country, but mainly within the grain producing areas. The purpose of these installations would be to distill alcohol for use as fuel. the grain would come from stock now sold overseas to OPEC countires, including IRAN.
2. In 1970, grain sold for around \$3.00 per bushel, and oil sold for \$2.00 per barrel. Now grain sells for \$4.00/bushel and oil for \$30.00/barrel. Thru export permits, the export of grain to OPEC countires should be conducted on a barter basis. One bushel of wheat for one barrel of oil. Otherwise make the surplus grain into alcohol. If every gallon of fuel contained 10% alcohol, our imports would be cut 20%.
3. Decontrol the price of heavy crude immediately. Thru subsidy, encourage the production of oil from coal and shale. Synthetic fuel plants should be built right at the large coal fields.
4. Encourage the use and building of nuclear power plants. It is the safest and cleanest energy available. Three plants, now built but inoperative because of enviornmentalists, would save us as much oil as we used to import from Iran .
5. Switch our overseas sources of supply from the Far East to Mexico and Alaska. Build a pipeline from Alaska, and deliver Alaska oil to US instead of shipping it to Japan. In case of war, it is vital that our energy not be vulnerable to submarines.

What does the above have to do with building airplanes. Simply this. None of the above is likely to happen. We will go on being exploited. Inflation will continue on a massive scale. Prices will rise. So build your airplane now. Todays prices are the bargains you will look back on tomorrow.

OCTOBER 1979

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

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SEEN ON OUR FRONT COVER IS THE BEAUTIFUL STARDUSTER TOO OF TOM KILKELLY, OF ATLANTA GEORGIE. THE EXPLANATION OF THE NAME AND SHAMROCK IS GIVEN IN A LETTER FROM TOM, PRINTED ON PAGE 20.

Ye editors old ACRODUSTER TOO is featured on the back cover in a rather attractive wing over, with the San Gabriel mountains in the background. More good pictures from you builders, and you would be spared looking at my airplane--again.

OUR TWO INFLATION FIGHTING POLICIES--

1. We give 3-5 pounds of short length tubing free, with each substantial order. Suitable for welding practice only. Sorry. No size selections will be made.
2. A discount of 10 per cent will be given to walkin customers, who select thier tubing from our short lengths rack, providing no cutting is done. If cutting is provided, regular prices will prevail.

3

A SOBERING HAND-PROPPING EXPERIENCE

In the world of Aviation, there is nothing more distressing to a pilot than to read of an Accident, or witness the end results of an accident in which a fellow pilot, crew member, or passengers were involved. The few people that are witnesses to an Aviation accident experience feelings of helplessness and sorrow that are overwhelming.

To those few people who witness a serious incident that comes close to causing death and/or injury, as well as personal property damage, the feeling can be no less. This writer falls into the last group, for the purpose of relating this incident. After watching this potential tragedy end, the basic common sense practices of handpropping, as well as a healthier respect for that whirling disk was instilled deeper into this writer's aviation portion of the mind. Possibly, some pilot who reads this article will stand back and take a look at their hand propping procedures, and either feel satisfied that they are safe from this type of accident, or develop habits that are safe in order to prevent this type of accident.

This incident occurred at General Fox Airfield in the Antelope Valley. The time was about 1005 in the morning. It was very calm, which is contrary to the normal for this area. Wind is a standard happening, and could have affected the outcome of this entire episode.

A Pitts single seater had returned from a morning flight and was finishing his topping off for return to the Hangar. The aircraft had no starter, so propping was habit. At this point the pilot began to make what amounted to be two errors in judgement. He did not move his ship from the vicinity of the fuel trucks, and he did not chock the wheels, or tie down the tail wheel. The pilot began propping the engine after switching on and cracking the throttle, but the engine was still hot and would not catch. He then asked a county fuel man if he would hold the tail so that the throttle could be cracked a little more. The county man agreed, and was holding the tail when the engine caught. Apparently the man at the tail had not anticipated the thrust that the pilot had set, and the craft slipped from his grasp. The pilot stepped out of the way of the creeping prop disk, and the county man dashed for the I-strut. As the I-strut was grabbed, and the direction of the plane was changed to a sharp right turn, the engine suddenly went to full power, and again ripped away from the man at the I-strut. This man had to hit the ground when the ship had made one ground loop and came at him. At this point, the ship was uncontrollable from any outside location. The man on the ground grabbed a landing gear strut in order to keep from being run over, and possibly hit by the prop. This action kept the plane doing ground loops in one spot, instead of heading into other expensive aircraft, or worse, hitting a fuel truck, rupturing it, and causing serious problems. It also sent this man to the hospital when the incident was over, with multiple abrasions from being dragged on the hot asphalt.

Meanwhile, the pilot was frantically trying to reach the cockpit, while another County man pitched in to help by grabbing a wing strut. He could not hold the strut, and, as the ship continued to ground loop, it kept turning into the two men chasing it. The pilot knew he was running a losing battle trying to get to the cockpit, and wearily stopped. He must have forgotten for a moment what was happening, because his stopping put him in the path of his creation on its next loop. He suddenly realized the prop was coming at him, and fell backwards to the ground, just getting out of the way. The prop did pass over his legs as it began another loop. The county man that was still up found himself in the path of the prop, and narrowly missed getting hit by dashing out of the way.

Both men pulled away from the aircraft at this time, not wanting to risk their lives any more. Here was an out-of-control aircraft with a power setting of at least 80% or more entering and passing its 20th ground loop in the same spot with a man hanging on to a gear strut and less than 30 feet from what now seemed to be a very fragile fuel truck.

After a few more loops, the airport manager entered the picture by pulling up a county jeep, and allowing the right wing tip to hit the front of the jeep.

He was not sure what this would do. Possibly stop the ground loop long enough to get to the throttle, or maybe allow the man to let go of the gear strut and send the ship racing across the field into an empty desert to certain destruction. Instead, the wingtip struck the hood, jumped over it, and caused the tail to kick up high enough to cause prop stoppage on the ground. The damage; An easily repairable wingtip, a ruined prop, and possibly internal engine damage. No personal injury beyond some abrasions. No personal property damage beyond the aircraft. The pilots report, which he filed with the airport manager, stated that he cracked the throttle three times before the engine caught, and when the wing strut was grabbed for the first time, and the direction of the aircraft suddenly changed, it caused a seat back cushion to fall forward, striking the throttle, and pushing it to an even higher setting than desired.

The senselessness of the incident is obvious. Propping in a refueling area is dangerous, regardless of precautions. Propping without chocking the wheels, tying down, or having a safety pilot near or in the cockpit is downright unsafe.

In addition, had this incident not been isolated to the pilots aircraft, and minor personal injury, the FAA could have levied action against the pilot for violation of FAR 91.9 and 91.10, even though the fuel area is considered a non FAA controlled area.

Ray Morse-Lancaster, California

Edoter's Note: We wish to thank Ray for the Fine article as presented above. We also invite you other readers to become immortalized in print by sending us publishable articles. Technical articles preferred, presented with a touch of humour, where possible. Not like a lot of the stuff you see that was written by the editor.

TECHNICAL UPDATE

BATTERY MOUNTING-You have previously been told that it is O.K. to mount our gel cel battery in any position. That is, on its side or upside down.

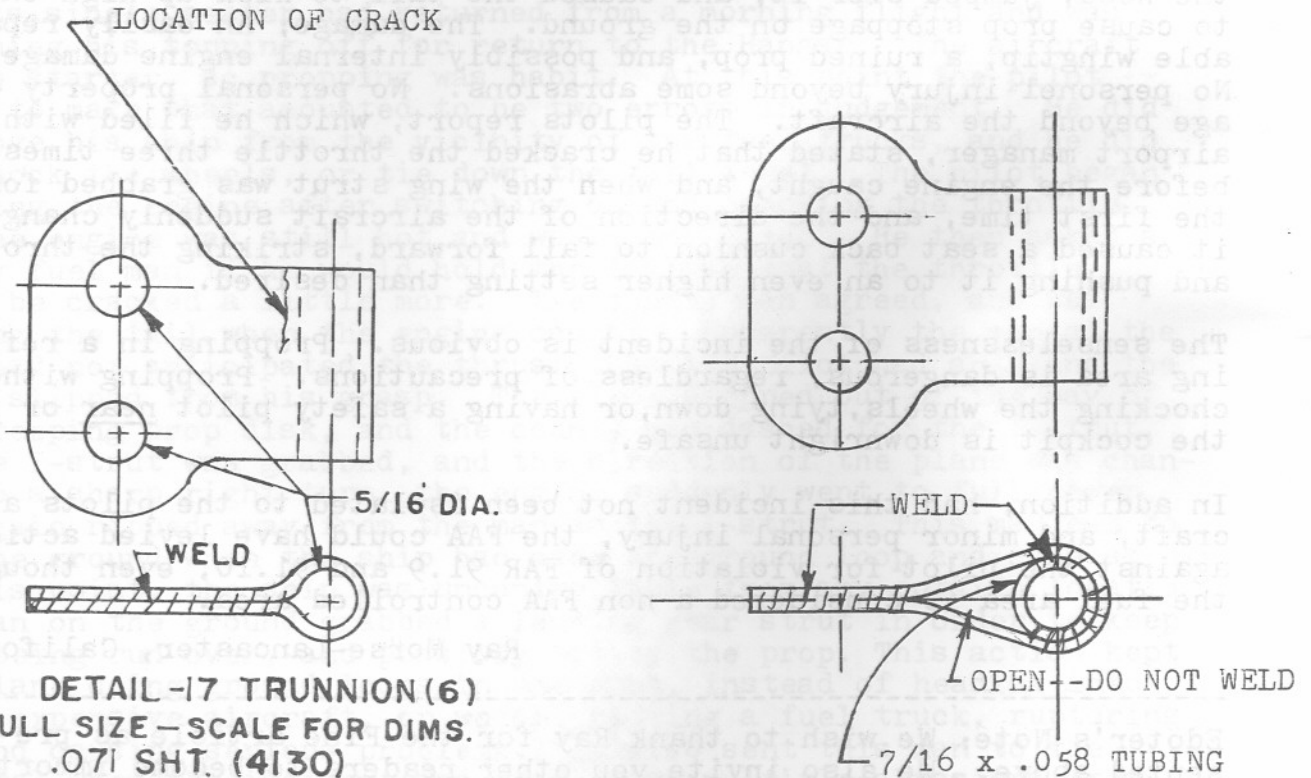
While it is true that the battery will discharge satisfactorily in a side or inverted mounting, the factory has informed us that it will not charge satisfactorily in any position but upright.

We therefore advise you that our gel cel batteries should always be mounted and used in an upright position, the same as a regular battery.

TRUNNION MAKING - On our Acrodusters and V-stars, the trunnions are made similar to those shown below on the left.

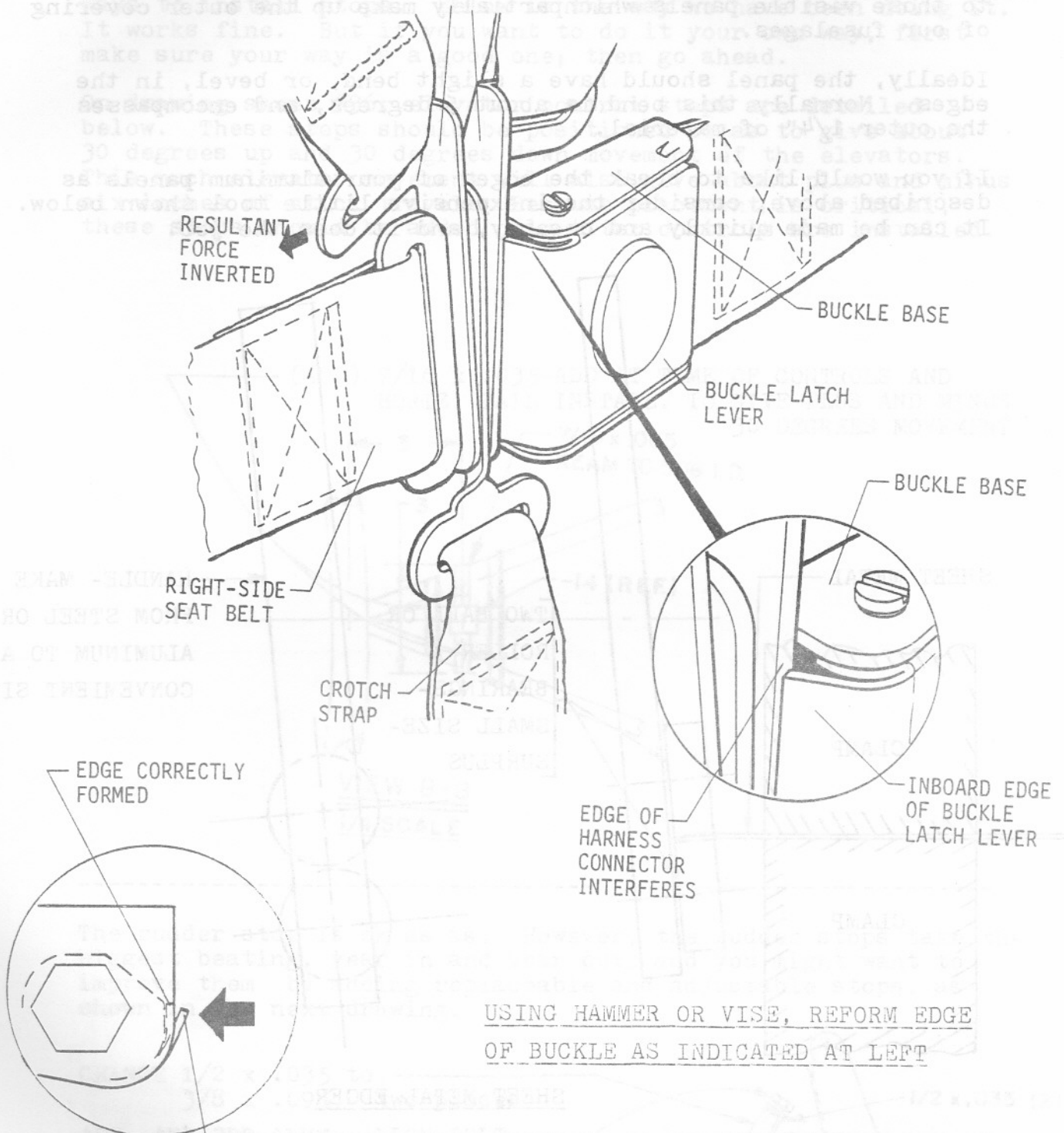
Recently, a trunnion was found with a crack in it. The crack started where the metal had been squeezed down in a vise the make a sharp bend. The vise had left marks on the trunnion, which became a crack

We ask that you inspect your trunnions, and replace them as soon as possible with the design shown below on the right. Free trunnion material will be sent to any builder who needs it for replacement purposes.



