

THE

Starduster

JULY 1981

MAGAZINE

DEDICATED TO THE ACTIVE HOMEBUILDER



PAGE 1



NEW CAREER

NEW GOALS

Well after working for Jim Osborne for eight years, the opportunity came up for me to purchase Starduster Corporation from him. Formalities over with, the task of running the place is all mine.

REALITY SETS IN.

I would have sworn that J.O. did not have much to do, stop over in the shop late in the morning and ask us how things were going, make a few phone calls, answer a few, maybe spend a few minutes in the drawing room, and then go flying -weather permitting-(Southern California).

So as the old saying goes " Don't make any assumptions until after you have walked in the other man's shoes a mile, or wore his hat a while.

Well two months have gone by and we have waded through old and new correspondence and are up to date. (That was last week).And now I feel almost settled down in a new career.

NEW GOALS.

A new broom sweeps clean.-We at Starduster are not going to try to please you-we are going to please you. You are going to be satisfied with the new shipping times, if we can not ship within the week we receive your order you will be so informed. Any customer of Starduster that has a complaint will be resolved through me. Any inferior products should be returned to my attention. Communications will not be ignored, but will continue until both of us are satisfied.

We are going to continue to shop for the best product at the best price to keep our line in the affordable bracket. We have, recently, absorbed some price increases from our suppliers and not passed them on to you.

I am going to ask the help of all; to keep sending all their ideas, gripes, and suggestions to us. Starduster needs to know the moods, feelings and needs of its customers to reach that goal of satisfying all of its customers.

Bill Clouse

BILL CLOUSE

JULY 81

THE STARDUSTER MAGAZINE IS 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 DOWN HILL -E

VER SINCE.

TABLE OF CONTENTS

A BEGINING -----1

CHANGE OF COMMAND-----3

PRESTOLITE ALTERNATOR -----5

GOOD NEWS -----13

CANOPY HARD WARE -----17

OSHKOSH 81 GUESTS -----22

REALITY OR FANTASY? -----21

CLASSIFIED -----30

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STARDUSTER MAGAZINE IS NOW \$8.00 PER YEAR, BACK ISSUES ARE STILL \$1.50 EACH

COVER PICTURE IS OF HANK HENDERSON'S STARDUSTER TWO, ALMOST MADE OSHKOSH 81 . 260HPAND IFR EQUIPED MAKES THIS AN OUTSTANDING STARDUSTER. WORKMANSHIP IS OUTSTANDING, PAINT IS STITTS. HANK IS FROM LAKE SAN MARCOS, CA. AND IS GOING TO BE AT THE BIG STARDUSTER CONVENTION AT OSHKOSH 82

BACK COVER PHOTO IS OF A VERY NICE STARDUSTER ONE, USED TO BELONG TO R.W. LOVELESS. HE MISSED IT SO MUCH HE FOUND ANOTHER WICH IS NOW AT STARDUSTERS HANGAR. I EXPECT TO START SEEING MORE OF THIS BI-PLANE SHOWING UP AROUND THE COUNTRY.

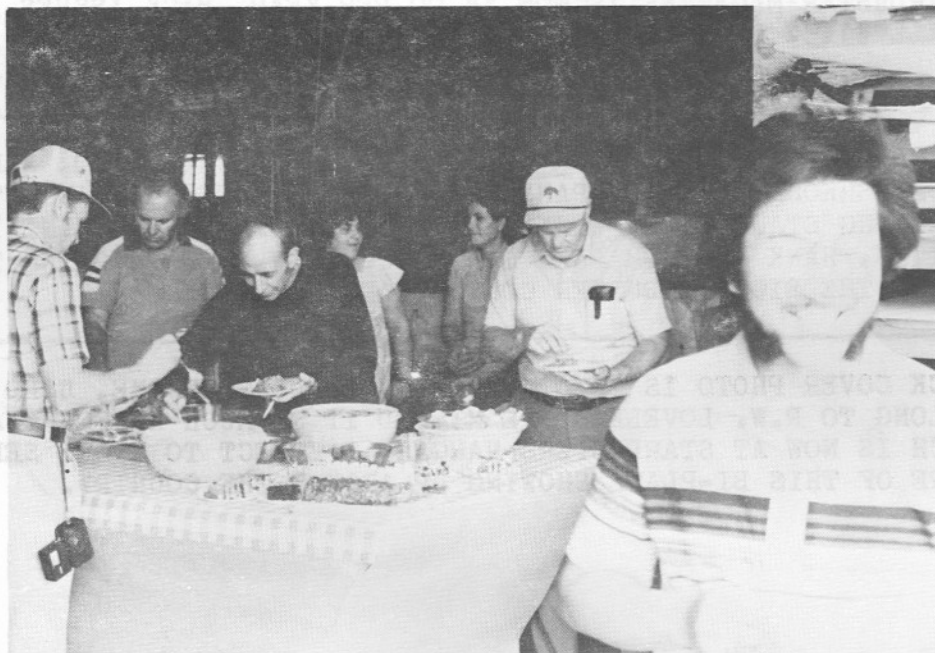
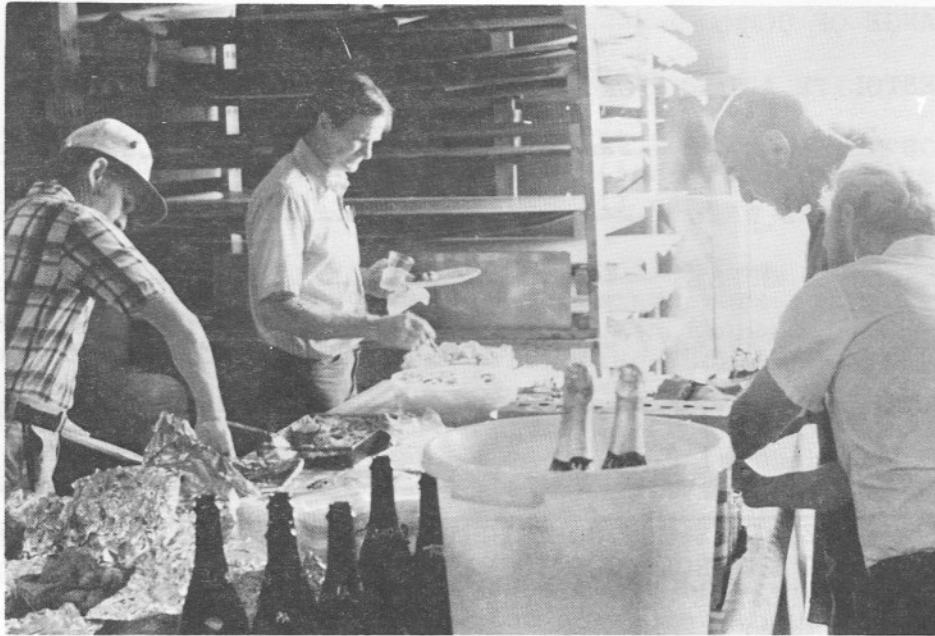
CHANGE OF COMMAND PARTY :

Some days can be long, some days can be fun. Friday May One was a long fun day.

A tremendous effort was put forth by the men in the shop to prepare the facility for the party. Wives and friends prepared hot foods, cold plates, salads, dips, desserts and all the nice things girls or women do to make a party a pleasant success.

Champagne corks flew late into the evening as did the sincere good wishes, congratulations and fare thee wells to both Jim and I.

A good time was had by all, and I think it was 12:30 AM when we said our last goodbyes and closed the hangar doors. Pictures of table and a few of the guests.





PICTURES OF ALDO LOCATELLI'S SUPER ACRODUSTER ONE. ALDO IS FROM MILANO, ITALY. STARTING WITH A AEIO 360A]A HIGH COMPRESSION PISTONS WERE INSTALLED, HIGH RATE VALVE SPRINGS AND SLOW LEAK DOWN HYDRAULIC VALVE LIFTERS WERE INSTALLED, AND NATURALLY BALANCED. THE POWERFULL ENGINE IS HARNESSSED WITH A HOFFMAN CONSTANT SPEED PROP. THE TOP WING WAS MOVED FORWARD TWO INCHES AND MOUNTED ON SOLID CABANES. SYMETRICAL AILERONS WITH SPADES, TO INCREASE THE ALREADY FAST ROLL RATE, TAIL BRACE WIRES WERE ADDED FOR CONFIDENCE, AND SOLAR PANELS TO CHARGE THE GELL BATTERY. NOTE THE SLAVE STRUTS FORWARD OF AFT SPAR.



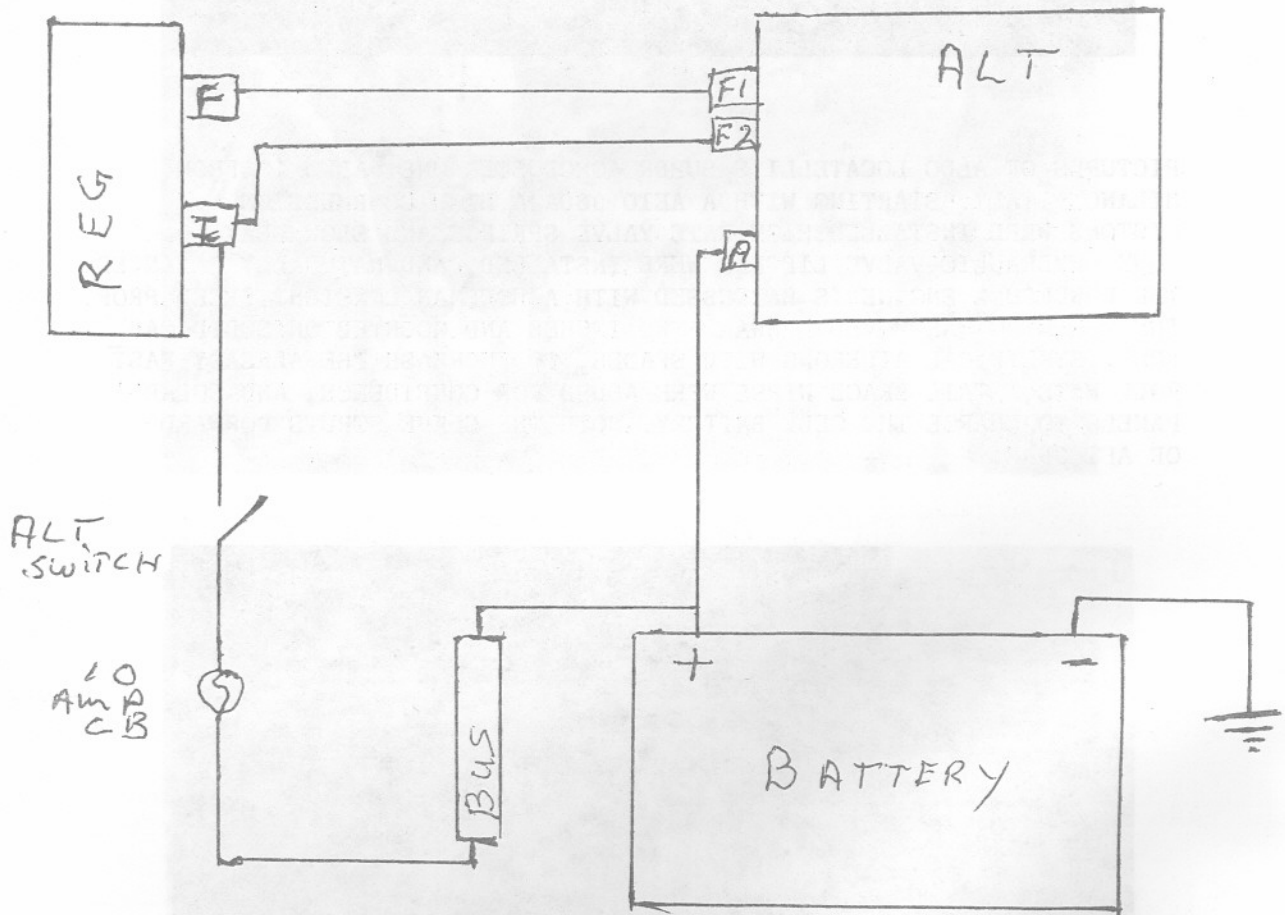
SOME DAYS CAN BE LONG, SOME DAYS CAN BE FUN. FRIDAY MAY

A LITTLE DISCUSSION ON ALTERNATOR INSTALLATION, UTILIZING THE SOLID STATE REGULATOR AND OVER VOLTAGE RELAY BY "PRESTOLITE".

