

# **Starduster**

MAGAZINE



Dedicated to the  
**ACTIVE Homebuilders**

**October**  
**1996**

Oct 96



COMMENTS FROM "B.C."

What A "Super Charged" Summer, beginning with our May Fly In at Orville, it has been "Balls to the Wall", for me and Starduster Corp.. Modifying Airplanes, Building Parts, Buying, Selling and Receiving, Shipping and preparing for Oshkosh and on the phone too, helping others with their projects - was eager to see the date of departure for Wautoma arrive.

Les Homan came to Flabob early to mount X Country Tank we made for him. We had a crowd leave Flabob Sat. 6:00a.m. . 6 airplanes, Starduster Too- Kenny and Jane Ware, Super Starduster One-Les Homan and Acroduster Too-Yours Truly, compliments, Jim Van Dyke of Pleasanton, Ca. the others, Cessnas 180,195,170 and Bonanza. Original plans were to R.O.N. and party in Albuquerque - with the gang, seven Acft total. 1st refueling was Prescott, Az. - Les and I decided to stop at Grants, N.M. then to Dalhart, Tx, our usual stops. Kenny and Jane stayed with the group.

Les and I departed Dalhart early a.m. and arrived at Wautoma early Sunday afternoon without too much trouble with weather. The rest arrived on Tuesday.

Had very good weather while at Wautoma - People from the East and Southeast had weather to contend with - to get there.

Les Homan put on several good shows for us.

Had an excellent turnout at the Banquet. A great time was had by all - And at the awards, there were some surprises - Two Winners had to leave early (weather) to be at work Monday a.m. Bob Griffin from Ohio - SA300, 2nd place and Jeff Eisenbeiser from "D.C.", "True Grit" award. Other award winners, Grand Champ "Lady Jane" SA300 Kenny & Jane Ware-1st Place. Acroduster Too, Bob and Jeane Hammond, Tonawanda, NY. 3rd Place, Super Starduster, Les Homan, Byron, CA.

Monday a.m.. found the field almost bare of Acft - 3 of us left for New York - Bob Hammond, Max Bennet and I. Two fuel stops and I peeled off at Dunkirk, N.Y. and Bob & Max went on to Niagara Falls and Transit Airpark. Spent a week with family and headed home to Brenda, Flabob Job and Starduster. Made it to Coffeville, KS, 1st day & expected to be in CA next eve, but got derailed by a fuel problem in New Mexico and R.O.N.'s there and got home Wed in time for lunch. took a couple of days off with Brenda and back to Grind Stone on 19th August. Supported Les Homan at the Reno Air Races and he did a Super Job demonstrating his Super Starduster and his "Abilities". He now has the "Fever" - Next year he wants the "Gold". Let's watch him, encourage him and help him, Starduster Will.

Back to work-

Bill Clouse

AKA "B.C." Prez

P.S. Thanks again, Fritz

**STOLP STARDUSTER CORP.**

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# OCTOBER 1996

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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 - Grand Champion Wautoma N311JK Starduster Too, Kenny Ware, 10181 Halawa Dr., Huntington Beach, CA 92646 (714) 546-9758

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BACK COVER - Brand new Starduster Too N49BC, Bob Cavaras, Aero Welding, (514) 479-2771, Grants Pass, OR. First flight 8-22-96 by Hal Averitt also of Grants Pass, OR.

### REMINDER : SUBSCRIPTION RENEWAL

Please mail your checks to Stolp Starduster Corporation. They are due by the first of January 1996. Subscriptions run from January to January of each year. Those who subscribe in the middle of the year will receive all four issues for that year. Current subscription rates for 1996 are still \$12.00 per year. I don't know how much longer we can do this, due to postage, printing and handling costs. By 1997 we will more than likely have to raise the cost of a subscription. Checks should be made out to STOLP STARDUSTER CORPORATION and sent to 4301 Twining St, Riverside, California 92509. Thanks.

D.C.B. Editor & B.C. Prez

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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.

## ODDS & ENDS FROM YOUR EDITOR

As the fly-in season winds down it leaves a little sadness for the biplane pilot. But, in looking back this past summer, all in all it has been a very good one. I have been able to attend many local ones as well as Oshkosh. They are as follows: The NW EAA Fly-in at Arlington Washington, my wing man was Wayne Ensey in N94WE an Acroduster Too. I was also able to leave Arlington that Sunday morning and to fly to Port Townsend for breakfast with Jack Pierson and Don Fauth. Jack has a Skybolt and Don has an Acroduster Too. Our flight up to Arlington and over to Port Townsend was clear, beautiful and uneventful in both directions. My next trip was Oshkosh, story elsewhere in this issue.

I also attended the Antique Fly-in at Evergreen Washington. We were well represented at this function, with four Starduster Toos and one Acroduster Too. I was also able to attend Prosser Washington EAA Fly-in over the Labor Day weekend and the last one I went to was the EAA Fly-in at Grants Pass Oregon, where my good friend Bob Cavaras had just recently flown his new Starduster Too, after almost 20 years of work, pictures on back cover. It is a beautiful airplane. My wing man was Mike Mattei in his Acroduster Too.

While we are on the subject of first flights, congratulations go out to Tom Murray who lives up in New Hampshire who recently had his first flight in his Starduster Too. Also Dan McAlonan and Jerry Rhinehart who attended Oshkosh/Wautoma with their recently finished Starduster Toos. We who have built and flown Stardusters can really appreciate what it takes to do this and recognize your accomplishment.

Many of you may be aware that Les Homan recently raced his Super Starduster One in the Sport Biplane Class this past September. However after winning his Bronze heat race he was bumped up to the Silver race, but that race was canceled due to weather and time. Overall they ended up assigning him the 6th place finish in the Silver due to his heat race speeds. He said he also wants to do it again next year. Congratulations to Les on attempting this demanding sport. His speed around the Reno course was right at 170 mph and to average this you have to be doing around 200 mph in the straight away, look for more on this airplane in our January issue of Starduster Magazine.

Once again I have to apologize to Harv Newman, who I neglected to mention for winning the Best Starduster 1st Place Biplane award at the Merced California West Coast Fly-in. Harv I owe you the best steak dinner one could possibly buy. His airplane N5317Q is powered by a 540 Lycoming, and it is one of the most beautiful examples of the Starduster Too. Another thing I was surprised by was Harv's ability to sing and play the guitar. He could quit his day job, as he is that good and was very entertaining at Merced.

One more thing that happened to Harv's airplane recently was imminent engine failure. Harv has some type of chip or metal detector and apparently it was designed by a friend of his, and when it detects the presence of metal a light on the instrument comes on. It did come on shortly after he took off from his home base, so he returned and landed and when the engine was checked and the accessory case removed, it was discovered that an accessory drive gear was very loose and ready to come off. Good call Harv and obviously the right decision. I would also like to know more about this device, its availability and price. So I leave you with this incident as food for thought to really pay close attention to something different with your airplane, that is out of the norm.

-Fly Safe and Responsible-  
Your Editor D.C.B.

Regarding push pull tubes that are used through out Starduster Aircraft, special attention should be given to inspection of the rod end bearing, primarily those which are cross bolted with number 10 bolts. These rod ends can loosen up over time and should be inspected carefully during annual inspection. So if your control system has extra play in either of the ailerons or elevator, corrective action should be taken or the holes will elongate, thus requiring an oversized bolt. I do not know of any failures, but we certainly don't want any, so check, inspect and correct.

### NEW AC 43.13

The EAA has reviewed and responded to a recently released FAA proposed revision B to the Advisory Circular (AC) on Acceptable Methods, Techniques, and Practices — Aircraft Inspection and Repair (AC No. 43.13-1A). The proposal provides guidance on acceptable methods, techniques and practices associated with inspection and repairs to small, nonpressurized, older aircraft of 12,500 pounds or less. **Comments had to be submitted on or before July 15, 1996.** The FAA spent over eight years in developing this new version of AC 43.13, but provided only 45 days to respond to the more than 400-page AC. The EAA requested a 45-day extension (for a total of 90 days) to the comment period, but at the time of this writing has not received a response. The proposed AC encompasses information on the wide spectrum of aircraft construction techniques used today and is the first update to this AC in 25 years.

This AC is used as a guide for the construction and maintenance of experimental amateur-built aircraft — the fastest growing sector of aviation today — and the many antique and classic aircraft flown by our members. The newly proposed AC adds a significant amount of new information that was not previously covered. EAA had approximately 30 "member experts" in the repair and maintenance of aircraft review this proposed AC. Of greatest concern to EAA members is FAA's omission of the wording allowing the use of original parts for a guide in making a replacement part. The proposed AC specifically states you must have an FAA approved drawing for any replacement parts.