CONTROL STOPS-ACRODUSTER TOO

SEAT BELTS- We recently received a report from Christen Industries that, due to a manufacturing defect, difficulty in opening their belt might be experienced, under negative "G" loads. Examining thier service bulletin makes it clear that other, similar belts might also be affected. For what to look for, check sketches below.



USING HAMMER OR VISE, REFORM EDGE OF BUCKLE AS INDICATED AT LEFT

EDGE TOO FAR OUT

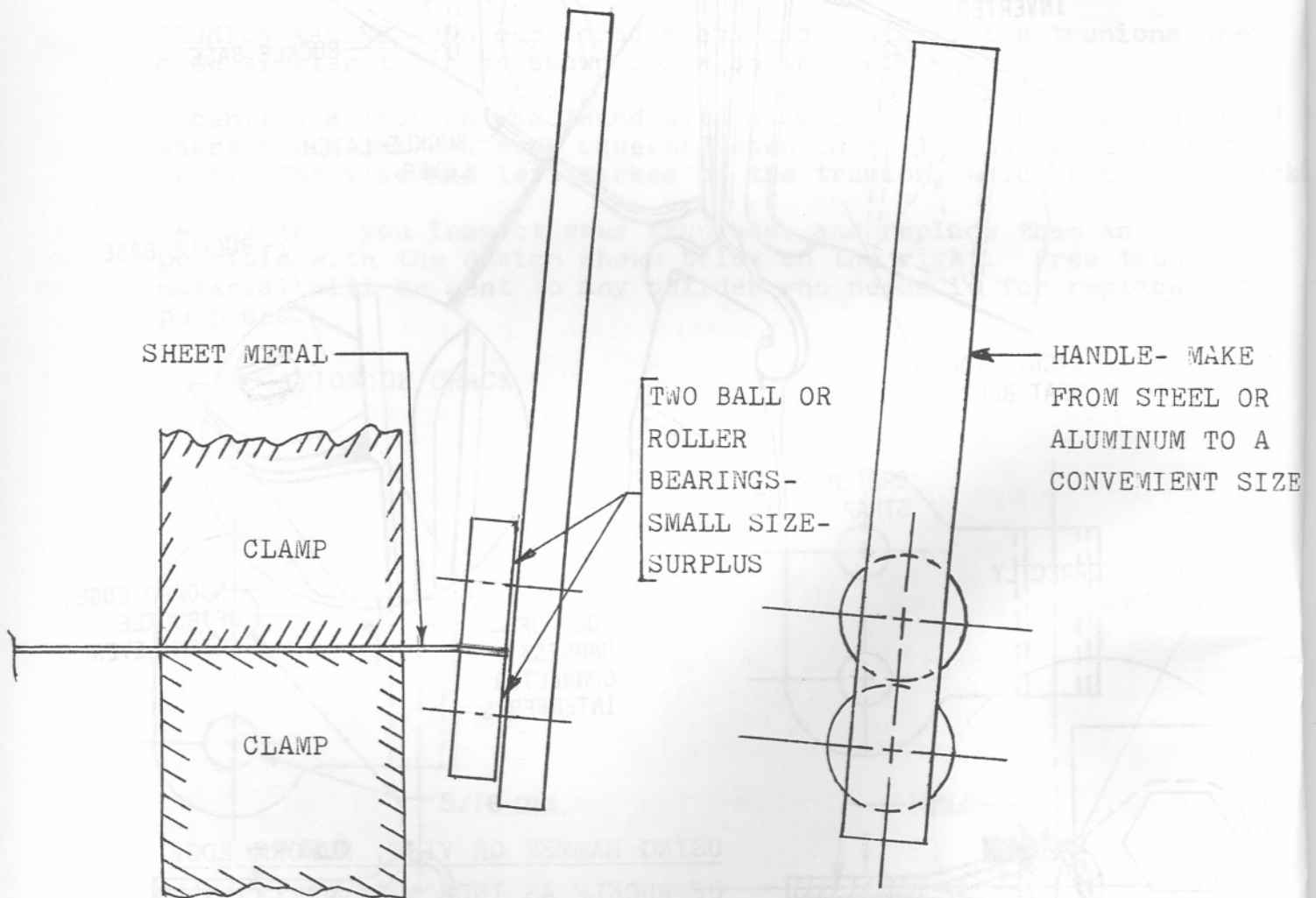
REMOVE ABOVE

HOW TO EDGE ALUMINUM SHEET

One of the biggest problems in building an airplane, is how to get a nice looking edge on sheet metal panels. Mainly this applies to those visible panels which partially make up the outer covering of our fuselages.

Ideally, the panel should have a slight bend, or bevel, in the edges. Normally this bend is about 5 degrees, and encompasses the outer 1/4" of material.

If you would like to break the edges of your aluminum panels as described above, consider the inexpensive little tool shown below. It can be made quickly and cheaply, and it does the job.



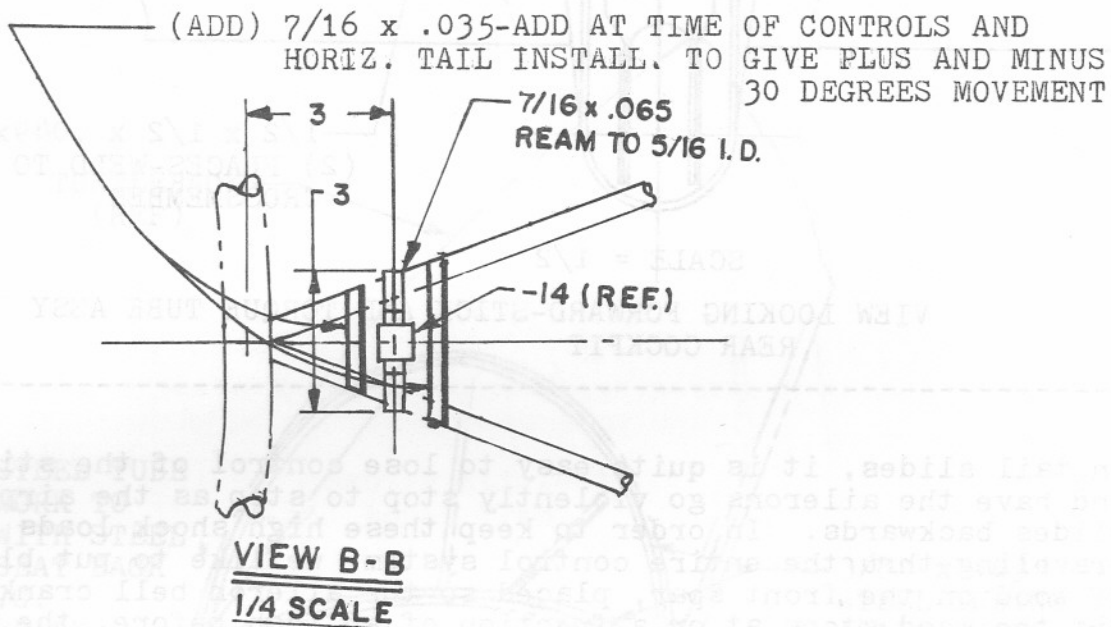
SHEET METAL EDGER

TO USE- CLAMP ALUMINUM TO BE EDGED- PUT BEARINGS OVER EDGE, AS SHOWN ABOVE- ROLL BACK AND FORTH.

Probably one of the most glaring deficiencies in the SA 750 drawings is the lack of control stops, except for the rudder.

Control Stops are most certainly required. There are several ways to install stops. Below is the way we have been doing it. It works fine. But if you want to do it your own way, first make sure your way is a good one; then go ahead.

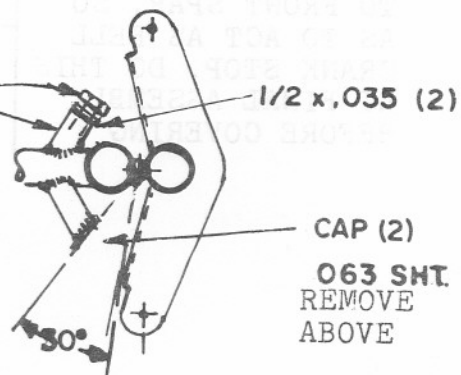
On drawing sheet #36, elevator control stops are detailed below. These stops should be positioned so as to give about 30 degrees up and 30 degrees down movement of the elevators. This much elevator movement will also give about plus and minus six inches of stick travel. Because placement is critical, these stops should be added only after controls are installed.



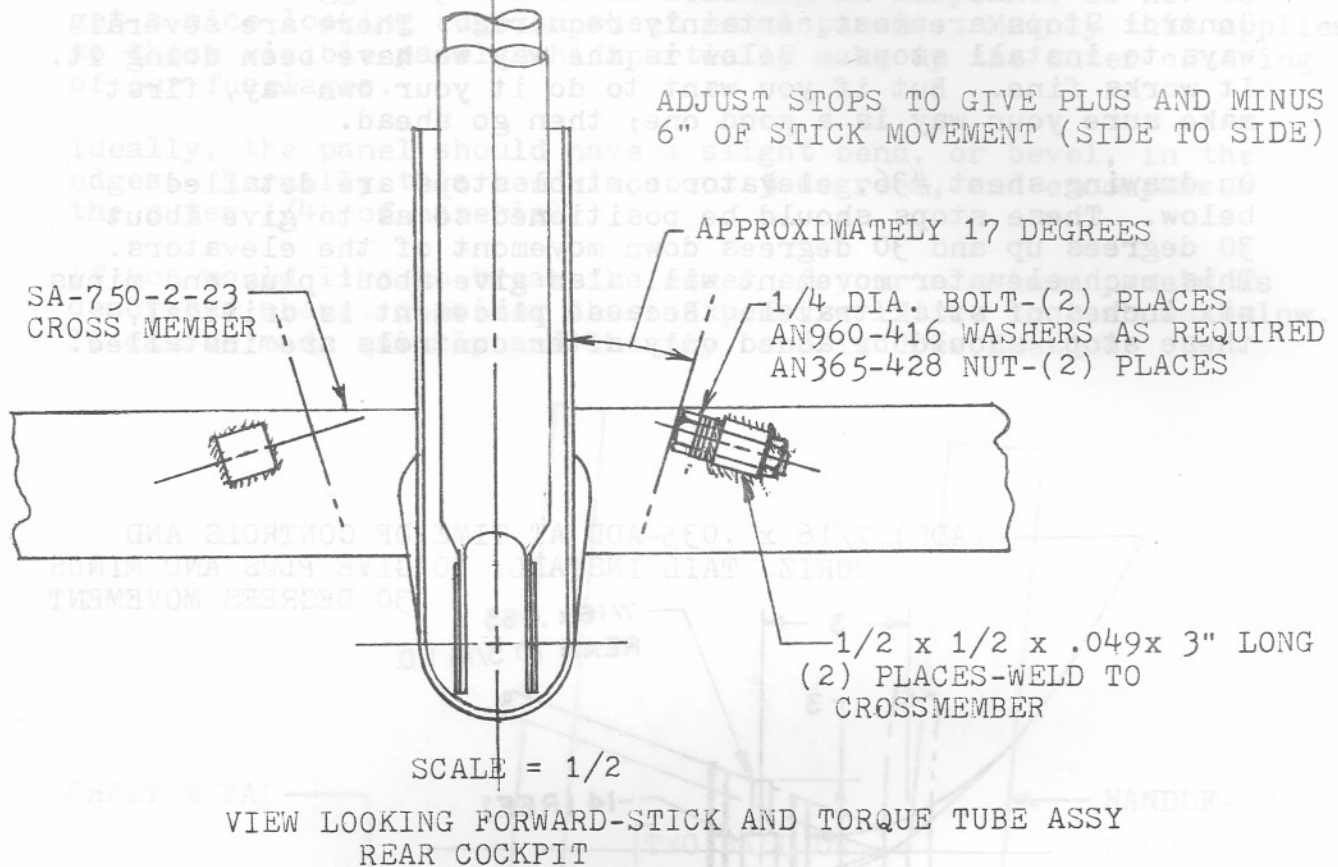
The rudder stop is ok as is. However, the rudder stops take the biggest beating, year in and year out, and you might want to improve them by adding replaceable and adjustable stops, as shown in the next drawing.

CHANGE 1/2 x .035 to
3/8 x .095, two places

ADD: AN4-7DD ALUM. ALLOY BOLT
AN316-4 NUT-TWO PLACES
TAP 428 THDS FOR BOLT

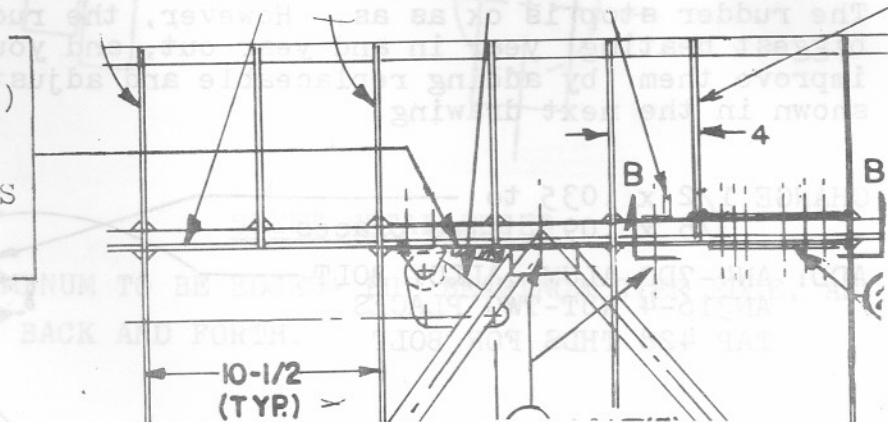


When it comes to ailerons, I confess we like to have stops not one, but two places. We favor a stick stop similar to the one on the STARDUSTER TOO plans, as shown below



In tail slides, it is quite easy to lose control of the stick and have the ailerons go violently stop to stop as the airplane slides backwards. In order to keep these high shock loads from traveling thru the entire control system, we like to put blocks of wood on the front spar, placed so the aileron bell cranks will hit the wood stops at, or a fraction of an inch before, the stick hits the stops shown above. See below for placement.