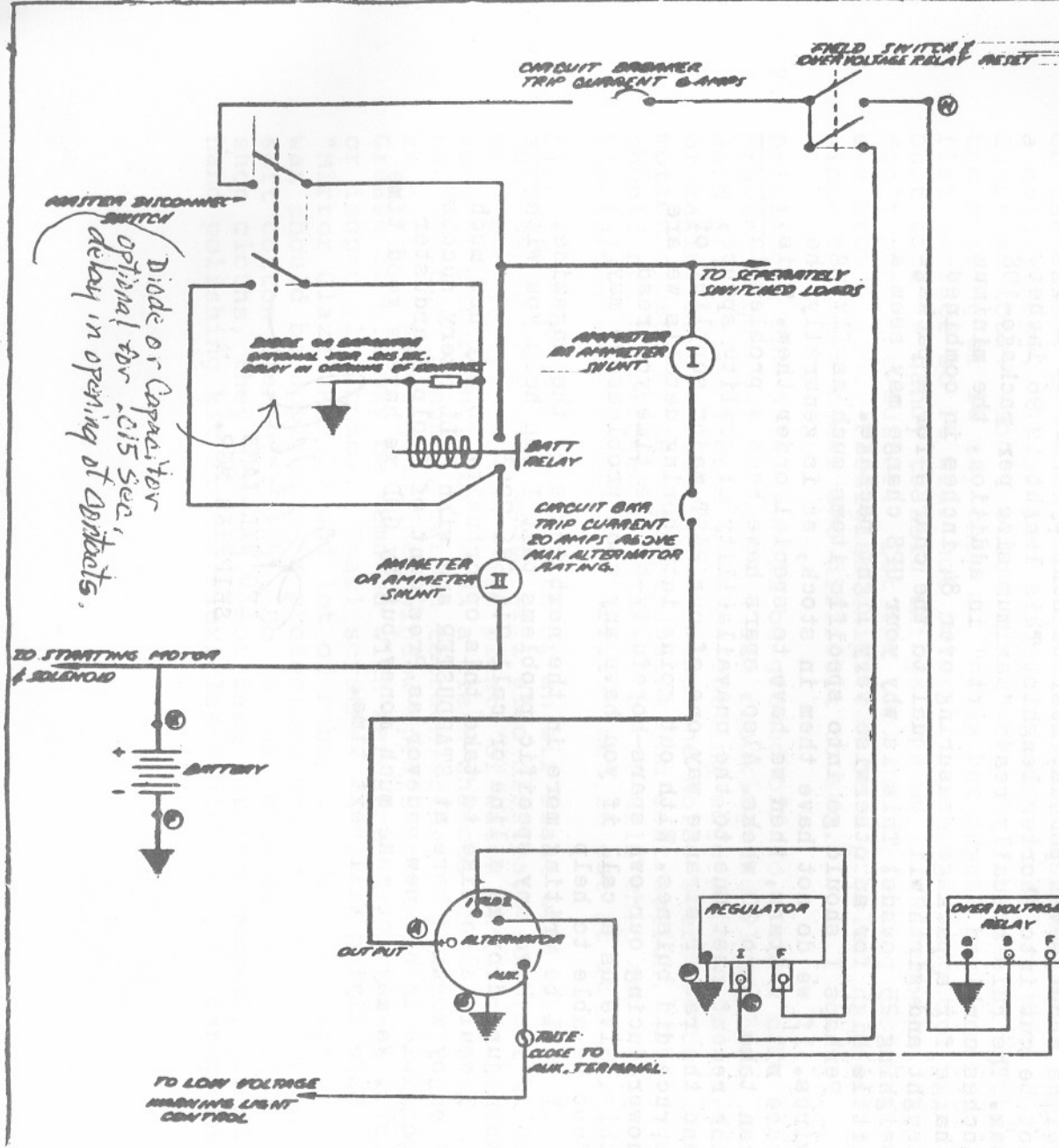
WE RECENTLY EXPERIENCED SOME HAIR PULLING, CUSSING AND EXASPERATING EMOTIONS, TRYING TO GET THIS PARTICULAR COMBINATION TO WORK SATISFACTORILY. SYMPTOMS: THE VOLTMETER WAS INDICATING A 1-2 VOLT OSSILLATION. EVERYTHING WAS CHECKED AND RECHECKED, PARTS CHANGED, AND CALLS MADE TO "PRESTOLITE", WHO WERE VERY HELPFUL AND FURNISHED THE DRAWING ON OPPOSITE PAGE.

THE FINAL FINDINGS WAS, BELIEVE IT OR NOT, A FAULTY SWITCH. A 10 AMP CIRCUIT BREAKER TOGGLE SWITCH WAS USED FOR THE ALTERNATOR FIELD EXCITATION, SO WITH INTERMITTANT VOLTAGE TO THE FIELD, THERE WAS A FLUCUATING OUTPUT.

MY SIMPLIFIED DRAWING BELOW.



NO.	ISS'D.	PART NO.	DESCRIPTION



AMMETER IN POSITION II WILL READ BATTERY CHARGING OR DISCHARGING CURRENT ONLY.
 AMMETER IN POSITION I WILL READ ALTERNATOR OUTPUT CURRENT ONLY.

THE VOLTAGE DROP BETWEEN THE FOLLOWING POINTS ARE TO BE KEPT BELOW THESE VALUES:

BETWEEN	POINT	AND	POINT	VOLTAGE DROP
ALTERNATOR GROUND	B	BATTERY GROUND	F	0.04V
ALTERNATOR GROUND	B	REGULATOR GROUND	D	0.004V
ALTERNATOR OUTPUT	A	POSITIVE BATTERY TERMINAL	E	0.30V
REGULATOR IGNITION TERM.	C	POSITIVE BATTERY TERMINAL	E	0.10V

CAUTION NOTES

- DO NOT SHORT CIRCUIT OR GROUND ANY ALTERNATOR, OVERVOLTAGE RELAY, OR VOLTAGE REGULATOR TERMINAL.
- DO NOT CONNECT BATTERY WITH POLARITY REVERSED.
- DO NOT ATTEMPT TO POLARIZE ALTERNATOR.

MAXIMUM CURRENT FLOW BETWEEN VOLTAGE DROP MEASURING POINTS

BETWEEN POINTS	AMPS
B & F	MAXIMUM OUTPUT RATING OF ALTERNATOR
B & D	3.5A 12 VOLTS 2.5A 24 VOLTS
A & E	MAXIMUM OUTPUT RATING OF ALTERNATOR
C & E	0.80A 12 VOLTS 0.60A 24 VOLTS

USE OF OVERVOLTAGE RELAY TO BE OPTIONAL WITH AIRFRAME MANUFACTURER. IF NOT USED CONNECT FIELD 2 TO FIELD SWITCH POINT H.

REGULATOR:
 VSF-7200 SERIES 12 VOLT
 VSF-7400 SERIES 24VOLT

FAVOR SCHEMATIC WIRING DIAGRAM FOR PRESTOLITE 5" DIA ALTERNATOR WITH ISOLATED FIELD

NO.	BY	DATE	NO.	BY	DATE

MATERIAL REFERENCE -
 THIS PRINT IS THE PROPERTY OF THE PRESTOLITE COMPANY and reproduces all prints previous to latest revision. Do not make - work to dimensions. Unless otherwise specified, dimensional tolerances are: 2.01 on two place decimals, 2.005 on three place decimals, 2.00 on two place decimals on rough castings and forgings, drill and commercial steel sizes excepted, +.005 - .001 on hole diameters and 2/16" on angular dimensions.

THE PRESTOLITE COMPANY
 Division of ULTRA Corporation
 TELESA 200
 MAIN SCHEMATIC WIRING DIAGRAM FOR SINGLE ALTERNATOR INSTALLATION
 DATE: C.M. 5-9-67
 SCALE: E.H.
 Z.R.K. DATE: 8-4-66
WD-00561

EX-151684

TO THE PEOPLE FOR THE PEOPLE BY THE PEOPLE FROM STARDUSTER

Hi, I am LEO WILLIAMS, The guy generally responsible for the processing, packaging and shipment of your parts orders. Just thought I would write a few lines, in the hopes of making your dealings with our company a more pleasant experience. Probably the most often heard customer complaint, the one that is uppermost in my mind, is prompt shipment. We try to process and ship orders the same day we receive the order-however-there are lots of glitches in the system, some of these could be alleviated with a little information.

First, if you want your order shipped via UPS, we must have a street address. This one item will slow down your order more than anything else. UPS does not deliver to P.O. boxes- if that's all they have- then they have to send a post card- that can take a couple of weeks.

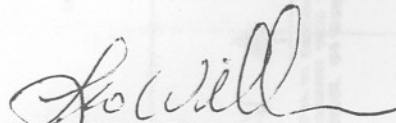
Second is the size of the package. Some things, like fuselage stringers, although ten of them in a tube only weighs about seven pounds, must be sent by truck if they can not be cut into shorter lengths. This length is 96 inches, max. The rule actually reads "maximum size per package-108 inches combined length and girth" in addition, the minimum charge for a package measuring over 84 inches in combined length and girth will be equal to the charge for a package weighing 25 pounds! This is why your UPS charge may seem a little high for an otherwise very light package.

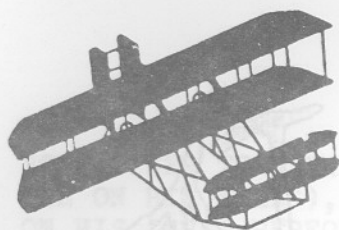
Perhaps I should go into specific items such as flying wires. If we do not have them in stock, as is generally the case with V-Stars, then we have to special order them. This can take 16 to 20 weeks. Also, spars have been a problem in the recent past due to the unavailability of quality spruce, and the rather strange way one of our PAST major supplier of spruce did business. Without going into boring details we are now producing our own spars-hopefully-by the time you read this. Give us a call if you have any wood problems-we may just be able to help

I will be writing more in the next issue of the magazine, so if you have any specific problems that I can help you with then just drop me a line or call 714-686-7943

I would also like to take this opportunity to say how much I enjoy working here at STARDUSTER and wish BILL every success possible in his new endeavor as President of Stolp Starduster Corp. We may not make much money-but by GOD we have a good time

Safe flying till next time.


LEO WILLIAMS
SHIPPING MGR.



THE AIRPLANE FACTORY, Inc.