Requests for copies of the proposed AC can be facsimiled to AFS-613 at 405/954-4104. Though the comment period may be closed, members are encouraged to send comments on the proposed AC to FAA, Manufacturing Standards Section, AFS-613, 6500 S. MacArthur Blvd., ARB Room 304, Oklahoma City, OK 73125.

### AVIATION FUEL UPDATE

EAA's Earl Lawrence recently attended an American Society of Testing and Materials (ASTM) fuels and lubricants meeting. ASTM is responsible for the maintenance and the development of all aviation and automobile fuel specifications. Currently, there is an ongoing effort within ASTM to develop a new **unleaded** 82 Grade fuel specification. It appears that this specification is very near completion with only two major points to be worked out prior to its acceptance. Cessna is leading the effort for this new fuel and plans to certify all its new aircraft to this fuel as soon as the specification is available.

On another subject, during the meetings a major oil company reported that one of its suppliers (FBO) contacted them about an offer of a purple aviation fuel from an unidentified source. It is suspected that this was not aviation fuel but 100LL contaminated with diesel fuel which had red dye in it. This fuel was being offered at a cheap price and was not offered with the appropriate certification paperwork. The seller of the suspect fuel did not leave a return phone number. Note: Purple is the color used to identify 115/145 aviation fuel.

◆ AOPA general aviation trend information shows **student starts down 36 percent** for the first five months of 1996, compared to the same period last year. Slightly more than 4,000 student pilot certificates were issued in May, compared to 5,766 last year. Private pilot certificates issued are down 20 percent for the same period, while instrument ratings are down 14 percent. AOPA and other industry leaders are preparing to launch GA Team 2000, a new program to attract more student pilots.

Fly Safe - D.C.B. Editor

## Squawk Sheet

◆ Cessna oil filter adapters installed on approximately 70,000 airplanes equipped with **Continental engines** have been targeted in a recent airworthiness directive (AD 93-CE-54) that will require initial and repetitive inspections of the oil filter adapter assembly for oil leakage and correct installation of the adapter's retaining nut.

◆ The FAA has issued an amendment to an earlier AD that requires replacement of sintered-iron oil pump impellers of **Lycoming engines**. The new AD will also require replacement of aluminum oil pump impellers. According to the FAA, 4,000 engines are affected by this AD, which will require replacement of the impellers within five years or at the next overhaul.

◆ Some 5,500 pistons for **Continental O-470s** shipped by Superior Air Parts between December 1976 and June 1981 are required to be removed from service as per AD 94-ANE-30.

◆ **Aviat Pitts S-1S, -1T, S-2, -2A, -2S, and -2B** aerobatic biplanes equipped with certain aft lower fuselage wing attach fittings (P/Ns 76090, 2-2107-1, or 1-210-102) have been targeted by a new airworthiness directive (AD) that requires repetitive inspections of the fittings for cracks.

◆ **Nine aircraft were stolen** and 47 burglaries were reported between January and June, according to the Aviation Crime Prevention Institute. The value of the aircraft was estimated at more than \$4.3 million. A total of 176 items (mostly avionics) valued at \$440,000 were stolen in the burglaries.

## TECHNICAL TIPS

### Intercoms and the Open Cockpit Biplane

In the past many of you have read my articles regarding the radio avionics box installation in the April 1991 issue of Starduster Magazine and the head set article in the January 1993 issue of Starduster magazine, reference only. I tend to forget sometimes that other intercom installations do not work well, or have been as successful as mine. I am reminded of this every time I ride in someone else's airplane, or when I get asked questions as to why their intercom only works while they're on the ground. So with that in mind please read the following.

There is a number of reasons why communication problems exist. Simply stated, intercoms, head sets and radios should be compatible. There are a number of intercoms on the market, and most of them will work. Where the trouble starts is usually how it is connected to the radio.

The main thing, is to find someone who is familiar with your avionics system and also is knowledgeable in dealing with the problems of air noise in an open cockpit biplane. Most avionics technicians are very good at what they do, but very few of them have much experience with open cockpits. Almost everyone can tell you horror stories about avionics shops that charge a lot and never really solve the problem. So here are a few things to check and consider.

It is my opinion that all wiring that has to do with radios or intercoms be shielded, that is the wires that go to the head set jacks and the push talk switches. I have a two position switch. The first is for intercom, the second position for radio. I have it set up so that the pilot or passenger can hear all transmissions, either from the pilot or A.T.C. The passenger can also transmit, but the pilot has priority. This has worked very well, especially when checking out other pilots from the front cockpit.

The other thing you need is a microphone muff, along with it a leather boot that has two small holes, one on each side. This slides over the muff and cuts out all the noise, except for your voice, it is a must for open cockpit flying. As for voice activated intercoms, they generally do not work well in open cockpits due to the air noise. But as the following letters will attest, they can be made to work.

Another problem that can occur is over time and with heavy use is the wires in your head set can break, usually they break in two places. The first is where they plug in, at the plugs just where the wire exits or where the cable bends. The other place they break is where the wires come out of the head set at the lower ear cup and go to the plugs. These are the two most common places where the wires break in head sets. Listed below are several intercom systems that may be of help to you. I personally have a VAL 760 Comm. radio with their intercom. Unfortunately it only works with the VAL radio. The wiring comes from the radio to the intercom and then to the push to talk switches, as well as the microphone and head set jacks.

I have been using the PA-11-40 pilot head sets with the hush kit and microphone muff and boot that is available from Oregon Aero. Their address, phone and FAX are: 34020 N Honeyman Rd., Scapoose, Oregon 97056, (503) 283-8694, FAX (503) 543-7199.

Another system that seems to work well is the AA80 Intervox intercom systems. Their address is: Northern Airborne Technology Ltd. Suite 14, 1925 Kirschner Rd., Kelowna B.C. V1Y-4N7, Canada (604) 763-2232, FAX (604) 762-3374. And last but not least is the Sigtronics SPA-400 with the S-20 head Set, and the model (#M-80) microphone. This is a voice activated system and works pretty good in the open cockpit environment. They also suggest using the electro-voice large mic muff model #87103. Their phone number is (616) 695-6831 for electro-voice, Sigtronics address is: Sigtronics Corp., 822 North Dodsworth Ave., Covina, California 91724, the phone is (818) 915-1993, and Steve Case is their marketing Director. Hopefully this will give you some place to start if you have intercom problems.

D.C.B. Editor

## Aircraft Restoration

IAN & LINDA MARNOCH  
523 West Park Drive

NAMPA, IDAHO 83651  
(206)467-6924

Dave,

The information packet you sent me arrived 5-1-94. Looks like I can use all of it. I read somewhere in the information packet that you could probably use some information on intercoms. Enclosed is information on the one installed in N307S. The guy checking me out in the Starduster seemed really amazed that it worked that well, especially compared to whatever is installed in the Skybolt that he usually flies.

Thanks Again,

Ian Marnoch

P.S. Address for AA80 InterVOX Intercom Systems: Northern Airborne Technology Ltd., Suite 14, 1925 Kirschner Rd., Kelowna, B.C. V1Y 4N7, CANADA. Tel: (604) 763-2232 FAX: (604) 762-3374

## OREGON AERO

### Fact:

Headset comfort and quiet is something everyone wants but seldom gets

### Fact:

New materials and technology are available to make your existing headset extraordinarily comfortable and quiet.