ADD BLOCK OF WOOD (SPRUCE OR PLYWOOD) TO FRONT SPAR, SO AS TO ACT AS BELL CRANK STOP. DO THIS AT FINAL ASSEMBLY BEFORE COVERING



ACRODUSTER TOO BAGGAGE DOOR

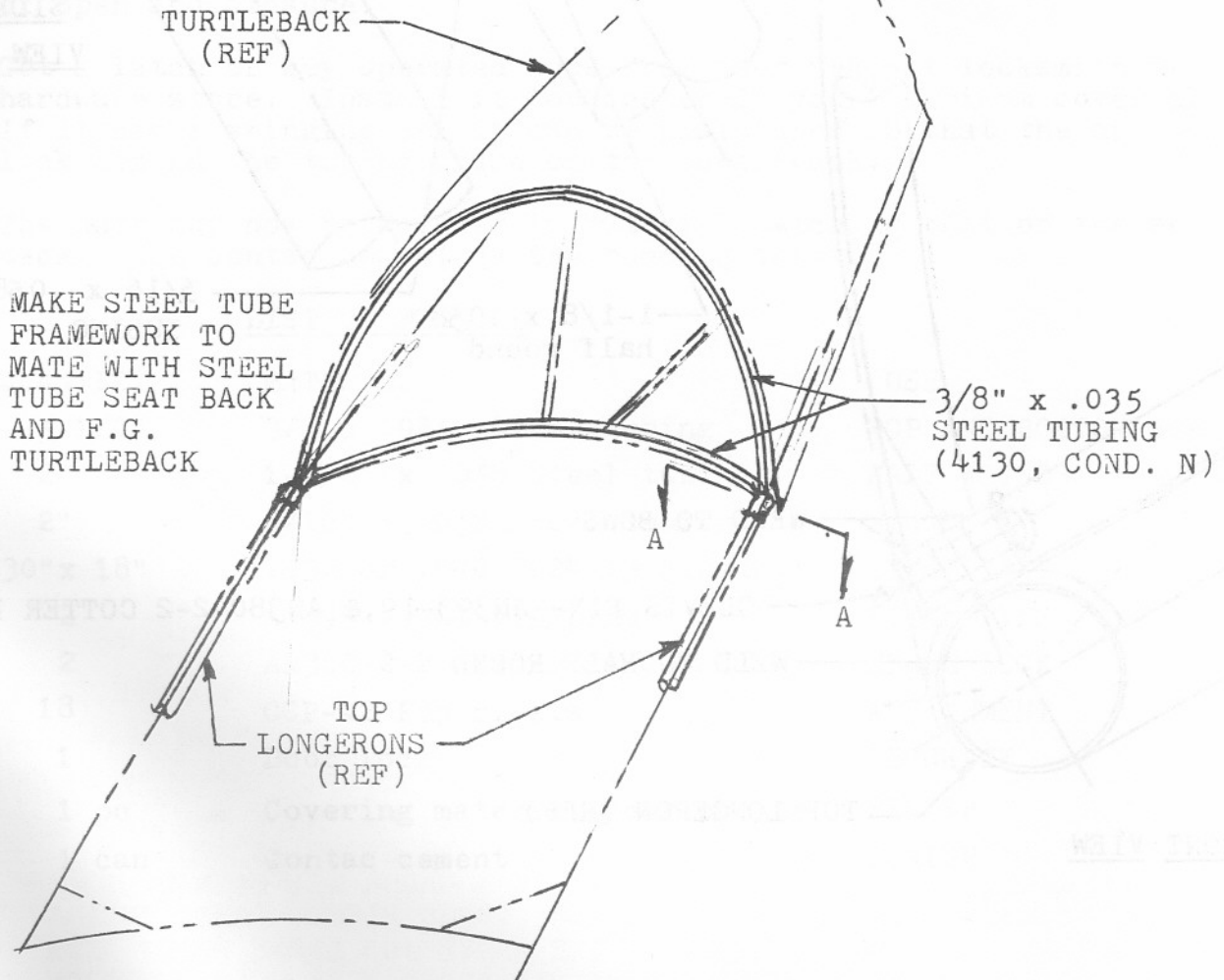
Due to the curvature of the seat back of the rear seat of an ACRODUSTER TOO, perhaps nothing on the airplane is more frustrating to build than the baggage door.

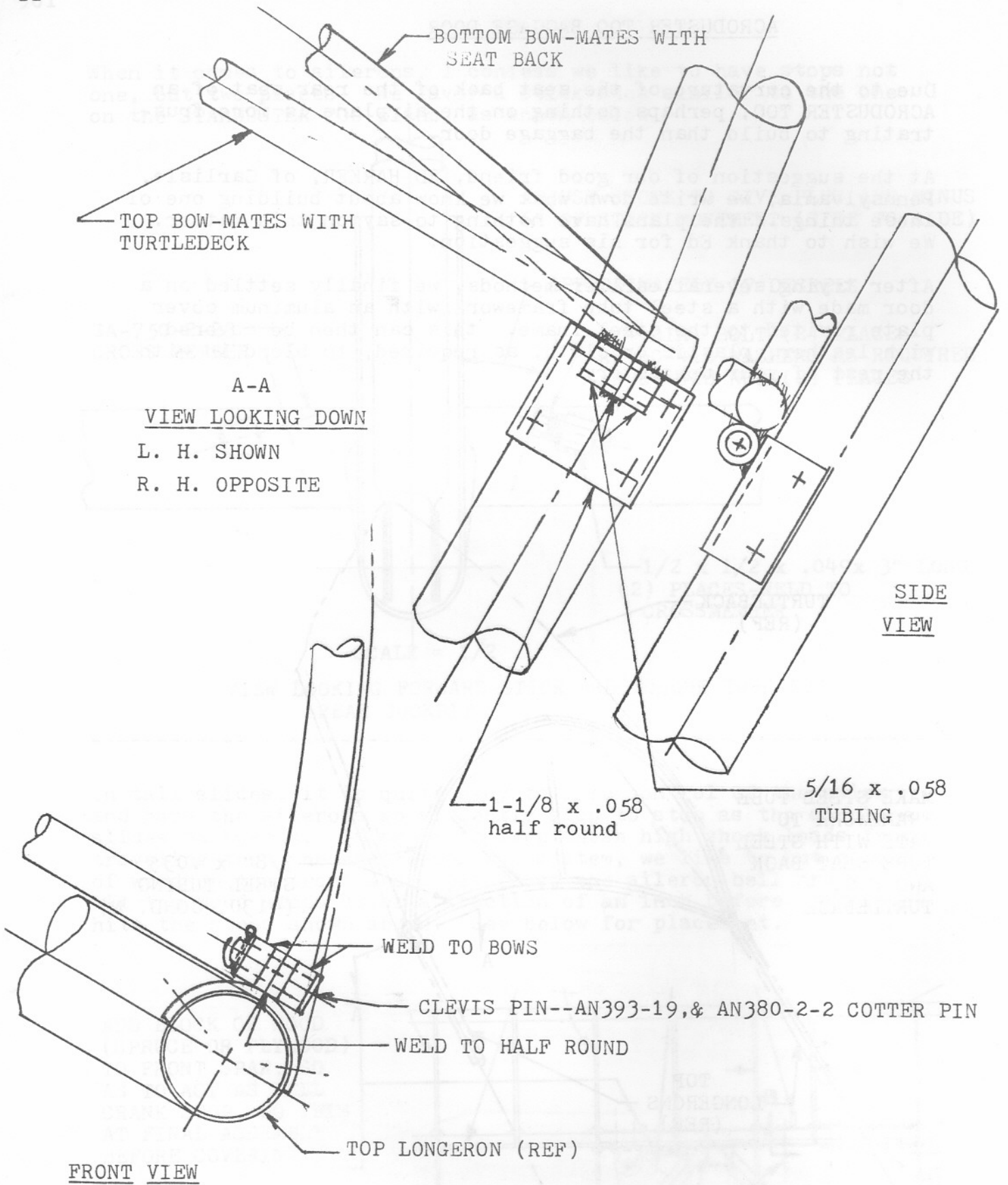
At the suggestion of our good friend, ED HARKER, of Carlisle, Pennsylvania, we write down what we know about building one of these things. The plans have nothing to say on this matter. We wish to thank Ed for his suggestion.

After trying several earlier methods, we finally settled on a door made with a steel tube framework with an aluminum cover plate riveted to the steel frame. this can then be covered with leather, plastic or cloth, as required, to blend in with the rest of your upholstery.

Next, cut a piece of aluminum cover from the airplane's body to fit the door. The door is made from the turtleback, and back door. The door is opened by the turtleback.

Now, make a steel tube framework to mate with the steel tube seat back and F.G. turtleback. The tubing is 3/8" x .035 steel tubing (4130, COND. N). Check for square.





After making steel framework to fit, install half round sections with steel pop rivets. Use CCP-42's. Install four to each side.

Each hinge is made up of three sections of 5/16 x .065 4130 tubing. Each section is 3/16" long. The center section is welded to the half round. The outer sections are welded to the tubing framework. It is a good idea to run a piece of 3/16" rod thru the sections for alignment purposes, before final welding takes place.

After welding, it may be necessary to ream the hinge before installing clevis pin. This is due to warpage while welding.

The frame should be installed with clevis hinge pins and swinging free before anything else is done.

Next, cut a pattern of the door cover from cardboard and fit it to the frame. Be sure it clears the turtleback, and also doesn't hang up on anything when the door is opened and closed.

Now transfer the cardboard pattern to .032 or .040 2024-t3 Aluminum. Drill 1/8" holes all the way thru the steel framework at about 2 inch intervals. Clamp the aluminum cover in place and back drill thru the tubing and thru the aluminum. Deburr the aluminum and steel. Install the aluminum cover using CCP-42 rivets. Check for ease of open and closure.

Get a latch or key operated lock from your nearest locksmith or hardware store. Install it top center in your aluminum cover plate. If it has a swinging arm it can be positioned so that the arm will lock behind the tubing brace of the turtleback.

The door may now be covered in material matching that of the seat back. Use contac cement as the bonding agent.

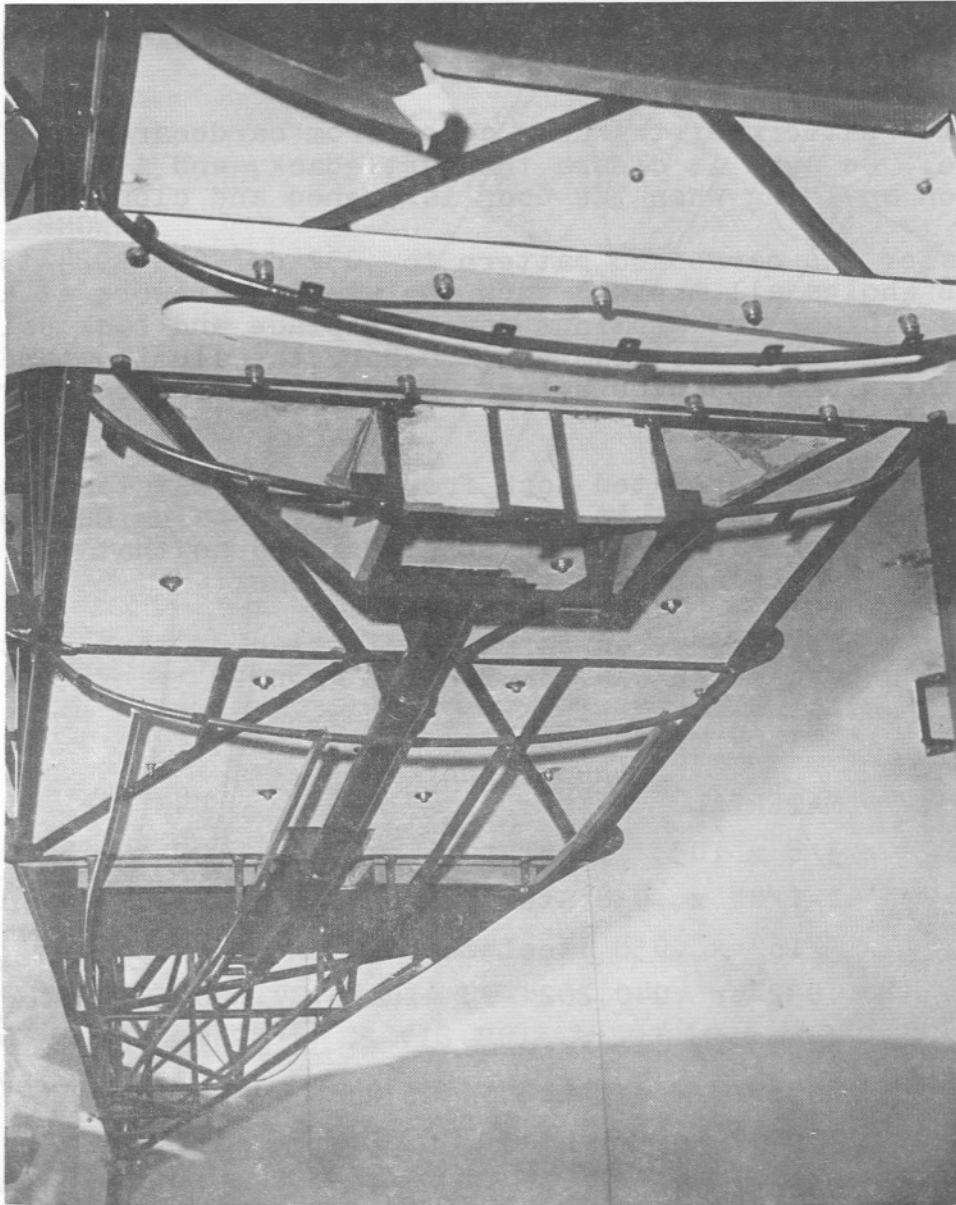
LIST OF MATERIAL

QUANTITY	MATERIAL	USE
5-1/2"	3/8 x .035 Steel tubing	TOP AND BOTTOM BOWS
2"	1-1/8" x .058 Steel tubing	HALF ROUNDS
2"	5/16" x .058 Steel tubing	HINGES
30"x 18"	.032 or .040 2024-T3 Alumin.	COVER PLATE
2	AN393-19 Clevis pins	HINGE PINS
2	AN380-2-2 Cotter pins	HINGE LOCK
18	CCP-42 Pop rivets	ATTACHMENT
1	Door lock	SECURITY
1 pc	Covering material, your choice	FINISH
1 can	Contac cement	FINISH