7111 BRANDTVISTA AVE.

DAYTON, OHIO 45424

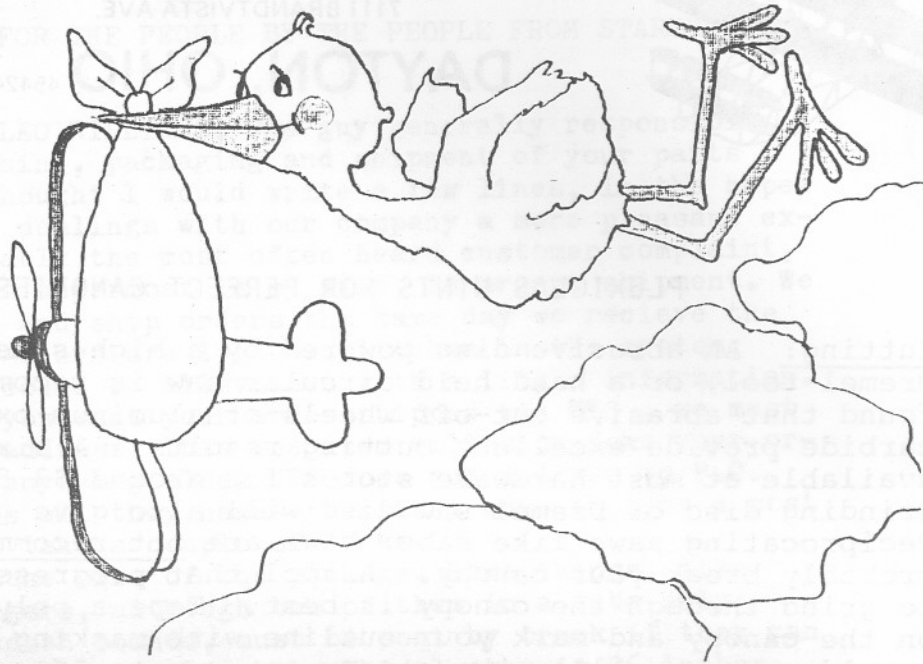
PLEXIGLAS HINTS FOR PERFECT CANOPIES

1. Cutting: An abrasive disc powered by a high speed drill, a Dremel tool, or a hand held circular saw is recommended. We have found that abrasive cut-off wheels of aluminum oxide or silicon carbide provide excellent cutting results. A six inch disc is available at most hardware stores for around \$3.50. A small grinding disc or Dremel saw disc will also give good results. Reciprocating saws like saber saws are not recommended and will probably break your canopy. A tool that progresses slow and hot to grind through the canopy is best. Tape a poly plastic cover on the canopy and mark your outline with masking tape. Never cut a cold canopy. Allow the canopy to warm to 70° or more for at least an hour. Don't allow the canopy to vibrate or chatter during the cutting or it may chip and crack. Support your canopy on a flat surface so it will not twist or spread during the trimming. Duct tape is handy to hold things in place. Remember: cut slowly, don't push the cutter. Let the tool do the work. Be sure to use eye protection. Plexiglas chips can be a problem in your eyes since they are clear and difficult to see.

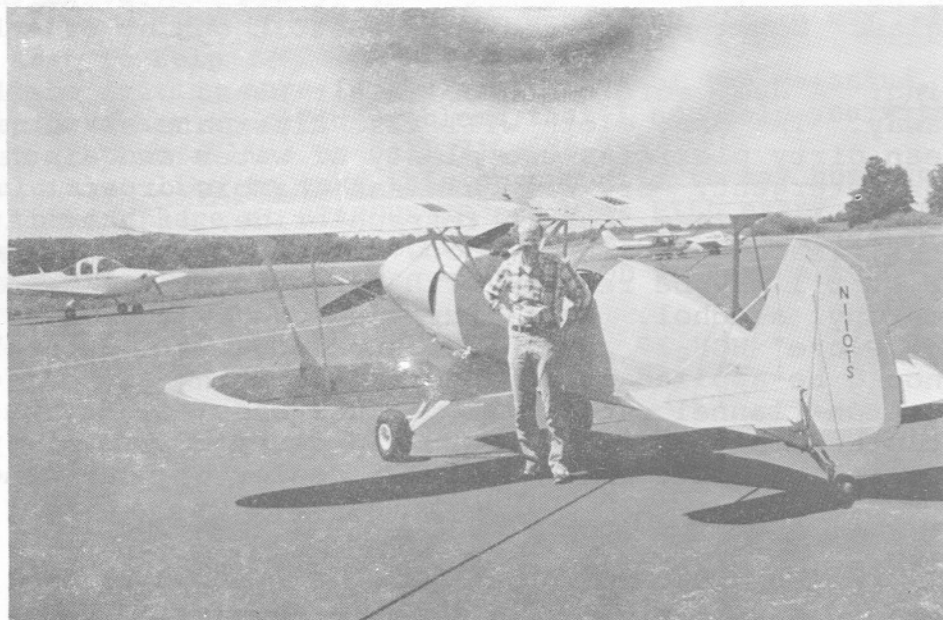
2. Drilling: The drill should be ground off to a zero rake angle to prevent digging in, chipping and cracking the Plexiglas. A standard drill bit, ground with no cutting edge pitch, is a safe method of making holes. Be sure to make the holes oversize to allow for motion caused by thermal expansion and contraction. The drill bit should not be allowed to chatter or it will chip and break the Plexiglas. Don't push the drill. Let it cut at it's own rate.

3. Cleaning: A damp soft cloth or an air blast will clean the saw dust away. The damp cloth will also dissipate static electricity. To clean dirty plexiglas use plenty of water and a non abrasive soap or detergent. Dry with a clean chamois or soft cotton. Never use acetone, benzene, carbon tetrachloride, lighter fluid, lacquer thinners, leaded gasoline, window sprays or scouring compounds. Grease or oil may be removed with kerosene, white gasoline, naptha or isopropyl alcohol. Small scratches can be buffed out with "Mirror Glaze" HGH-17 and lot of rubbing. Hard automobile paste wax should be applied as a protective coating and buffed with a soft cotton flannel cloth. Do not use cheesecloth, muslin or shop cloths, they scratch. For deep scratch removal, procure a hand polishing kit from a Plexiglas dealer or your canopy supplier.

IT'S AN AIRPLANE!



NAME: SPIRIT OF FLIP CITY
 FATHER: TERRY SLOAN
 FIRST FLIGHT: JUN 6, 81 TIME 4:35:22
 TYPE ACRODUSTER TOO
 WING SPAN 21 FT NOSE TO TAIL 19 FEET
 WEIGHT 1043 LBS (EMPTY) 1800 LBS GROSS
 ENGINE 200HP LYCOMING
 FUEL: CARRIES 40 GALS; BURNS 11 GAL/HR (130MPH_ 75% POWER)
 RED LINE 210 MPH
 CLIMB: 2500FEET/MINUTE
 TEST FLIGHT SEQUENCE: KICK THE **TIRES**, LIGHT THE FIRE AND
 LAUNCH OFF INTO THE WILD BLUE **YONDER**.



NONE OTHER THAN THE NOTABLE " BOB HERENDEEN " AND BILL CLOUSE, (THE FAT ONE ON HIS KNEES), DISCUSSING THE INSTALLATION OF ADDITIONAL TAIL STRUTS ON HIS SUPER PERFORMING PITTS SPECIAL. STRUTS WERE ADDED TO THE LEADING EDGE OF THE HORIZONTAL WITH SPECIAL FITTINGS AVAILABLE FROM "AEROTECH", AND SPECIAL FORKS ON THE END OF THE STRUTS, WICH ENABLES INSTALLATION OF THE STRUTS WITHOUT ANY WELDING ON AIRCRAFT.



SPEAKING WITH BOB, LATER ABOUT THE INSTALLATION, HE IS MORE THAN HAPPY WITH IT. ANY ONE INTERESTED IN SUCH A MOD , CAN CONTACT ME AT " STARDUSTER"

Bill Clouse
BILL CLOUSE

IT'S AN AIRPLANE!

Aero Welding

547 HILLCREST ROAD
 SAN CARLOS, CA 94070
 PH. (415) 593.9375

STOLP STARDUSTER:

Dear Bill:-

Here is my check for the balance of my prop-looks great.
 Thanks for the service.

Also you will find some pictures of my "TOO" mostly
 pictures are of some minor changes that I thought were
 better than the prints. You might use some for your magazine.
 Do what you like with them- I have more. There are notes on the
 backs of pictures.

Dear Bob;

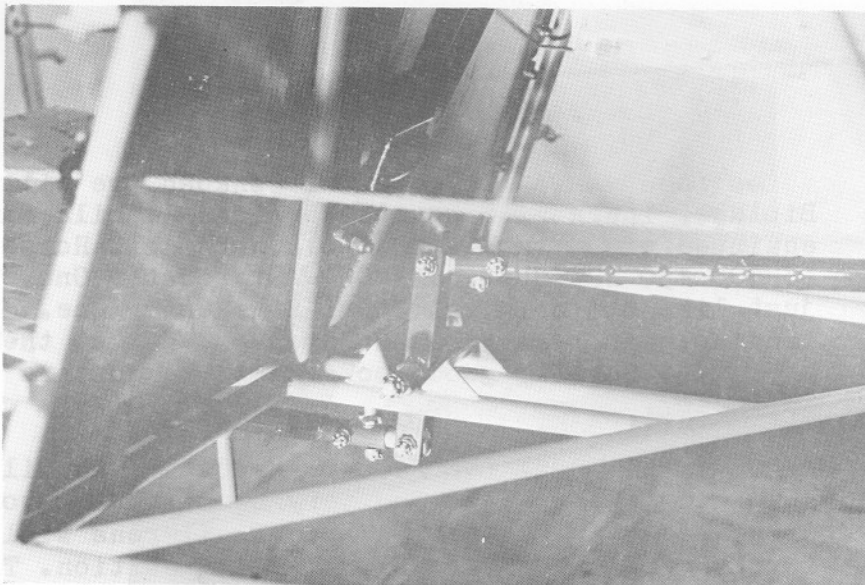
Thank you for the compliments, we are all trying harder to
 improve the service to all our customers, and letters like yours
 are encouraging. Your pictures are no less than outstanding, they
 not only show, innovation and creativity, but also outstanding
 workmanship. Am sure your "TOO" will be a SHOW WINNER.

Sincerely

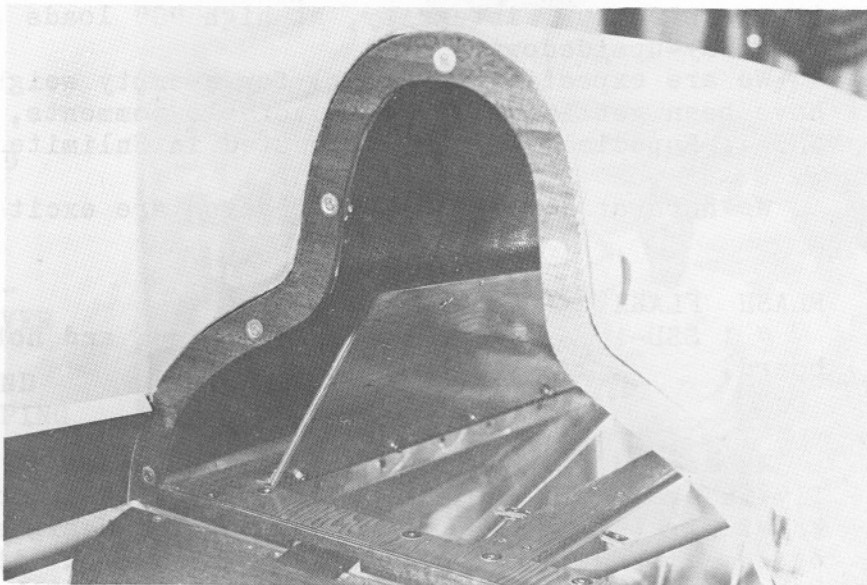
Bill Clouse
 Bill Clouse

PICTURES ON OPPOSITE PAGE ARE OF BOB CARAVAS'S STARDUSTER TOO
 PROJECT.

