



# *Starduster*

MAGAZINE



Dedicated to the  
ACTIVE Homebuilders

**January**  
**1995**

# Stolp Starduster Corp.

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"B.C." 's comments:

BILL CLOUSE

President

Again we retire a year of our lives and greet a new one - With the usual new resolutions, predictions and goals. As we mature we become more realistic in setting our goals and ambitions and are more apt to end up satisfied with our accomplishments by years end, and have a good attitude for the New Year.

Personally "94" was good for me and "Starduster". My "highlite" was Wautoma/Oshkosh Flyin and Reunion with my brothers.

Starduster's have done well. Another Grand Champion - and a continuing strong interest in all of our airplanes - and I still have a strong desire to do something about the "Executive".

I have been with "Starduster" for 23 years - 14 years as owner - and am satisfied with what I've accomplished. Mainly in supporting the builders and flyers of our products.

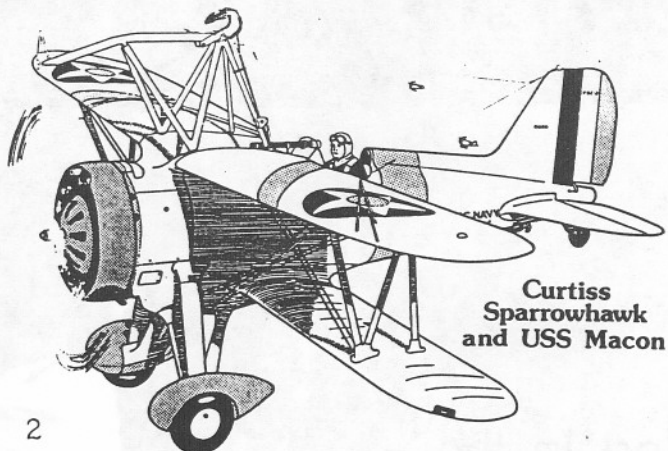
Am not satisfied with the progress on my "Excutive" - it is not going to happen without a lot of work, which is "time". I find it hard to put that "time" at my disposal and keep Starduster going the way the builders need and want.

So 1995, I'm going to AGGRESSIVELY Promote the sale of "Stolp Starduster Corp." to a knowledgable and capable person or persons who can continue to support those who desire and fly the most appealing biplanes in the world.

And then? A concentrated challenge to finish what I truly want to begin.....

*Bill Clouse*

"B.C." Prez



JANUARY 1995

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

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**FRONT COVER** - N2XM owned by Pat McClung, 1910 Ceder, Paris, TX 75460 and N227FG owned by Charles Grant, 3568 Cloverdale Ln., Dallas, TX 75234. Pictures taken at the Bartelsville, OK biplane fly-in by John Hargrove.

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**BACK COVER** - N63BR owned by Bob Barney, 5456 Kathleen Ave, West Valley, UT 84550.

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



## SAD - ODDS & ENDS

It seems that I have had to write about this subject more often than I care to these past several years. We who have been in aviation for any length of time can tell about accidents that have taken the lives of friends and acquaintances, and wonder if we could have done something to avert these tragic events. Is it destiny or fate? When we read about it in the paper or when we personally know the people involved, we speculate as to the cause. Some causes are obvious while others we will never know.

Several years ago when I wrote about the death of my friend Scott (Scotty) Smith in a mid air collision at Lacey, Washington, it was bad because we were good friends that had flown and had attended a number of fly-ins together. But it got worse when earlier this past summer, his wife Chris was fatally injured in their Old Navion due to an in flight fire. On top of that earlier this year my friend Bob Ely was fatally injured while attempting a slow roll shortly after takeoff. Both Scotty and Bob knew the risks of low altitude acrobatics and high speed passes. But what could have been done to save Chris as her airplane had just received an extensive annual inspection.

Which brings me to a more recent tragedy. Last October 8th at Salt Lake in the south west end of the valley, my good friend Weldon Glines lost his life along with his young friend James in Weldon's Acroduster. There were a number of eye witness reports by non aviation people and much conflict. The FAA after inspection of the aircraft and interviews with observers concluded, that a fitting on the top of the engine that divided the fuel to the fuel injectors was cracked and finally broke, resulting in fuel starvation to the injectors and subsequent loss of power.

The FAA chose to believe what they felt was an accurate assessment of the decent and crash. Apparently he picked out a spot and was spiralling down when he rolled out to land. He was faced with high tension power lines and at the last second did what most of us would have done, he tried to go over them. Unfortunately the airplane stalled, which he was recovering from when they contacted the ground. If he would have only had a few more feet in altitude they think he would have made it.

I considered us to be the best of friends. We had attended numerous fly-ins together over the years, and this last year after the Open House in Sedona, we spent 3 or 4 days with him and his lovely wife Doreen. His wife and my wife Donna had a wonderful time seeing the sights of Salt Lake while Weldon and I talked airplanes late every night and spent time during the day at the airport in his hangar doing the clean up and minor things that go with the satisfaction of owning an airplane like the Acroduster or Starduster.

I looked forward to seeing him and flying the trip we had all planned to Oshkosh/Wautoma later this past summer. Weldon was very helpful to me and Lyle Taylor. He let us use his tools and his hangar while in Salt Lake, and as always was a great traveling companion.



Several months later I attended the Rocky Mountain EAA Fly-in at Heber Valley, Utah as did Weldon and many of my Salt Lake aviation friends. It was there that he told me this was the best time of his life as he really felt satisfied with building the airplane and flying it around the country. Which made it so hard to believe that only two weeks later he was gone. It is aviation's loss, and the kind we can ill afford, as he was a supporter of aviation as well as a wonderful person.

\*\*\*\*\*

#### MORE ODDS & ENDS

Getting on to more unpleasant things, most of you have by now heard about the new NPRM proposed medical revisions relating to part 67 of the FARs. Both EAA and AOPA have petitioned the FAA over the last 10 years to relax the requirements for third class medicals. The FAA has put this off for years awaiting their own major overhaul of the medical requirements (see FARs, NPRMs and ADs in this issue). The new proposed requirements will not make physicals any easier or less expensive. They target older people who by in large are the bulk of the flying community, (that is 40 years or older) and may very well affect me personally due to blood pressure medicine required for hypertension.

That's why I am strongly urging you pilots or pilots to be to write. It is our only hope to stop this proposal. Now I know what you are going to say look what happened to Bob Hoover for all the help and backing it looks like he's going to lose. But we don't have any choice if we don't we will surely lose. I have written my own fair share of letters in the past on behalf of aviation and have not felt that they did much good, but this is one proposal that clearly needs a response.

The deadline date is February 21, 1995 and you must send 3 copies to Federal Aviation Administration Office of the Chief Counsel, Attn. Rules Docket (AGC-10) Docket NO 27940, 800 Independence Ave. SW, Washington DC 20591.

If you want to write about something else do it in a separate letter, keep your response short one page, if possible, make it sound like it came from a real person. State facts and reasons to why you object, but please respond. Let them know that you are a real live voting pilot. It wouldn't hurt to send copies to your local congressmen, and please do it as soon as possible.

Thanks, Editor DCB

By Glen and Loretta Olsen                      Acroduster Too N34LG

This is a special tribute to our good friend Weldon Glines.

Saturday morning October 8th, was a beautiful day. The kind of day that a pilot looks forward to. The perfect day for flying your airplane.

On this beautiful morning, Weldon went flying with his good friend Jim Carruth from Skypark Airport. Just two buddies having a great time flying around in their airplanes. They flew for awhile then Jim headed back to Skypark Airport not knowing what was about to happen.

Early in the afternoon tragedy struck! Weldon had decided to go up one more time and take up his young friend James. The airplane somehow lost power and crashed. Two very fine people lost their lives. They will be greatly missed.

Weldon touched a lot of our lives. He was such a positive and happy person. He was always smiling. When he smiled his eyes just lit up too. He was a very generous person also. When you went anywhere with him, he always had to pay your way too. He was one of those people who could do just about anything. He was always right there to help in any way he could.

Weldon loved working on his airplane. The craftsmanship on his Acroduster Too was superior. You could always find him at the airport in his hangar working on his airplane keeping it in tip top condition. He loved sitting in his hangar with the door open. He said he had the most panoramic view of the Wasatch Mountains. He always had chairs set up so you could see this beautiful view from the hangar. His next words would be, "would you like a drink?"

He loved to fly to Skypark and visit with his other flying buddies. He would always bring a drink and a bag of fries to my hangar and we would talk pilot talk and tell hangar stories for hours. All true stories of course.

The best times we had together were when we were flying. We flew to all the local fly-ins and also to many of the out of state ones too.

We flew to Riverside California, three times. One of the times we went with Dave Silfast, Jim Carruth, Kent Bond, Bob McCall and Andy Nelson. We also flew to Merced California, twice. We went to the Copperstate fly-in at Prescott Arizona, and to Sedona Arizona, to the Starduster fly-in. When we would get home from a fly-in no matter how short the flight, Weldon would always call to see if I got home OK. He was always so excited and we would talk about all the events that had happened that

day. He was so thoughtful and caring.

We also flew our Acrodusters to the ultimate fly-in at Oshkosh Wisconsin, this last July. We stayed at the Wautoma airport with all of the Starduster pilots. Wautoma is about 40 miles west of Oshkosh. We had an absolutely terrific time together and I will cherish these times and memories the rest of my life. There was a lot of beautiful airplanes on display to receive awards. Weldon received the Grand Champion award for his Acroduster Too. He well deserved it. His plane was the best and he was so excited about it.

We all feel the loss of Weldon. He touched so many lives with his kindness and happiness. He was a great friend. Like the poem High Flight, Weldon has slipped the surly bonds of earth, and put out his hand, and touched the face of God.

We give our deepest sympathy to Dorene his wife and his family.



Enroute Oshkosh July 1994 N31DW, N96576 and N312LT at Rawlins WY



N96576, N34LG and N31DW at Oneil NE



N34LG, and N31DW at Wautoma WI



AD NOTES, FAR's, AND SERVICE BULLETINS

**SPECIAL FEDERAL AVIATION REGULATION (SFAR)**

It will establish additional operating procedures due to an increase in accidents between 1991 and 1994. The new rule will affect both Part 91 and 135 operations by establishing additional operating procedures and limitations, including minimum safe altitudes, increases in weather minimums and minimum equipment requirements. A copy of the rule can be obtained by calling (206) 267-3485.

**RESTRICTED AREA IN CALIFORNIA DOWNSIZED**

Good news for costal California flyers - Restricted Areas R-2503 and R-2533 overlying Camp Pendleton, near Oceanside, California, will be subdivided into three separate areas (2503A, B, and C) and reduced in size.

Restricted Area R-2533 will be downsized and renamed R-2503A. The southwestern boundary of R-2503A will be two miles closer to the shoreline, reducing the required deviation of nonparticipating aircraft flying below 2,000 feet along the coast.