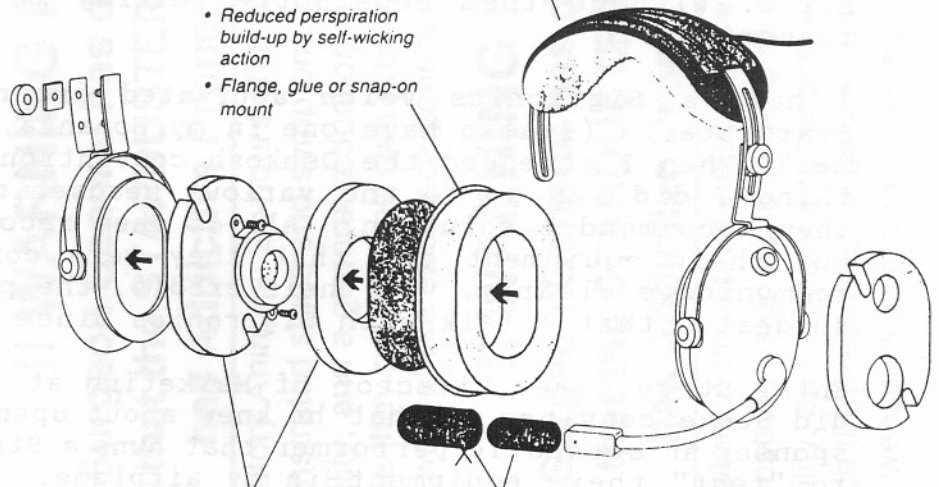
### Headset upgrade kit components:

#### SoftSeal™ extra-thick earcup cushions

- Larger contact area for lower clamping pressure
- 300% increase in ear seal volume
- Temperature-sensitive Aero Foam™ core conforms to head
- Smooth sewn Ultra Leather™ covering
- Perfect fit over eyewear and earrings
- Reduced perspiration build-up by self-wicking action
- Flange, glue or snap-on mount

#### SoftTop™ low-pressure headband cushion

- Plush sheepskin wool
- Eliminates top-of-head pressure
- Flexible leather backing
- Moisture-proof, self-wicking action
- Keeps head cool (or warm)
- Slip-on or Velcro mount



#### HushKit™ additional earcup insulation

- More attenuation in 2000-6000 Hz 'fatigue' range
- Four die-cut Aero Foam layers fill all earcup voids

#### MicMuff™ Microphone cover

- Eliminates cockpit noise from radios and intercom
- Better voice actuation
- Smooth Ultra Leather covering over foam
- Adaptable to all mics - electret or dynamic

As shown in the illustration, earcups are disassembled to install the HushKit noise-insulating foam and conformal SoftSeal earcups. The SoftTop low-pressure headband cushion completely replaces or fits over existing headpads. The MicMuff microphone cover is slipped over the mic and held in place by an elastic tie.

December 1, 1993

Dave Baxter, Editor  
Starduster Magazine  
5725 S.W. McEwan Rd  
Lake Oswego, Or 97035

Dear Dave:

Having had my Starduster for one fantastic summer of open cockpit flying, I tho't I would drop you a line and share my experience with a problem that we briefly discussed at Oshkosh. I had a great time there and was sorry that I couldn't spend more time in Watoma. By the time I had a plane and found out about it, the Starduster crowd had all of the motels booked. Hopefully, I'll start earlier next year.

We pilots that fly open cockpit airplanes subject ourselves to all kinds of unique situations. Some of them are so small in the overall scope of the aviation business that it is difficult to find experts that are willing to devote enough time to this market to actually resolve the problems.

Such is not the case here. When I recently purchased my dream machine (a Starduster Too), I was convinced that all I had to do was jump in and fly away to the envy of all of my friends. Very quickly, I found out that one needs to learn how to land. Well, that's another story and I am sure all of us open cockpit drivers know about that. I have found no two theory's alike on how to consistently make good landings!

My other problem was just as perplexing, but I found a solution, and that is what I want to share. That is how to communicate with A.T.C. without them constantly telling me that I have a poor transmitter.

I have a Sigtronics voice activated intercom (SPA-400) in my Starduster. (I also have one in my Bonanza, so it was not new to me.) When I attended the Oshkosh convention this year, the first thing I did was go to the various headset manufacturers to have them recommend a solution. All of them recommended that I simply buy their equipment and that they were confident that I would communicate clearly. To their credit, the people from Dave Clark suggested that I talk with Sigtronics since I had their intercom.

Enter Steve Case, Director of Marketing at Sigtronics. Not only did Steve convince me that he knew about open cockpit flying (they sponsor an aerobatic performer that owns a Starduster), he asked me to "test" their equipment in my airplane. I purchased two S-20 headsets (their cheaper version) with a noise canceling microphone, and a headset that is designed to be less sensitive to external noise. They also sent me a test headset that they have been using with fire fighters. It has a metal strap that goes behind the head, with an adjustable cloth strap over the top. Steve says the



LETTERS

July 14, 1996

David C. Baxter  
5725 S. W. McEwan Rd.  
Lake Oswego, OR 97035

Dear David,

Let me first thank you for your generosity in Wautoma last year when you so graciously let me ride in your beautiful Starduster and, to my delight, actual let me fly it through some simple maneuvers.

Unfortunately, I will not be able to attend the Oshkosh/Wautoma gathering this year and, along with my belated expression of gratitude, brings me to the second reason for this letter.

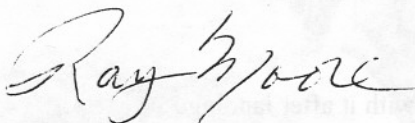
I have enclosed my check in an amount which I hope is sufficient to cover the subscription cost for another year of The Starduster magazine. If there is any excess please do not return it but rather use it to help defray the fuel costs of the inevitable free rides you will give to both friends and strangers.

I have just finished turning my single stall garage into a 28' wide hanger (my wife still thinks it's just a bigger garage). Now I'll be able to assemble and rig my wings. I will send a photo as soon as this happy event takes place.

In closing, let me express my hope that you will again chronicle your safe cross country flight to Oshkosh and return. I found your account of last year's trip extremely interesting and imagined myself in the cockpit every inch of the way.

Thanks again and I hope this reaches you before you depart for Oshkosh. Please give my regards to Daniel. His extensive comments and answers to my questions were appreciated.

Very truly yours,



Raymond N. Moore  
208 5th Ave  
Troy, NY 12180

518-237-4058

LETTERS

Richard Fleming  
874 Farley road  
PA 19020  
July 14, 1996  
David  
5725-8  
Lake Oswego, OR 97035  
August 28, 1996

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

Dear Dave,

Thanks for your prompt forwarding of Starduster History and the Starduster One History. I had an uneventful trip home from Oshkosh/Wautoma and will definitely be returning there in the future. I enjoyed Oshkosh, but the icing on the cake was the Starduster Fly-in.

It did feel strange not having my aircraft there, but the rides more than made up for it. I enjoyed meeting all of the Starduster people and look forward to attending my next Wautoma Fly-in.

I have enclosed two pictures of my Starduster One and have also been promised copies of some air to air photos from friends. Also enclosed are copies of photos Dan took for me. The smile says it all!

There are about 11 Starduster Toos on the British Register, 2 Starduster Ones, 2 Acrodusters a Starlet and a V-Star, but my information is not up to date, so I will send more details when I have them. While at Santa Paula last Christmas holiday, I saw a Starduster Too the 'Gold Duster' N70JH for sale in Screaming Eagles hangar \$20,000 I think it was.

Since my return I have put another 8 hours on N40D, not much by your standards, but included a trip to old timer fly-in in Belgium, old time airplanes that is - not pilots! There were 400 airplanes there. I was number 345. The only other Starduster was a Too, G-KEEN.

I have some serial numbers below which relate to UK registered SA-300's. Maybe these are Starduster Corporation factory serials?

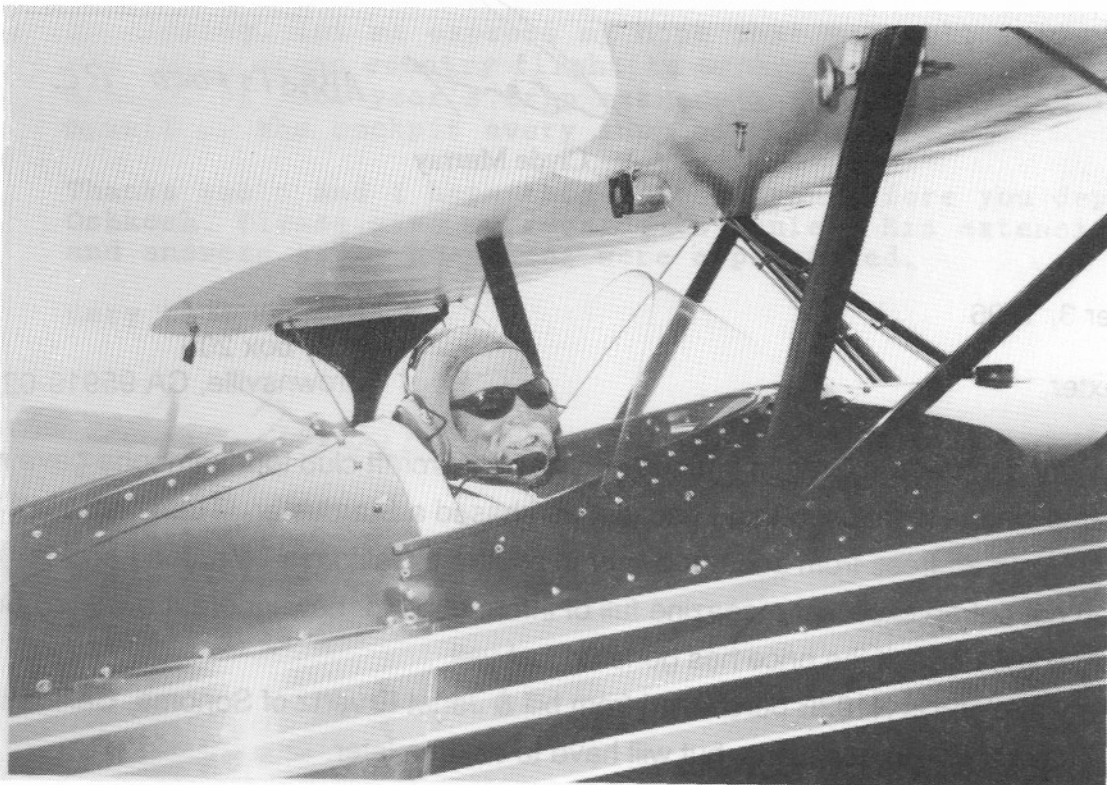
<u>Reg</u>	<u>Serial</u>	
G-BPKS	1064	Maybe back in US now
G-BPOD	1150	
G-BOWT	126	
G-BNNA	1462	
G-BPCE	36	
G-BRVB	409	
G-BSZB	545	
G-KEEN	800	Based in Holland
G-DUST		Being rebuilt after Luscombe collided with it after landing
G-BOBT		CJ-01 Maybe a US builder's initials, has had a couple of minor mishaps but still going
G-BTGS		Was built in the UK as G-AYMA, has a Lycoming O-320.