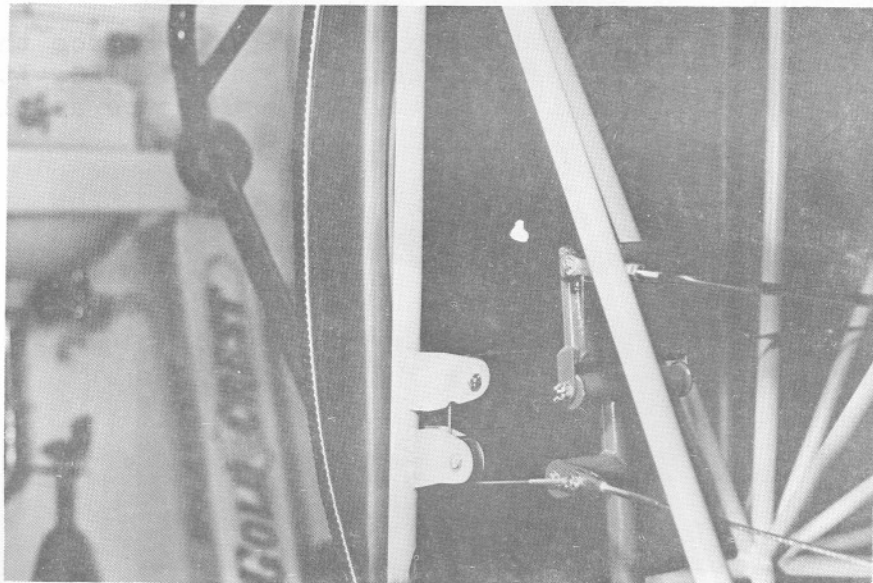
A DEFINATE IMPROVEMENT
OF ELEVATOR STOPS BUT
MORE DIFFICULT TO IN-
STALL



A NICE WAY TO INCREASE
BAGGAGE CAPACITY. HOW
DO YOU KEEP WHAT YOU
WANT FROM ALWAYS BEING
ON THE BOTTOM?



THIS CLOSED LOOP RUDDER
CABLE ASSEMBLY IS VERY
NICE.



GOOD NEWS

As soon as we reopen after Oshkosh, we will begin building a new Biplane. There will be two versions- a mild mannered low powered one equipped with a modified 23012 air foil. Horsepower requirements will be 100-150 HP. SD-1 (SA-100)= Starduster One. The airplane will look just like the original Stopl Starduster One. Minor modifications to landing gear, fuselage, and empenage; and at the same time not changing the exceptionally good looks that Stardusters are internationally known for.

SSD-1 (SA-100X) The Super Starduster One will enjoy the same basic fuselage as the SD-1. The very successful Osborne Airfoil, from acro-1, with spades assisting symetrical ailerons will give it the roll performance required for Unlimited competition. The top wing will be able to be moved to accomodate various engine and propeller combinations, and the resultant weight differences.

Wings of SSD-1 will be rigged with 6 flying and 6 landing wires to insure structural integrity, at high "G" loads , both upright and the best way-upside down

We are expecting (wishing) for a empty weight of 675-700 lbs. We have been getting a lot of favorable comments, and interest, on the SSD-1. Especially those interested in Unlimited competition.

We here at Starduster Corporation are excited and anxious to begin.

FLASH FLASH

1 SSD-1 is now under construction, and not even off the drawing board.

We are in the begining stages of organizing the largest Starduster fly-in ever held. Oshkosh "82" will be the place and the time, and hopefully there will be more Starduster designs at Oshkosh than any other Home built class airplane. Think about it, wouldn't you like to be part of mass formation to display your workmanship, talents and love of airplanes? I say again think about it, if we start early there will not be last minute organizing to do which usually ends up a mess.

We have located a new supplier for spruce that is guarenteed, also certified by seperate agency to be MIL-SPEC. It is expensive, but on the other hand it will be the best spruce available in the U.S.

JIM STEVENS OF WEST BABYLON
N.Y. HIS PRIDE AND JOY.
JIM DESIGNED THE CANOPY IN
THIS ISSUE. THANKS AGAIN JIM



" YOUR GANG "

IDENTIFIED LEFT TO RIGHT

NORM EAVES- MY RIGHT HAND,
SENIOR WELDER, FABRICATOR,
INVENTOR, AND PROBLEM SOL-
VER,

TONY FURUKAWA- AN ALL AROUND
MAN WHO IS ALWAYS THERE AND
CAN DO IT ALL.

SUMIKO HAMPSON- THE MOST
ENERGETIC GIRL FRIDAY A COM-
PANY COULD HAVE. BUT SHE NEVER
WORKS FRIDAY.

HANAKO OSBORNE- TREASURER AND
EVERYTHING ELSE THAT IS KEEPING
THIS PLACE GOING

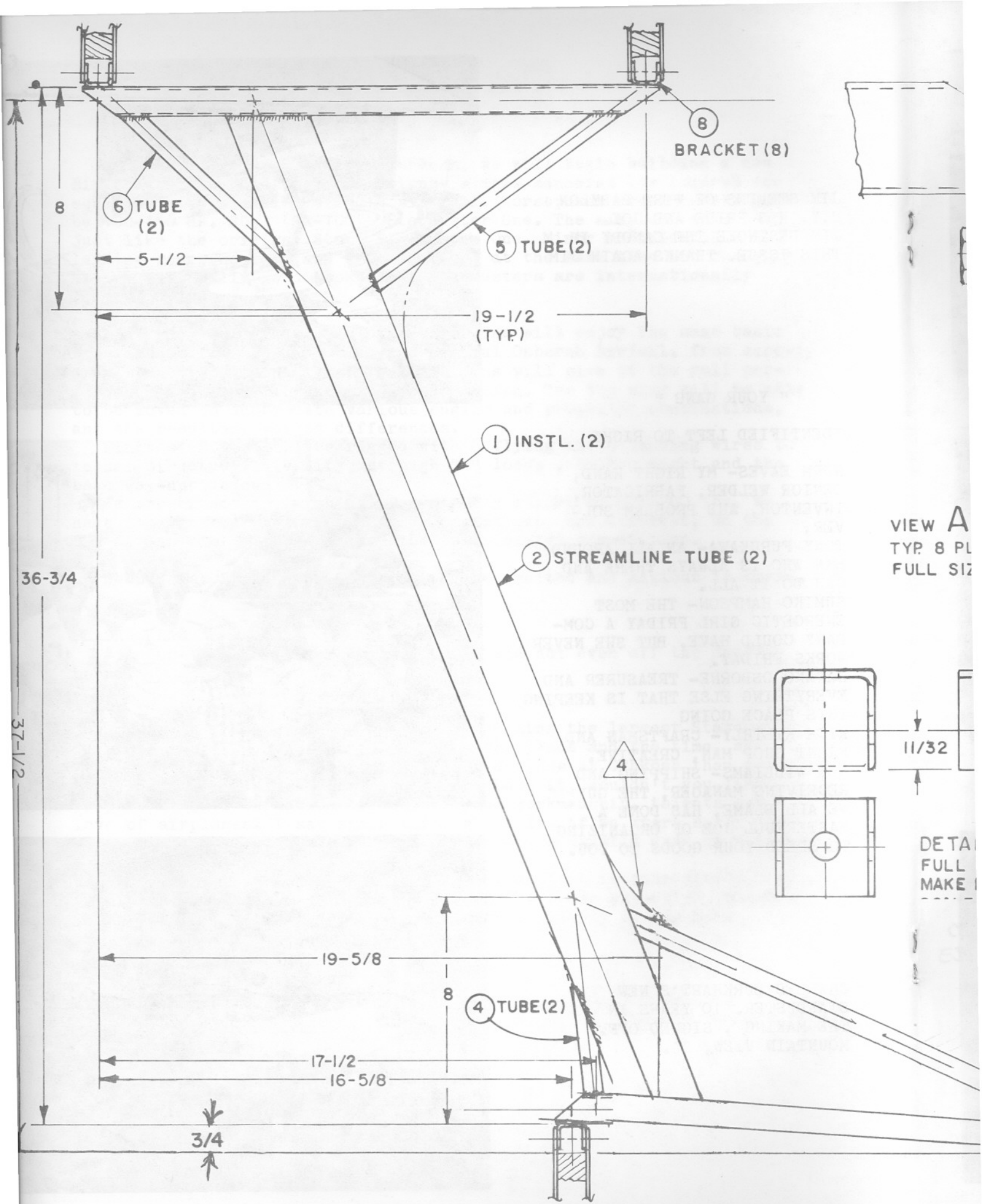
RICH KIETHLY- CRAFTSMAN AND
FRONT SHOP MAN, CREATIVE.

LEO WILLIAMS- SHIPPING AND
RECEIVING MANAGER, THE GUY
WE ALL BLAME, HAS DONE A
MASTERFULL JOB OF ORGANIZING
TO SPEED YOUR GOODS TO YOU.

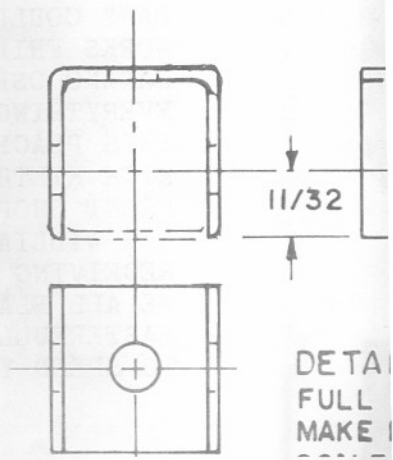


CHARLES BURKHART'S NEW
STARDUSTER. 10 YEARS IN
THE MAKING , SIGNED OFF.
MOUNTAIN VIEW, CA.