**AOPA QUESTIONS FAA RATIONALE  
FOR EXPANDING CLASS D AIRSPACE ON NEW SECTIONAL**

On the New York sectional chart scheduled for publication Decemember 8, several Class D airspace areas (formerly airport traffic areas) have been expanded, restricting VFR flight without any apparent gain in safety or efficiency. AOPA is reviewing the situation with the FAA to work out a reasonable accomodation that will keep Class D space to the minimum consistent with safety.

The "creeping redesign" of these Class D areas came about in the review process leading to last year's airspace reclassification. It was noted that aircraft climbing IFR from certain Class D airports at the IFR "rising terrain" gradient (200 feet per nautical mile) would leave Class D airspace before reaching altitude of overlying Class E controlled airspace.

Without consideration for local conditions-terrain or field elevation-for example- or the fact that most aircraft can climb steeply, several Class D areas were simply expanded.

The result is especially apparent between Boston and Manchester, New Hampshire, where Class D expansion at Nashua, Hanscom, Lawrence and Norwood airports will squeeze low-altitude VFR traffic into narrower channels, force it over the Class D areas in already congested airspace, or cause increased delays while pilots contact these towers.

In one case, expansion of two adjacent Class D areas will completely close a low altitude corridor heavily used by medevac and other helicopters serving the Boston area.

Tower controllers are also disturbed by the expansions. Besides increased work loads, they complain they will be required to control aircraft that they often can't even see due to limitations of radar coverage. Pilots who fly in the Northeast who want to comment should communicate with William F. Maloney, FAA New England Region System Manager, 12 New England Executive Park, Burlington, Massachusetts 01803.

#### DID YOUR KNOW....

Exempting non-commercial aircraft from FCC radio license fees was among provisions of the FCC reauthorization bill (H.R.4522) that narrowly failed to pass the Senate in closing days of the 103rd Congress' regular session.

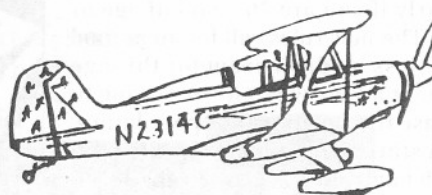
However the aircraft exemption is still in the bill, which should be among the first in the docket for the new Congress when it convenes in January. The bill's failure was not due to lack of support (including firm endorsement by AOPA), but to acceptable "Christmas tree" amendments hung on the bill at the last minute. The bill to be reintroduced in the next regular session is not expected to carry such piggyback riders and should pass.



#### EAA EFFORTS ON MAINTENANCE AND PARTS

EAA participates on many FAA committees to promote and defend the privileges of the sport aviator. EAA's Washington Representative Charles Schuck has been very active recently representing EAA on two committees. One committee deals with proposed changes to FARs 43 and 91 as they relate to maintenance, such as Paul Poberezny's 1993 petition to extend annual aircraft inspections to every other year. The other committee is working with proposed new Emergency Locator Transponder (ELT) requirements.

The recent maintenance committee included a public session at which mechanics discussed proposed changes to FARs 43 and 91 as they affect their work situations. Schuck is the **only** person on the maintenance committee representing general aviation aircraft owners and pilots.



During the public meeting, the mechanics in attendance overwhelmingly rejected any proposal to extend the annual inspection to biennial. The subject of increasing pilot performed maintenance was also rejected as unsafe, since the representatives contend that work would be done by non-trained and non-certified individuals.

The mechanics at the public meeting also raised the subject of condition inspections and general maintenance on amateur-built and other experimental aircraft. Schuck advised the group the subject was not open for discussion as FAR 43 exempts experimental aircraft from the maintenance rules of Part 43. If EAA was not representing you, the committee might have asked for a rule change requiring experimental homebuilts to have all work performed be by an A&P or an IA.

# YOUR COMMENTS, PLEASE

The medical certification rules have not substantially changed in more than a decade. For several years we have been anticipating changes to Federal Aviation Regulations Part 67, which covers all classes of airman medical exams. On October 21, a 162-page notice of proposed rulemaking affecting all pilots was released by the FAA—with little advance notice and no chance for the very successful industry-government advisory process to take place prior to publication of the proposal.

The press release from the FAA quoted Federal Air Surgeon Jon Jordon, who said, "Proposed changes in the certificate process will provide regulatory and economic relief to many airmen without diminishing aviation safety." Economic relief is something all of us in general aviation applaud, since the cost of flying is cited most often as your number one concern. Citing economic reasons, AOPA petitioned the FAA last year for a test program that would allow third class medical certificate holders, flying VFR only, to extend the two-year period between exams to four years. In our arguments to the agency, we cited the lack of any substantial data that linked safety to pilot incapacitation—at any age.

I ask the FAA to indicate just where the "economic relief" is in their proposed new Part 67 medical requirements, particularly if you are 70 years of age or older. The new rules call for an annual third class medical exam for this age group. At a time when we are trying to increase the sagging pilot population, AOPA statistics indicate the greatest growth in private pilot certificates in a four-year period (1988 to 1992) has come in the over-60 age group. The proposal offers no change for the majority (more than 60 percent) of us pilots between 40 and 69 years of age. The only relief comes in the under-40 age group, where a three-year period is recommended. With the average age of today's student pilot at 38 years, the extended period has little value to a shrinking pilot population.

There is absolutely no basis for reducing the medical period for older pilots, since no evidence shows an increased accident/incident rate among this age group. In fact, quite the reverse is true, since older pilots are much more conservative in their approach to aviation activities.

But it doesn't stop here. If the Bob Hoover experience didn't draw enough attention to the inadequacies of FAA psychological testing, then wait until others are brought to task under the very vague specifications in the proposed new rules. The specifications written for "personality disorders, neurosis, or other mental conditions" are far too general. You would think that in the midst of the legal battles surrounding the Hoover case, the Federal Air Surgeon would suggest applying very tight conditions to mental disorders. As we have all feared, perhaps Hoover's plight is just the beginning of broad interpretations by the FAA in the arena.

Appalling are the blood pressure requirements for second- and third-class medicals. I have always considered myself lucky not to suffer from hypertension, and the resulting high blood pressure, but for thousands of pilots such is not the

case. The current stats call for resting blood pressure not to exceed 170/100. Admittedly, a family physician might treat this higher limit, but in the aviation medical exam process designed to determine if you are fit to fly, this level has not been—nor should it be—disqualifying. The NPRM proposes to add a new requirement for blood pressure while sitting, not to exceed 150/95. This will affect the many thousands of pilots bordering on hypertension who have, under the current rules, been able to pass their FAA physicals. If these rules are implemented, these borderline pilots will be required to take costly medication and undergo expensive cardiovascular workups in order to pass. Where is the "economic relief" for these pilots?

Still, the NPRM gets worse. Almost all of us know someone who has suffered a cardiac problem. Heart surgery and treatment have made enormous strides in the years since our present rules were established, yet modern medical technology has not been fully addressed in the rewrite of Part 67. Cardiac valve replacements, permanent cardiac pacemaker implants, and heart transplants will require the same effort and costly medical tests for special issuance. Given the history and modern medical practices, it would seem that some consideration would have been reasonable for at least third class medicals. Instead, the FAA added these conditions to the mandatory disqualification list.

Whether you are a student pilot or an airline captain, a CFI touches your life on a regular basis. With a broad stroke across all second-class applicants over 40 years of age, the NPRM would require an electrocardiogram test every two years—the same test now required annually of first-class certificate holders older than 40. CFIs would incur not only the added expense, but in many cases their present aviation medical examiner (AME) might not even have the equipment in his or her office to perform the test.

AOPA will support a handful of positive changes that include a liberalization of the color vision standards. Hearing standards will allow "conversational voice" recognition, instead of mandatory machine testing or whispered voice in each ear separately. And, after many years, the FAA may consider standard certification of diabetics who have demonstrated good control of their condition by use of oral medications.

It isn't often I ask you to write comments on an NPRM, but this is an exception. The deadline for filing comments is February 21, and over the next few weeks your association staff and the AOPA Medical Advisory Board, a volunteer panel of doctors, will write our very comprehensive filing to the docket. But I urge you in the coming weeks to send your written concerns, in triplicate, to: Federal Aviation Administration, Office of the Chief Council, Attention: Rules Docket (AGC-10), Docket No. 27940, 800 Independence Avenue SW, Washington, D.C. 20591.

Bob Hoover should not only be a role model to us all for his aerobatic prowess, but as a symbol of what can happen when the FAA moves from routine aviation medical certification for flight safety to being your personal treating family physician or specialist. With your help we can work together to prevent the regulations from being changed to allow that. —Phil Boyer



HARVEY LEONARD



# PILOT COUNSEL

## THE UNWARY GET TRAPPED

BY JOHN S. YODICE

The FAA and NTSB have once again teamed up to temporarily rid our skies of a particularly dangerous pilot, albeit at the cost of untold thousands of our taxpayer dollars. This particularly brave deed by these twin bureaucracies should be chronicled to the aviation world. It's important for taxpayers to know how their money is being spent.

The dastardly pilot, posing as a young executive with a large corporation back East, married with a three-year-old daughter, had learned to fly at a local FBO in 1980. Once he got his certificate, he began renting aircraft at that same FBO, happily pursuing his avocation, until 1987 when the FBO fell on hard times and went belly-up. That discouraged him. As he tells it, he "retired" from flying, never really intending to get back into it.

In 1992, one of his coworkers bought an interest in an airplane. The hangar flying at work rekindled his interest.

During his five years away from aviation, the FAA adopted FAR 61.15 (see "Pilot Counsel: Trap for the Unwary," June *Pilot*). This is the regulation which requires a pilot to notify the FAA of any "motor vehicle action" within 60 days of the action. It was adopted in July 1990. News of this new regulation didn't come to his attention because he wasn't following aviation. He was out of it. In fact, news of this regulation didn't sink in to many active pilots. After all, it is hard for many pilots to see the relation between driving infractions and flying.

Also, during his "retirement" from flying, he had a motor vehicle action. It was February 1992. He was attending a conference and seminar in Palm Springs, California. Driving back from the banquet at which he had two cocktails and wine with dinner, he got lost. He turned the wrong way down a one-way street. He recognized it immediately and stopped, but not before being observed by a police officer. He was given a sobriety test. He measured .08 percent or more of alcohol in his blood, which is a misdemeanor under California law. He chose not to try to defend the case, especially from 3,000 miles

away. He pleaded guilty in March 1992 and was given a suspended sentence.