TECHNICAL CHANGES

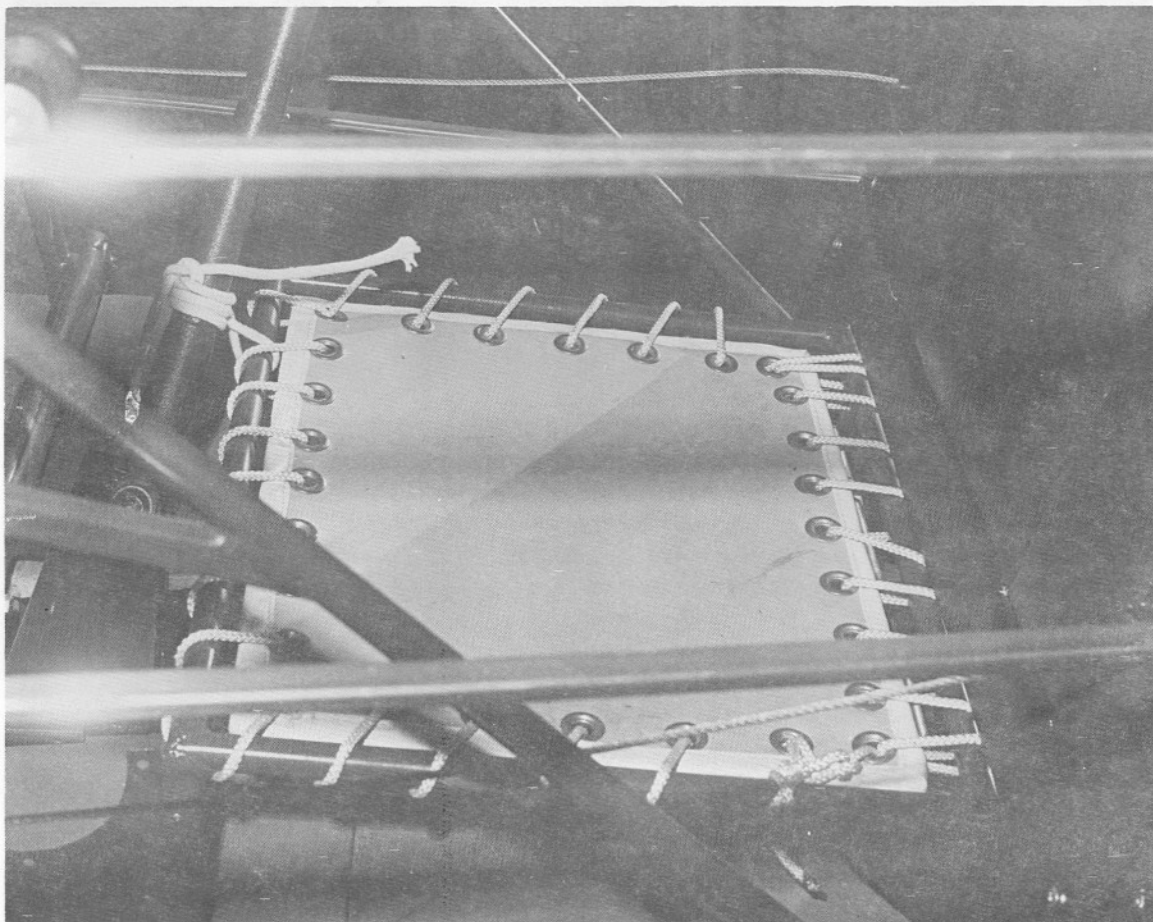
Many times, in building an airplane, the builder decides he wants to do something in a different way from what the plans show. And many times the builder comes up with an innovation which is better in some ways, and for some situations. Sometimes it is a definite improvement, no matter how you look at it.

Below are some different ways of doing some things on our kind of airplanes. Perhaps you will enjoy seeing these little innovations. You might find something you want to copy.



HANK HENDERSON, OF SAN MARCOS, CALIFORNIA, HAS MADE TWO SIGNIFICANT CHANGES IN HIS STARDUSTER TOO, AS SHOWN ABOVE.

1. THE SPRING ALUMINUM LANDING GEAR HAS HAD A WEIGHT SAVING CHUNK OF METAL REMOVED FROM THE GEAR CROSS PIECE. THIS IS O.K. AS LONG AS IT IS NOT OVERDONE. THE ABOVE JOB LOOKS ABOUT RIGHT.
2. WANTING A QUIET AIRPLANE, HANK HAS ADDED FOAM TO THE BOTTOM OF HIS FUSELAGE BOX. O.K. AS LONG AS NON MOISTURE ABSORBING URETHANE FOAM IS USED. OF COURSE, A SMALL WEIGHT PENALTY IS INVOLVED.



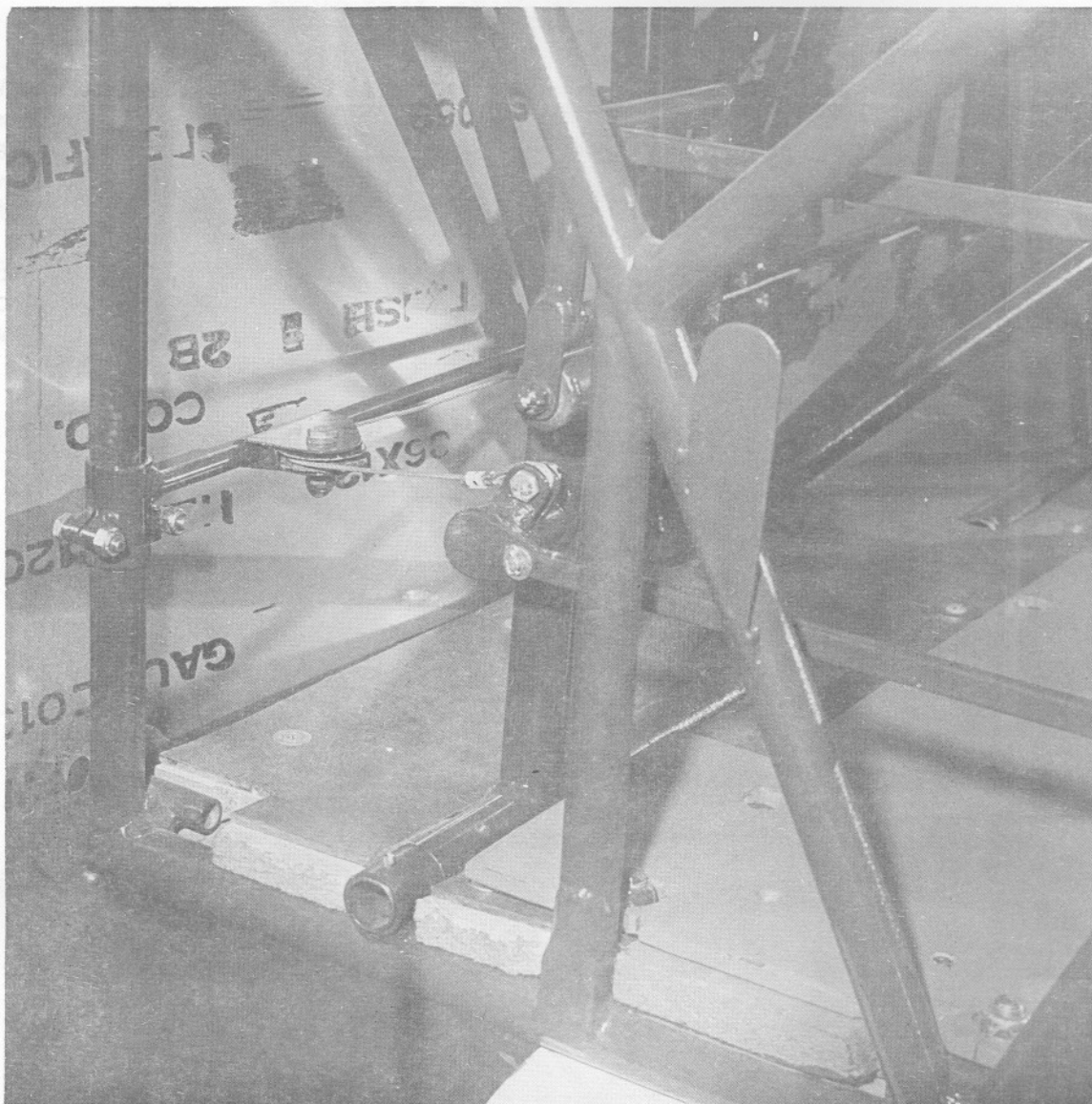
ANOTHER PICTURE FROM HANK, SHOWING HIS SEAT INSTALLATION.

THE PHOTO IS TYPICAL OF BOTH SEATS.

FIND A PLACE THAT MAKES AWNINGS OR TENTS, AND HAVE THEM FABRICATE YOUR SEAT TO YOUR DIMENSIONS. IT SHOULD BE EDGED, AS SHOWN IN PHOTO, AND GROMMETS SHOULD BE INSTALLED ON 2" SPACING, OR LESS.

THE LACING IS DONE USING HIGH STRENGTH NYLON CORD. THE UPPER LEFT HAND CORD TYING THE STICK FORWARD IS NOT PART OF THE SEAT INSTALLATION. THE LOWER RIGHT SHOWS A TEMPORARY KNOT THAT WILL BE ELIMINATED AS SOON AS HANK IS SATISFIED WITH THE TENSION IN THE ROPE.

THIS LOOKS LIKE A VERY NEAT AND PRACTICAL SEAT INSTALLATION.

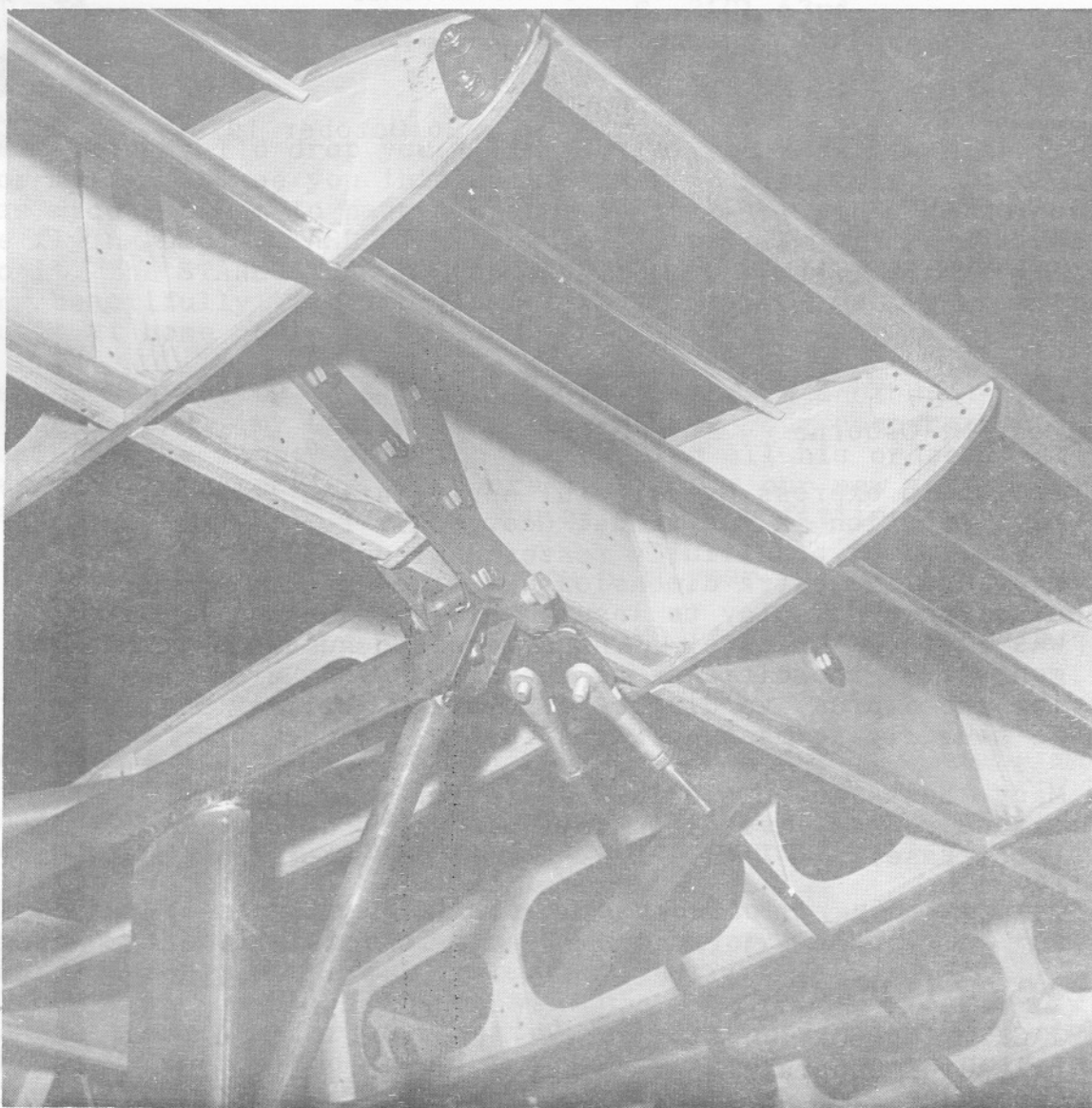


AND YET A THIRD PICTURE FROM HANK HENDERSON, SHOWING HIS METHOD OF MAINTAINING TENSION ON THE RUDDER PEDALS.