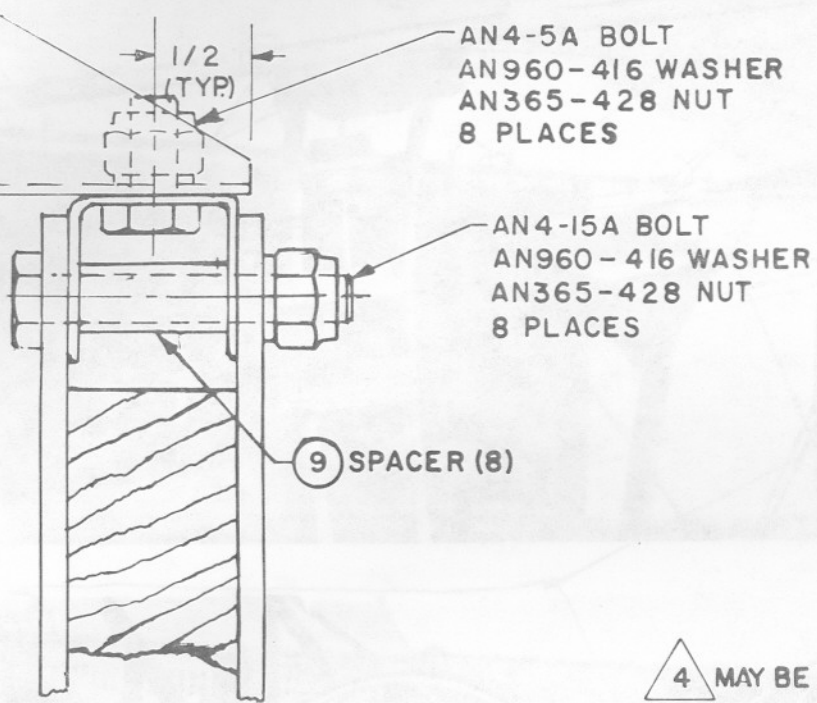




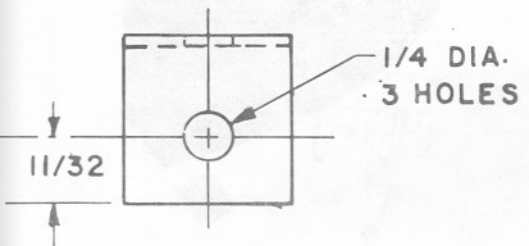
VIEW A
 TYP. 8 PL
 FULL SIZE



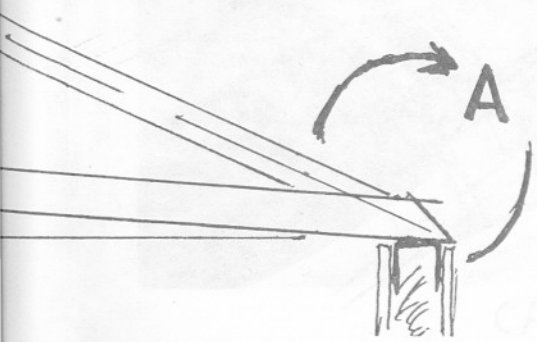
TWO PLACE STRUTS
DESTROYED BY JIM STEVENS



VIEW A
TYP. 8 PLACES
FULL SIZE



DETAIL OF -8 BRACKET
FULL SIZE - 1x1
MAKE FROM 7/8x7/8x.058 SQ. TUBE



- 4 MAY BE FAIRED IN WITH BALSA, URETHANE, ETC. BEFORE COVER
- 3-SMOOTH ALL EDGES.
- 2-FOR GREATEST ACCURACY, BUILD STRUTS IN PLA
- 1-ALL MATERIAL IS 4130 STEEL, COND. N.

NOTE: COPYRIGHT 1974

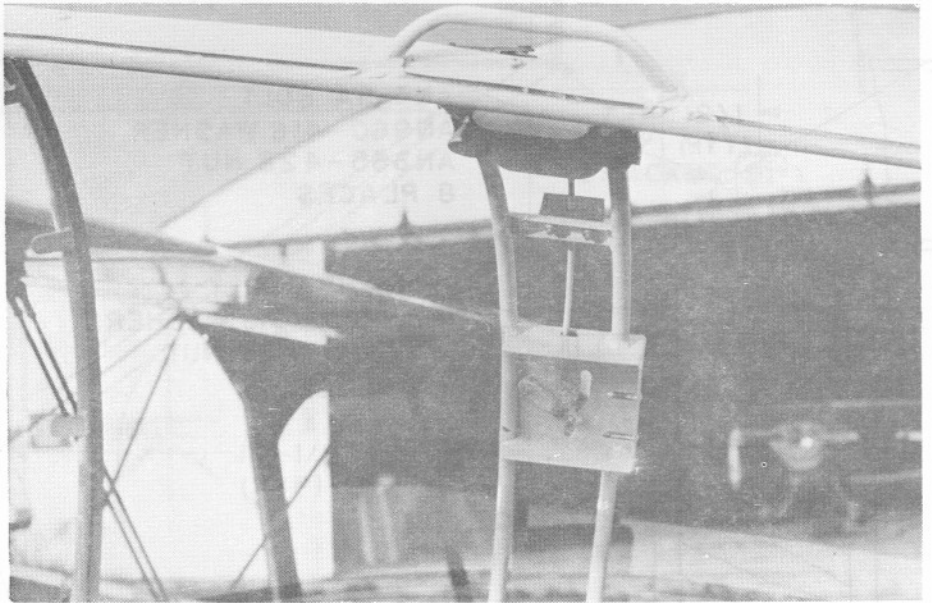
	16	NUT	AN365-428	
	16	WASHER	AN960-416	
	8	BOLT	AN4-15A	
	8	BOLT	AN4-5A	
9	8	SPACER	3/8x.049	SA750-37
8	8	BRACKET	1x1x.058	-37
7	4	SQ. TUBE	1x1x.049x21	-37
6	2	TUBE	5/8x.035x9	-37
5	2	TUBE	5/8x.035x11	-37
4	2	TUBE	5/8x.035x4	-37
3	2	TUBE	5/8x.035x18	-37
2	2	S.L. TUBE	2.697x1.143x.049	-37
1	2	INSTALLATION		SA750-37-
ITEM	REQ'D	NAME	MATERIAL	NUMBER

LIST OF MATERIALS

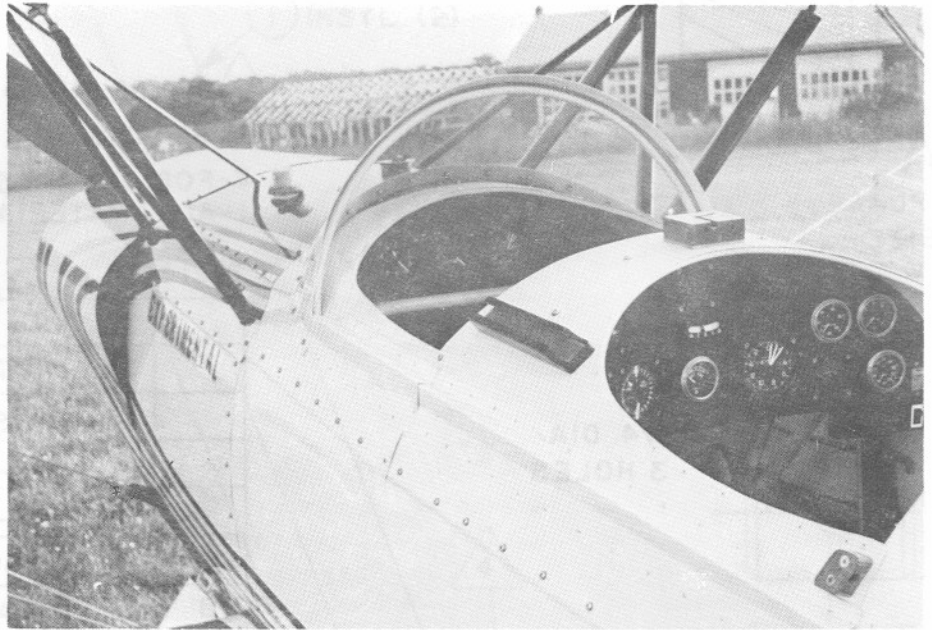
SCALE: 1/4	"1" STRUT INSTALLATION - SA750	
DATE: 4-25-74		
DRAWN: J. O. Stone		
STRESS: J. O.		
CHECKED: J. O.	STOLP STARDUSTER CORPORATION	SHEET NO. 3

TWO PLACE SINGLE CANOPY
DESIGNED BY JIM STEVENS

THIS VIEW SHOWS BOTTOM
SIDE OF LOCKING MECH-
INISM. ALSO THE HOLD
DOWN PINS



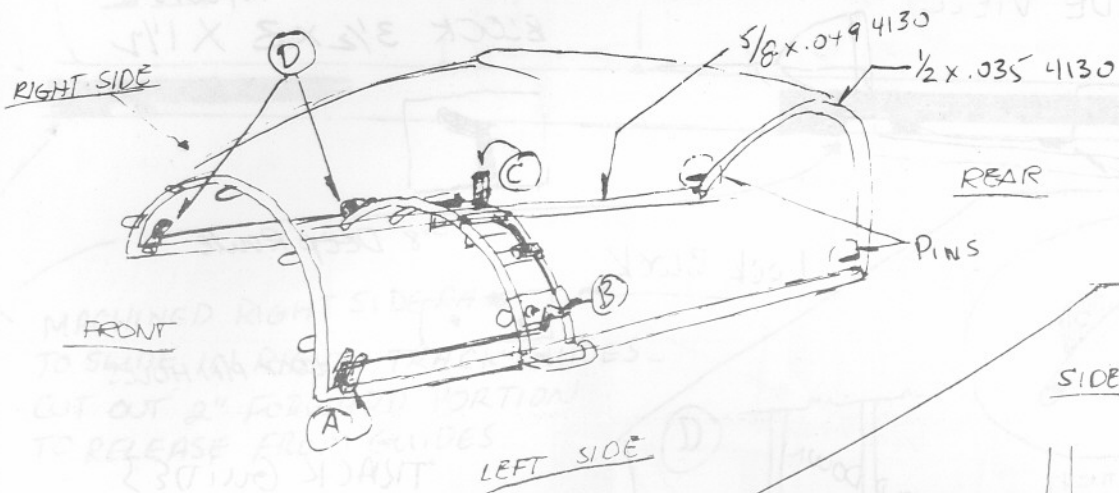
LOCKING BLOCK AND MITERED
TRACK GUIDES. MATERIAL IS
MICARTA, OTHER MATERIALS
COULD BE USED TO KEEP THE
INSTALLATION LIGHT.



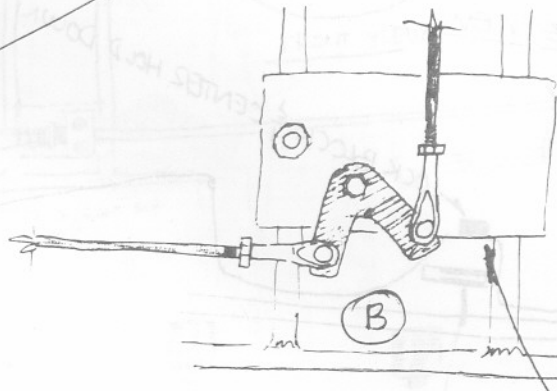
THIS SHOWS THE CANOPY
READY TO ENGAGE THE TRACK
AND THE LOCKING BLOCK.