His interest in flying was rekindled in June 1992. On the twenty-fifth of that month he visited a local aviation medical examiner who administered an FAA physical. The medical application form called for the disclosure of the traffic conviction, and he dutifully complied. The doctor informed him of the new regulation that required notification to the FAA in Oklahoma City. The medical application itself was going to the FAA in Oklahoma City. The doctor indicated that this would take care of the matter. The doctor

### *Safety in air commerce requires affirmation of the suspension.*

didn't immediately issue him a medical certificate, probably because of the conviction, and referred the application to Oklahoma City. On review by the FAA in Oklahoma City, the conviction was obviously not a problem. Oklahoma City sent him a medical certificate on August 12, 1992. This confirmed to the pilot that he had met the regulatory requirement to notify the FAA. He started flying again.

The irony of this cannot be lost. It was the routine processing of the medical application form which disclosed the conviction that triggered a full-blown investigation. In November 1992, the pilot received a letter from a special agent of the FAA Civil Aviation Security Division. He responded to the letter: "When the incident occurred in March, I did not realize at the time that I needed to report the incident to the FAA. At the time, I was not actively involved in flying, and in fact did not even possess a current medical certificate . . . I did not become aware of my responsibilities until my medical application in June of 1992, at which time I assumed that reporting the incident on the extra sheet of my medical application would be sufficient. I would be perfectly willing to comply with any additional letter I need to write or form I need to fill out to correct any deficient paperwork/

records, as it is very important to me to be able to continue exercising the privileges of my airman certificate. Please let me know how I can further cooperate."

The pilot's belief that this closed the matter was shattered when the file was referred to an FAA lawyer for prosecution. The pilot had an informal conference with the FAA lawyer. No deal. The notice was due in 60 days—May 29, 1992—and the medical application was not until June 25, 1992; 27 days too late. Besides, it went to the FAA medical division and not the FAA security division, as the regulations require. The FAA proposed to suspend his certificate for 30 days. His unblemished flying record would be besmirched.

He appealed the FAA order of suspension to the NTSB. A hearing was held. The pilot, representing himself, explained that he wasn't flying at the time, didn't even have a medical certificate, and didn't become aware of the requirement until he applied for a new medical certificate. Since he couldn't legally fly without a medical certificate, and didn't fly, his failure could not possibly have affected air safety, which is the standard before the Board. He insisted that he had no intent to evade the law. "I have the utmost respect for the rules and regulations of flying and follow them to the letter of the law."

The FAA said a news release about the requirement was sent to newspapers. None of the newspapers that serve the pilot's city were on the list. The FAA argued "that since the pilot remained a certificate holder, he had the obligation to be familiar with and comply with the FARs, irrespective of whether he was exercising the privileges of his airman certificate." The Board agreed. Ignorance of the law is not a defense. The Board predictably sustained its sister federal agency, holding that "safety in air commerce" requires affirmation of the 30-day suspension.

Perhaps we should all rest more comfortably knowing that the power and majesty of the United States Government spared no expense in making the skies safer by grounding another dangerous pilot.

Somehow, I don't feel that way. □

LETTERS

Box 3705  
W. Sedona, AZ 86340  
Nov. 29, 1994

Dear Dave,

Thought you might like to have the enclosed pics of your beautiful Starduster bathed in the glow of a double Sedona rainbow.

Heard about Weldon Glines through my daughter in Utah. Too bad - a nice man and a great bird. Hope he didn't do anything dumb.

The October issue was a fine piece of work. Keep up the good work!

Sincerely,

Dick Lucas

\*\*\*\*\*

W. M. Duncan  
2831 Sandberg Ct.  
Medford, OR 97504

11-21-94

Dave,

Enclosed are pictures of N511U the Starduster One I built during the 1970s. Along with them are pictures of several other Starduster Ones including Gordon Renfroes N163G. I hope they will be of some help.

Enjoyed meeting you at Medford early last year. I currently own a Lancair but wouldn't mind having my old Starduster back as it was a great bird.

Bill

\*\*\*\*\*

Hi David,

6-26-94

Enclosed are pictures of Stardusters at the Biplane Expo '94, also enclosed are a couple extra photos taken at the event.

I can't brag about the progress on the Starduster but I'm flying my '38 T Craft and my dad's T is ready to fly, he says he's going flying on his 80th Birthday (July 15th).

Enjoy the mag, you and Bill do a great job on it.

Thanks,

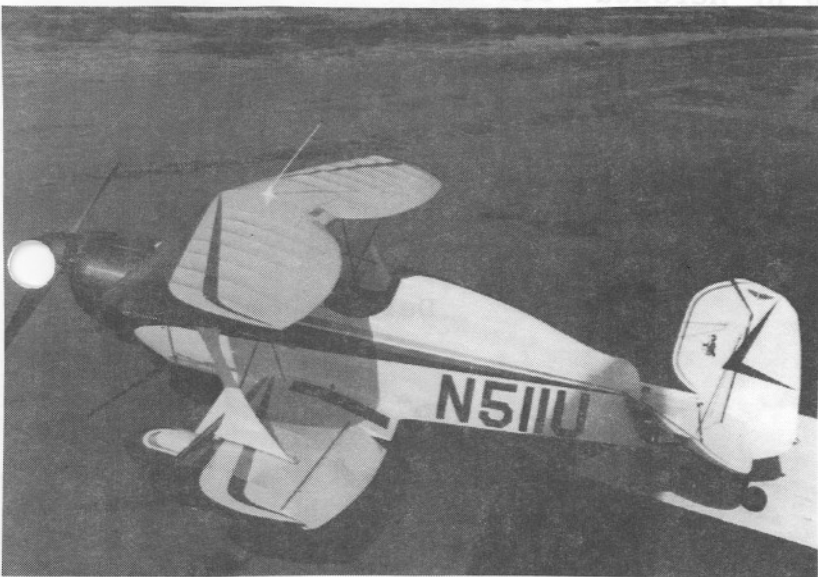
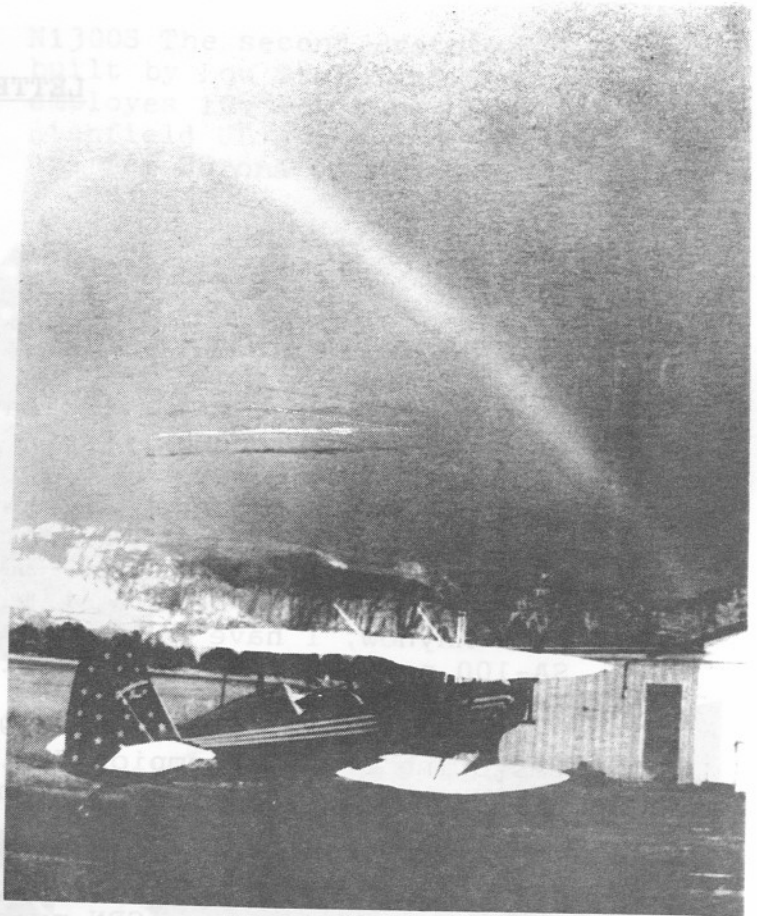
John Hargrove

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LETTERS

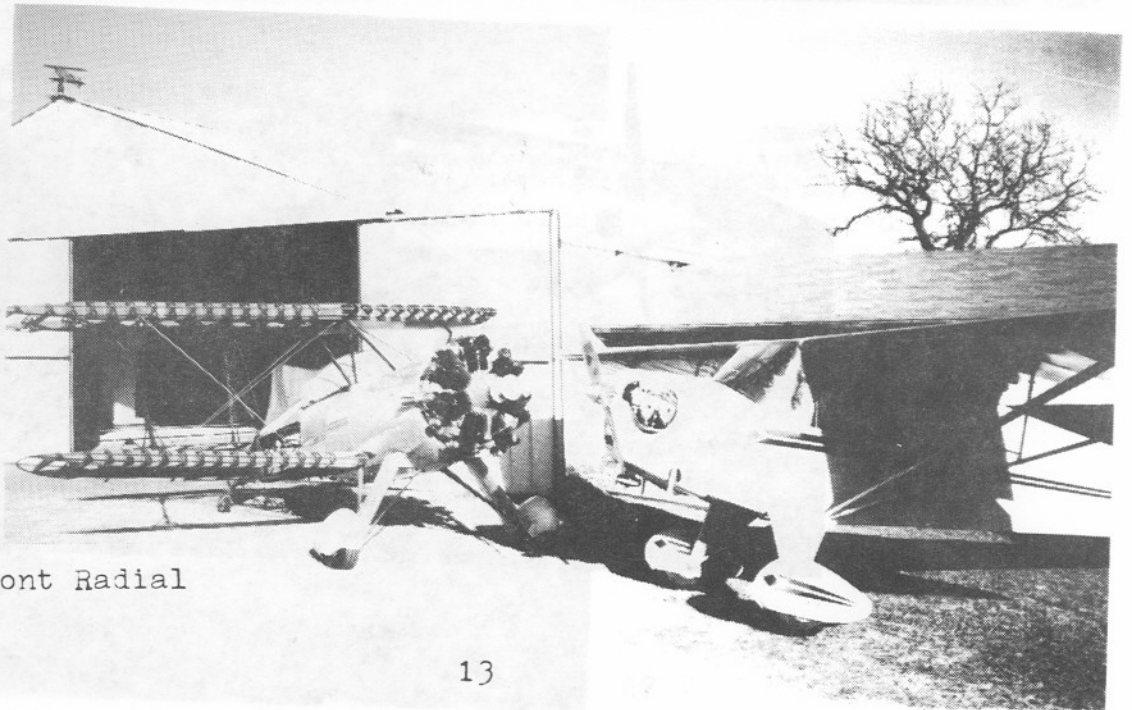
310 West 49th Apr. 207  
Kansas City, MO 64112  
December 2, 1994

N96576 At Sedona AZ during May 1994  
Beautiful Country Spectacular Rain  
Bows



Bill Duncans N511U taken at  
Capistrano CA early 1970,s

Now owned by Talmadge Scott  
6339 Evergreen Ave Seminol FL



John Hargrove,s 220 Cont Radial  
S/D Too and T-Craft



## LETTERS

310 West 49th Apt.907  
Kansas City, MO 64112

December 5, 1994

Dear Dave:

Your package of SA-100 material arrived today, and I can't thank you enough!