THE ACCEPTED, AND EASY, WAY OF DOING THIS IS SIMPLY TO INSTALL SMALL SPRINGS BETWEEN THE FORWARD RUDDER PEDALS AND THE FIREWALL. THESE SPRINGS LOSE THEIR TENSION AND EVENTUALLY BREAK, AND HAVE TO BE REPLACED.

WE BELIEVE THE METHOD SHOWN ABOVE IS SUPERIOR, ALTHOUGH MORE TIME AND WORK ARE INVOLVED. (ALSO EXPENSE.) THE BALANCING CABLE IS 1/16 STRANDED CABLE, THE PULLEY BRACKETS ARE .040 SHEET STEEL, AND THE PULLEYS ARE AN210-1A, FROM STOLP STARDUSTER CORP.

CHUNK OF METAL REMOVED FROM THE LEAF CROSS PIECE. THIS TOOK AS LONG AS IT IS NOT OVERLAP THE ABOVE JOB LOOKS ABOUT RIGHT. 2. WANTING A QUIET AIRPLANE, HANK HAS ADDED FOAM TO THE BOTTOM OF HIS FUSELAGE BOX. O.K. AS LONG AS NON MOISTURE ABSORBING URETHANE FOAM IS USED. OF COURSE, A SMALL WEIGHT PENALTY IS INVOLVED.



MANY TIMES, DURING FINAL ASSEMBLY, THE WIRES ARE EITHER A LITTLE BIT TOO SHORT, OR A LITTLE BIT TOO LONG. THIS CAN HAPPEN BECAUSE OF BUILDING TOLERANCES, AND ALSO BECAUSE OF WIRE ROLLING TOLERANCES.

HOWEVER, WE DO NOT DESPAIR. IN ALMOST ALL CASES, THE WIRES CAN BE USED BY MODIFYING THE FITTINGS.

ABOVE IS HOW THE PROBLEM WAS SOLVED ON ONE ACRODUSTER. THE LEAD FLYING WIRE ON EACH SIDE WAS JUST A TRIFLE SHORT. THE UPPER TRUNIONS WERE MODIFIED AS PER PICTURE.

THE FRONT WIRE ATTACH HOLE WAS STRETCHED OUT BY MAKING A NEW FITTING. IT WAS THEN POSSIBLE TO USE THE WIRE SAFELY, AS THE WEEP HOLES IN BOTH WIRE FORKS WERE WELL COVERED.

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS TACTICAL TRAINING, GEORGE (TAC)
GEORGE AIR FORCE BASE, CALIFORNIA 92392



OFFICE OF THE COMMANDER

26 October 1979

Mr. James L. Osborne
Stolp Starduster - 4301 Twining
Riverside, CA 92509

Dear Mr Osborne

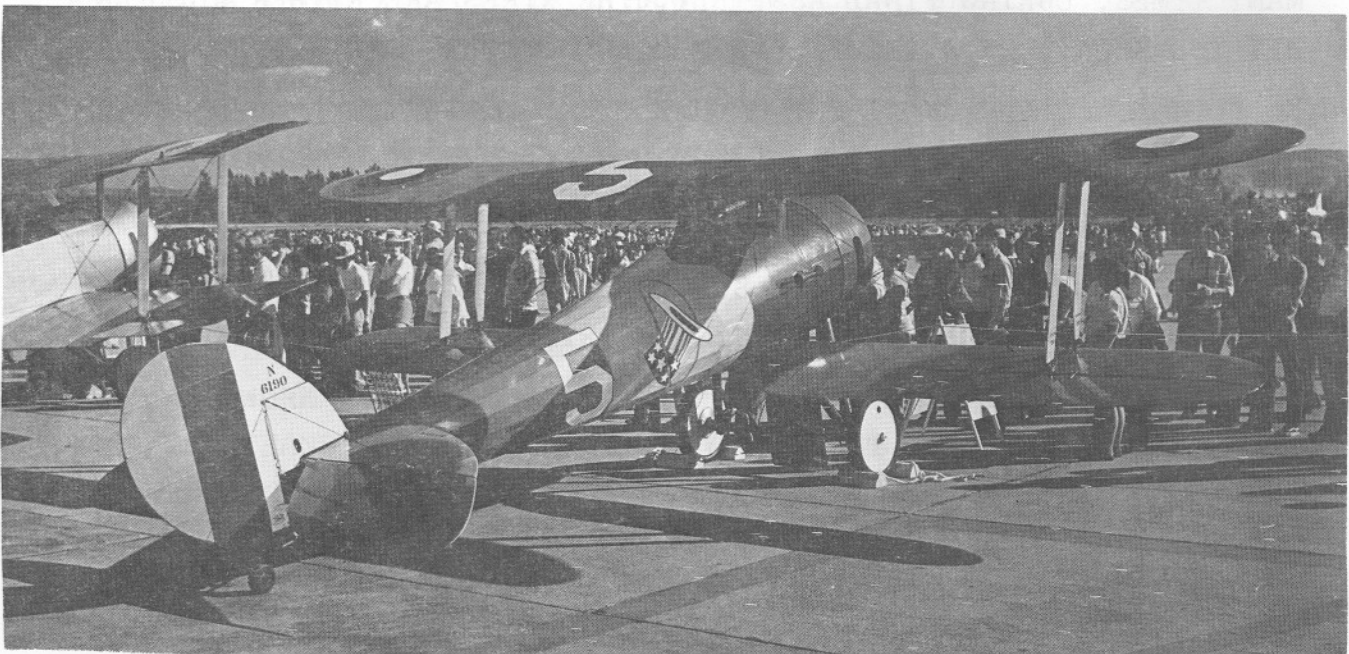
I wish to express my grateful appreciation for your participation in the annual George Air Force Base Open House. Your beautifully restored Nieuport 28 provided the extra dimension we needed in our history of airpower display to insure that this annual occasion was the best to date. I have received numerous compliments from the citizens of the High Desert area regarding the impressive display of vintage military aircraft -- your flying machine was a special attraction.

Many thanks and a special salute for your support -- I extend you an invitation to again visit us at George Air Force Base.

Sincerely

JACK GREGORY

JACK I. GREGORY
Brigadier General, USAF
Commander



E. 2101 63rd
Spokane, Washington
99203

Dear Jim,

Just thought I'd drop you a line to let you know how nice it was for my dad to see you this summer back in Wisconsin. It truly was nice for him to have a chance to talk to you. We both will be flying Dad's STARDUSTER back next year. We are looking forward to it. The STARDUSTER has about 75 hours on it now, and is flying beautifully. We truly had a ball, never dreaming an airplane built at home could be so much fun.

As you can see by this order, we have started another airplane. A Wag-A-Bond. My Dad was so pleased with your cooperation and the businesslike manner in which you handled all his orders that you may expect to receive many more orders for our new airplane. We have ordered something from you already for fittings and nose ribs.

I'm looking forward to seeing you next year.

MONTE AND ELDON PEARSON

Dear Monte and Eldon,

Thank you for your order, and for your many kind words. I don't get many letters as pleasing to read as yours.

Eldon has been a long time friend and customer, and seeing old friends like him (some of whom I have never met) is what makes Oshkosh such a wonderful trip every year.

We all thank you for your letter. I have passed the word on to the boys in shop and shipping that sometimes they are doing something right. They were glad to hear that.

I just got back from Anchorage, Alaska, where I visited another customer and friend, Cal Center, and his son Charles, of CROSS WINDS AVIATION. They repair and rebuild many aircraft similar to your Wag-A-Bond. You should have an excellent rough country airplane. Cal says with his STOL kit on the wing, 180 H.P, and big wheels and tires you will have a bush country special.

Cal and Charlie flie airplanes similar to yours out of a 400 feet strip, rough and unpaved, with the width between trees little more than the wingspan of the airplane. He says, come up and visit him.

You don't have to be crazy to fly in Alaska, but it helps.

Thanks again for your appreciated letter.

Cordially,

JIM OSBORNE

Jim Osborne

I recently ordered a front windshield and a rear canopy. I was very distressed to open the carton and discover that for the large amount of money the canopy cost that it was in the condition it was in, and would have to be assembled. I would have thought that, paying that price, it would be all assembled and ready to attach to the plane.

When I talked to you, nothing was mentioned about having to build it.

There is no way the canopy can be fitted to the windshield without a major overhaul.

I am returning the canopy and installation kit. Enclosed find a check for \$27.00 for the windshield. Thank you.

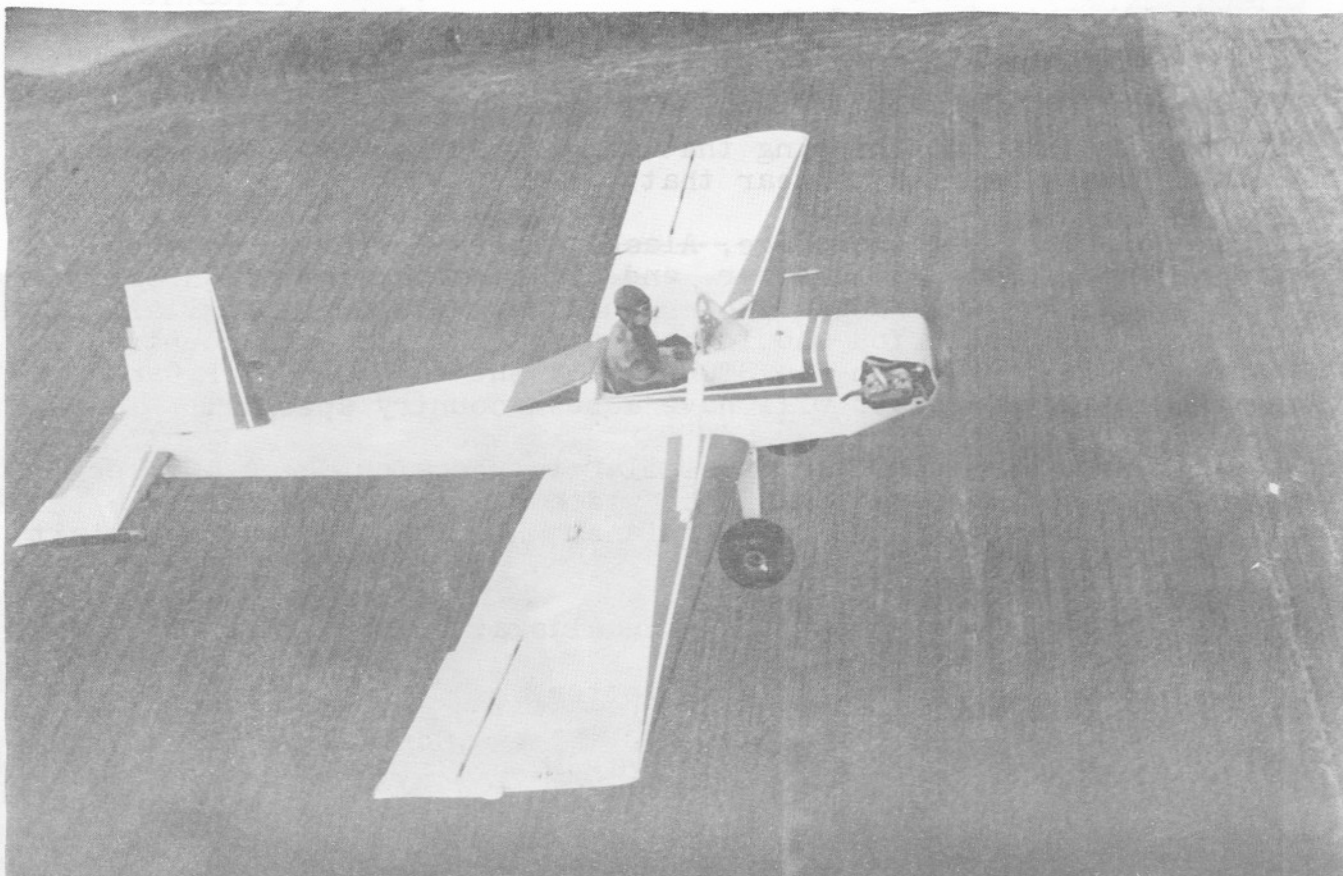
Sincerely,

Mrs. J. L. Edwardson

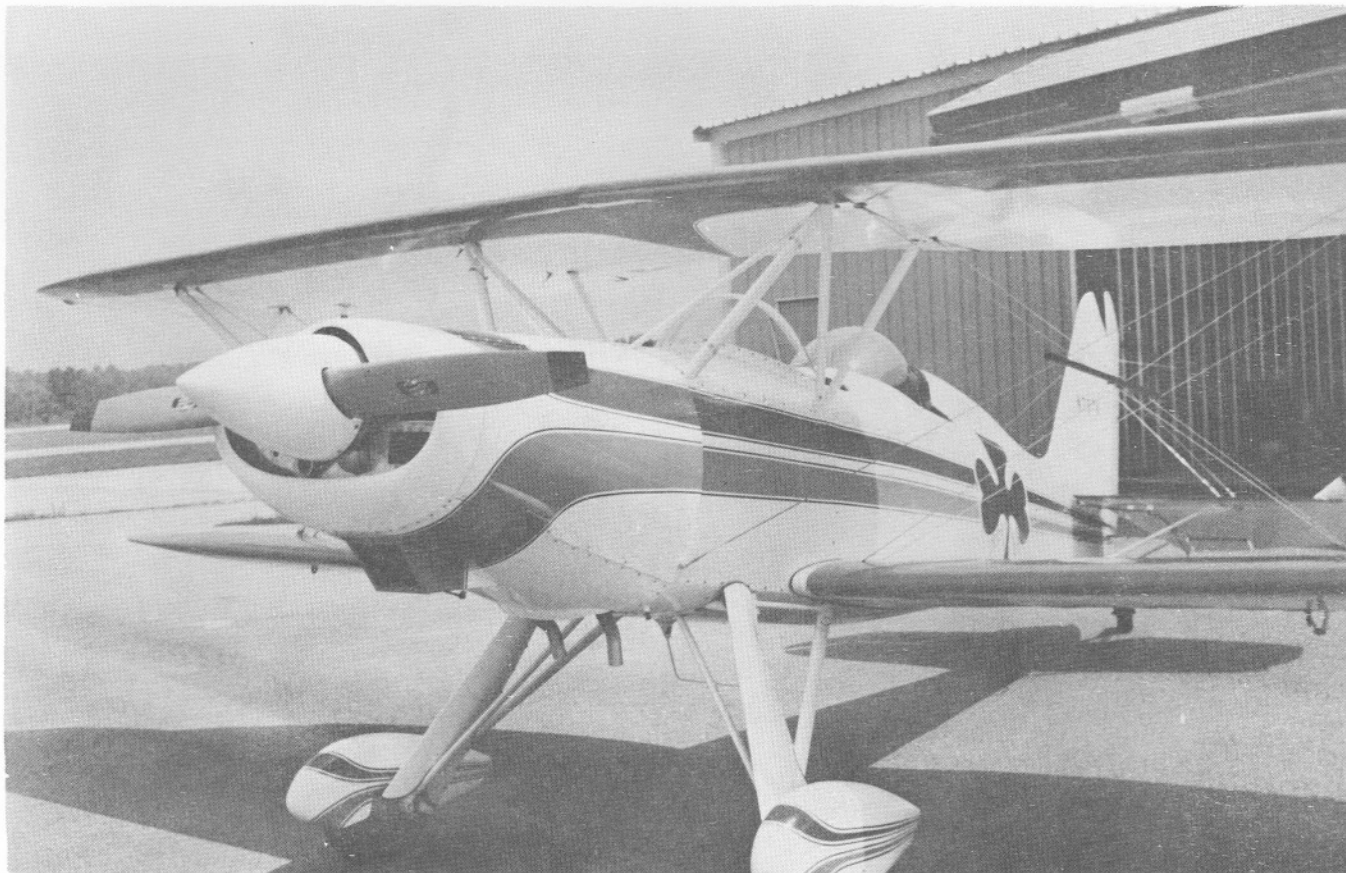
We are sorry Mrs. Edwardson expected more than she got.