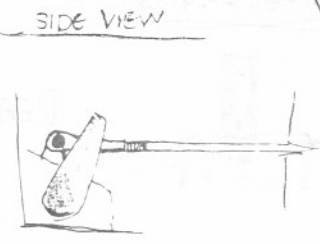
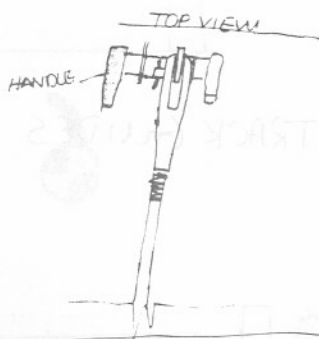
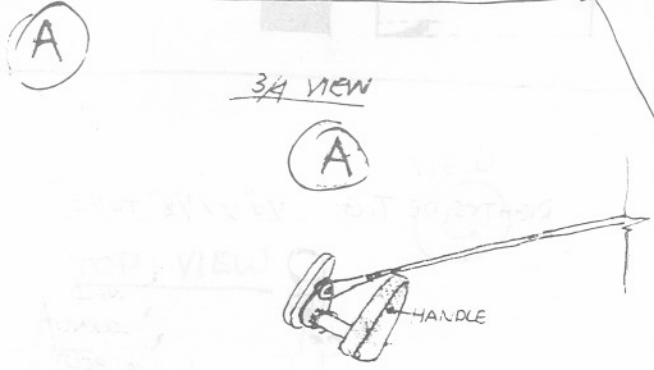
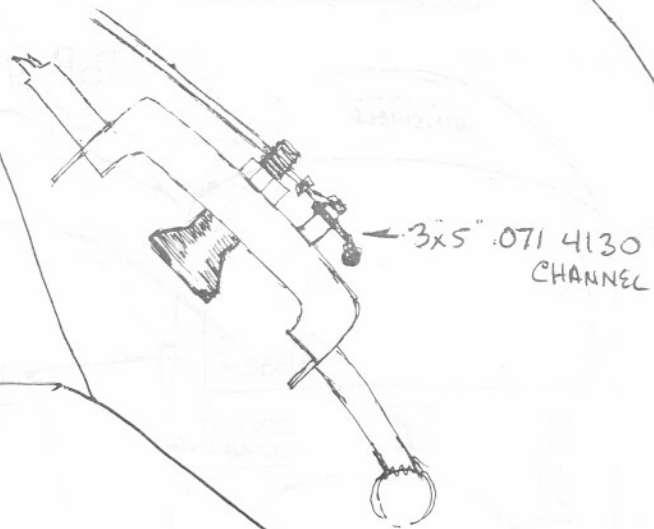
3/4 VIEW SHOWING APPROX. LOCATION



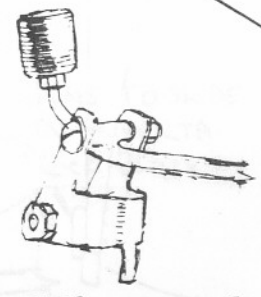
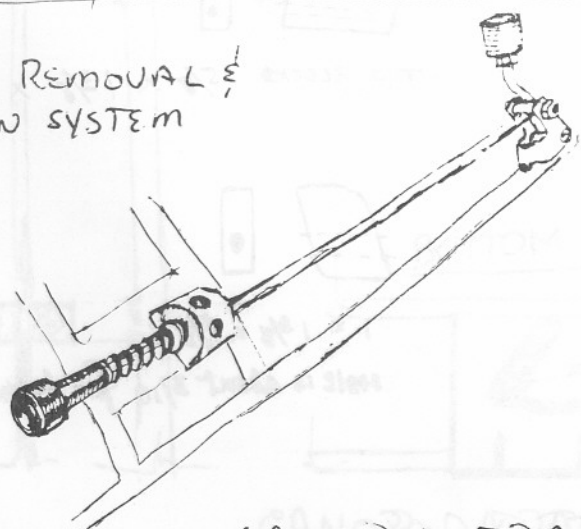
SIDE VIEW



FRONT VIEW



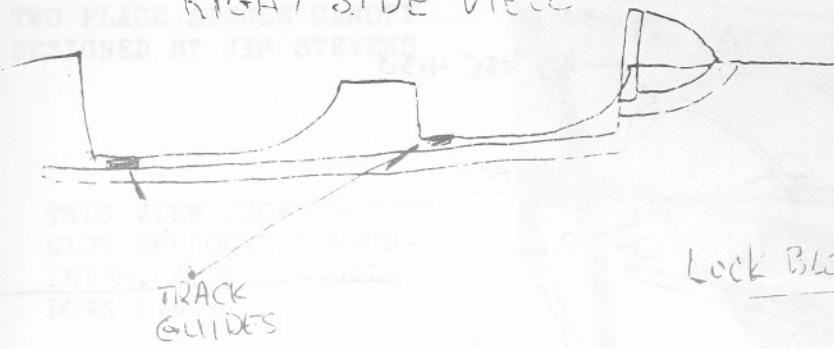
CANOPY REMOVAL & EJECTION SYSTEM



INSIDE REAR VIEW

CANOPY FRAME & FITTINGS

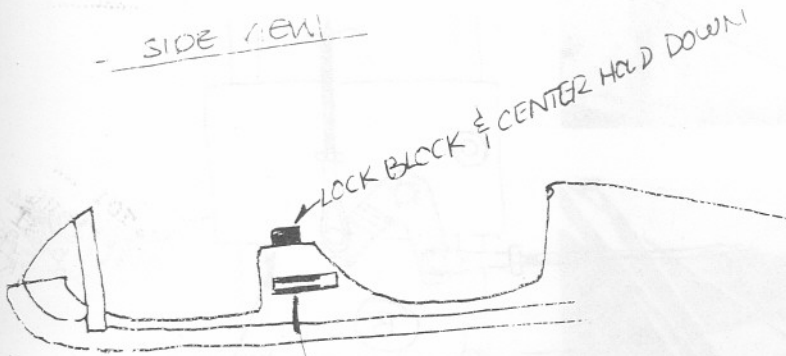
RIGHT SIDE VIEW



MICARTA OR NYLON BLOCK 3/2 X 3 X 1/2



SIDE VIEW



TRACK GUIDES

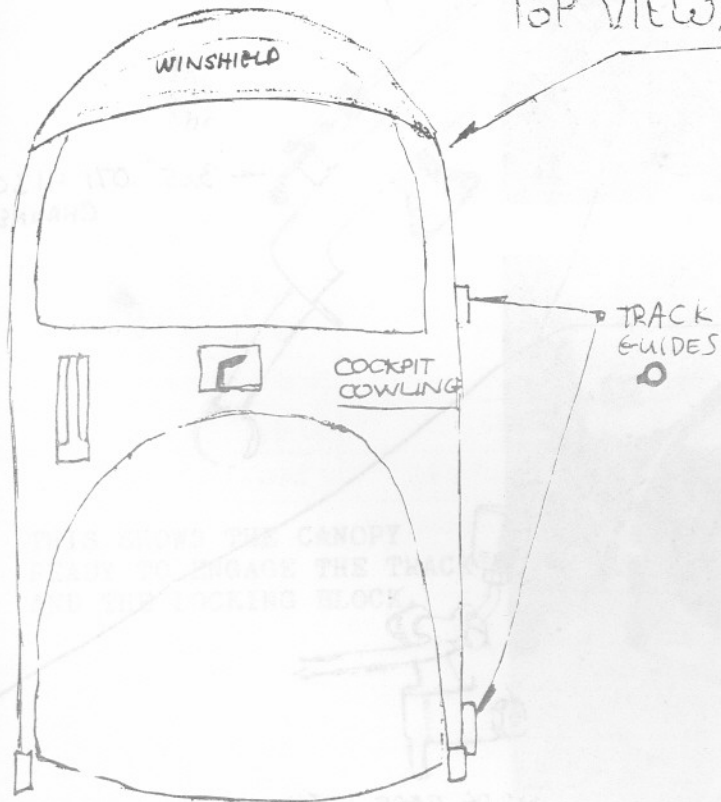
LEFTSIDE T.G.



RIGHT SIDE T.G. 5/8 X 1 1/2" TUBE



TOP VIEW, COCKPITS



REAR TRACK GUIDES



WELD BLOCKS 5/8 X 1 3/8 X 1



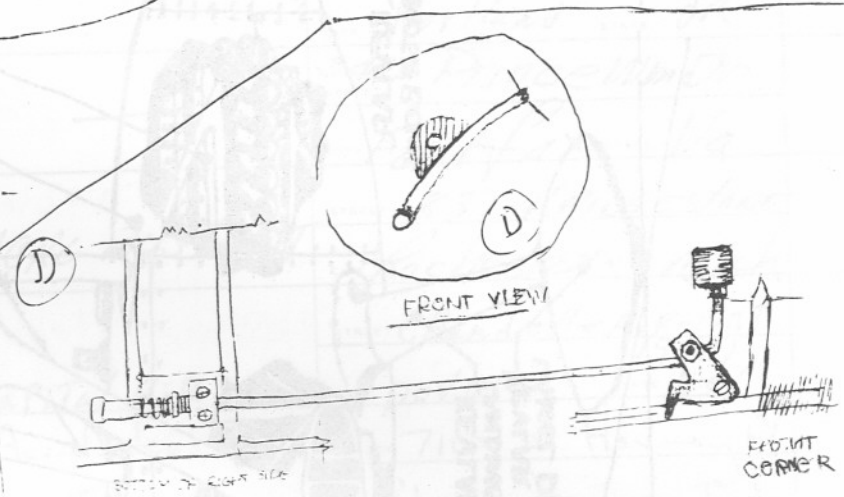
COCKPIT FITTINGS

120 PIN

FRONT

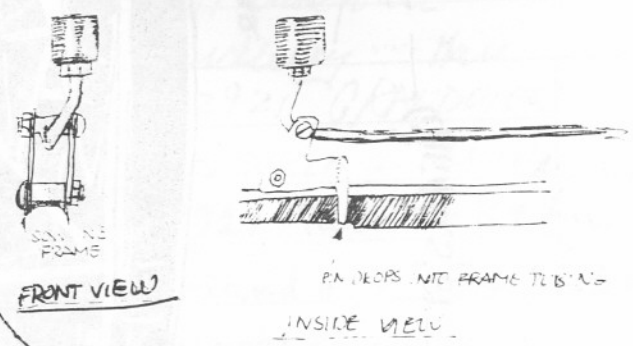
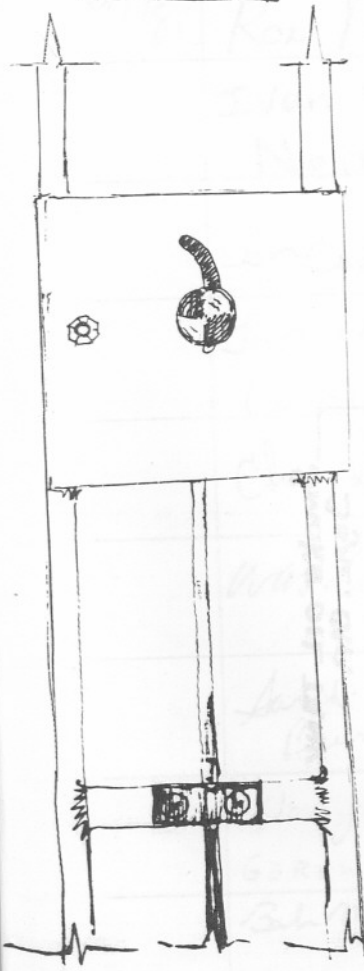


MACHINED RIGHT SIDE RAIL
TO SLIDE IN RIGHT TRACK GUIDES.
CUT OUT 2" FORWARD PORTION
TO RELEASE FROM GUIDES.