Regarding Dewey Ballard's SA-100, the registration number has been changed from N1DB to N250DB. It seems a title search outfit in Oklahoma City approached Dewey with an offer to buy the number N1DB for use on another airplane. The story is that Dewey got \$4,000.00 for it.

Anyhow, I have a gentleman's agreement to buy his SA-100 next spring, after he recovers and paints it. (I'm to old to start building.)

Presently I am flying a 90 HP Aerouca 7CCM and restoring a 1959 Champion 7EC. I want to join the Starduster Faternity at the entry level of SA-100.

Enclosed is a picture of Dewey's N250DB, which I took at our Kansas City AAA Fly-in at Atchison, KS in May 1994.

Thanks again for all your efforts. My large local book supplier advises the ISBN number on Norm Weis' book "The Starduster" is no longer in print. Any ideas on where a copy could be bought or even borrowed?

Del Durham



**SCAPPOOSE CITY CLUB  
P.O. BOX 933  
SCAPPOOSE, OR. 97056**

October 17, 1994

Starduster  
David Baxter  
5725 SW McEwan Rd.  
Lake Oswego, Oregon 97035

Dear David,

On behalf of the Scappoose City Club, I would like to thank you for your participation in the Steinfeld's Scappoose Sauerkraut festival. It is only with the cooperation of people like you that this festival is the success that it has turned out to be.

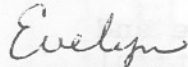
The estimated attendance for this one day event was 18,000 to 20,000. It is easy to see that this project could not be completed without the support of the community and people like you. We will soon be starting preparations for the 1995 Sauerkraut festival.

As always, your airplane was a big addition to the festival. We thank you for your time and effort.

Thank you again.

Sincerely,

Scappoose Sauerkraut Festival



Evelyn Hudson  
Sauerkraut Festival Coordinator

cc: Scappoose City Club

**STARDUSTER HISTORY**  
N163G  
GORDON RENFROE'S SA-100 FAMDANCY

Although I was able to meet Gordon on several occasions I never really knew much about him, because at the time I was just starting to get involved in flying and aviation and finding out that you could really build your own airplane.

The principles that made this airplane come about were of course Gordon Renfro, Lou Stolp, Bill Michael, his wife June, Ken Kline and Joe Pribilo.

Gordon started in aviation during the late 30's working at a local airport in Sapula Oklahoma. He worked there after school and on the weekends. During WWII he was a pilot with the USAAF Flying B-25's, and C-47's with the Ferry command.

In the late 50's he started his own business, Citizens Communications with Bill Michael and had been away from flying for six years when he came across a 3 view drawing of the Starduster One at a local plumbing store while purchasing some parts. He was taken by the beautiful lines of the Starduster design and after doing some homework immediately purchased a set of plans from Lou Stolp.

He then rented a hangar at the Corona California Airport and with Lou's help ended up with a fully welded SA-100 fuselage complete with landing gear, tail and cabanes. The wings were completed in Long Beach and then brought to the Corona Airport for covering, painting and final assembly, so that Lou Stolp could oversee the progress. Much of the covering and rib stitching was done by June Michael. She still remembers how sore her fingers were from all the rib stitching.

The airplane was covered with Razorback, not the greatest covering process. Its a very rough and heavy fiberglass type of covering which required a lot of dope and sanding. However the airplane did come out a very beautiful cream with blue metallic and red trim.

The aircraft was powered by a 125 HP Lycoming ground power unit that was overhauled and converted to aircraft use. N163G was repowered several times over the years once with a certified O290-D2 and currently a 160 HP Lycoming.

The aircraft was flown on its first test flight by Ned Martin and subsequently by Gray Harmon, Bill Michael, Bob Schmidt and of course Gordon Renfro, who eventually had more time in it than anyone.

Just about everyone I talked to about Gordon, told me he was a gold plated character. He was of course a salesman with a line a mile long. I'm sure this helped to add to his colorful stories. He also had a deformed hand, and delighted in telling everyone how it happened, although no two stories about it were exactly the same, as were many of the other stories he was capable of telling.

He was EAA Chapter #7 President in Fullerton, California during the early 1970's and was a real spark plug with numerous members and interesting meetings.



In late 1972 Gordon took N163G apart for recover and was well along in the process when on January 7, 1973 he was talked into flying another Starduster One, N661G, which was very much like his own N163G.

This airplane was almost two years old and was built by Bob Schmidt. It was a beautiful award winning airplane and was powered by a 150 HP Lycoming. At the time Bob was a Western Airlines captain.

The take off was smooth and straight, but the engine was running poorly at only about half throttle, and an accurate description of what really happened is questionable. The airplane was at very low altitude. He made a right turn crosswind, and whether it stalled, spun or merely bounced off some power lines, it ended up inverted. It doesn't really matter as Gordon was fatally injured, resulting in a sad day for all who knew him, he was sorely missed. But based on the information and conversations with his friends and acquaintances people who knew him and have owned and built single place Stardusters and were there, I venture to speculate as to the cause.

The PS5-C pressure carb used on this airplane required the mixture to be leaned prior to takeoff as an otherwise rich fuel mixture would result. Gordon's airplane required almost the same procedure. I cannot believe he missed this, but it is a plausible explanation. The PS5-C carbs have to be flow tested and adjusted to a given engine size. It was not uncommon in those days for carbs used on larger engines to be installed on smaller ones, which could result in overly rich mixtures. Thus requiring adjustment for smooth engine operation. People make mistakes, even our best friends. We do not want to believe it but they do.

There was also some speculation about some sort of physical problem that may have contributed, but no one will ever know for sure.

Also whether his military time or the time he had in the Starduster One was accurate is also pure speculation. Many people tend to stretch their experience.

In the late 60's N163G had over 150 hrs, so if you add up average flying time by 1973, 500 hrs would be a reasonably accurate estimation. Which would make him a very experienced Starduster One pilot. N661G's engine, airframe and its components were inspected very closely and no mechanical problem was found.

Gordon's airplane N163G was raced several times during the late 1960's, along with a number of other Starduster Ones, and although not winning or even being very competitive he and his crew were very colorful competitors.

After Gordon's death the airplane was sold to Irv Applebaum who finished the covering job and painted it in pre WWII military colors, much like (Wil Neuberts N7X F-4-B-Too). Not long after that it was purchased by John Castellucci who apparently owned it for many years.

In the late 1980's, I took pictures of this airplane at Fla-Bob during the 1988 Starduster Open House.



AT HEMET CALIFORNIA 1970



AT CORONA CALIFORNIA AIR COLLEGE 1966



AT FLABOB STARDUSTER OPEN HOUSE 1988

Santa Monica Air Museum, where it currently resides. Its total time and history while in John's hands is unknown. It is a tribute to Gordon Renfro and Lou Stolp that this airplane has survived and is fitting that its rightful place is in a museum. The only thing that would make it better and of course would have made Gordon very happy would be for it to be painted and displayed in its original blue and white Fandancy colors. That is the history of N163G.

D.C.B. Editor & Historian

I sincerely appreciate contribution about this airplane from June Michael, Gray Harmon, Bob Schmidt, Ray Gordon, Marv Smith and Bill Duncan.

# Plane crash in L.B. street kills pilot, cuts power line

JAN 7 1973

A 52-year-old Long Beach man was killed Sunday when the custom-made biplane he was flying lost power and crashed into a North Long Beach intersection.

Police said Gordon Renfro, of 1343 Vuelta Grande Ave., was crushed to death when the small, single-engine plane landed upside down after ripping through power lines and bouncing across Wardlow Road at Orange Avenue.

No structures or cars near the intersection were damaged, authorities said, but an Edison Co. spokesman said a 4,000-volt line was cut, knocking out pow-

er to a block-square area for several hours.

Frank Gallagher, Fire Department battalion chief, said "many qualified people at the scene said the engine was missing badly after takeoff" from Long Beach Airport at about 4:30 p.m.

Marv Smith, 49, of Fountain Valley, a friend of Renfro's, said both men were members of the Experimental Aircraft Association, Chapter 7, based in Norwalk.

Smith said the single-place airplane was a custom-built sport aircraft known as a Starduster SA-100. Renfro had built and owned an identical airplane, Smith said, and had

logged about 1,000 hours in that type plane.

Renfro had "thousands of hours" flying time, Smith said, adding that Renfro was a World War II pilot who had flown as a ferry pilot in the China-Burma airlift.

Smith said the small plane with staggered wings was worth about \$8,000, and was only about a year old. It had been relicensed only two months ago by the Federal Aviation Administration, he said.

The plane was owned by Bob Schmidt, a Western Airlines pilot.

Bob Conlon, 32, of 246 E.

(Turn to Back Page, Col. 1)

PRESS-TELEGRAM (PM)  
Long Beach, Calif., Mon., Jan. 8, 1973

## PLANE

(Continued from Page A-1)

49th St., Long Beach, a stockroom clerk for McCulloch International Airlines at the airport, said he and several friends were in the hangar when the plane took off.

"It sounded like he blew the engine on takeoff," Conlon said. "We all agreed he had enough room (on the runway) to make a landing."

Smith said he felt Renfro had picked the area where the plane crashed, knowing he might be killed but making sure that no one else was hurt in the crash.

Renfro was co-owner of Citizen's Communications Center at the airport, dealing in aircraft radio systems.

## We Shall Remember Them

**FLOYD ALLEN** (EAA 48320), Shreveport, Louisiana. Died August 5, 1972. Mr. Allen was an active member of Chapter 343 at the time of his death.

**GORDON RENFROE** (EAA 15799), Long Beach, California. Died January 8, 1973. Mr. Renfro was 1972 President of Chapter 7, Fullerton.

**ROBERT WORSTER** (EAA 32218), North Liberty, Indiana. Died January 16, 1973. Mr. Worster was an active member of Chapter 132, Elkhart, Indiana at the time of his death.

**WILLIAM A. FLEMING** (EAA 48372), Shreveport, Louisiana. Died January 18, 1973. Mr. Fleming was a Charter member of Chapter 343, Shreveport.

**CHARLES F. HOLZER** (EAA 29462), East Palestine, Ohio. Died recently. Builder of the V. W. Loupe Longster.





# C & R Aircraft

- Flight Monitor System
- Wicker Seat Restoration



P. O. Box 281...Quincy, IL 62306-0281...(217) 242-5967

December 21, 1994

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

Dear David:

Enclosed are samples of our Headset Strain Relief Clip and Open Cockpit Safety Lanyard. I have also included a complete information packet. A few months back I sent you samples of the Flight Monitor System.