All other Canopy kit orderers, please note. The canopy installation is a kit, and takes a great deal of work to install.

We wonder how Mrs. Edwardson is making out buying ten cent hamburgers and twenty five cent a gallon gasoline.



VP-1--- Built and flown by Hiroshi Watanabe, of Tokyo, Japan.
Powered by a 1700 cc Limbach engine. First flight April 1, 1979



ATLANTA, GA.

Dear Jim,

Enclosed are pictures of my STARDUSTER T00, N78TK, for your gallery. First flown in August, 1978, and now has 60 hours on it. No major problems, and the airplane is a real joy to fly.

The airplane weighs 1160 pounds empty, and is powered by a Lycoming O-360-A1G6, with full inverted fuel and oil systems.

The name "IRISH T00" and the large shamrock on each side make it very distinctive, and easy to spot.

It should be obvious where the name came from.

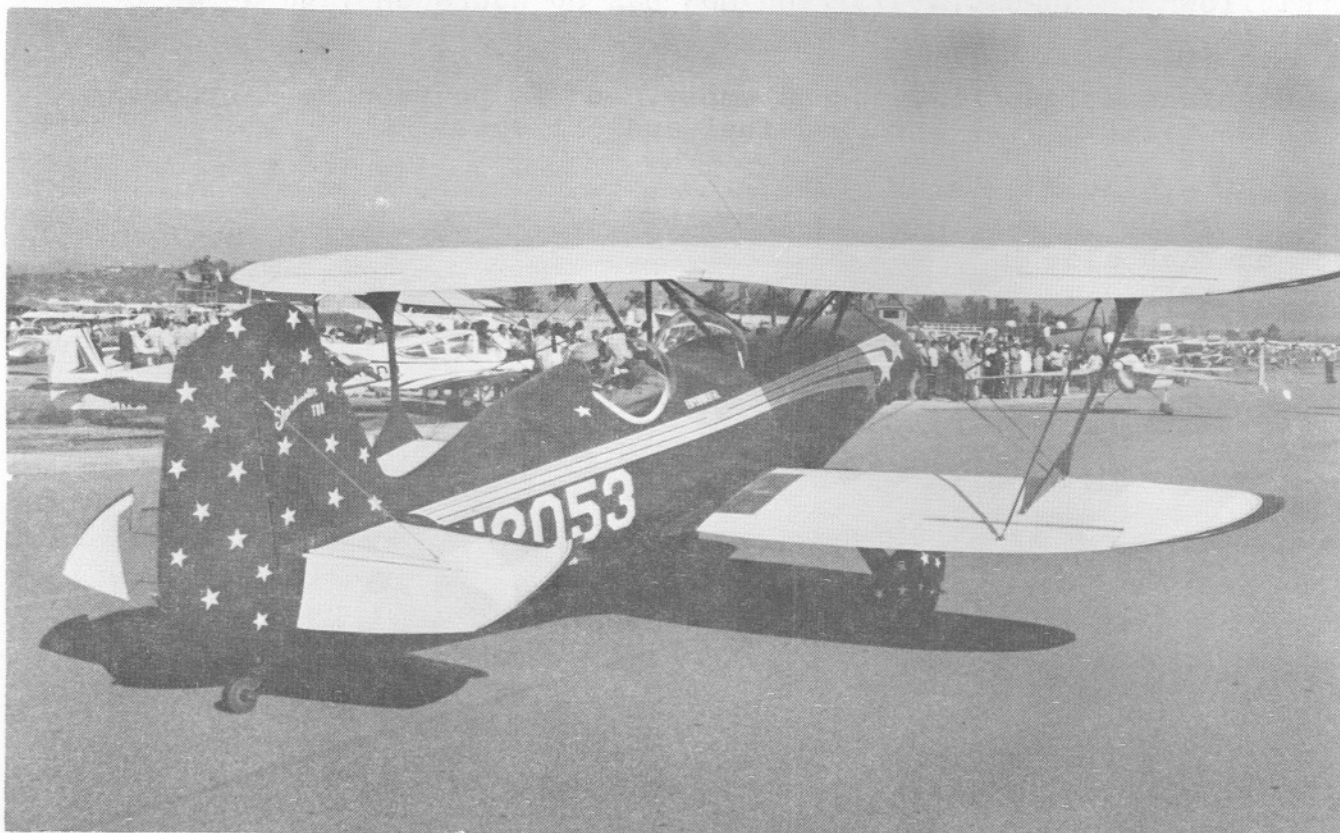
Sincerely,

TOM KILKELLY





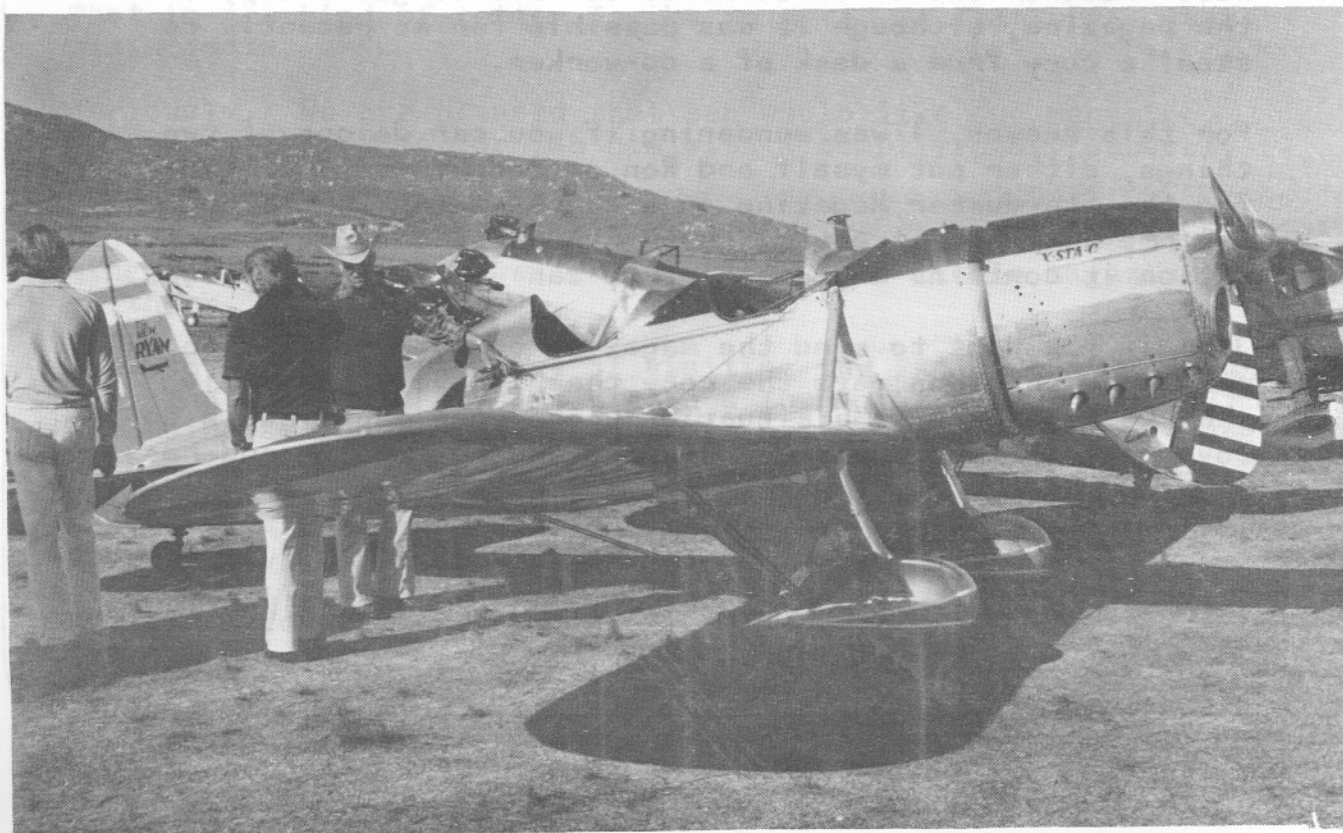
Two views of a very attractive STARDUSTER TOO, seen at the recent Ramona California, Flyin. This was one of the friendliest and most enjoyable flyins held this year. The sponsors, AAA, and EAA Chapter 14 deserve congratulations. We are looking forward to next year.



Designed and built and flown by Arthur H. ...
 Powered by a 1700 cc Lycoming engine. First flight ...



SEEN AT RAMONA--STARDUSTER builder AL KRAMER, of San Val Aviation, and his new racing biplane, above. Below, a real genuine honest to goodness RYAN STA, with 150 HP Menasco. Very rare.





EXPERIMENTAL AIRCRAFT ASSOCIATION

P. O. BOX 229, HALES CORNERS, WISCONSIN 53130
OFFICES & AIR MUSEUM: 11311 W. FOREST HOME AVE., FRANKLIN, WI 53132
PHONE 414/425-4860

October 15, 1979

Mr. James Osborne, President
Stolp Starduster Corporation
4301 Twining
Flabob Airport
Riverside, CA 92509

Dear Jim:

I'm writing to ask you a favor. Your Starduster Magazine is a rather coveted item here and for that reason, does not usually get to the people who may need it a great deal. Those people include specifically, myself and Ron Scott as Designee Director. My position involves in answering questions for a great number of people by phone and mail and handling 20, 30 such requests a day is not at all unusual for me. Ron Scott, of course, writes the Designee News and I'm sure he can use much of the information that Starduster Magazine has. Neither one of us seems to be able to get a copy of the magazine, although it was possible for me recently to "steal" a copy from a desk of a co-worker.

For this reason, I was wondering if you can do one of two things, either put myself and Ron on independent mailings for the Starduster Magazine on a complimentary basis or to tell me how much it costs. Both Ron and I can use the information it contains and frankly, we can use the past issues.

Jim, if you want to send the magazine on to my attention, I'll make sure that Ron gets the copy that I have. Basically, what we have here is a situation where your magazine is so coveted, is taken home for reading and re-reading and re-reading, etc.

AN INTERNATIONAL NON-PROFIT ORGANIZATION DEDICATED TO THE ADVANCEMENT OF AVIATION EDUCATION, HOMEBUILT AIRCRAFT AND SPORT AVIATION

SPORT AVIATION/EAA'S MONTHLY MAGAZINE

Mr. James Osborne
Page 2
October 15, 1979

Just to give you an example; I was down at Tullahoma talking to a fellow about Stardusters and I knew the fuselages were somewhat heavier, but I didn't know the reason until I read the July, 1979 magazine. That sort of thing is sort of important to our people.

Whatever you decide to do, send it free or charge me for it, I will be happy to hear from you.

Sincerely,

EXPERIMENTAL AIRCRAFT ASSOCIATION, INC.



Ben Owen
Executive Director
Information Services

aa

That is the kind of letter I like to get. No flattery-- Just plain facts.

Seriously, we are pleased that Ben would like our magazine, and we are happy to furnish him with a complimentary subscription.

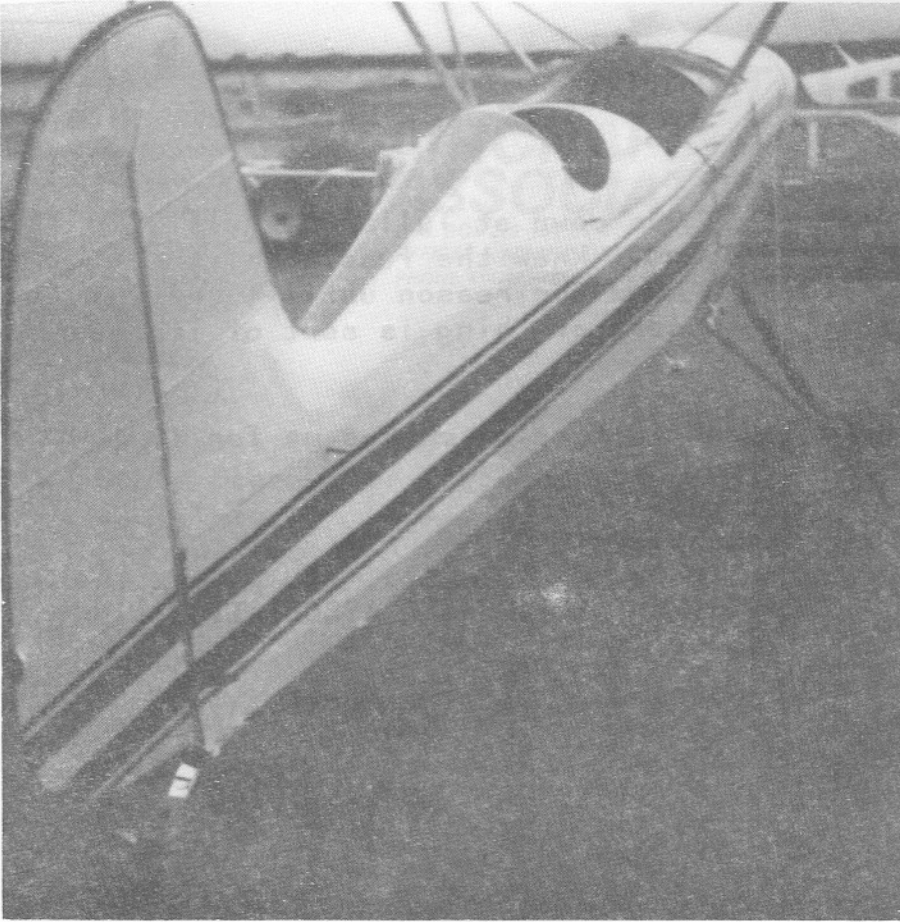
We hope he will pass it on to Ron Scott. To have two such distinguished people interested in reading our little magazine is, we think, a compliment.