I have photos of some of these aircraft, I will send copies later. Well that's about all for now, say hi to Dan and Dex (oh baby). Take care.

Kind Regards,  
Harry



Harry Mackintosh N40D Starduster One in England (above). In your editors Starduster Too at Wautoma / Oshkosh 1996 (below). The smile says it all after his ride.



LETTERS

Richard Fleming  
874 Farley road  
Bensalem, PA 19020

May 29, 1996

Dave,

I am writing to request a copy of the Starduster history. I had sent a check to bill clouse and he returned it to be forwarded to you.

I hope to be started by the time Oshkosh rolls around. If you are still going to be a Wautoma, I'll try and get over.

Dear Dave

SEPT

Thought I'd drop you a short line and thank you very very much for the flight in your Starduster. I think your son summed it up best when he asked me, " what was I expecting" after we had landed. I have never in 13,000 hrs flown such a responsive aircraft. I had no idea what to expect. It truly does handle like a dream. I can't tell you how excited I am to get ours finished.

I also received your package of info, again thank you, I see there is some very useful stuff there. I haven't had time to look at it all but I know it will be most helpful. Again thank you very much I only hope I can also return the favors.



Clyde Murray

ABBOTSFORD BC

October 3, 1996

Mr. Baxter,

Don Harrell  
P.O. box 205  
Brownsville, CA 95919-0205

During this years Oregon antique and classic aircraft club tour someone gave me your name when I mentioned that I had just purchased a Starduster. Then last week I finally got your address from another owner in southern California - Mr. Joe Lacchia. He said you put out an excellent magazine full of information for new ignorant owners. So I am including \$12.00, if the price has gone up just yell.

my airplane is N102E purchased from bill & Janet Ervertz of Sonoma, California. I have a million questions, but will have to ask the later.

fly safe,

Don Harrell

Kenneth E. Moyer  
P.O. Box 142  
Milford Square, PA 18935  
215-536-5193  
September 7, 1996

David C. Baxter  
5725 S.W. McEwan Rd.  
Lake Oswego, OR 97035

Dear Dave:

It was great to see you and talk with you again at Oshkosh '96. After flying for 25 years, N3260 finally made it to Homebuilt Mecca. Every *Starduster* has to fly there at least once! It wasn't an easy trip having to confront some of the worst VFR weather of the East coast's summer. And since I normally only fly the dawn or dusk patrol around my home base, I wasn't prepared for the sun- and wind- burn that result from ten hours of midday open cockpit flying.

Although I didn't fly over to Wautoma, I drove there and had a chance to see Les Homan flying his new green machine. Quite impressive! It then occurred to me that I would have known more about Les's project and other *Starduster* developments if I hadn't allowed my subscription to *Starduster Magazine* lapse. And while I'm writing checks, I'd like to add a copy of your "Technical Tips..." publication to my library.

Speaking of technical tips, do you have a definitive analysis of the famous Scott tailwheel shimmy? It doesn't happen often to me and I can't seem to identify any pattern (e.g., softness or alignment of the landing) to the condition. I have the original main gear geometry and, even though 3260 is a very light *Starduster*, there is 125 lbs. (empty) on the resting tailwheel. Please share with me any insights you've acquired over the years. Thanks for your help.

Thanks, too, for the fine job you do as editor for *Starduster Magazine*. Having written a monthly aviation newsletter for several years I can appreciate the amount of time that goes into the preparation of each issue of *Starduster*. The communication you provide is essential to the health of the species!

Sincerely,



Ken Moyer

*For Super Cub Lovers -  
The North Star Bush Plane*



# CUSTOM FLIGHT COMPONENTS LTD.

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David C. Baxter  
Starduster Magazine  
5725 S.W. McEwan Rd.  
Lake Oswego,  
Oregon 97035

Sept 26/96

Dear David:

You may not remember me among the many people you spoke to at Oshkosh this year, but I would like to thank you for taking the time you did to show me your Starduster. It's a beautiful work of art. As you will see from the enclosed brochure I am heavily involved in aircraft manufacturing. (I didn't send them to try to sell you anything, just for your interest..

I have always loved the lines of the Starduster and am getting close to being able to build a toy for myself.

Please send me the book of tech. tips/back issues, you told me about and put me on your subscription list. Enclosed is \$25.00 + \$12.00= \$37.00

Thank You

Morgan Williams

## OSHKOSH/WAUTOMA

1996

After several go and no goes our trip started early Monday morning, July 29th with flight Service not being very optimistic. I had originally planned on going with Wayne Ensey, but do to help problems with his business he was not able to go. I also had problems with money. I had expected to receive that which did not show up. But luckily my son Dan offered to go and pay half. I did want my wife Donna to go, but with a new grandson on the way and a trip to Georgia for a family wedding during the second week of August, made it impossible for her to do so.

My good friend Jack Pierson, who owns a very nice Skybolt here locally, was also planning on attending Oshkosh, so he met us at Hillsboro Oregon my home base. His passenger was Larry Well, great guys to travel with. Our first stop would be Lewiston Idaho, and as I said earlier the weather forecast was pretty grim. Hillsboro was clear, but Portland International was IFR in low solid ground fog. However, we were able to climb over the top squawking a 1200 code. I was loaded and with Jack's new Chevron (bad fuel motor) had a hard time climbing with him as old N96576 is getting pretty tired. Our trip over Portland and through the Columbia Gorge was not to bad. But in eastern Oregon and Washington, while following the Columbia River east, around Pendelton and Tri Cities, the sky was very gray and ominous looking. They, the FSS, had predicted some pretty good thunder storm activity on a north south line, from southern Idaho to as far north as Coer D'Alene.

It looked bad especially north of Walla Walla with lower ceilings and some light rain showers. Jack, being a flight instructor with quite a bit of experience, suggested a turn north, which got us out of the worst of it, and our landings at Lewiston were ho hum. We taxied up to the gas pumps and were greeted by Byron Root and his new Shurpa IO-720 powered bush plane. He had left Portland just ahead of us, he was also on his way to Oshkosh. While we were there I also got to say hi to Joe Stevens, a former Starduster Too builder who lives in Lewiston

We departed in light rain showers and as we traveled east climbing it did not look good, also high country. I was just getting ready to turn back, but my conversation with Jack convinced me to stay with him and we were rewarded with improving weather. I do not like flying around these big mountains in marginal weather. Our climb altitude for this leg was first 5500' then 7500' and finally 9500'. Our next stop was Helena Montana, we passed just north of Lo Lo Peak and south of Missoula Montana. once again we had an uneventful landing with plenty of runway. The tower reported an Airguard C-130 circling at low altitude, but he promised to stay north of the airport until we were on the ground.

There was also cheap gas, \$1.75 per gallon for 100 LL pump your own. From there it was straight east, past Silver Springs, round up and finally into Miles City, Montana. We had originally hoped to make it to Mobridge, South Dakota. But, three good legs, a late start and not the best winds would put us in there after dark, and Jack having no lights did not want to make a night landing there. We stayed at Miles City over night, had food and used a taxi to go back in forth, it was a pleasant stay and the people were friendly.