With open cockpit aircraft, as you well know, there is a problem keeping the chart in the airplane. We are currently testing a reinforced plastic sleeve which could be attached to the airplane with the lanyard. I will keep you posted if we decide to market it.

We were very pleased to have been featured in the December, 1994, issue of U. S. Aviator magazine with our Flight Monitor System (even if they did give it the wrong name) and our Headset Strain Relief Clip.

I also mailed Bill Clouse an ad for the "Starduster Magazine" and a subscription renewal. I know it has been a few weeks since we talked on the phone and I would like to apologize for taking so long to get these things to you. Since mid-September I have needed to be twins. My consulting business is growing and the spot in "U. S. Aviator" has certainly increased my work load. We are shipping all products the day after we receive the order. That is the standard I find acceptable.

I hope this finds you and your family happy, healthy, and ready for the holidays.

Sincerely,

Robert C. Rogers, President

## TECHNICAL TIPS

### RECORD KEEPING IN THE AIR AND ON THE GROUND

My good friend Bob Rogers of C & R Aircraft recently sent me some information and samples of his flight monitoring system, headset strain-relief, and open cockpit safty lanyard. I have not as of yet fully tested these items, but I have included them in this issue of Tech Tips.

I cannot agree more, that some type of record keeping is a must both in flight and on the ground. If you have been a subscriber since I started as editor, then you will probably remember the article I wrote about cross country flying in open cockpit biplanes, that was printed in the April 1991 issue of Starduster Magazine. As well as the check list for annual condition inspections supplied by David Heal, a current Starduster Too owner, and printed in the October 1993 issue of Starduster Magazine.

For local flying a yellow 3x3 post-it note pad attached to the radio box along with a pencil on the end of a string does very nicely in handling Atis info, frequencies, and squaks. Along with a strip of white tape stuck on the side of you cockpit that lists all the local airport frequcies, TPAs, and runway info.

As for long cross country flying, a small inexpensive clip board which can be converted to strap on to your leg does very nicely in holding important information pertaining to your cross country flight.

Many years ago while flying on the GI Bill, my flight instructor came up with a flight check list for VFR cross country flying. I have since modified this list to suit my needs and two of these pages fit very nicely on an 8 1/2x11 sheet of paper. Add a copy machine and you have an inexhaustable supply.

I have used this system so much that all I have to do is go through my stack of past check sheets and find the ones pertaining to the intended flight, check the information with the current sectional, make the necessary changes and I can use them over and over again. I use one check sheet for each leg of the trip, and may have 5 or more of these completed along with current maps for the intended flight.

Also you can fold up the bottom half an add your altitude and heading which becomes very handy to have and fly with, in the event your navigation system quits and you have to revert to pilotage and dead reckoning. I also carry extras in the event I have to divert due to weather or other problems.

The page sizes of Bob's monitoring system and mine are almost exactly the same. However my text is verticle instead of horizontal. I also think that there is more information on his VFR flight monitor check list than is needed in our type of aircraft. However for any modern four place aircraft his system is as good or better than most, but add Loran or GPS and you have in most cases more information than you have time to use. The more complex the information, whether it is in a data base or on a printed card means more time spent with your head in the cockpit rather than looking outside.

I think many of the new GPS's with all the info in North America regarding airports and airspace is wonderful to have, but if over used can degrade the safety of flight while in the air. This is only my opinion.

For aircraft usage a small pocket note book kept in your airplane works well for date, airports, tach or hobbs time.

For flight and annual expenses, I personally do not keep track of it as it would probably scare me as well as make my flying less enjoyable. I fly for fun, it is my hobby and a satisfying as well as challenging one at that. I fly my airplane on average around 180 hours per year. Much more than most pilots fly period, it is my only hobby. That is why I am able to afford to do so. If I had a partner or used it in a business the expense record keeping would then become very important, but for me currently it is of little value.

**Aircraft Maintenance Monitoring** - Again this is of little interest or value to me. I think the normal aircraft, engine and propeller log books accomplish the same task and coupled with a good annual inspection check list leaves little to chance. As well as an accurate and permanent record.

In summary the flight monitoring system in my view is good, and in one form or another has been around for many years, but for our type of open cockpit flying with relatively small areas to work in might require an edited version of this and perhaps Bob will do so.

Other items sent to me by Bob Rogers were head set strain relief clip and open cockpit lanyard. I think the strain relief clip could be of use as I have personally repaired broken head set wires on more than several occasions and certainly think this little unit could minimize that problem.

As for the lanyard I think there are items and situations where this would be of great benefit. I.E. handhelds, radios, Lorans, or GPSs. As well as cameras and video cameras. I don't know about flight guides, maps or glasses. My airplane due to small cockpit size and windshield set up is not very turbulent in either cockpit.

But if you get a map up about shoulder height it can be ripped or pulled out of the cockpit. On other Starduster airplanes that I have flown in it can be very different. In my airplane I can put a folded map on my knee and it will stay there. In others it is gone or down by your left rudder pedal. So the choice is yours based on your needs.

I would certainly like to thank Bob Rogers for sending me these items to share with our readers and hope he does not feel that I have been overly critical in evaluating them, but again it is only my opinion.

D.C.B. Editor

On the following pages are copies of Bob's monitoring system. As well as other items he offers reproduced for your consideration. The last one is of my cross country VFR check list and a sample on how to use it.







# VFR CHECKLIST

COMM FREQ

TIME OFF:

ATIS APP TWR GRND CNTR CTAF IDENT

ATIS	APP	TWR	GRND	CNTR	CTAF	IDENT

25

NAV FREQ

SQUAK

WIND

		/ /
		/ /

NOTAMS

AIRPORT INFORMATION

SL

TPA

N

BLANK  
SAMPLE  
BY DAVE BAXTER  
EDITOR S/O MAGAZINE

# VFR CHECKLIST

COMM FREQ

TIME OFF: 1000A

ATIS APP TWR GRND CNTR CTAF IDENT

12765	118.1	119.3	121.7	124.5	122.85	HIO
		119.1	121.9	124.4		SLE
125.2	119.6	118.9	121.7	125.8		EUG
					122.8	RBG
127.25	124.3	119.4	121.7	125.3		MFR
124.1		119.8		120.4		RDD
				120.4	123.6	RBL

NAV FREQ

SQUAK

WIND

PDX 116.6	1463	6 1240 / 8
UBG 117.4	7700	8 1270 / 15

NOTAMS SIGMET ALPHA 4 AIRSHOW IN PROGRESS.

AIRPORT INFORMATION

SL

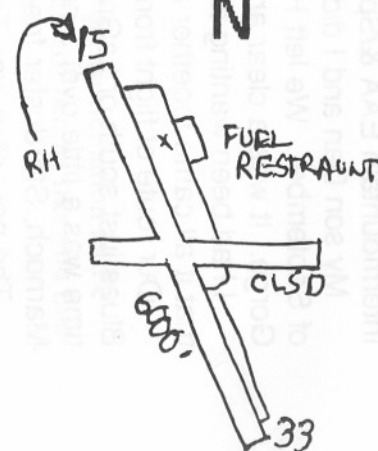
TPA

349'

1400'

FSS ON FIELD

RBL





**Heber Valley Fly-in**  
**September 23-24, 1994**

Several significant things occurred during our trip to the ninth annual Utah State Intermountain EAA &/Sport Aviation Fly-in.

My son Dan and I did not get off until fairly late Thursday morning on the 22nd day of September. We left Hillsboro, our home base, flying east through the Columbia Gorge. It was a clear and beautiful flight with winds from bad to light and variable.

I had been wanting to attend this fly-in for the past several years, and was happy that it all came together and that I was finally in there air and on my way.

Our route of flight from the Gorge, was almost direct to Baker, OR, crossing the Blues just south of LaGrand and overflying Ontario to land in Nampa, Idaho. Our flight time was a little over 3 hours. After fuel and a pleasant lunch with Ian & Linda Marnoch, Starduster friends who live in Nampa, we were off again.

The next stop was Twinn Falls, Idaho and then onto Salt Lake Airport #2. The usual squak and radar contact at Promitory Point with Salt Lake approach followed by descend and maintain 7,000 feet west of Antelope Island, and service terminated with the airport insight.

The trip over the lake was a little bumpy, but very clear. It is an awesome sight at high or low altitude. My good friend Weldon Glines, although retired was still helping the person who took his place and was unable to greet us that afternoon. And since we imposed on him and his wife Doreen, we elected to stay with my sister and brother-in-law Lance & Trudy Andrews. Although Lance was out of town I did get to check his progress on the Skybolt he is building, very nice work too.

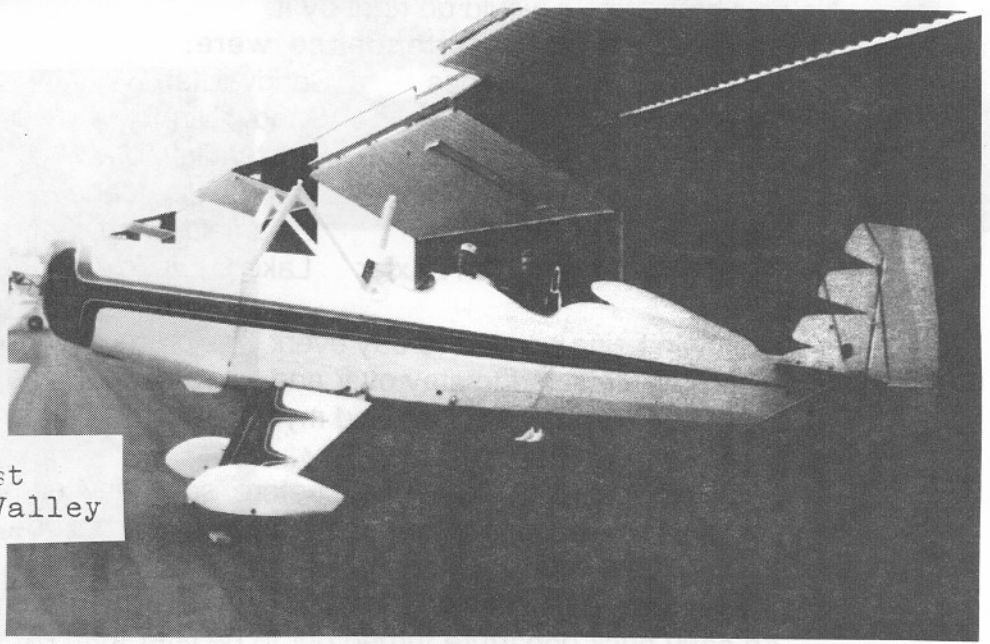
After many calls to Glen, Weldon and Bryant Anderson to advise them of our arrival, I then called my friend George Rice who lives in Monroe, Utah. We had earlier discussed the possibility of my accompanying him to Corona, CA that weekend. He had just recently finished a paint and touch up job on the original prototype Starduster Too N1300S that was built by Lou Stolp, and was going to deliver it to California that weekend.