In 1978 I had the pleasure of visiting the EAA museum, and Ben was kind enough to give me a guided tour of the whole setup, including storage, and workshop areas. We took up a great deal of his time, but he was most kind and patient, and he made our visit very enjoyable. We wish to publicly express our thanks and to say that the museum has the right man for the position of executive director, Information Services.

Try him. You'll like him.

JIM OSBORNE

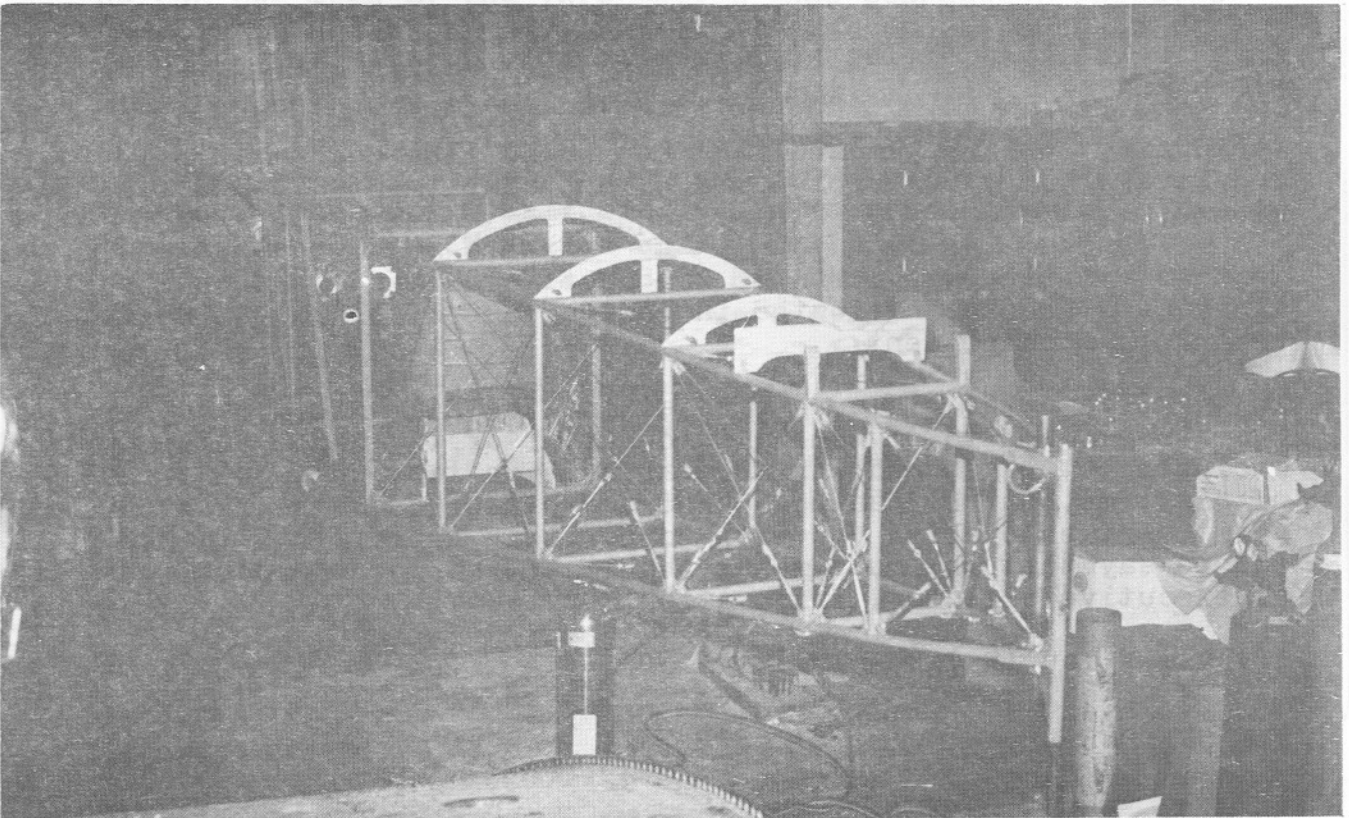
APPROXIMATE WEIGHTS AND DIMENSIONS OF THE PARTS LISTED IN THE FOLLOWING TABLE ARE GIVEN FOR INFORMATION ONLY. THE ACTUAL WEIGHTS AND DIMENSIONS OF THE PARTS SHOULD BE OBTAINED FROM THE MANUFACTURER'S DRAWINGS.



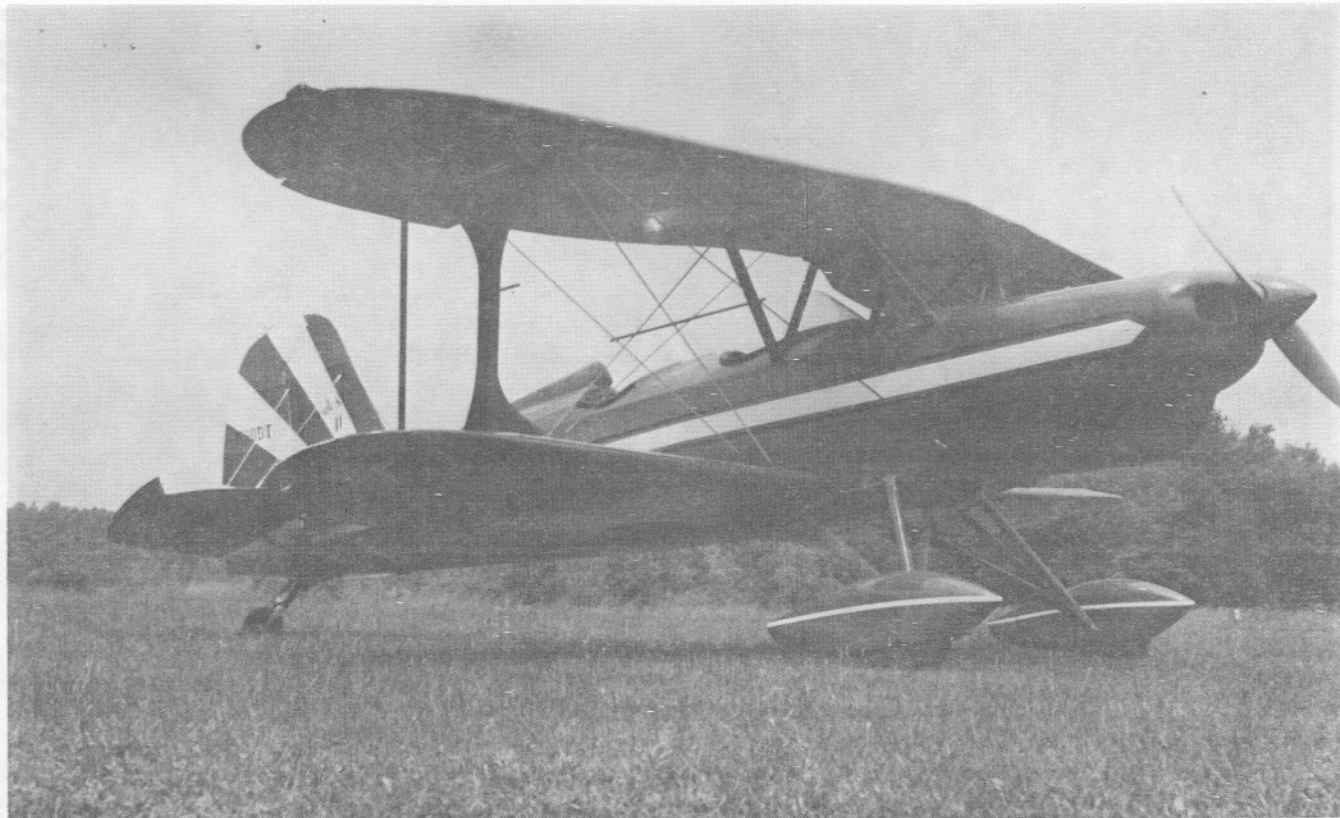
Mr. James Osborne
Page 2
October 12, 1979

A BEAUTIFUL STARDUSTER
TOO. UNDER CONSTRUCTION
BY RON BOWER, OF VISALIA,
CALIFORNIA.

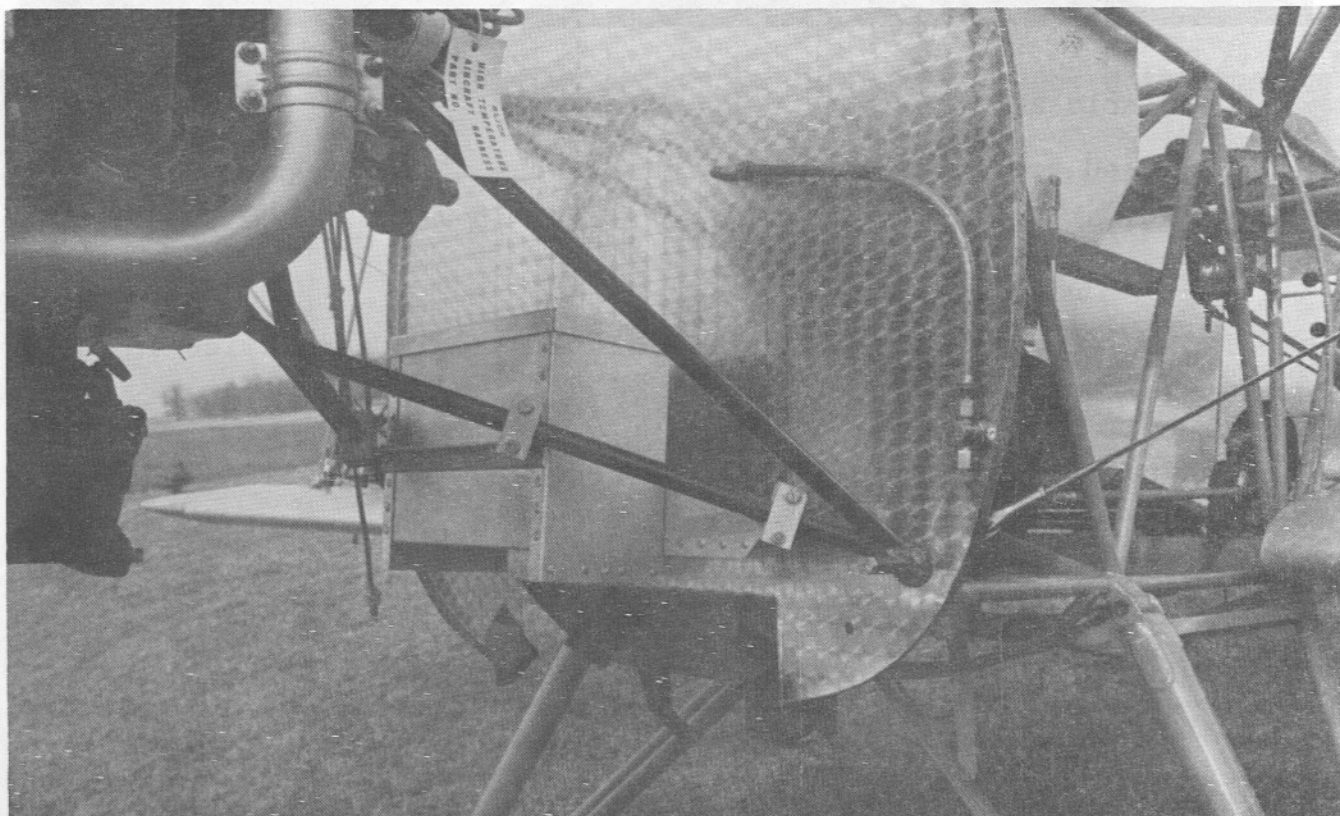
RON IS INSTALLING AN
IO-470 CONTINENTAL
ENGINE. AND, UNDERNEATH
THE ENGINE COWLING
THERE IS A NASA INLET
DUCT.



A SOPWITH TRIPLANE, UNDER CONSTRUCTION BY OUR GOOD FRIEND
GEORGE CLAPP, OF OLEAN, NEW YORK. GEORGE IS ALSO BUILDING
A NIEUPOORT 28.



THE FINE LOOKING STARDUSTER TOO ABOVE IS OWNED AND FLOWN BY DELMOS R. TABOR, OF CHESAPEAKE, VIRGINIA. POWERED BY 160 H.P. LYCOMING SWINGING A FIXED PITCH PROP. FIRST FLIGHT IN DECEMBER 73.



ONE OF THE NEATEST FIREWALL INSTALLATIONS WE HAVE SEEN. BY LESTER ZEHR, OF FORT WAYNE, INDIANI. THE FIREWALL IS ENGINE TURNED STAINLESS STEEL, WITH RIVITED ON FLANGE. BEAUTIFUL.



Dear Eric and Jim,

Enclosed are pictures taken last Sunday. We now have 47 hours on it, and everyone who sees or flies in the STARDUSTER TOO is very much in love with it.

It has great performance and will be used in Aerobatics in this area.

The paint design was done by my son. How do you like the Starbursts on the wings? They really show up in a steep climb.