The next morning our early departure was foiled by surface ground fog. We were going to head south to Mobridge and Pierre, South Dakota or north to Bismark, North Dakota. It looked better to the north as Jack and Larry spent quite a bit of time on the Pan Am weather terminal. The weather man had to keep explaining what the new metar weather symbols meant. I certainly don't think that in changing all this it makes us any safer, especially after finally learning the old system.

We were finally off by late morning, our next stop would be Jamestown, North Dakota and it looked like the best route, south of Dickinson and over Bismark, and again with no help

from the wind by the time we passed Bismark the ground fog was gone. Nothing unusual to report, fuel and a quick trip in the airport car for lunch as a late start, coupled with a long flight made us ready for lunch.

Again we were off with a right down wind departure, our flight took us over Breckenridge, St. Cloud and Ramsey, Minnesota. our next stop would be Eau Claire, Wisconsin. Also flight service advised the possibility of moderate thunder storm activity clear across the state of Minnesota and directly in our path. I also could not help but remember that just south of Jamestown on the boarder of North & South Dakota is where Al Pietch was fatally injured during a thunder storm in his Piper Navajo, this was over a year ago. He had one of the first plans built Starduster Toos with over 4,000 hours on it. He also ran an FBO in Minot North Dakota and was well known for his air show work in the Starduster. See the January issue of Starduster Magazine as there is a story about him. So with this in mind we started dodging some very heavy rain showers. These heavy rain showers started in the vicinity of St. Cloud and continued until we were into Wisconsin. They were so heavy that I don't think a light plane could survive flying through one, we would just get around one line only to be faced with another. For a while I thought we might have to park it as we kept getting pushed to the south towards Minneapolis. But just as we would get around one line, just enough would open up for us to get through. We finally got around the last line and had about 50 miles of clear sailing on into Eau Claire. So with full tanks we decided to fly towards Stevens Point and then make a right turn as to avoid the VolkMOA which was hot on the north west corner.

Jack and Larry decided to overnight at Wausa, Wisconsin as they did not think they could make it into Oshkosh before dark. This would also allow them to get a good camping spot early the next morning. We on the other hand decided to push on, our destination was Wautoma. Ever since we left Eau Claire we had been picking up a boost from the wind but when we turned south at Steven Point it really picked up 130 to 140 knot ground speeds a plus from the back side of the thunder storms. We arrived at Wautoma right at dark. We circled the city several time at low altitude in hopes that someone would see us and come out to the airport. It worked and Larry who works for the city gave us a ride into town I was concerned as this was the earliest I had ever arrived a two day trip, the first for me. But Les Homan and Bill Clouse had already been there since Sunday and Kenney Ware arrived shortly after, so I was the fourth airplane to arrive at Wautoma. We stayed at Pecks' Plantation for the first 3 days and then with our friends at Oshkosh.

More arrivals: Glen Olsen from Salt Lake City arrived in his Acroduster Too. More airplanes arrived over the next several days. Jerry Rhinehart along with Bob Griffin and his dad, also from Ohio. Steve Niec along with his son from Clio Michigan and John Reed accompanied by Randy Mckinney, both from southern Indiana. Next Max Bennett along with Bob & Jean Hammond, both from the Buffalo NY area.

I spent most of Wednesday and Thursday hanging around the Wautoma Airport to make sure everyone who arrived was greeted and taken care of. Friday morning my son Dan and I left for Oshkosh. I usually spend several days there, Friday and Saturday and this year was no exception. Safe on the ground, lots of people and are usual parking spot behind the IAC building as parking was getting tight. We got to meet Ken Moyer, owner of N3260, from Pennsylvania. Also Dick Stevens, the father & son team from Isola, Mississippi with their newly rebuilt N12SD and Jeff Hagg was there also.

During my absence from Wautoma, Jeff Eisenbeiser came and went due to unexpected work commitments. I laid around under my airplane for the most part, met a lot of Starduster enthusiasts that way. Also the usual Oshkosh Air show the best of the best. Also got to meet Vern Anderson a retire airline captain who was giving rides in the EAA's Ford Tri-motor. He





Early arrivals (left to right) Bill Clouse Acroduster Too N51826, Les Homan Super Starduster One N9116Y, Kenny Ware Starduster N311JK, Dave Baxter Starduster Too N96576, Glen Olsen Acroduster Too N34LG.



**Grand Champion Award**  
Kenny Ware, Starduster Too N311JK, Huntington Beach, CA.

also owns a Starduster Too that he bought in Michigan about a year ago and just recently had the gear collapse, apparently it had been damaged and not repaired very well, as when he was taxiing back to his hangar is when it gave up. He wanted me to look it over and give my suggestions. I got a great ride on a new Harley motor cycle to a small grass field next to risk and then an airplane ride in a C-170 to his little private grass strip, which is just a few miles northeast of Wautoma.

From there we got to go to Appleton for fuel and then back to Fisk. What an enjoyable and interesting trip.

Saturday evening found us departing Oshkosh for Wautoma as we wanted to be there to giverides on Sunday. I had given several when my starter gave out. After working on it for several hours it was determined that the Bendix drive just needed to be lubed so by then was tired and dirty so tested it and got ready for the banquet at the radio station. I was surprised at the turn out for this dinner and awards get together as they had to set several extra tables well over a 100 people attended, up from the usual 60 or 70. Boy if all these guys would have brought their Stardusters, we would have had a super turn out. The dinner, drinks and conversation is what I live for after the flying and meeting all the new and old Starduster and Acroduster builders and pilots. What a wonderful experience. A few speakers Les Homan, Bill Clouse and the awards. The Grand Champion Award went to Kenny Ware Starduster Too N311JK, next was first place Bob Hammond's Acroduster Too N236RH. Second place went to Bob Griffen for his Starduster Too N507RG and the third place went to Les Homan for his Super Starduster One N9116Y. Our True Grit award went to Jeff Eisenbeiser because he just got here on Friday with his Starduster Too N81582 and had to turn around and go back to MD.

Those aircraft in attendance at Oshkosh / Wautoma were as follows:

N2LS	Steve Niec, Clio, MI. Starduster Too
N12SD	Dick Stevens, Isola, MS. Starduster Too
N15XX	Bob Deutch, Chicago, IL. V-Star
N34LG	Glen Olsen, Sandy, UT. AcroDuster Too
N76GS	Max Bennet Buffalo, NY. Starduster Too
N76NP	John Reed Evensville, IN. Starduster Too
N77GG	Craig Coben Copley, OH. Acroduster Too
N85RC	Randy McKinney Indianapols, IN. Starduster Too
N133RP	Ron Powers Grand Rapids, MN. Acroduster Too
N160JR	Jerry Rhinehart Lordstown, OH. Starduster Too
M236RH	Robert Hammond Tonawanda, NY. Acroduster Too
N224JH	Jeff Hagg Indianapolis, IN. Starduster Too
N311JK	Kenny Ware Huntington Beach, CA. Starduster Too
N507RG	Bob Griffin Warren, OH. Starduster Too
N530LR	Larry Rydberg Albq., NM. Starduster Too
N3260	Ken Moyer Milford, SQ DA. Starduster Too
N7165R	Dan McAlonan Medena, OH. Starduster Too
N9116Y	Les Homan Byron, CA. Super Starduster One
N51826	Bill Clouse Riverside, CA. Acroduster Too
N81582	Jeff Eisenbeiser Severna Park, MD. Starduster Too
N96576	David C. Baxter Lake Oswego, OR. Starduster Too
N11566H	Don Larson Wautoma, WI. C-177 RG
N84135	Bob Phillips Walnut, CA. C-182



**First Place Award**  
 Bob Hammond, Acroduster Too  
 N236RH, Tonawanoa, NY.



**Second Place Award**  
 Bob Griffen, Starduster Too  
 N507RG, Warren, OH.



**Third Place Award**  
 Les Homan, Super Starduster  
 N9116Y, Byron, CA.

Other people in attendance without their airplane I did not have the guest registration list for the Radio Station Banquet. So if your name is missing it was not intentional.

