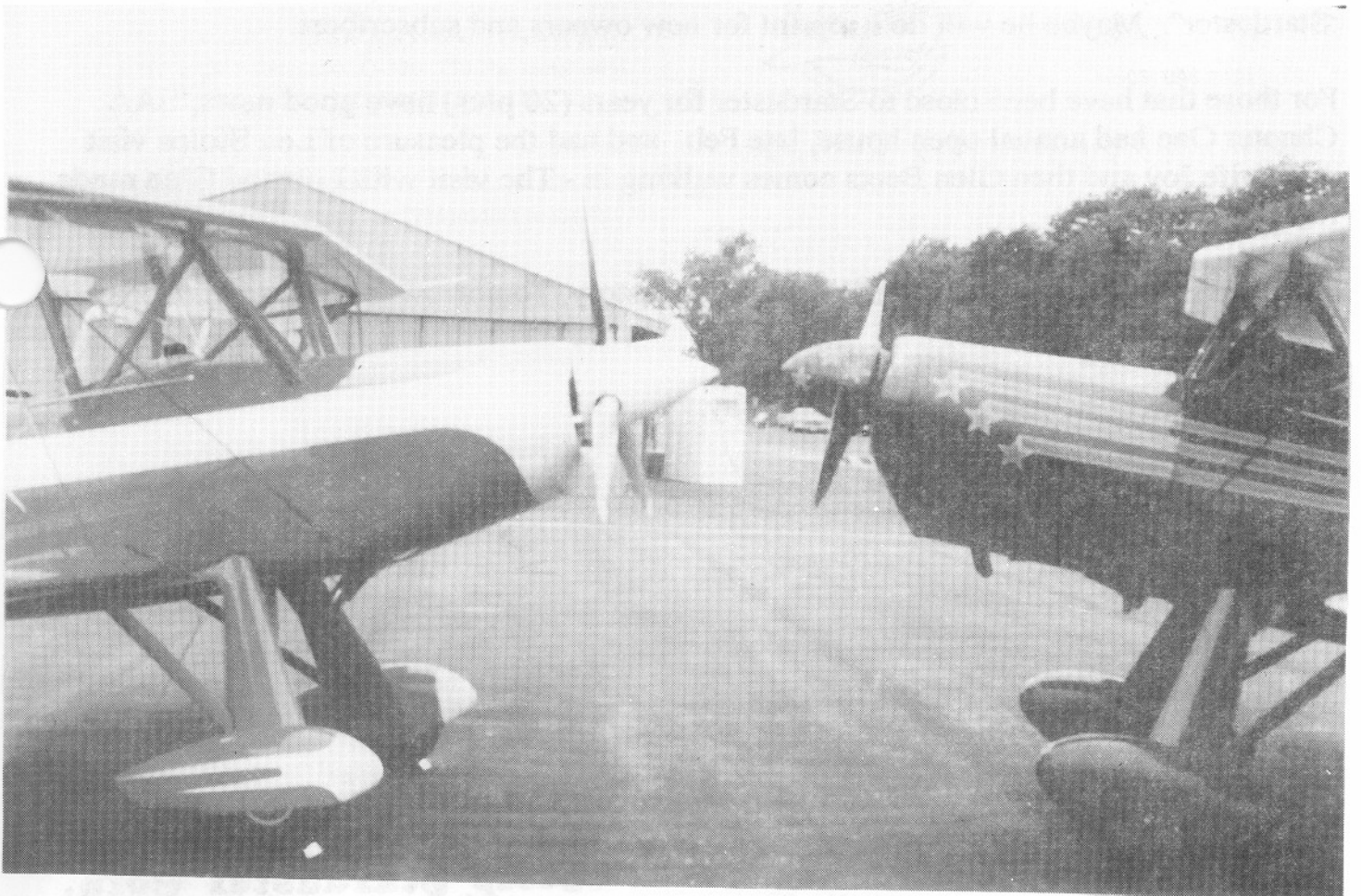




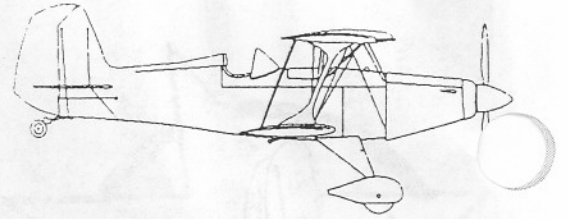
Starduster

MAGAZINE



Dedicated to the
ACTIVE Homebuilders

April
1997



April 1997

COMMENTS FROM THE PREZ:

Spring has finally arrived and a lot of the usual chores have to be taken care of - Those who enjoy the ownership of an Airplane, Excuse me "Biplane", have to ensure it is ready for flight. Concentration should be centered on the fuel system, especially if auto gas is used - Draining all the fuel and replacing with Fresh Fuel and flushing system is recommended. Dave Baxter published an excellent checklist in a previous issue of "Starduster". Maybe he will do a reprint for new owners and subscribers.