I wanted very much to go with him and was understandably torn between these two events. After a tough decision I decided to stay and attend the Heber event. But early the next morning I did fly 100 miles south to Richfield to see George and take pictures and video of our two planes together, I then flew with him for a short time as he departed to the south and I took some more pictures and video. For those of you who have never flown over this part of the country, it is very beautiful. The colors at that time of the year are spectacular.

The trip back to Spanish Fork and through Provo Canyon is certainly one of the reasons why people fly. The Heber Valley as well as Midway and Park City on the west edge of the Rocky Mountains is really something to see.

Although the Heber Valley Fly-in is held late in the year it is well attended. Bryan t Anderson and his wife had originally invited us to stay with them in their home in Midway, Utah. But had also planned on relatives staying with them that same weekend. So all of a sudden our home for the next several days became Bryant's travel trailer that he was so thoughtful to bring to the airport, Starduster people are great.

N1300S The second Prototype S/D Too built by Lou Stolp and Starduster employes 1968 picture taken at Richfield UT Sept 94 prior to departure for Corona CA for owner J Winer



Bryant Andersons S/D Too almost finished on display at Heber Valley



N129DK 15 North of Heber Valley departing for Twin Falls ID Wasatch Mountains in the background



Bryant's airplane is almost finished with wings and fuselage all painted. All that's left is some plumbing, wiring and rigging. I certainly hope to see it at the Starduster Open House or at Wautoma during this upcoming summer.

The fly-in was, as most are, very enjoyable. The food, the people and the airplanes were all great. And even though there was no organized flying events scheduled, Craig Hoskins did his aerobatics routine off in the distance in tribute to EAA members who have passed on.

There were a number of RV-4's and misc. home built as well as a restored British Vampire Jet, a P-51 Mustang and several T-6's. There was quite a bit of flying and ride giving, as well as sail plane flights. I was able to see my old friend Don Knauts of Idaho Falls. The former owner and builder of N129DK a beautiful Starduster Too now owned by Nolan Getsinger, also of Idaho Falls. I was very happy for both Don and Nolan, that is to see his airplane go to someone who will appreciate, fly and take care of it. Don could have gotten more money, but instead chose to sell it to his good friend Nolan who he knew would do right by it.

**Starduster Aircraft in attendance were:**

N31DW	Weldon Glines	Sandy, Utah
N34LG	Glen Olsen	Sandy, Utah
N63BR	Bob Barney	West Valley, Utah
N129DK	Nolan Getsinger	Idaho Falls, Idaho
N585AG	Grant Cunning	Clearfield, Utah
N96576	Dave & Dan Baxter	Lake Oswego, Oregon

The fly-in being only a two day event was pretty much over by late Saturday afternoon. We elected to stay over and leave early Sunday morning. This allowed for dinner with Nolan, Bryant, Dan and myself at one of Heber's fine Swiss restaurants, again very enjoyable.

Nolan had camped out the night before, so we invited him to stay in Bryant's trailer with us, so that we could all get and early start the next day. Although Heber is almost 6,000 feet above sea level, and in late September it's still pretty warm during the day, but it sure does get cold when the sun goes down.

An early brisk departure turned out to be later than expected as Nolan had agreed to giving someones wife a ride and was surprised to find out she was a very big girl, all went well and we were soon on our way. Bryant arrived just after we departed and talked with me some on his hand held as we circled for altitude in the Heber Valley.

Our route of flight was northwest to Coalville, UT up to the pass just east of Ogden and then out over Tremonton and across the north end of the Great Salt Lake. I had talked Nolan in to having breakfast with us at Twinn Falls, Idaho so that we could fly together and although it was a little out of his way he agreed. It turned out to be one of the most enjoyable flights I can remember. I took some pictures of his airplane with the beautiful Wasatch Mountains in the background. The company, the beautiful weather and spectacular view, what an experience.

After breakfast and fuel we departed for Burns, Oregon and Nolan was off to Idaho Falls. We were able to talk to each other for sometime, neither of us wanting this experience to end. But they always do.



# PART COUNSEL

Our trip west from Twinn Falls and south of Boise, Idaho was uneventful until about 60 miles east of Burns. We had very poor visibility due to forest fires. I tried to climb up over it, but gave up at about 12,500 feet and returned to our previous elevation of 6,500 feet and eventually started to clear as we approached Burns.

From Burns it was onto the Sun River Resort and restaurant, good food and friendly people. I intentionally picked these two airports in keeping with my long range goal. Which is to land my Starduster at every airport in Oregon that has a 2,000 hard surface runway before I quit flying. And although I had been to Sun River on several occasions, I had never been there with N96576 my Starduster Too. Our flight from Sun River to Hillsboro took us across the Cascades, just southwest of Mt. Jefferson and east of Detroit Lake. It was dusk now and my son Dan got some beautiful video of of the mountains as well as the sun going down.

The last hour of our flight was well after dark as we landed in Hillsboro, Oregon our home base. The perfect end to a great weekend and 17.5 more hours on N96576.

D.C.B. Editor

## NINTH ANNUAL UTAH STATE EAA/SPORT AVIATION FLY-IN HEBER VALLEY SEPTEMBER 23 / 24, 1994

Featuring a wide variety of aircraft. Home-built from kits, restored older aircraft, custom built and self designed planes, and well-maintained military aircraft. New factory manufactured aircraft will be on display and demonstrated.

\*\*\*\*\*

The old time pilot turned his eyes to the sky  
While he dreamed of flying forever  
He thought of the times he had chased the sun  
and the times he had defied the weather  
He felt in his soul the life of the stick,  
The kick of the rudderbar,  
the play of the wind 'neath a sturdy wing...  
and the sight of the evening star.  
(Author Gary E. Gulick)



\*\*\*\*\*

## Hap Gets His Rangeduster N26AH

My good friend Hap Schnase, after a long time love affair with the Starduster Too, has finally become a proud owner. This past year I had told him about several airplane projects I heard about from all over the country.

Hap would then make the usual investigative decision - not what he wanted, to much money or poor quality workmanship. So after moving from Moses Lake, Washington to Scappoose, Oregon this past July, he had a conversation with my son Dan regarding Al Hoopers well built but unusual engined Starduster Too. This rekindled his interest in the airplane.

I had told him about it earlier, but he like the others I had told him about wasn't quite sure about the 200 HP Ranger in the Starduster Too. It was to heavy, it used to much oil, you couldn't find parts and it was an antique. But the price was right. So a deposit was sent, and he asked me if I would accompany him to southern California to the Chino Airport to help him check it out and to fly it home if the purchase was made.

I of course was glad to help. So over the Labor Day weekend we flew to John Wayne Airport where Al Hooper picked us up. From there it was onto Chino Valley Airport. The inspection went very well. I had seen this airplane at the 1991 Starduster Open House and had taken pictures and video of it at the time. I remembered what a beautiful and unusual airplane it was.

I had told several people that it was unfortunate that Al has been fighting a bad case of cancer the last several years, and had only been able to fly the airplane about 50 hours TT before he lost his medical. This resulted in it sitting for a long time.

The airplane had a great coat of dust, plus some tape separation on the lower wing panels. But other than that it was very much like I remembered. It was well built with red paint and black trim and was given much attention to detail. All of these things help make it a very attractive airplane.

I did a short test flight with Al out over Corona and Lake Matthews, and other than being much heavier than mine it performed quite well. Although it did get a little interesting on our return trip to Chino, as our borrowed hand held radio quit working. This little incident caused us to land at Corona instead of Chino.

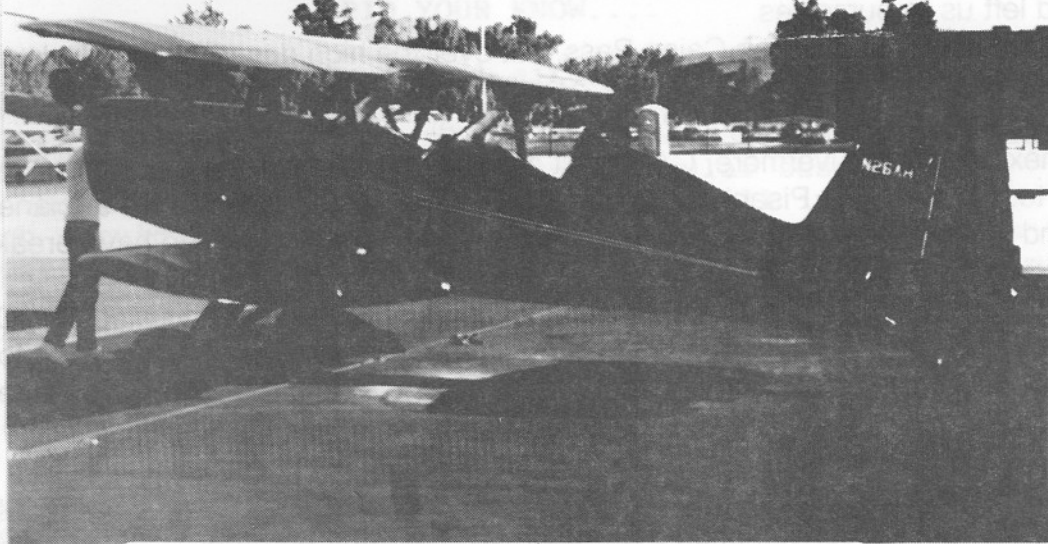
After a quick call to the tower, courtesy of Ken Brocks telephone, we explained the problem and were told to enter left base and look for a green light, which we did.

Hap and Roy Oleson, Al's next door hangar friend, were starting to wonder what happened to us. The reason we were using a handheld was because Al had sent the Terra radio in for repair the week before and it was supposed to be back by Saturday in time for our departure the next day.

After landing I told Hap that I couldn't find any reason for him not to buy the airplane. So he then became the proud owner of N26AH, an airplane appropriately named the Rangeduster.

Our departure from Chino did not take place until Saturday afternoon due to the radio delay and visibility. The radio worked okay but visibility was only one mile that morning and only got up to three miles by noon.

On our departure, Han and I were accompanied by Roy Oleson and Al Hooder. Roy's beautiful Stinson Topper was also present. He was also of great help during the purchase and refurbishing of this airplane. Our route of flight was over Corona, CA along highway 91 past the Riverside-ATA and over the old Norton AFB which is now the San Bernardino International Airport. However no services or anything else yet. This is where Al and Roy turned back and left us on our way home.



N26AH At Livermore CA Enroute home to Scappoose OR Range Duster an Interesting Modern Day Antique



N411TM A Beautiful S/D Too owned by Roy Oleson of Chino CA Nice guy much help picture taken at Chino Airport



On our departure, Hap and I were accompanied by Roy Oleson and Al Hooper in Roy's beautiful Starduster Too N411TM. Roy has done a marvelous job in refurbishing this airplane. He was also of great help during the prepurchase and departure.