N40D	Harry Mackintosh Wimbledon, England. Starduster One
N70RW	Vern Anderson Neenah, WI. Starduster Too
N51JF	Joe Ferraeo Westfield, IN. Starduster Too
N5393	Jim Struthers Mpls, MN. Starduster Too
N490B	Oscar Bayer Arroyo Grande, CA. Starduster Too
N277DC	Bob Redding Billings, MT. Starduster Too
N3089B	Andy Aanderson Riverside, CA C-195
N7142B	Tom Helton Costa Mesa, CA. Helton Hawk
N53764	Terry & Mary Havens Wenona, IL. Citabria & Starduster Too bldr
N000	Jim Kilborne Brighton, MI. Starduster Too bldr
N30JG	Rich Williams San Antonio, TX. Starduster Too
N30 RG	Roy Garrett Marysville, MI. former Starduster owner an bldr
N77AN	Al Tomlinson Lake Worth, FL. Starduster Too Award Winner
N77AN	Neil Reyngoudt West Palm, FL. Starduster Too
N000	Mike Stojan Afton, MO. Starduster Too bldr
N000	Ed Marinock Cherry Hill, NJ. Starduster Too bldr
N21NS	Dave Spencer Martinsville, VA. Acroduster Too
N96558	Dan Baxter Lake Oswego, OR. Starduster Too

This is one of the most enjoyable times, after dinner meeting and talking with all the owners and builders. We also had a number of people from the City. Beckey as usual and of course Don and Darlene Larson. Don has always opened his hanger up and allowed many of us to use it. As well as food and drink. I would also like to thank Tim Freudenthal for the use of his AMC Hornet wagon airport car. We spent the night in Wautoma and were off the next morning with Larry Rydberg inroute back to Oshkosh . Late start due to IFR conditions at Oshkosh. Barely three miles visibility, but found our way and landed. Directed again to parking behind the IAC building. Spent the next several days laying around under my airplane more Starduster people to meet and yak with. My son helped his boss on several occasions at the Oregon Aero Booth. Tues. afternoon heavy rain showers, but myself and my friend Dexter Kinkade. Were barely able to stay dry under my airplane. Also spent some time with Harry Mackintosh who is from England and owns a Starduster One. Great guy. Fun to be around. His letter elsewhere in this issue. This is also the first time I stayed till Oshkosh was over. We went South West towards Wisconsin Dells. As to avoid the Volk East MOA . Because with Oshkosh over, it was now hot. Are route of flight was North of LaCross WI Across the Mississippi River South of Rochester Minnesota and stop for fuel at Mankato MN from there we originally planned on Mobridge South Dakota, but again not the greatest winds so decided to land at Aberdeen South Dakota. Also lunch and very hot. From Aberdeen West. Fewer and fewer farms.. The area around Mobridge with the rail and highway bridges plus the outstanding visibility was very inspiring, but also remote as you can see by the picture. As we flew over Mobridge and the Missouri River the terrain seemed to change from widely spaced farms to brown sand, brush, and rock. Past Lemon South Dakota and Bowman ND our next stop would be Baker Montana. As I wanted to visit with Tom Overton a former owner and builder of N5393. A pass over the city a go around at the local airport so as to land into the wind. There was no one around the airport and I was just starting to call Tom when he drove up. He invited us to a BBQ dinner at the local golf course club house. He took us to the local hotel and let us use his car. This is what is so wonderful



Mobridge, South Dakota west bound just crossing the Missouri River.

Copper Mine just north of Butte, Montana also west bound.



about past and present Starduster people. They really go out of their way for each other. We had a pleasant dinner with Tom. Talked about the usual things. His old airplane N5393. Where it was at and how it was doing. He was also surprised to hear about the death of Al Pietch as he does not live that far from Minot North Dakota Als home base. I later sent him a copy of the newspaper article. Very sad. Breakfast the next morning, fuel, pre flight, clear, flight service only had one flight precaution for fire fighting just South of Miles City, Montana. Winds so so. Our next stop would be Bozeman, Montana this is one of the incredible things about flying in this part of the world.

Montana is definitely big sky country, past Forsythe just north of Billings, over big Timber and Livingston through Bozeman pass, elevation 6,002' still very hot. We had an uneventful landing, got fuel, drink and on our way once again. There was quite a bit of airline traffic, thank goodness for these long runways 9,000' in length, but we were off in half these distances, and even at 4,500' field elevation. Between our gross weight, cruise prop and a tired airplane old N96576 climbed back up to our cruising altitude with Branham Peak to the south 10,500' and 8,000' peaks to the north, around white tail reservoir, over the Copper Mines at Butte, Montana. Boy, you would never no such a big hole existed in the ground driving by, but it was really something to see from the air. Following Highway 90 Anaconda and Deer Lodge, both slipped by, I can sure see why people would want to live here.

We decided to land, refuel and eat at Missoula International Airport, in keeping with my rule of sticking with airports that have two long runways, plus the distance to Coeur D'Alene Idaho was just a little further than I wanted to push it. The Tower at Missoula advised us to look out for hang glider traffic at Miller Peak 5,805' just east of the airport. No contact, land fuel and food, we were off again, slow climb it was still very hot over Mineral Co. still following Highway 90, through Mullan Pass and Look Out Pass and across the Idaho/Montana boarder. Awe inspiring country, over Shoshone Co. Kellogg Idaho, across the south fork of Coer D'Alene Lake to a rather mundane stretch in eastern Washington, when compared to the country we had just passed over. Our landing at Tri-Cities Pasco Washington on the east side of the Columbia River Just north of the city well over 100 degrees on the ground, fuel, drink, flight service reported Portland/Hillsboro area clear no flight precautions. Slow climb, even at 400' feet above sea level over the river on a left turn out, we were in familiar territory. Still no real help from the winds, past Prosser, Washington, can just see Mt.Hood and Mt.Adams so I aim between them for the Columbia Gorge. I have flown this area a lot, and for me it is a no brainer, but it is still comfortable to have my Loran in back and Dan's GPS in the front especially over the country we have just passed.

Into the Gorge we listened to PDX's ATIS now getting dark and with a cruising altitude of 6,500' feet It was very easy to over fly Portland's 4,000' class C airspace. Now well after dark tower at Hillsboro (HIO) still open but not for long, report over Beaverton, cleared to land runway 30 from a high right descending base, wow almost over shot have never seen HIO from this high after dark before. As most of my night flying was at much lower altitude. Uneventful landing first turn off, wow what a wonderful airplane power off, steep approach, slip it a little and wala your on the ground and rolling out in less than 2,000' old N96576 my Starduster Too has performed admirably for as loaded and tired as she is and now with another 40 more hours, a east to west two day trip again. Happy to be home but already looking forward to our next trip.

D.C.B. Editor

**!! WARNING !!**

**The Surgeon General has determined  
that the STARDUSTER TOO  
has Addictive Properties.**

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Laboratory Animals, 24-hours after exposure, have demonstrated signs and symptoms of depression, irritability, and a general reduction in the will to live once they realize their own ground-pounding, weasel-like existence generally sucks.

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## STARDUSTER HISTORY N133RP Marmalade

We at Starduster Magazine would like to call special attention to Ron Powers and his Acroduster Too N133RP. His recent award at Oshkosh this year, where it received the Paul Poberezeny Classic Home built Founders Award. Ron's airplane attended Oshkosh for the first time in August 1976 and again this year, making it the 20th anniversary. It is the first plans built Acroduster Too that attended Oshkosh and Ron has been as EAA member since 1966. Ron recently told me he had seen the original Starduster One N70P in San Diego, California at Stardust Aviation when John Tucker owned it, and that his dad, Ned Powers was able to fly N70P at that time. His dad told him later that it was a good airplane, but not the best for aerobatics. Especially out side maneuvers. Shortly after that Lou Stolp brought out the Starduster Too and Lou not being being an aerobatics enthusiast did not promote it as an aerobatics airplane, as it also needed a symmetrical wing. Several more years passed and in the 1972 edition of Sport of Aviation was an article about Morgan "Bud" Schrack's prototype Acroduster (Super Starduster Too). Seeing this article peaked his interest, however the front cockpit was covered in those pictures, and it took several more months to determine that it really was a two place airplane.

He later had a chance to look at Morgan's airplane N5462, and that finally sold him. He bought the plans in March 1973 and finally began construction. The usual concerns about building, studying the plans, deciding on what paint scheme, many calls on the telephone to Jim Osborne, a lot of help from his friend Burt Sisler in the welding and fixture department, plus several cold winters at his home in Grand Rapids Minnesota. He also discovered contrary to popular belief that the ribs are as easy to build as any wood wing home built airplane as they are all the same back to the rear spar and then only four different ribs per wing panel. All builders including myself, are able to set in bare bones fuselage and make airplane noises during construction and Ron was no exception, 90% to go.

When the airplane was ready to cover, Ron used Stits with Aerothane. The colors used were orange and white with a modified Star burst, thus the name Marmalade.