For those that have been close to Starduster for years (20 plus) have good news, EAA Chapter One had annual open house, late Feb. and had the pleasure of Lou Stolps visit with wife Joy and then Glen Beets comes walking in - The visit with Lou and Glen made My Day!!

Heard a quote, Author unknown "Yesterday is history, Tomorrow is a Mystery. Today is a gift, it is The Present".

See you all at Orville first weekend of May.

Blue Skies to you,

"BC"

Stolp Starduster Corp.

4301 TWINING
RIVERSIDE, CA 92509
(909) 686-7943
FAX (909) 784-0072
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BILL CLOUSE

a.k.a. "B.C." Prez

APRIL 1997

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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.

FRONT COVER - N7301R and Richard Miles, Rome, GA, and N96576 your editor Dave Baxter at Wautoma 1994.

BACK COVER - Top Left to Right - N79DC Dick Pearsall (Waterford, MI), N88PH Paul Holman (Dearborn, MI). Bottom Left to Right - N159MK, Matt Kerr (Bay City, MI) and Dan Baxter, Les Homan, Dick Lucas, Dave Baxter, Donna Baxter and Larry Rydberg at Sedona, AZ 1993.

REMINDER : SUBSCRIPTION RENEWAL

Please mail your checks to Stolp Starduster Corporation. They are due by the first of January 1997. 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 1997 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 1998 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

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

Well friends spring is almost upon us, and I am certainly looking forward to the 1997 Fly-in season. It also appears that some new and wonderful things are in the works for Starduster Corporation. I should have all of the details by the July issue of Starduster Magazine. I, for one am looking forward to the Starduster Open House that will be held once again in Oroville, California. It will be hosted by our good friends of EAA Chapter #1112 City Of Gold. Please make every effort to attend, flyer and details elsewhere in this issue.

It seems like every few years we are faced with some potential regulation or new law that will make it more difficult or expensive to own or fly our airplanes. The most recent one seems to be user fees, and if our President Bill Clinton has his way, we will be paying \$100.00 each to renew our pilots license, our medical and our aircraft registration - that's at least \$300.00 more per year of additional expenses and if you add the cost of ATC communications, flight plans and weather briefing for each flight, it could become much more expensive.

Along with this is the apparent over flight restrictions of our National Parks by light aircraft, what a shame it would be to loose this wonderful ability to do so. I certainly can understand the reasoning behind restricting air tour flights, but for the average weekend pilot who may over fly one of the National parks once or twice in a lifetime. It is certainly allowing the uniformed Dept. of Interior to be controlled by a small bunch of environmental activists. So with this in mind, please write or call your legislator and express your disapproval of user fees and restricted flights over our National park system. Also send copies to President Clinton and Bruce Babbitt at the Dept. of Interior, it might help and certainly wont hurt.

More on Big Brother, recently the FAA sent out letters to all airport managers requesting detailed information on all aircraft based there. The concern is of what use or regulatory function would require the FAA to have such a database. The questionnaire asks that all airport managers list: make, model and N number of every general aviation airplane based at their respective airport. The suspicion is why the FAA would want this information. The letter is signed by a Mr. Harry B. Florin, but did not indicate what his capacity or title was. After further investigation, it was determined that Mr. Floian's duties were airport security and criminal investigations involving FAR enforcement, which suggest a whole other reason for the list to be collected and not just for statisitcs.

Anyhow, one of the main reasons for writing this magazine is so that all builders, owners and enthusiasts can have a place to express their problems, solutions and interests regarding the entire line of Starduster aircraft. So please send me any information, pictures, problems or questions about these aircraft. It still amazes me that the lack of information, new owners are confronted with, especially when it come to weight & balance or fuel systems. If this gives you something to think about that's what I intended.