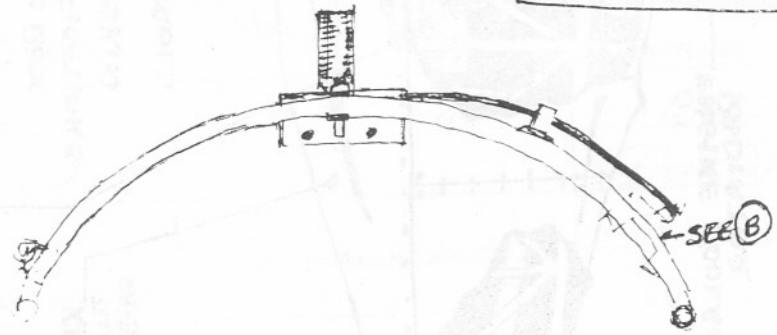


VIEW
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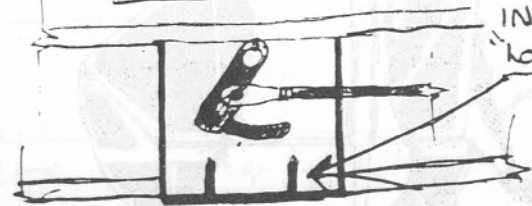
TOP VIEW



FRONT VIEW

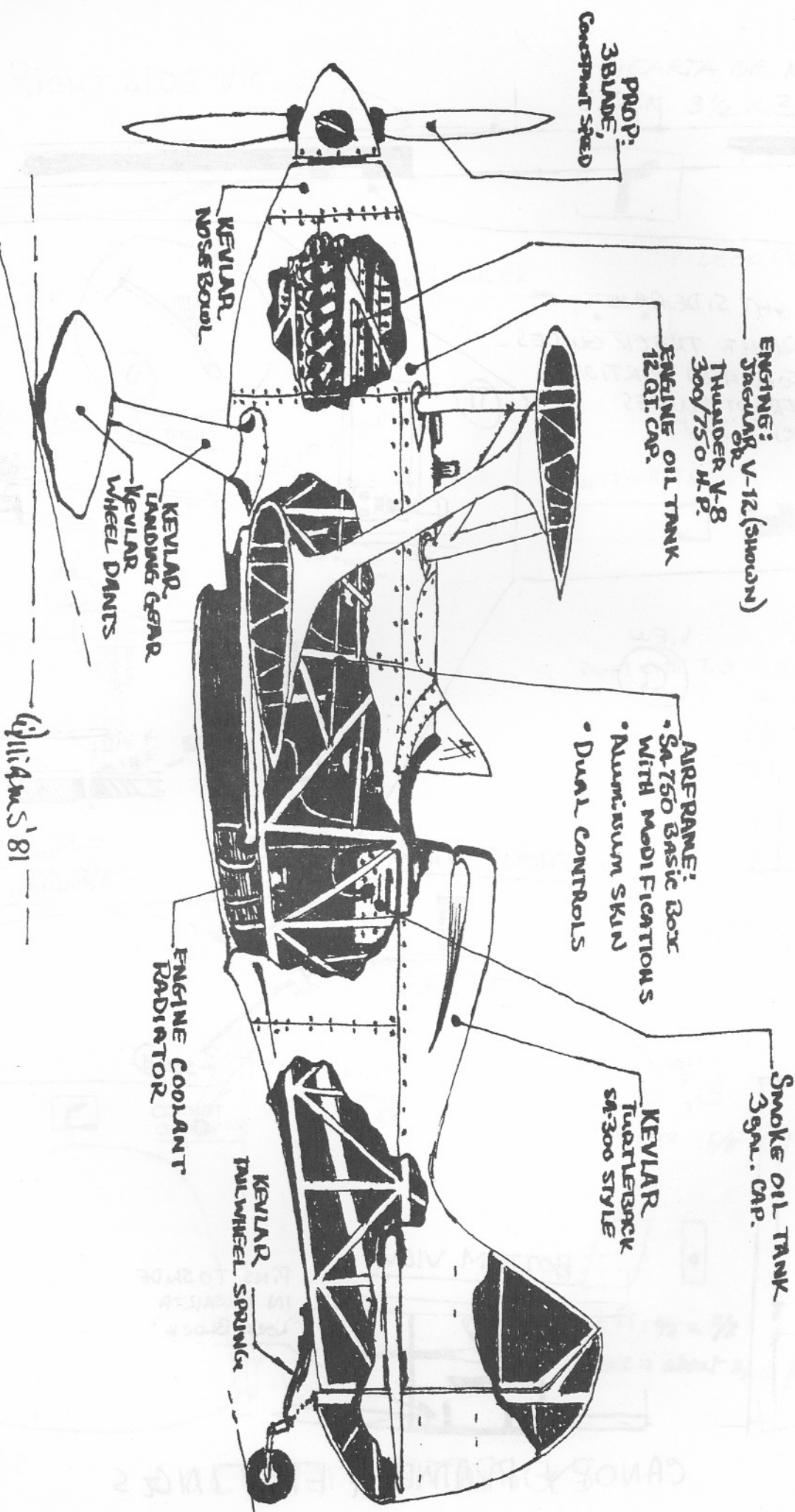


BOTTOM VIEW



PINS TO SLIDE
IN MICARTA
"LOCK BLOCK"

CANOPY FRAME & FITTINGS



Phillips' 81

1981

Visitors' Register

22

Date	Name	ACFT	Address
8-1-81	Ken McDonald	Air Oregon Airliner	STREET 2230 SE Yamhill St CITY Portland STATE OR
8/1/81	Roger Boggs	—	STREET 3412 Prince Wm Dr CITY Fairfax STATE Va
	Bob Beck	ACRO DUSTER II	STREET 837 BRIDGESTONE CITY ROCHESTER STATE MICH
	W.C. Brubaker	CAPITAL AIR SEV	STREET C. Handell - AIR-PORT CITY DOVER STATE Del
	Terry Sloan	Aeroduster Too 110 TS	STREET 7110 S Harmon Rd CITY Bloomington STATE Ind.
	Stan Farron	Starduster Too	STREET 247 Dutton Rd CITY Sudbury STATE Mass
8/1/81	Rock Powers	ACRO-DUSTER II	STREET 12921 GRAND OAKS CITY BURNSVILLE STATE MINN
	Ivan & Althea Neitzel	starduster 2	STREET 9924 Twin Oaks Ln. CITY Orlando STATE FL 32817
	Lon CARLOS	starduster 2	STREET Box 323 RANCH RD CITY DUNDEE STATE IL
	Judy EARL WALTER	" "	STREET Box 323 RANCH CITY DUNDEE STATE IL
	Cheryl Baumgard	Aeroduster TOO	STREET 7110 S. Harmon Rd CITY Bloomington STATE IN 47401
	Woodson Jr	Aeroduster 2	STREET 1600 N. FAIRFIELD CITY DAYTON STATE OH 45432
	Sarah Baumgard	Aeroduster Too	STREET 522 W 2nd St 4 CITY Bloomington STATE IN 47401
	Doug Ruschke GERRY Ruschke	Starduster Too	STREET 866 Fairport CITY Fairport STATE IL 62151
	Bob Messinger	Starduster too	STREET 205 SAN BRIDGE CITY ALLEGANY STATE PA.

Visitors' Register

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Date	Name	Firm	Address
8-1-81	WILLIAM HURLEY	STARDUSTER II	Box 592 SULPHUR SPRINGS TEX 75482
8-1-81	KEN FARWELL	STARDUSTER TOO	R.D. 4, Box 74 BEELEFONG PA 16833
8-1-81	W.J. Scheepsmā		977 Crestview Dr. E. Pine City N.Y.
8-1-81	Tom Tschida	Starduster Too	260 Tuscarora Ave. St. Paul Minn
8-1-81	Robert J Morroe	starduster I N46565	R2 Rushville Mo. 6484
8-1-81	BOB CLIFTON	STARDUSTER TOO N 2369	PO DRAWER 3805 Cocoa FL 32922
8-1-81	Bob Janis	HARDUSTER II	STREET CITY / H R G C STATE N D
8-1-81	Clare J. ...	STARDUSTER II	Box 449 SEXSMITH ALTA.
8-1-81	Stavri Fusco	Starduster II	2180 Westlake Dr Kalamazoo STATE Pa.
8-1-81	J. WELDEN DUPRE	Acro Sport	# 7 Hms Ct HOUMA LA. 70360
8-1-81	DAVID SHAVER	STARDUSTER SA-100 N216T	2113 BELLVILLE RD FALLSTON STATE MD 21047
8-1-81	OLL LAUNSBURY	CASSATI	1954 ANDREW KENTWOOD STATE M. CO
	Joe Hamilton	Starduster Too	PO. 2034B Greensboro STATE NC. 27420
8-1	TED PETERSON	StarDuster II N8492F	4217 ONE MILE WHITE CLOUD STATE MICH
"	Paul Naynick	1638520	STREET CITY 761 STATE 53081

1981

Visitors' Register

24

Date	Name	Aircraft	Address	To See
	EDWIN DANIELS	STARDUSTER II	STREET Rt. Box 81 CITY DARIEN STATE WIS. 53114	
	MAURICE JOHNSON	STARDUSTER II	STREET 1331 FALCON CITY DEARBORN STATE MI. 48128	
	JOE FERRARO	STARDUSTER TOO	STREET 20 E. 161 ST. CITY WESTFIELD STATE ILL 6074	
	R. JEFF WEBB	ACRODUSTER TOO	STREET 4151 PLEASANT LUNDA #143 CITY IRVING STATE TEXAS 75062	
	GORDON MOORE	ACRODUSTER TOO	STREET 11824 GREENWAY CITY STEATS MISS 48077	
	Gladys Anderson	S-Too	STREET Rt 2 Box 147 CITY New Auburn STATE WI 54759	
	Mr. Mas A. Tajimtz	CUB	STREET Walkeston CITY Quid Canada	
	Alley Campbell	Prototype N5462 ACRODUSTER II	STREET 304 Lakeshore Dr CITY Stockbridge GA 30281	
	Wm Van Slyck	Starduster II	STREET 41 Lurnelburg CITY Hampshire STATE IL 60140	
	RICK + JANICE LOOMIS	CESSNA 195	STREET FLA00B CITY Riv. STATE CA.	
	DAVID SEET	Starduster II Baby Giant Lakes CESSNA 180	STREET 6807 1709 N. CITY Hugo STATE MN. 55067	426 3567
	CHARLES McATEER	STARDUSTER I	STREET 254, 39 th St. E. CITY Tuscaloosa STATE AL	
	Carl Buergi	" 2	STREET 836 Roscoe CITY Colo. 13, STATE W.	
	John HATTAN	ACRODUSTER TOO	STREET 856 PORTER CITY WICHITA STATE KS.	
	DARRELL DOWNING	Acroduster Too	STREET 1530 Cottage Ave CITY Granite City IL 62040	

Visitors' Register

1891

Date Name **AGAT** Address To See

8/2	FRANK IRINS	ACRODUSTER TOD	STREET Box 241 CITY N. LAKE STATE WIS	
8/2	JACK McManus	STARDUSTER TOD	STREET MEMANX RD RT CITY OREGON STATE WIS	
	Frank Glover Scott Glover	Baking Rice	STREET Po Box 287 CITY Mt Pleasant STATE TX	
8/2	Donald Hilliberg	Starduster TOD	STREET 2102 Plainfield CITY Gos Rapids STATE MI 49505	
8/2	Kenneth Ward	Starduster II	STREET W. Sorrell Rd CITY Baldwinsville STATE N.Y. 13027	
8/3	Allen Bosely	Rich carman Arco I	STREET Rt. 5 Box 3494 A CITY Bonita STATE FLA	
	Doug Hundbiller	SA-300 N12DP	STREET 103 E. Wilson CITY Stoughton STATE WIS	
8/3/81	MANUEL F. PEREZ	ACRODUSTER II WISM	STREET 5128 NORTHERN CITY K.C. MO. STATE 64133	
8/3/81	Joe Helts	SA 100	STREET 14 Rossburn Cres S.W CITY Calgary Alberta T3C2N5	
8/3	Jim Clark	Starduster TOD 1780	STREET 4701 - 4th St CITY Lubbock STATE TX 79416	
8/3	MIKE NYLLEN	BAG	STREET FREDRIKSFORS 4149 CITY 82060 DELSO STATE SWIKEN	
8/3	Robert Janulis	V Star	STREET CITY STATE	
8/3	John W Eder	SS750	STREET H. HICKORY RIDGE RD CITY SMYRNA STATE DE 1997	
8/3	Rowland Hill	STARLET	STREET 1105 Chestnut CITY Cadillac STATE Mich	
8/3	Lae Jall	STARDUSTER TOD N13 BH	STREET 2510 Iowa CITY FT SMITH STATE AR	