The airplane was signed off in June of 1976 and was flown by Ron shortly there after. Ron was able to draw on his past experience with Citabrias and aerobatics. He also took some dual time in a Pitts S-2. He had two things in mind during the flight test program, one learn the airplanes performance and two, learn how to fly the airplane proficiently with lots of take off's and landings. He also found that the airplane does beautiful wheel landings. Three and a half years of hard work was finally paying off.

With time being short, he started flying 6 to 7 hours a day, in order to fly off the required 50 hours. On July 31st the restrictions were lifted and he was able to take his first passenger and that was his wife Sharon. That same day he took 12 other people for rides. Sunday, August 2, 1976, Ron and his friend Pat O'Kelly left for Oshkosh. The airplane got a lot of attention and received many admirable comments. The airplane was then flown down to Fond Du Lac Wisconsin for the IAC Aerobatics contest and was flown in the Sportsman category.

Two place airplanes were made to take people flying and as of June 1977, Ron had taken over 44 people, of which many started building their own airplanes and to this date he can't remember how many rides he has given.

Ron would like to thank all the people who made it possible, mostly his wife and family, Burt Sisler, Pat O'Kelly, Paul Howe and his many friends in the EAA Chapter 25. He would also like to give thanks to Jim Osborne and Starduster Corporation along with EAA.

I, your editor, was able to meet Ron Powers at Oshkosh this year 1996. When I talked to him he had just lost the flip of the coin to his son about who would get to fly it home and who would drive because they were getting ready to depart in N133RP for Grand Rapids Minnesota their home base. It is wonderful that his son is now flying the Acroduster Too. We at Starduster wish Ron many more enjoyable flying hours, and again congratulate him for his outstanding award.

D.C.B. Editor





N133RP Ron Powers, Acroduster Too ready for departure, Oshkosh 1996 (above)

N133RP on display . The Sign says "20<sup>th</sup> anniversary first flight June 29<sup>th</sup> 1976. First Acroduster Oshkosh 1996. Builder / Owner Ron Powers EAA # 28195 IAC #2214. 30<sup>th</sup> anniversary EAA member since 1966." (below)



# 17th ANNUAL STARDUSTER OPEN HOUSE

**When :** May 2<sup>nd</sup>, 3<sup>th</sup> and 4<sup>th</sup> of 1997.

**Where :** Oroville Municipal Airport (OVE)  
in Northern California approximately 60 NM north of Sacramento,  
California and 20 NM NE of Sutter Butte.

Tentative Schedule of events:

Friday May 2<sup>nd</sup> - Early arrivals parking and registration. Members of EAA Chapter 1112 will be on hand to assist and greet.

Friday May 2<sup>nd</sup> - Evening 5:00 to 9:00pm. Local EAA Chapter 1112 host hopefully a dinner cruise on a house boat around Lake Oroville Friday Evening.

Saturday May 3<sup>rd</sup> - Early Morning. Dawn patrol from Oroville to Willows Glenn Co. Airport (WLW) for a special Starduster breakfast. Briefing at 5:45am, take off at 6:00am, breakfast at 6:30am.

Saturday May 3<sup>rd</sup> - Mid Morning to Mid Afternoon. More arrivals local flying, rides, also an informal get together of aviation knowledge and folklore also food drink and brunch? For those unable to make the dawn patrol. Tentative plans are for an organized flight over the city and up to Lake Oroville and back to the airport. This hopefully will include a photo mission.

Saturday May 3<sup>rd</sup> - Afternoon. For those not interested in all the aviation events, a tour of some of the more interesting points around Lake Oroville will be available departing from the airport in the afternoon. We will need to have an idea of how many people would attend.

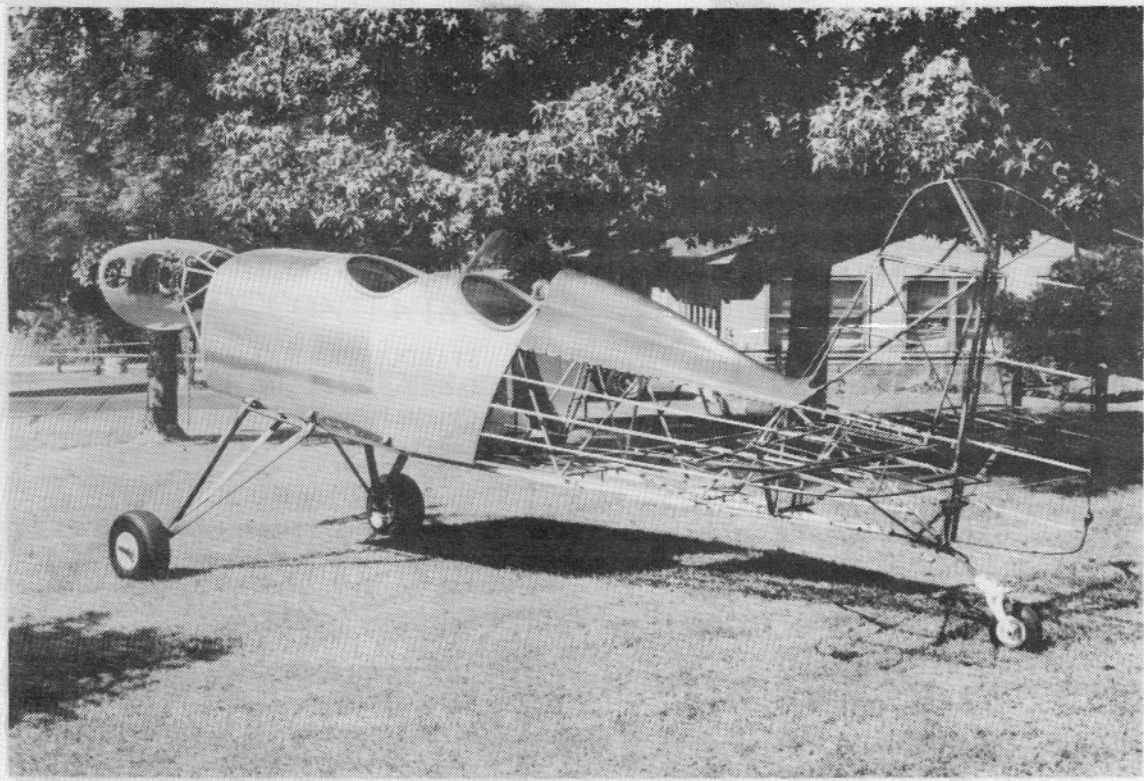
Saturday May 3<sup>rd</sup> - Evening 6:00pm. Banquet and awards. Place to be announced. Food: chicken or steak, salad, garlic bread, desert and drinks approximate cost \$14.00 per person. Early reservation for those planning on attending are a must. After dinner there will be awards and entertainment hopefully a colorful speaker regarding aviation knowledge and folklore. This should be a very enjoyable experience.

Sunday May 4<sup>th</sup> - Mid Morning. More rides for the locals. Say our good-byes and launch for home. Perhaps some organized departures.

Please Note EAA Chapter 1112 and a number of sponsors from the City of Gold Oroville, California will be co-hosting this event. And not only do they want us to come they will be doing everything in their power to make our visit an enjoyable one. So please thank all the locals and let them know you appreciate their effort.

For additional information please contact:

Howard Fairbanks 916-533-8303 or FAX 916-533-6244 Events Chairman EAA Chapter 1112 City of Gold  
Bill Clouse 1-800-833-9102 President Starduster Corporation  
Dave Baxter 503-639-8792 Editor Starduster Magazine



**FOR SALE STARDUSTER TOO PROJECT** - See classified under Bob Neilson all this for only \$5000  
(910) 993-5815.



# CLASSIFIEDS

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

ACRODUSTER II - 186 TT, AC & Engine Lycoming IO-360 A1B C/S Inverted Fuel & Oil. Possible trade for Starduster Too. \$33,500. (360) 385-2662. This is the airplane that inspired the book Goldduster.

1976 STARDUSTER TOO - N30JG 950 TT, O360 A1A Lycoming, inverted fuel & oil, 48 gallon fuel. Call Rich (210)497-5203 in Texas.

STARDUSTER TOO - 180 HP 175 hrs TT engine & airframe since new, hangared, strobe, pants, tranceiver, VOR \$24,000. (941) 466-6191.

FOR SALE OR TRADE - FAIRCHILD 24R for good Starduster Too. Call Don Mather in Sudusky, Ohio. At work (419)626-0304 or home (419)627-1331.

ACRODUSTER TOO - 600 TT, Lycoming IO-360-A1B, 200 HP, C/S prop, inverted fuel & oil, smoke, chutes, Bendix com., IIMorrow loran, Outstanding performer, open pits, \$32,000. Call (603)883-4674.