D.C.B. Editor

Oct. 12 ♦ Albany, Ore.: A Cessna 172M was struck from behind by a homebuilt SA-750 while both aircraft were landing at 0815. Neither occupant of the Cessna was hurt; the pilot of the homebuilt suffered minor injuries. The pilots had flown together from Corvallis to have breakfast in Albany. The report indicates that they lost sight of each other in the pattern.

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39 [62 FR 307 NO. 2 01/03/97]

[Docket No. 96-ANE-37; Amendment 39-9874; AD 97-01-03]

RIN 2120-AA64

Airworthiness Directives; Textron Lycoming Reciprocating Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to certain Textron Lycoming reciprocating engines. This action requires removal from service of defective piston pins, and replacement with serviceable parts. This amendment is prompted by a report of failure of a piston pin. The actions specified in this AD are intended to prevent piston pin failure, which could result in engine failure.

DATES: Effective January 21, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of January 21, 1997.

Comments for inclusion in the Rules Docket must be received on or before March 4, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 96-ANE-37, 12 New England Executive Park, Burlington, MA 01803-5299.

The service information referenced in this AD may be obtained from Textron Lycoming, 652 Oliver St., Williamsport, PA 17701; telephone (717) 327-7278, fax (717) 327-7022. This information may be examined at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Franco Pieri and Pat Perrotta, Aerospace Engineer, New York Aircraft Certification Office, FAA, Engine and Propeller Directorate, 10 Fifth St., Valley Stream, NY 11581; telephone (516) 256-7526 and (516) 256-7534, fax (516) 568-2716.

SUPPLEMENTARY INFORMATION:

The Federal Aviation Administration (FAA) received a report of metal detected in an engine oil filter on a Textron Lycoming Model AEIO-540-L1B5 reciprocating engine. The investigation revealed the metal in the oil filter was caused by a failed piston pin, Part Number (P/N) LW-14077. Failure of the piston pin may cause puncturing of the engine crankcase by the piston rod resulting in the loss of oil leading to total power failure and possible fire. Failure of the piston pin may also cause jamming of the engine crankcase by the piston rod resulting in total power failure. The FAA has determined that a quantity of piston pins, marked with code 17328, was produced that did not meet manufacturing specifications. The defects are grooves in the piston pin created during manufacturing that result in the fatigue failure of the pins. Textron Lycoming has notified the FAA of three piston pin failures that were reported at 50, 62.4 and 386 hours total time in service (TIS) with the defective piston pin installed. This condition, if not corrected, could result in piston pin failure, which could result in engine failure.

The FAA has reviewed and approved the technical contents of Textron Lycoming Mandatory Service Bulletin (SB) No. 527B, dated October 8, 1996, that lists serial numbers (S/Ns) of engines manufactured, remanufactured, or overhauled by Textron Lycoming during the time period that defective piston pins could have been installed, and describes procedures for removal from service of defective piston pins, and replacement with serviceable parts.

Since an unsafe condition has been identified that is likely to exist or develop on other engines of the same type design, this AD is being issued to prevent piston pin failure, which could result in engine failure. This AD requires removal from service of defective piston pins, and replacement with serviceable parts. The actions are required to be accomplished in accordance with the Mandatory SB described previously.

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule.

Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified under the caption "ADDRESSES." All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 96-ANE-37." The postcard will be date stamped and returned to the commenter.

The regulations adopted herein will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, may be obtained from the Rules Docket at the location provided under the caption "ADDRESSES."

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39 - AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 USC 106(g), 40113, 44701.

§39.13 - [AMENDED]

2. Section 39.13 is amended by adding the following new airworthiness directive:

AIRWORTHINESS DIRECTIVE

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460



U.S. Department
of Transportation
**Federal Aviation
Administration**

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference FAR Subpart 39.3).

97-01-03 Textron Lycoming: Amendment 39-9874. Docket 96-ANE-37.

Applicability: Textron Lycoming O-320, IO-320, AEIO-320, O-360, IO-360, LIO-360, VO-360, IVO-360, HO-360, HIO-360, AIO-360, AEIO-360, TIO-360, TO-360, O-540 (except O-540-J1A5D, -J1C5D, -J2A5D, -J3A5D, -J3C5D, -L3C5D), IO-540 (except IO-540-W1A5D, -W3A5D, -AB1A5), AEIO-540, TIO-540, LTIO-540, TIO-541, TIGO-541, and IO-720 series reciprocating engines, that meet any one of the following conditions:

1. Engines with serial numbers (S/Ns) listed in Textron Lycoming Mandatory Service Bulletin (SB) No. 527B, dated October 8, 1996; or
2. Engines that had Textron Lycoming cylinder kits installed after December 15, 1995; or
3. Engines that have been overhauled, or had cylinder head maintenance performed, by a repair facility other than Textron Lycoming after December 15, 1995.