1981

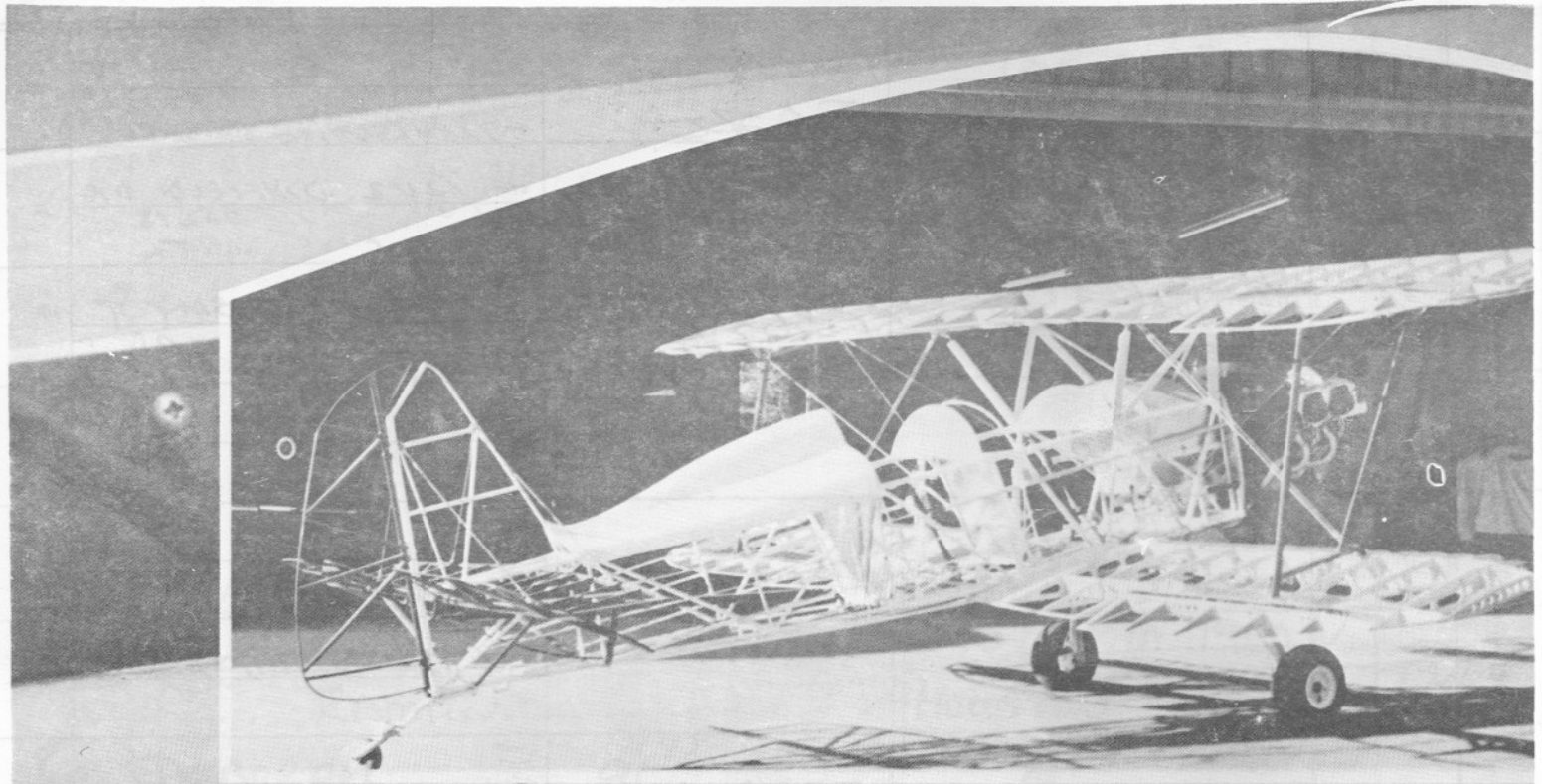
Visitors' Register

Date	Name	A/E/T	Address
8-3	John Lommerman		STREET CITY STATE
	John Lommerman		STREET 40 County Rd CITY St Peter Mich 63376
	John Taylor		STREET 1127 Wendy CITY Ann Arbor STATE Mich 48103
	MITCHELL HOLME		STREET 888 RAND AVE CITY OTTAWA STATE ONT. CANADA
	ROSIN SMITH		STREET 2545 STEARNS DR. CITY MANASSAQUAN N.S. STATE 08786
	CHYN J CORLEY		STREET 23 South of Regalme 2116 Sydney NSW Australia.
	Warren E. Burnham SA-100		STREET 18991 LYUBROOK CR + CITY SARATOGA CA 95070
8-7	Vicci Behm	S.F. -750	STREET 28 WOODS DR CITY WAREHOUT STATE PA 19072
	Melvin Stephenson SA100		STREET 211 W. Central CITY Alwood STATE Ill.
	Guenter A. Stoldt	Starduster Too	STREET 1895 Ashland CITY Hoffman Est. STATE IL. 60195
8-4	Robin Liebel	Starduster Too	STREET 406 N. Highland CITY Plymouth STATE WI
8-4	CHRIS WEISER		STREET 7100 E HARRY AVE CITY WICHITA KS 67207
2-0	Paley	Finished - 1980 is sent to I	STREET RR1
8-4	Scott Breunig		STREET RR#1 CITY Newerk STATE Ill 60541
8-5	DAN CERHA JOE DEBAW	STARDUSTER- TOO - 1973	STREET 123 STARDUST DR SAN ANTONIO TX

Visitors' Register

Date	Name	AGET	Address	To See
8/5	Robert Wiskler	SA-300	Box 245 Lemont STATE PA 15051	
8/5	AL GREFFENIUS	641 42nd St Des Moines IA 50312	STREET (HARDUSTLER I HOLES-CROSS-Greffenius)	
8/5	Curtis Turner	SA 300 Modesto Land Co. 1108 Potomac way	STREET 1108 Potomac CITY Modesto STATE Calif. 95355	
8/5	— E. F. Lamb		STREET CITY STATE 42152	
8/5	ACE-HAMMOND	915 W. CREighton N 7X	STREET CITY FT. WAYNE STATE IND 46807	
	GEORGE RAMIN		STREET 5902 F.M. 1960 W CITY HOUSTON STATE TEXAS 77069	
8/6	DEBORAH THOMAS	(714) 980-0577!	STREET 9613 CAMARON CITY CUCUMBER STATE CAL 91730	
8/6	Janet (Edad) Helton	(Interstate!!) N37340	STREET 2966 Anna St. CITY Riverside STATE Ca 92506	
8/6	Walt De Groot	SA-300	STREET 3606 N. Dickens Ave CITY Arlington STATE Va	
8/6	RICK BOSIAK		STREET 40 Poplar St. CITY DAUPHIN STATE MB R7N2R7	
8/6	JOHN CORBY	CORBY STARLET	STREET 34 CORNET COURT CITY NORTH ROCKS STATE Australia	
8/6	L. Craind		STREET 1434 Devon H. CITY Park Ridge STATE Ill	
8/6	JOHN ADAMSON	ST II N10 JA	STREET 12465 CHARING CROSS CITY CARMEL IN 46032	
8/7	Carole SARGE		STREET 4053 LONNIE CITY OCEANSIDE STATE CA	
8/7	Roy T. Harrett	STARDUSTER TOD N30 RG	STREET 1533 Georgia Ave CITY Marysville STATE MI 48040	

Golden Duster
1891
7-30-47



Gold duster

by James McKeehan

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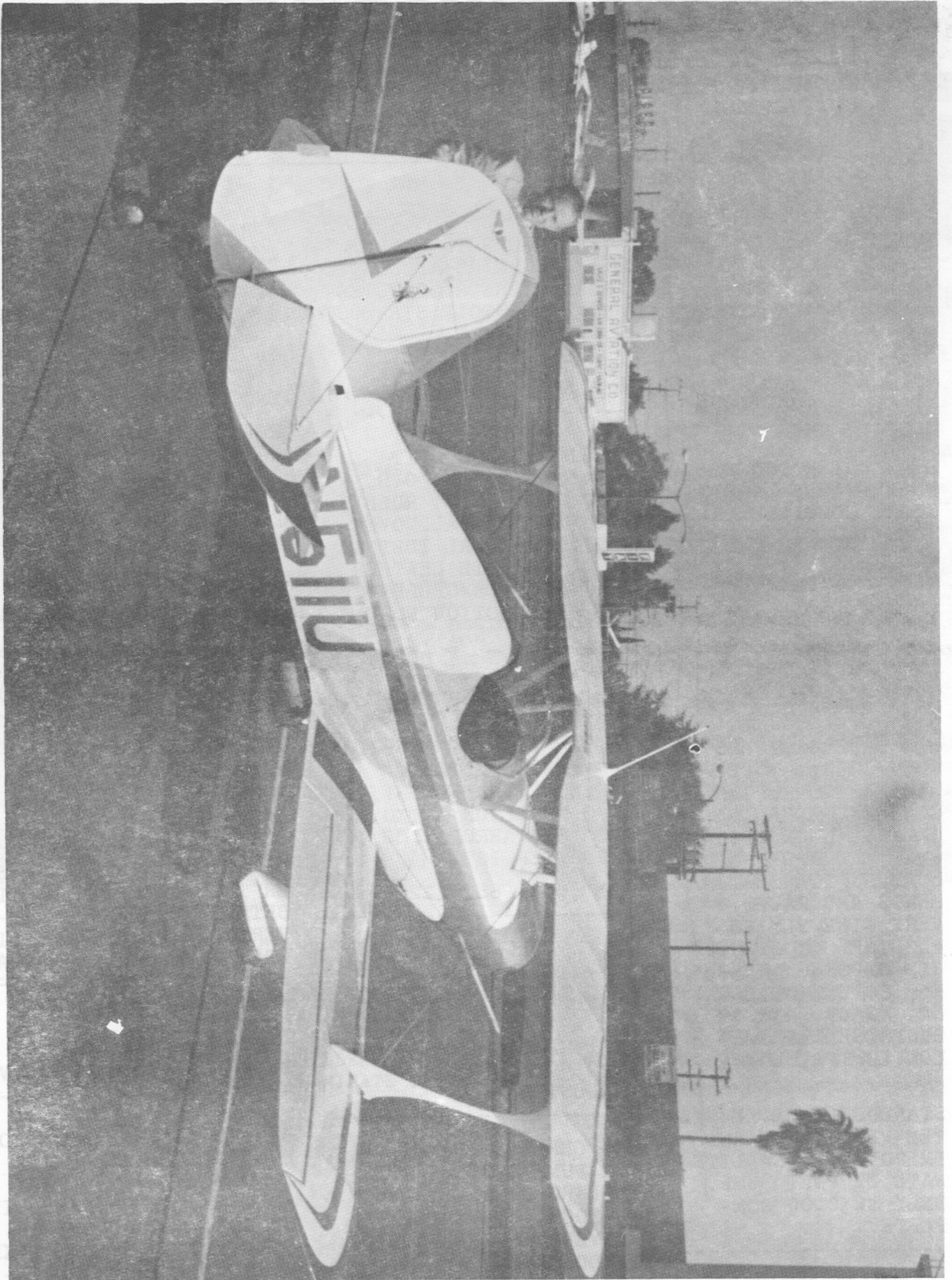
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