Our route of flight was out over Corona, CA along highway 91, past the Riverside ATA and over the old Norton AFB, which is now the San Bernardino International Airport. However no services or anything else yet. This is where Al and Roy turned back and left us to ourselves.

The trip took us up through Cajon Pass, out over the high desert, across Palmdale and Lancaster. It was pretty uneventful, as well as our route across the Tehachapies and Bakersfield, finally landing in Porterville for fuel.

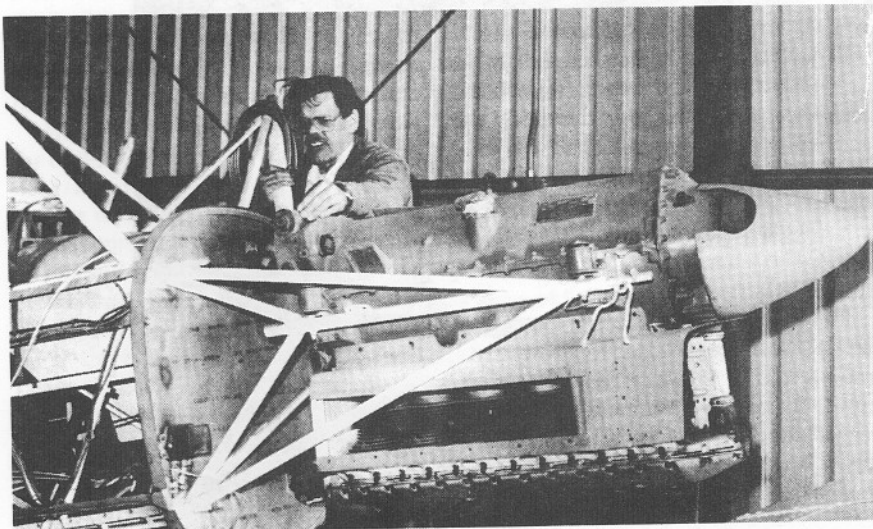
Our next stop was Livermore, CA to visit and stay overnight with Les Homan. We also got to visit with Bob Pisani and Mike Mattei. Since I last saw Bob his airplane has flown, and I hope to see him at the Open House. We were also able to have breakfast with my daughter Debbie.

We departed Sunday morning and made stops in Red Bluff, CA and Medford, OR for a great dinner at Medford's Airport restaurant. Our next stop was Aurora, OR for an oil check and a little fuel as we only had a short hop to Scappoose, OR. We landed there just after dark.

The flight was uneventful and as always a great experience. The airplane is somewhat unusual to fly, in that I had been told all sorts of things about temperatures, engine RPM's and oil consumption that mostly went out the breather. The airplane had very low hours and had been setting for several years. It is however somewhat different than mine, mostly due to the added weight and the different cockpit setup. But with the controllable prop it seemed to scoot along a little faster than mine.

I am now looking forward to Hap and I being able to attend fly-ins this next summer and congratulations to him a new Starduster (Rangeduster) owner.

D.C.B. Editor



Al Hooper of Costa Mesa, California, has installed a 200-hp Ranger—originally flown in a Widgeon—on his Starduster.

Oscar Bayer



Starduster Too  
N490B

1 DECEMBER '94

DEAR DAVE -

SORRY TO BE SO SLOW IN GETTING THIS TO YOU, I TURNED RIGHT AROUND AFTER GETTING HOME AND TOOK JEANNE ON A 20 DAY CAMPING TRIP TO BRITISH COLUMBIA AND THE CANADIAN ROCKIES - BY LAND THIS TIME.

ANYWAY HERE IS A "SHORT FORM" RUNDOWN ON MY TRIP - I SENT A MORE EXPANDED VERSION TO KIT PLANE'S MAG IN HOPES THEY WILL SEND ME SOME GAS MONEY FOR USING IT.

NO BIG TRIPS PLANNED YET ALTHOUGH I DO HOPE TO GO TO MULEGG, MEXICO WITH LES HOMAN SOME TIME IN APRIL - ALSO HAVE IN THE BACK OF MY MIND TO FOLLOW LEWIS + CLARK'S ROUTE FROM ST. LOUIS TO ASTORIA - MAYBE AFTER WAUTOMA NEXT YEAR!

ANYWAY HAVE A FINE HOLIDAY + WILL SEE YOU AT THE SPRING STARDUSTER FLY-IN.

REGARDS -

*Oscar*



THE SAGA OF CIRCUMNAVIGATING THE 48 CONTIGUOUS UNITED STATES IN A STARDUSTER TOO, FLOWN AS CLOSE TO THE BORDER/COAST AS POSSIBLE WITHOUT OVERFLYING CANADA OR MEXICO.

I departed San Luis Obispo, CA on 21 July 1994 in my Starduster TOO, N490B flying inland some due to fog at the coastline. I stopped at Santa Rosa, CA and Rohnerville, CA for fuel and spent the first night in Cottage Grove, OR. The 2nd day my fuel stops were Shelton, WA and Blaine, WA which was the first of the 5 "corners" of the '48. I ran into Don Fouth of Port Townsend, WA at Blaine, in his Starduster TOO N357DS. I flew on to Omac, WA for gas and then into Bonners Ferry, ID for the night.

On Saturday the 23rd I flew over Logan Pass in Glacier National Park and into Cutbank, MT for gas. The next stop was Turner, MT where I couldn't find anybody to sell me some gas, so I flew 65 miles southeast to Malta, MT. On Sunday, it was on to Williston, ND for fuel and into Langdon, ND for the night, Monday I stopped in Baudette, MN for lunch and gas and then on to Cloquet, MN, just west of Duluth where weather shut me down for the night. By Tuesday noon the 26th the weather picked up enough to fly on into Wautoma, WI with an intermediate fuel stop at Rhinelander, WI.

While at Wautoma I did some local flying with the other Starduster/Acroduster folks and gave a couple of "Young Eagle Pilot" rides on Sunday. Although rather small, the gathering of Stardusters was well done, the Banquet on Sunday night well attended and the flyby at Oshkosh much better than last years. Bill Clouse did another fine job of organizing the affair.

On Monday, 1 August, I flew back north toward Canada with the intention of stopping at Marquette, MI for fuel but I had to turn back to Iron Mountain, MI due to IFR weather that didn't break up as advertised. I then flew on across northern Michigan to Cheboygan, MI for more fuel and the night. The next morning I flew on south along the shore of Lake Huron to Howell, MI, past Cleveland to Ashtabula, OH for gas and then into Dunkirk, NY for the night. Here I joined up with Bill Clouse who arrived the day before me. We had a pleasant evening over dinner.

On August 3rd, wednesday, I flew up over Niagara Falls and then east along Lake Ontario to Sodus, NY and Massena, NY, both for gas. From here I turned east again and over flew northern Vermont and New Hampshire and into Rangeley, ME for the night. On thursday I flew north over Maine to Frenchville, ME the 2nd "corner" of the '48, then on south along the border to Bar Harbor, ME and Rochester, NH for fuel, then around Boston to Mansfield, MA for some R & R.

I stayed in Mansfield for the next 10 days visiting with family and doing some local flying including a trip over to Plymouth to see the Mayflower from the air. I also managed a trip into Boston to see the Red Sox play.

The 15th of August turned out very nice weather-wise so I flew on down to New York, down the Hudson River to the Statute of Liberty at 900' and then into New Jersey to Lakewood for gas. From here it was on down over Atlantic City to Melfa, VA to spend the night. On tuesday the 16th I overflew Norfolk, VA and on into the First Flight Airport near Kitty Hawk, NC. I took some pictures, walked around some and then jumped over to the Dare County Airport, about 10 miles away for fuel. My route then took me over the Outer Banks past Cape Hatteras, NC and into Southport, NC.



On the 17th I stopped at Hilton Head, SC and Bunnell, FL for gas before flying into Boca Raton, FL to finish off the day. The morning brought some of the best weather on the trip, only scattered clouds and 15+ miles visibility so I flew down the Florida Keys to Key West (the 3rd "corner") and then back up the keys and over across the everglades to Marco Island, FL on west coast for fuel and lunch. Then it was north along the shore line past Tampa-St. Petersburg to Crystal River, FL to finish off the day.

Thursday the 19th I flew to Tallahassee, FL for gas and then southwest to the Gulf Coast and into Gulf Shores, AL for a hamburger and more fuel. I followed the coast line past Biloxi, MI and into Hammond, LA just north of New Orleans. The next day I turned north and after stops at Crossett and Warren, AR flew into Benton, AR just south of Little Rock for a 5 day visit with son John and his family. I managed to give a few Starduster rides while there.

I left Benton on the 26th flying south to the coast again, after a fuel stop at Pollock, LA where I met a fellow who was flying a model Starduster TOO (radio controlled) out of the same airport. Along the coast I passed the Sabine River where it flows into the Gulf of Mexico and into Texas where I landed on Galveston Island for gas before flying around the west side of Houston and into Hooks Airport to visit with George Remin, owner of N7X, the round engine Starduster TOO built by the late Wil Neubert. I gave Georges' son a short ride in my aircraft as he is busy restoring N7X.

Saturday the 27th I left Houston and flew down along the coast to Robstown, TX for gas, however they didn't sell any on the weekends, so I flew 10 miles to Bishop, TX and they didn't have any gas! so back in the aircraft and another 15 miles on to Kingsville and finally got some. From here I flew on down to Brownsville, TX (the 4th "corner" of the '48) but couldn't land due to a very active T'Storm over the airport, so I turned northwest along the Rio Grande River and landed at Rio Grande City - once again NO GAS. Well, I mounted up again and flew on up to Laredo, TX another 75 miles up the way and gave it up for the day.

Sunday however, was a really good day. I stopped at Del Rio, TX, Alpine, TX and El Paso, TX all for gas and then flew on across New Mexico and landed at Douglas, AZ. On Monday the 29th of August I crossed the remainder of Arizona with a fuel stop at Gila Bend, and on into Brown Field, San Diego, CA - the 5th and last "corner" of the '48.

Tuesday the 30th was another typical Southern California day with coastal low clouds and fog however I was able to get airborne about 11 AM and flew up past San Diego, just to the east of Los Angeles and into Camarillo, CA for lunch. From here it was a short hop on up the coast into San Luis Obispo and home.

To sum up - I was gone 41 days, 21 which were spent flying enroute. I covered approximately 9220 nautical miles (10600 statute miles) in 98.2 hours block to block. I also flew 8.7 hours locally at Wautoma, Mansfield, Benton and Houston. I landed at 62 different airports, burned 826 gallons of gas and 5 quarts of oil, not counting the oil change at Mansfield, MA.

# 15TH ANNUAL STARDUSTER OPEN HOUSE

WHEN : MAY 5th, 6th and 7th, 1995

WHERE : HEALDSBURG MUNICIPAL  
AIRPORT 10 MILE,NORTH OF SANTA ROSA CALIFORNIA.