These engines are installed on but not limited to reciprocating engine powered aircraft manufactured by Aerospatiale, Bellanca, Cessna, The New Piper Company, Beech, Schweizer, Maule, and Mooney.

Note 1: A maintenance records check may allow an owner or operator to determine if this AD applies.

Note 2: This airworthiness directive (AD) applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent piston pin failure, which could result in engine failure, accomplish the following:

(a) For engines with S/Ns listed in Textron Lycoming Mandatory SB No. 527B, dated October 8, 1996, accomplish the following:

(1) Check the piston pin code in accordance with Textron Lycoming SB No. 527B, dated October 8, 1996 in accordance with the following schedule:

(i) For engines with 45 hours or more time in service (TIS) since the engine was shipped from Textron Lycoming, since overhaul, since installation of a cylinder kit, or since installation of a replacement piston pin, as applicable, accomplish within 5 hours TIS after the effective date of this AD.

(ii) For engines with less than 45 hours TIS since the engine was shipped from Textron Lycoming, since overhaul, since installation of a cylinder kit, or since installation of a replacement piston pin, as applicable, accomplish prior to accumulating 50 hours TIS since the applicable date.

(2) Remove from service piston pins, Part Number (P/N) LW-14077, code 17328, and replace with serviceable piston pins.

(b) For all other affected engines, determine if a suspect piston pin, P/N LW-14077, code 17328 could have been installed, in accordance with Textron Lycoming Mandatory SB No. 527B, dated October 8, 1996, and accomplish the following:

(1) If it is determined that suspect piston pins, P/N LW-14077, code 17328 could have been installed, accomplish paragraphs (a)(1) and (a)(2) of this AD.

(2) If it is determined that suspect piston pins, P/N LW-14077, code 17328 could not have been installed, no further action is required.

(3) If it cannot be determined if the suspect piston pins, P/N LW-14077, code 17328 were installed, accomplish paragraphs (a)(1) and (a)(2) of this AD.

(c) For purposes of this AD a serviceable piston pin is a piston pin, P/N LW-14077, with a piston pin code of "BN" or "71238." Installation of a piston pin, P/N LW-14077, with a piston pin code of "17328" is prohibited after the effective date of this AD.

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, New York Aircraft Certification Office. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, New York Aircraft Certification Office.

Note 3: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the New York Aircraft Certification Office.

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished.

(f) The actions required by this AD shall be done in accordance with the following Textron Lycoming Mandatory SB:

Document No.	Pages	Date
527B	1-3	October 8, 1996
Attachment	1-6	October 8, 1996

Total pages: 9.

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Textron Lycoming, 652 Oliver St., Williamsport, PA 17701; telephone (717) 327-7278, fax (717) 327-7022. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on January 21, 1997.

FOR FURTHER INFORMATION CONTACT:

Franco Pieri and Pat Perrotta, Aerospace Engineer, New York Aircraft Certification Office, FAA, Engine and Propeller Directorate, 10 Fifth St., Valley Stream, NY 11581; telephone (516) 256-7526 and (516) 256-7534, fax (516) 568-2716.

CHANGE OF ADDRESS NOTICE

Airworthiness Directives (AD) for a particular make and model of aircraft are mailed to the aircraft owners using the permanent mailing address on file with the FAA Registry. If you need to change your address, please complete this form and mail to FAA Aircraft Registration. A revised Certificate of Aircraft Registration will be mailed to you without charge.

Signature requirements:

- Individual owner must sign.
- Partnership, a general partner must sign.
- Co-owner, each co-owner must sign, continuing as necessary on an attached sheet.
- Government, any authorized person may sign.

MAIL TO:

FAA Aircraft Registry, AFS-750
 Mike Monroney Aeronautical Center
 P.O. Box 25504
 Oklahoma City, OK 73125-0504

AIRCRAFT REGISTRATION NO.		SERIAL NO.		CANCELLATION OF REGISTRATION REQUESTED: (check applicable block, sign, and date)		
MAKE		MODEL				
ADDRESS CHANGE REQUESTED NAME AND ADDRESS OF CERTIFICATE HOLDER				<input type="checkbox"/> 1. Aircraft sold to: (Purchaser's name and address)		
STREET				_____		
CITY				<input type="checkbox"/> 2. Aircraft destroyed/scrapped		
STATE ZIP COUNTRY				<input type="checkbox"/> 3. Aircraft exported to _____		
SIGNATURE (In Ink)				TITLE		DATE
SIGNATURE (In Ink)				TITLE		DATE

AOPA WINS MAJOR COST SAVINGS AS FAA 'DOWNSIZES' PROPOSED LYCOMING ENGINE AD

Following AOPA intervention, the FAA has "downsized" an extraordinarily costly proposed airworthiness directive affecting many Textron Lycoming engines with fixed-pitch propellers.