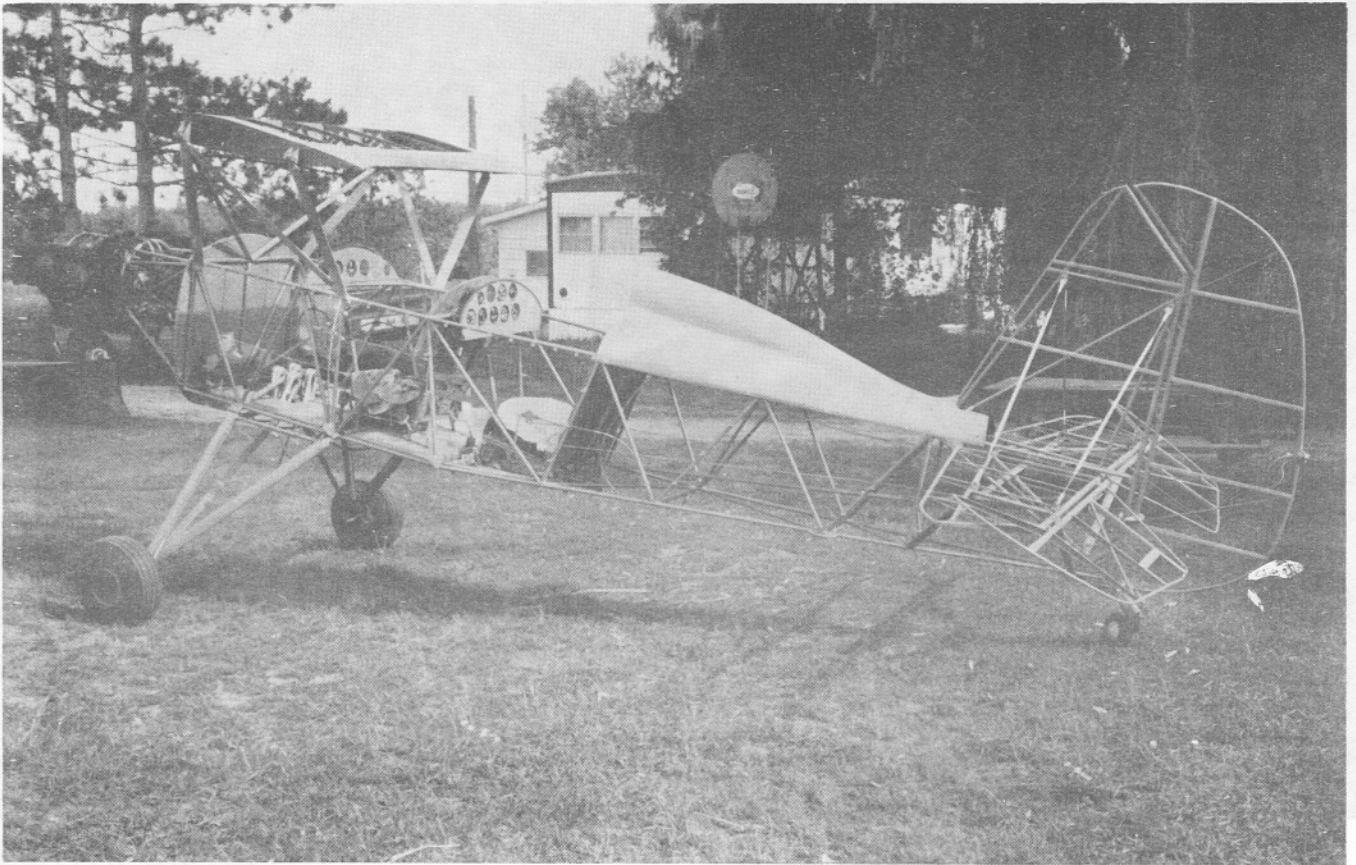
Thats me in the rear and one of my sons in front.

I'm looking forward to the next time you are in Florida, maybe Lakeland SUN 'N FUN.

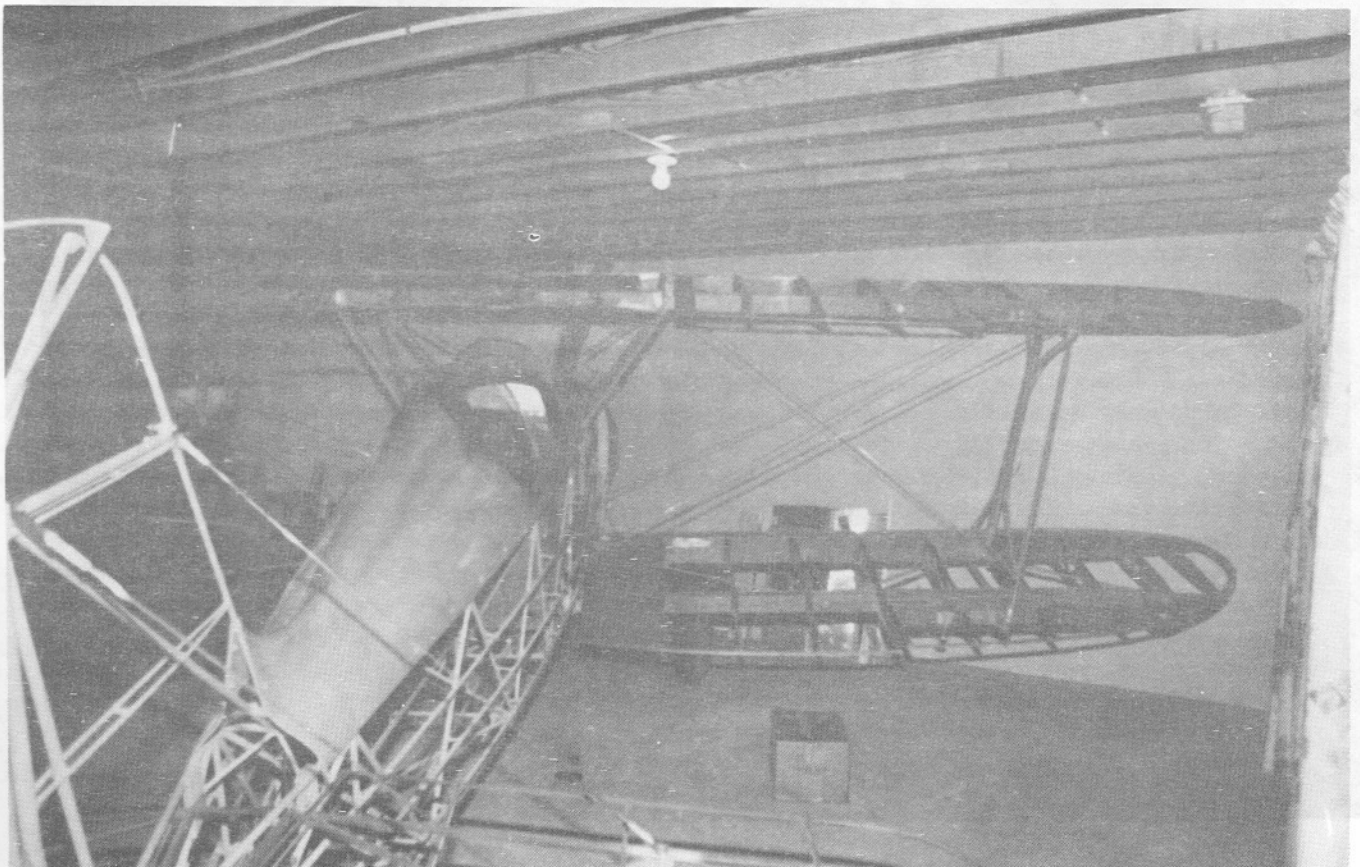
We were unable to get to Oshkosh. Maybe next year.

Best Regards,

ORSON CLEVELAND

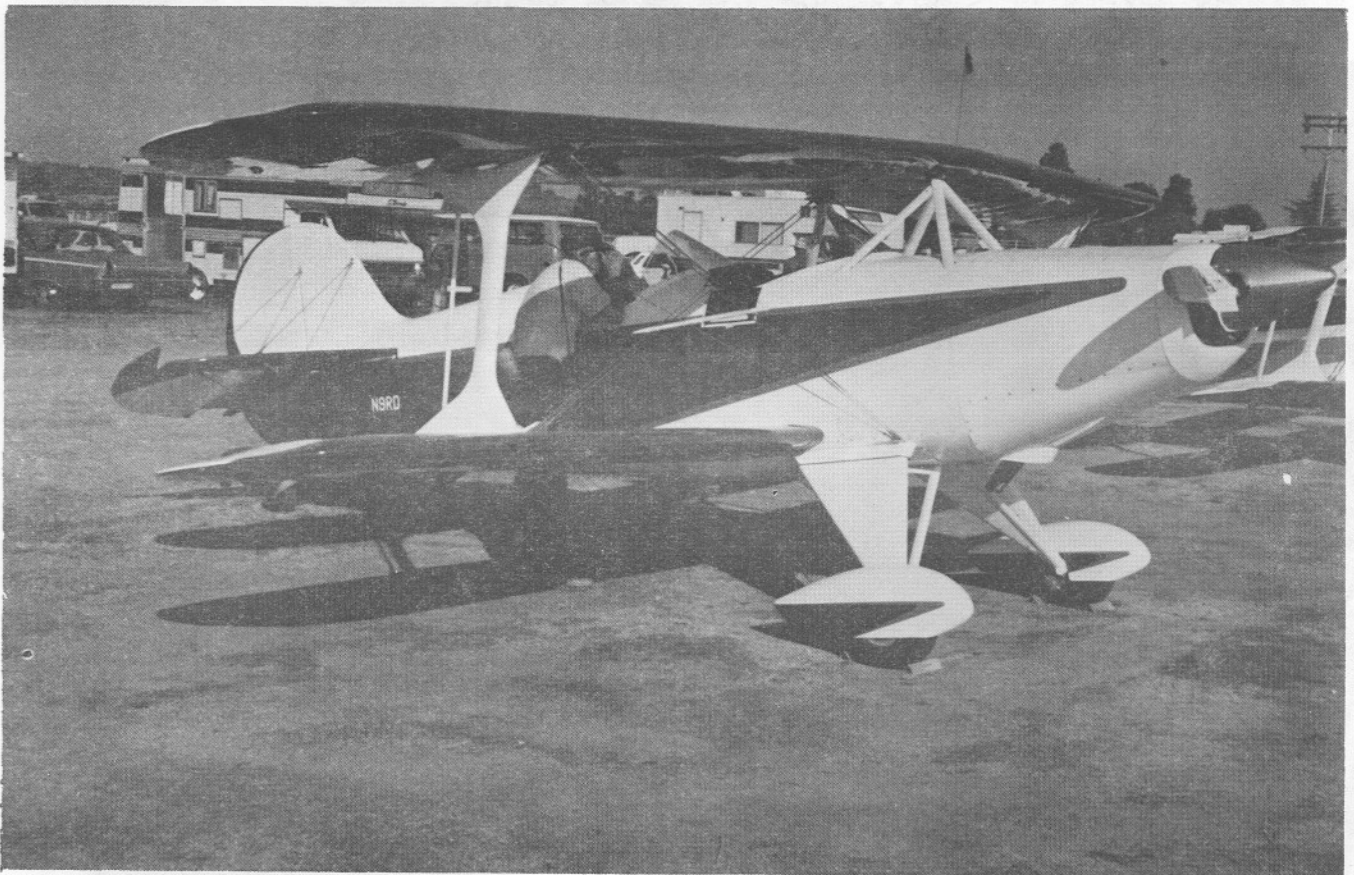


TWO STARDUSTER TOOS UNDER CONSTRUCTION. THE ONE ABOVE IS BY TED PETERSON, OF WHITE CLOUD, MICHIGAN. FEATURES 150 H.P. LYC. AND FIXED PITCH PROP. THE ONE BELOW IS BY JOHN SZILAGYI, OF DAYTON OHIO. LOOKS LIKE VERY NICE WORKMANSHIP.





STARDUSTER TOO, BUILT AND OWNED BY TOM GREENE, OF HEMET, CALIF. THIS BEAUTIFUL BIRD HAS A 260 H.P. LYCOMING, AND EXCELLENT PERFORMANCE. PICTURED NEXT TO ED CARROL'S STARDUSTER TOO.



SEEN AT RAMONA FLYIN-----THIS BEAUTIFUL SKYBOLT

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ADVERTISING CLOSING DATE: JANUARY 1, APRIL 1, JULY 1, OCTOBER 1.
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 PLANE, FRONT VIEW, WITH
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NEW, CUSTOM SERVICE
 AVAILABLE FOR STARDUSTER
 AIRPLANE OWNERS-----
 CUSTOM MADE BACK PATCH
 WITH A PICTURE OF YOUR
 AIRPLANE, YOUR NAME,
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 ONLY \$29.95 FOR TOP,
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BUILD AND FLY THE WORLDS
 EASIEST-TO-BUILD, AND
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 BATIC BIPLANE--THE ACRO-
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 MAKES OTHER BATTERIES OB-
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 NO SERVICING--NOTHING TO
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 BOX--ONLY \$52.95, PLUS
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 FAST SERVICE--SHIPPED
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NEW MTG RACK FOR GEL CEL
 BATTERY--MADE OF 4130
 STEEL--MAY BE BOLTED TO
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 NEW "T" FOAM CUSHIONS.
 MADE FROM TWO DIFFERENT
 DENSITIES OF NASA DE-
 VELOPED FOAM. USED FOR
 ASTRONAUTS COUCHES AND
 WHEEL CHAIR PATIENTS.
 YOU NEVER FELT IT SO
 GOOD. STILL ONLY
 \$19.95 FROM "STARDUSTER"

PARACHUTES---PARACHUTES
 THE BEST AVAILABLE-----
 SEAT PACK, OR BACK PACK-
 ONLY 14 POUNDS--MADE TO
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 ARE RED, GOLD, BLACK,
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 WITH BLACK TRIM, AND
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 IF MORE THAN ONE PERSON
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 ADD 420.00 AND GET AN
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 GET A "T" FOAM CUSHION
 IN PLACE OF THE STOCK
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 CERTIFIED- USE TWO FOR
 200 H.P. ENGINES. BUY
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