WHY : FLY, FOOD, FUN AND FRIENDSHIP.

We would like to fill Healdsburg with biplanes, Stardusters, Acrodusters, V-Stars, Starlets or any homebuilt enthusiast. We would love to see you there with your airplane. Come help us celebrate our 15th anniversary. please join us for a weekend of fun. Camping will be allowed on the airport.

Please let us know if you plan on attending.

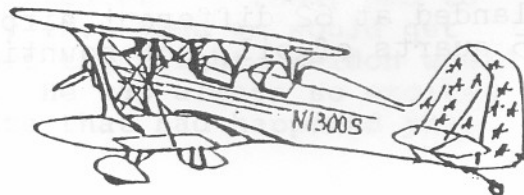
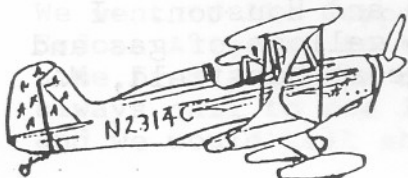
Bill Clouse 1-800 833-9102

Dave Heal 1-707-838-0261

Bill Cannam 1-707-523-1977

Bob Bruner 1-707-527-5508

If you plan on staying at the Dry Creek Inn, the Fairview or the Healdsburg Inn reservations should be made in advance. We certainly should not have the problem we did at Sedona, rooms here are not in great demand at this time of year.



1995 STARDUSTER OPEN HOUSE  
 FRIDAY, MAY 5th, SATURDAY, MAY 6th, and SUNDAY, MAY 7th

Wheels are currently in motion to have our open house at Healdsburg California Municipal airport, 10 miles north of Santa Rosa, California.

Several Starduster and Acroduster owners and builders have graciously offered to help put this together.

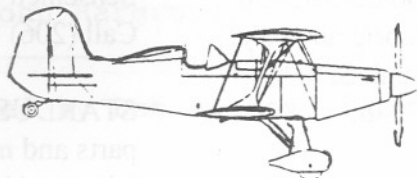
Tentative plans are for Friday arrival. Friday evening, some sort of dinner for early arrivals. Saturday morning, dawn patrol (ala Dick Lucas) to Nut Tree and return. Saturday, more arrivals, local flying, rides, mass flight over Golden Gate Bridge, also have a get together with a local Model "T" Ford club, pictures with your airplane and favorite Model "T". Saturday evening, dinner and maybe a guest speaker(?), entertainment and awards. Sunday morning, breakfast, local flying. Sunday noon, departures home.

The exact details will be worked out over the next several months.

Healdsburg Municipal Airport is approximately 75 miles north of San Francisco International Airport in the beautiful Sonoma Valley wine country.

Weather for these dates should be good. There are well over 50 Starduster type aircraft in the Bay area, so we should have an excellent turn out. So please plan on, and make every effort to attend. These dates should not conflict with : Paso Robles, Camarillo, Corning or Watsonville.

D.C.B. Editor



**HEALDSBURG MUN. 031.**  
 300'. 3NW. 38°39' 2" N 122°  
 53.9' W. (707) 433-8540. Att  
 days F80-100. S5. KSRO 1350.  
 314°/14 Ctn: Ultralghts. Mtns  
 NE. Hill ry 31.

**CTAF**  
 U-122.8

**TPA**  
 MSL 1200

Office  
 433-8540 Park  
 Chv 80-100  
 Maint

L2107

**FSS: OAKLAND**  
 (800) 345-4546

VOR	FREQ	RAD NM
STS	113.00	318° 10
ILA	114.40	222° 47

**HEALDSBURG— Healdsburg Municipal (031).** Location: 3 mi NW of city. Coordinates: N38-39.21; W122-53.97. Telephone: 707/433-8540, 431-3309. Hours: 8 am to 5 pm. Elevation: 278. Pattern altitudes: 1300 MSL all aircraft. Runways: 13-31 2,707 X 60, asphalt; lights MIRL; road ry 13; hill ry 31. Fees: Parking: overnight. Approaches: (VFR). FSS: Oakland 122.5, 122.2. Comm freq: UNICOM/CTAF 122.8. Charts: San Francisco. Noise abatement: Tgl's lmt'd to four acct dly; observe noise abatement signs. Restaurants: nmrs. Lodging: Dry Creek Inn 433-0300; Fairview 433-5548; Healdsburg Inn 433-6991. Local attractions: nmrs wineries. Notes: Right t/c ry 13; ry 31 downdrafts apch end. Ballooning. American Aircraft Painting: 707/433-5802. Hours: 7 am to 4:30 pm. General services: aircraft painting. Healdsburg Aviation, Inc.: 707/433-8540. Fees: Landing/parking. Hours: 8 am to 5 pm Mon thru Sat; 9 am to 4 pm Sun. Fuel: Chevron 80, 100LL.



# CLASSIFIEDS

ADVERTISING CLOSING DATES : DECEMBER 1, MARCH 1, JUNE 1, & SEPTEMBER 1.  
CLASSIFIED ADVERTISING RATES : \$3.00 PER COLUMN INCH, MINIMUM CHARGE \$3.00.  
MAKE CHECKS PAYABLE TO STOLP STARDUSTER CORPORATION. THANK YOU.

STARDUSTER TOO - 325 TTSN, 200 HP IO-360, 503 TT, CS Prop, inverted fuel & oil. Terra Nav/Com, King Transponder encoder, intercom. Beautiful airplane, always hangared. \$29,500. Call (909) 792-8826.

STARDUSTER II, 1983 - TT246.0, Lycoming O-435A2, 7OSCOH, performance roll rate, latest model landing gear, new paint, fresh annual. Always hangared. \$29,500. Greg (818) 515-3804 or (805) 579-7985.

1971 STARDUSTER TOO, OPEN COCKPIT BIPLANE - 185 hrs TT, 160 HP Lyc. 180 SMOH, August annual, intercom, Com 11A, \$19,000/OBO Call (317) 852-6646.

STARDUSTER II - 177 TT, 100 SPOH, 450 SMOH, 230 HP Cont., 4 year fabric and paint, new Scott TW, mags, tires, annual, \$28,900, possible trade. Call (216) 499-7046.

STOLP STARLET PROJECT - Fuselage on gear, wings, tailfeathers, \$2,800 OBO. Also Lyc. O-235C, 100 HP with accessories, "0" SMOH, \$6,300. Call John (412) 346-2953.

STARDUSTER TOO - O-360, constant speed, 275 TTSN, canopies, intercom, Mode C, Spring gear, nav lights, strobe, cockpit heat. \$26,500. Call (206) 385-2662.

STARDUSTER TOO - Red White and Blue, O-320, 285 SMOH, annual Sept. '94, intercom, electrics, 2 radios, tanks, chutes. \$23,000. Call (703) 347-5280.

STARDUSTER II - 650 TTA&E, New Stits cover 1986. KX170B, ADF, xponder, gyro panel, Lycoming O-360, Hartzell C/S prop. Nav & landing lights, strobes beacon, aux. tank, Cleveland wheels and brakes. Wheel fairings, inverted oil system. Best Starduster Too at Oshkosh '87. New annual. Call (414) 836-2969.

ONE OF A KIND STARDUSTER 220 - 110 SMOH 4-93 xponder, intercom, clevelandads, sale \$39,500. Trade considered, RV-4, Glasair TD, Super Cub. Call (713) 538-1594.

1975 STARDUSTER TOO - SA-300, O-360-A1A, 180 HP, 55 HRS SMOH, Sensenich fixed pitch prop. \$26,500. Call (206) 852-3537.

STARDUSTER II - You could not buy the parts and material and pay \$1.00 per hour labor and build a comparable Bi-plane. Continental O435 190 HP engine makes this a goer. 470 hours on engine and airframe. \$29,500. Call (918) 825-2121.

STARDUSTER SA-100 TWO PLACE - O290D, 720 Collins, Scott tailwheel, intercom, hangared, low hrs, looks, flies great. Redding, California. \$17,500 OBO. Call (916) 244-3074.

STARDUSTER TOO ALMOST FINISHED - IO-540 290 HP, wings covered and painted, all parts to finish, needs plumbing, wiring, fuselage covered. \$20,000, consider flying aircraft in trade. Call (913) 267-7461.

ACRODUSTER 1 - 870TT, 180 Lycoming, press. carb., Christen inverted fuel & oil system, smoke system, IC-A2 Com radio, starter, alt & Gel Cell, beautiful paint. \$19,000 firm. Call (405) 822-3937, 3837. Will have fresh new annual at time of sale.

STARDUSTER TOO PROJECT. Spring gear, wings, fuselage, tail feathers mostly complete. Have flying wires. \$8500 (Firm) Arizona. (602) 978-0881.

SKYBOLT PROJECT on gear with tailgroup, wing kit and misc. parts. Have video that shows all in detail. \$5500. (402) 336-4314 or (402) 338-5307

HAMELTON STANDARD V210 PROP for Stearman. Came from bamboo bomber. Call Bill Clouse at Starduster for Price.

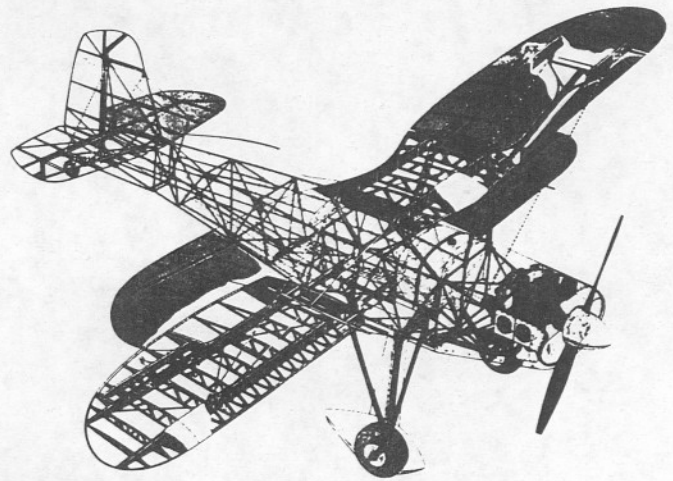
WANTED; 0540 Lycoming case crankshaft and cylinders for mock up on Starduster Too project. (Unserviceable cores would be ideal.) Please call Dan Baxter at (503) 639-8792 with price and whereabouts.

Starduster History : Approximately 100 pages, with color pictures and information about one of the all time favorite homebuilt biplanes. Softbound - \$29.95

Copies of the Technical Tips and Plan revisions that have appeared in Starduster Magazine. \$20.00

Copies of Magazine Articles about the Starduster Too. \$20.00

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



STARDUSTER CUTAWAY. Available in Black & White 18" x 24" for \$5.00. Contact David C. Baxter (503) 639-8792.

STARDUSTER HISTORY DAVID C. BAXTER  
(503) 639-8792

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