"Almost 80 percent of the Lycomings that would have been affected by the original proposal have now been excluded," said AOPA President Phil Boyer. "More than 36,000 aircraft owners have been spared the cost of a \$10,000 AD." He added that compliance for most owners of the 9,800 engines still subject to the AD will be much less expensive.

The original proposal would have required initial and repetitive inspection of crankshafts in O-235, O-290, O-320, and O-360 series Lycomings with fixed-pitch propellers, and replacement within five years of all crankshafts with inner diameter corrosion pits. Nearly one quarter of the U.S. piston-powered fleet would have been affected.

The revised proposal affects only Lycoming engines of 160 horsepower or more with fixed-pitch propellers, limiting the AD to selected 320- and 360-series engines.

Under the new supplemental NPRM, an initial visual inspection for corrosion pits inside the crankshaft would be required, at a cost of about \$500. If no corrosion is found, the crankshaft would need to be reinspected at 5-year intervals.

If corrosion pits are found, a fluorescent penetrant

inspection (FPI) would be required, to look for cracks. Unlike the FAA's original proposal, that inspection could be accomplished by any qualified airframe or powerplant mechanic.

Cracked crankshafts would have to be replaced. Those with corrosion pits but no cracks could remain in service if reinspected at 100-hour intervals.

"The revised AD is a reasonable compromise," said Doug Macnair, AOPA's director of aviation standards. "The FAA has now documented 15 crankshaft failures caused by corrosion pits in the higher horsepower engines. This AD is limited to the engines where there is evidence of a problem."

While there have been no corrosion-induced crankshaft failures in engines under 160 horsepower, Macnair warned that corrosion pitting is still possible in those crankshafts.

Comments on the revised AD (which must be forwarded in triplicate) should be addressed to the FAA New England Region, Assistant Chief Counsel, Attention: Rules Docket No. 94-ANE-44, 12 New England Executive Park, Burlington, Massachusetts 01803. Comment deadline is April 3.

AOPA members can submit their official comments to the FAA docket by E-mail to 102475.1613@compuserve.com. Copies of the proposed AD are available on AOPA's World Wide Web page (<http://www.aopa.org>) and on AOPA Online on CompuServe (library: Active Rulemaking filename: 94ANE44.txt).

The AD is also available through AvFax, AOPA's fax-on-demand service for members. Call 800/GO-AVFAX (800/462-8329) and request document 5526.

Lycoming engineer says new coating should prevent crankshaft corrosion

WILLIAMSPORT, Pennsylvania — If your old crankshaft is rusted and cracked, and you order a replacement today from the Lycoming factory here, it will be subject to the same corrosion problems, and the same AD, that is detailed in the adjacent story.

But that is about to change.

Rich Moffett, Lycoming's director of engineering, said the company has developed an improved coating for the inner diameter of its crankshafts that promises to protect them from corrosion "and eliminate them from the AD."

He declined to identify the material, or describe it until the company makes an official announcement. That is expected to come within 60 to 90 days.

"We're not trying to be secretive; we're just not ready to release it yet," he said.

Moffett said the new coating is "simple to apply" and suitable for new crankshafts as well as those already in the fleet.

He said the coating would prevent corrosion from forming on uncorroded shafts, and "probably" can also be applied to corroded crankshafts "if the corrosion can be machined out without evidence of pitting."

In Lycoming's view, he said, "if you have pitting, you have a stress issue," and it is probably too late for the coating.

He said the company is still trying to decide whether the coating could be applied to a crankshaft without first removing it from the engine.

"We haven't satisfied ourselves as to how we would do that," he said. "There are a lot more problems doing it on the wing."