ACRODUSTER II PROJECT - Fuselage welded & on landing gear, tail section completely welded including rudder, wings built with some small detailing to do before cover, center section built with upper center fuel tank installed, most hardware, turtle deck, nose bowl included, \$9,800. Days (801)373-5579 or Eves (801) 377-8006.

1978 STARDUSTER TOO - 180 HP Lycoming, 550 hrs TT, 250 SMOH. Com radio w/transponder & encoder, Loran, intercom. Call (209)665-7319. \$27,500.

STARDUSTER II PROJECT - Wings, tail feathers, fuselage, on Cessna gear, Lycoming 150 HP O-320-E2D and McCauley prop, both 68 hrs. since new. Misc. parts and instruments. Call (513)439-0249.

WANTED POLISHED SPINNER - Excellent condition for a Starduster II 180 HP engine. #836-60, need spinner and backplates. Call (919)477-9185.

STARDUSTER II - 284 hrs. TTAF and engine SMOH, 260 HP Lycoming O-540-E4B5 Hartzell triple blade constant speed prop, Escort 110, intercom. Call (513)439-0249.

STARDUSTER TOO - 180 TTAF, 200 TTE, Lycoming O320, 160 HP, Narco Com 810/811, Cleveland wheels and brakes, Scott tailwheel, \$26,000. Call (913)341-0599.

1994 ACRODUSTER II - 110 TTAE, IO-360, 200 HP Lycoming, Christen inverted, strobes, Electroair ignition. Open (incl canopy) navy w/blk/wht burst. \$34,500. Photo w/del. For food/gas. Consider trades. Call (706)275-6741, FAX (706)275-6300.

1979 STARDUSTER II SA300, 800 TT, 380 SMOH on Lycoming IO-540, 275 HP, King KY196 Com, KT76A. Northstar M1A, full gyro panel, Christen inverted systems, tuned exhaust, aerobatic prop, beautiful no damage Starduster! Call Don Patch, Northeast A/C Sales. (207)774-6318; eves (207)883-4976 or FAX (207)775-5018

ACRODUSTER II - Quick build, add your engine, prop, instruments and radios and go flying. Includes inverted oil & fuel, \$9,500. Call Gene (209)733-8358.

1971 STOLP STARDUSTER II - Lycoming O-435-C, 190 HP, Hartzell CSP, TTAF&E 1004, 52 STO, inverted systems, Com, transponder w/Mode C. \$26,000. Contact Ed Gebing at (707)429-4559 or days 428-7318.

STARDUSTER II - Fast, beautiful, 200 HP Lycoming, 750 since new engine and aerobatic constant speed. 1050 TTA, inverted fuel /oil/smoke. Always hangared. Front hole cover. Same owner 22 years. \$23,900 Call (509)935-4852.

STOLP STARLET - Flys beautiful, 65 HP Nav lights, King Nav/Com, 114 hrs TTAE, hospital Stroke, \$11,500. Call (906)774-8934.

STARDUSTER TOO SA300, 500 TT, 700 SNEW ON O360A1A, Christen inverted, simply the best, call for details, \$25,900 OBO. Call (513)777-8040.

ACRODUSTER TOO - Factory welded fuselage, IO540 260 HP Lycoming. Full inverted systems. 300 TTAF. 900 TTE, DC headsets, helmets, security parachutes. KX125, Collins Tpx, Mode C, NAT intercom. Asking \$35,000. Call (619)434-0923.

STARDUSTER II - 160 HP, AF 185, eng. 915, invert fuel & oil, Cleveland, Scott 3200, needs rebuild, stored 10 years, \$14,000 OBO. FL (352)245-0779.

STARDUSTER II - 180 Lycoming 175 TTSN/AC & eng., fresh annual, always hangared, strobe, pants, white & green, transceiver/VOR, \$24,000. Call (941)466-6191.

STARDUSTER II - 180 HP, Inverted systems, 800 SMOH. Call (417)926-4221.

1973 STARDUSTER II - 350 TT, 200 SMOH, IO-360, Inverted fuel & oil, smoke system, always hangared, \$25,000. Call (817)279-1857.

1976 STARDUSTER II - 205 HP Continental, 860 SMOH, inverted fuel & oil. King KY196 Com w/intercom. \$20K. Call (970)484-8578.

STARDUSTER II - Lycoming O360-A1A, 180 HP, 689 TTSN, 90 SMOH, Com 11B, TXDR, intercom, David-Clarks, always hangared. \$25,000. Call (214) 490-7346.

1990 STARDUSTER II - 150 TTAF, 75 SMOH on Lycoming O-540, fixed prop, 720 Com, intercom, new paint & fresh annual. \$28,900. Call (615)851-2926.

LYCOMING DYNAFOCAL MOUNT FOR STARDUSTER I - With bushings and bolts, \$250. Magneto ignition switch, \$30. Call (505)832-2520.  
1988 STARDUSTER TOO - 120 TT, Would like to sell minus IO540 Lycoming for liability. Beautiful aircraft. Make offer (918)272-8551.

STARDUSTER TOO - 100 hrs airframe, 245 Jacobs engine, enclosed canopy, Cessna gear, silver & green, always hangared, \$40,000 or partial trade. Call (503) 458-6140.

STARDUSTER TOO PROJECT - Complete set of plans, includes fuselage w/aluminum stringers fitted & finished, stainless steel firewall, tail feathers, welded landing gear, brand new Cleveland wheels w/ stainless steel brake discs, Cessna brake & rudder pedals, Lycoming 180 HP engine mount, elevator trim tab & control sticks, Stabilizer side fairings, pattern for main fuel tank, New wheel pants, Comanche Starduster type nosebowl, Piper 3-hole nosebowl, epoxy turtledeck & baggage compartment clecoed in place, 3200 Scott tailwheel w/springs, 2 Waco UPF-7 or Stearman type windscreens, 1 plexiglass & 1 Lexan w/ .060 aluminum channel fram material. Aileron connection parts, wing rib jig for rib production, 4 wing ribs with 5/16" square spruce. New: Wing mounting plates, aluminum trailing edges, fiberglass aileron nose piece, all spruce spar stock, plus misc. hardware. All for \$5,000. Please contact Bob Neilson at 225 Pinelawn Drive, Kernersville, NC 27284 (910)993-5815.

STARDUSTER TOO PROJECT - Airframe welded, oiled, painted, tailfeathers welded, oiled, painted, L-19 steel spring landing gear, new tires, wheels & brakes, firewall, sheet metal work aft of firewall done, wing center section done - metal tubing not installed, wing spars are cut, plated and shimed, 4130 wing fittings are cut, wing ribs are cut, have 4130 tubing for wing truss, have 4130 kits for wing struts, sheetmetal for wings, eng.mount kit (fits O-360), fiberglass parts: aileron slots, seats, turtleback, wheel fairings, cowl intake scoop and nose piece done, fuel tank tacked, weld on fittings, 34 gal.inverted, windshields, instruments and gauges, misc. hardware, lights, (throttle mixture controls are installed) etc. List available. Whole package deal no trades \$4,000 firm. Contact Harvey Itzaina, 4210 Story Lane, Anderson, CA 96007 (916)365-7752.

STARDUSTER TOO FOR SALE 1979 N70DM hours TTAF 295 hours SMOH engine 822 hours SPOH 37 avionics KX#55 NAV/COM w/localizer, Apollo Loran Flybuddy Collins x-ponder w/encoder, inverted fuel & oil, intercom built 4-17-79, empty weight 1165.7 lbs Location Camarillo Airport California. Price \$30,000 Call Jim Evans (310)457-3076 or see Bill Melly at Camarillo Airport Hanger #167 Phone (805) 388-3122.

Wrecked STARDUSTER TOO for project, many good parts & hardware. For sale, reasonable. Contact your editor Dave Baxter (503)639-8792.

STARDUSTER TOO PROJECT - Most welding completed, one lower wing and center section completely assembled, material for rest. Includes hardware, fuel tanks, wheel brakes, tail wheel 4130 tubing, misc. motor mount 180 Lycoming Dynafocal, firewall, no engine, instruments or flying wires. Call Kris Hm(541)832-2258 Wk(541) 832-2552. \$6,000.

STARDUSTER TOO PROJECT 90% complete. Needs wings covered and painted. Has new Cleveland brakes, wheels and tires, Continental engine GO-300 (overhauled) \$14,000 or \$10,000 w/o engine. Lost medical. George Johnson (210) 693-3840

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