— Michael Sweeney

◆ Owners of Lycoming 320, 360, and 540-series engines that have high-pressure fuel pumps (mostly fuel injected models) should have received airworthiness directive 96-23-03, which requires a check to determine if the high-pressure pump has a suspect date code. This inspection is required within the next 5 hours time in service and can be performed by the owner/operator, provided that he or she has at least a private pilot certificate. The date codes that are under suspicion are 154739506, 154739507, and 154739510. These were installed on engines shipped from Lycoming between July 18, 1995, and August 14, 1996.

Using Your Radio With Frequency

By Charles Jackson

His flight plan looked like a diagram of a croquet match. He would take off, turn west of his course to stay under the outer shelf of one airport's Class C airspace, then back east to remain under another, and finally climb to the top of a third airport's Class D.

It seemed a little excessive, but I respected his awareness of the traffic situation, and his wanting to avoid a conflict. It was his reasoning that bothered me.

This way," he said, referring to his snakelike course, "I won't have to use the radio." He then planned to skirt two Class C air spaces without even monitoring one radio frequency the entire trip—except, of course, for the Common Traffic Advisory frequencies at each end.

Sometimes it seems as if there are two different types of people who learn to fly—those who love to talk on the radio ("10-4 Good Buddy"; sometimes they are worse until they learn a few radio manners), and those who dread it.



Charles Jackson

I'm sure there is some correlation with where they learned to fly. Those who learn at tower-controlled airports are probably good at it, while those who learn at uncontrolled airports sometimes aren't. But unless we plan to make a career out of flying in pretty remote areas, we need to use the radio. It is one of the greatest tools we have.

False Assumptions

Our pilot was correct in laying his flight out to avoid the controlled airspace, but he was making a couple of false assumptions. First, he obviously thought that all of each airport's traffic would be contained in the geographical limits of its airspace. Wrong. Most jets will climb out the top of Class C airspace in less than one minute after liftoff and will continue to climb at around

4,000 fpm. Other aircraft will be departing the airspace out of the sides to remain at low level for short flights.

Hopefully, our pilot would turn his transponder on to 1200 (VFR code) and have altitude reporting. That way at least, he would be visible to the controllers as an "unidentified flying object" operating near their traffic, and they could route their aircraft around him.

His second false assumption is that there is nothing for him to gain by being in radio contact with the appropriate controller. The fact that they have his altitude, ground speed, and course portrayed on their screen and could help him tremendously if he had a problem didn't seem that important to him.

What seems incredibly important to me is being in contact, not only with the controller, but with the other traffic around me as well. I want to hear other pilots as they approach and depart the airport to know if they are coming my way. I want to be able to ask the controller if other traffic sees me or will be turning before it gets too close.

The best part, though, is the feeling of being part of the system instead of a renegade from it. Once we are in radio contact with the controller and have an altitude reporting transponder turned on, we have satisfied all requirements to fly through the airspace. It might still be wise to stay outside it, but if traffic allows, we can sometimes fly through the airspace with the full blessing of ATC. We don't have to worry about getting a little too close and violating the space, because the controller is monitoring our track and can advise us to turn away if necessary to stay clear of other traffic.

Part Of The System

In short, once we have contacted the controller and received a transponder code, we are as much a part of his traffic flow as anybody else. We have the same protection as any of the other aircraft. A little confused as to your course? Just ask for a radar vector to your destination. Need to get on the ground quickly? Ask for a heading to the nearest airport. No problem. It is your system as much as anyone's.

Occasionally, a controller will become too busy to handle VFR traffic advisories and will have to refuse them. If this is the case, I thank him, return the transponder to 1200, and advise him that I will continue to monitor his frequency. That way, I can still keep track of other traffic in my area on my own, and I'm willing to bet that if a conflict occurs, the controller will be happy to talk to me.

Ironically, the pilot I mentioned is thinking of getting an instrument rating. It hasn't dawned on him that the familiarity he would gain by using his radio for traffic advisories would help him tremendously in his training. They are the same controllers; using the same terminology, and working the same airports he will have to use to get his rating.

I know it takes a little time to become comfortable with the phraseology and expectations placed on you in a radar environment, but it is a great investment in effort to learn to use it. Ride with a friend who is proficient in flying in busy air space, and listen to how he or she handles the radio. Or get a VHF monitor and listen to other aircraft until you feel comfortable. You will be glad you did, and you will be a much safer pilot for the rest of your flying career.

GPS SYSTEM

Aviation Safety Reporting System (ASRS) has received several pilot reports concerning GPS navigation incidents. In summary, the reports indicate that some pilots lack specialized GPS training and fail to revert to backup modes of navigation. One reporter noted that deteriorating weather forced their flight to descend below VOR navigational coverage. The reporter attempted to reprogram his portable GPS to deviate to a nearby airport, but was unable to insert the airport's identifier into the database. A second airport was also attempted with the same results. The pilot then visually sighted an airport and landed.

Another reporter claims that he inadvertently entered the Mobile (MOB), AL ATA and landed without a clearance, believing he was landing at Pascagoula (M50), MS. The pilot believes that he inadvertently programmed a previous waypoint while scrolling through the information page for M50 airport data. Another reporter stated that he entered R-2503B because of his reliance on his GI moving map indicator. The reporter thought that he was navigating around the restricted area. ATC Radar confirmed airspace penetration.

Copies of the airworthiness directives or NPRMs are available for a fee from EAA's Boeing Library, P. O. Box 3086, Oshkosh, WI 54903-3086 or phone 414/426-4800. Library Reference Services are accomplished on a first come, first served basis.

Tips On Avoiding Carbon Monoxide

FREDERICK, Md.—The AOPA Air Safety Foundation (ASF) says accidents caused by carbon monoxide poisoning are extremely rare, but recommends pilots install inexpensive CO detectors in their aircraft. ASF also suggests pilots and mechanics redouble efforts to recognize and prevent aircraft exhaust system leaks.

"A search of the Air Safety Foundation accident database revealed only two accidents caused by carbon monoxide between 1985 and 1994," says ASF Executive Director Bruce Landsberg. "But while accidents are rare, carbon monoxide can be insidious and deadly."

A Piper Dakota crashed Jan. 17 near Alton, N.H., after the pilot and the passenger became incapacitated. The state medical examiner said both had suffered from carbon monoxide poisoning. NTSB investigators found a small "corrosion-type" hole in the aircraft muffler.

The cabin heating system in the Dakota, like most single-engine aircraft, provides heat by passing ambient air from the engine compartment through a shroud surrounding the exhaust muffler en route to cabin heat outlets. A leak in the exhaust system could allow carbon monoxide gas to enter the cabin.

Carbon monoxide, an odorless, tasteless,

colorless gas, causes hypoxia when inhaled, reducing the blood's ability to carry oxygen. That can lead to headache, drowsiness, dizziness, or even loss of consciousness and death.

"If you smell exhaust fumes in the cabin, you should immediately shut off the heater and open fresh air vents, even the storm window," Landsberg advises. "If you ever get a headache or become sleepy, dizzy, or nauseous, suspect carbon monoxide, and get fresh air immediately. Carbon monoxide can enter the cockpit without a detectable exhaust smell."

Landsberg says there are several different styles of carbon monoxide detectors available for aircraft use. The ASF recommends installing a CO detector and including it in the pilot's instrument scan anytime cabin heat is in use. The safety foundation notes that the inexpensive cardboard "dot" detectors that change color when exposed to CO gas must be replaced every 30 days. New technology detectors with a longer useful life are now coming on the market.

"Most importantly, pilots should be sure their mechanics carefully check the entire exhaust system at each annual inspection," Landsberg says. "As aircraft age, regular inspection and maintenance become increasingly important."

AOPA Jumps Into Fight Over Future Of Leaded AvGas

Proposed Agreement Between U.S. And Canada Would Ban It By Year 2000

Decision Could Have Serious Consequences For 160,000 Aircraft Owners In U.S., Canada

The Aircraft Owners and Pilots Association has joined the National Air Transportation Association (see PF, December '96) in opposing a proposed agreement between the U.S. and Canada to ban the use of leaded avgas by the year 2000.

Both groups complained to the U.S. Environmental Protection Agency and its Canadian counterpart, Environment Canada, that the proposal would pose a "serious safety risk" and "devastate the already depressed aviation industry, impacting the public far beyond those individuals directly involved in aviation."

The proposed early ban on leaded avgas is part of a larger U.S.-Canadian effort to eliminate "persistent toxic substances" in the Great Lakes

Basin by the year 2005.

Despite the best efforts of the aviation and petroleum industries since the passage of the Clean Air Act in 1990, "we haven't yet developed a high-octane unleaded fuel that can be used safely in today's high-powered aircraft engines," said Douglas Macnair, AOPA director of aviation standards.

Numerous alternatives to tetraethyl lead have been examined, but no test fuel has yet reliably achieved a 100-octane rating without compromising other critical fuel characteristics such as spark plug fouling, gum deposits or water separation.

Many of the 160,000 piston-engine aircraft in the U.S. and Canada were FAA-certificated to use only 100LL avgas. Even if an acceptable unleaded fuel were available today, aircraft manufacturers would still have to modify and recertify many aircraft for the new fuel.

And the cost of doing that could exceed the value of the aircraft in many instances. Macnair contends that the leaded fuel ban would effectively give EPA control over aircraft certification as it relates to fuel, circumventing Congressional intent and U.S. law.

"This proposed ban would essentially ground general aviation in the U.S. and Canada," said Macnair, who urged Environment Canada and EPA to re-examine issues of aviation safety and economics before committing the industry to a treaty requirement that can't be met.

ACTION UPDATE



EAA EXPRESSES CONCERN FOR PROPOSAL TO ELIMINATE GENERAL FUND CONTRIBUTION TO AVIATION

The National Aviation Associations Coalition, of which EAA is a member, expressed serious concern about Office of Management and Budget recommendations to eliminate the general fund contribution to the FAA budget beginning in 1999. The elimination of general fund contributions would result in users fees to make up the difference.

The NAAC statement read:

"The elimination of a general fund contribution ignores the numerous contributions that a safe and efficient aviation system makes to the economy and to the nation as a whole. Aviation provides millions of jobs and facilitates economic growth through the safe and efficient transportation of people and goods throughout the United States and the world. Aviation is a key element in travel and tourism, which accounts for more than \$350 billion in economic activity annually and provides a positive and significant contribution to the country's balance of trade. Further, the NAAC believes that aviation benefits the general public, providing facilities and resources for commerce, national defense, security and quality of life."

The Coalition pointed out that the federal government has always recognized the value aviation provides to the nation's economy by investing general fund revenues in its upkeep and improvement. The NAAC estimated that for the \$2 billion annual investment in civil aviation the federal government receives \$30 billion annually directly, indirectly or through induced impacts in federal taxes each year.

The Coalition also raised concerns

about the effect the proposal would have on continued efforts to improve the safety and security of the air transportation system. Safety and security are questions of national security and therefore should be funded from general revenues of the federal government.

The NAAC statement concluded, "Our member organizations — representing all segments of the aviation community — agree unanimously that an appropriate level of aviation funding should continue to be derived from the General Fund, reflecting the benefits of a national air transportation system to the general public."

EAA will continue to voice opposition to the elimination of general fund contributions to the FAA and encourages members to let their elected officials know their opinions.

FINAL GRAND CANYON OVERFLIGHT RULE REFLECTS EAA'S CONCERNS

The FAA has published its final rule on flight operations in the vicinity of the Grand Canyon National Park. This rule takes the current Special FAR No. 50-2, amends it and makes it a rule under Part 93 of the Federal Aviation Regulations. Although the new rule significantly restricts aircraft operations in the vicinity of the Grand Canyon National Park, the FAA did respond favorably to several of EAA's comments. In response, the FAA agreed to lower or eliminate several of the proposed 14,500 foot ceilings so as to reduce effect on transient general aviation.

The FAA proposed these changes to reduce the impact of aircraft noise on the park environment and to assist the National Park Service in achieving the service's statutory mandate imposed by Public Law 100-91 to provide for the substantial restoration of natural quiet in Grand Canyon National Park.

EAA commented to the FAA that the proposed rule change called for a substantial reduction in navigable airspace with no justification — safety or otherwise. Large areas of the Grand Canyon park will be effectively off limits to general aviation aircraft.

The air tour industry is continuing its fight against this rule and EAA will continue to respond to proposed restrictions on any navigable airspace that is available to the sport pilot.

UPDATE ON AVIATION FUEL SPECIFICATIONS

EAA's Earl Lawrence reports that at the December American Society of Materials and Testing (ASTM) meeting the new 82 Grade unleaded aviation fuel specification had cleared the last hurdles needed and is being balloted for approval. Cessna has spent many years heading up the effort on the development of this new specification. It is hoped that the ballot will be passed and that the specification will receive final approval at an upcoming meeting in June. The new Cessna aircraft have been designed to operate on this new fuel which has been patterned from the automotive gasoline specification. Cessna believes that this fuel will be the fuel of the future for the lower horsepower piston engine aircraft.

Also attending this same meeting was the Coordinating Research Council group, which is helping to develop a new unleaded replacement for 100LL. The oil producers who are participating in the group have several test fuels available that they believe may satisfy the vast majority of the current high octane fleet. The group is developing a test matrix to study the various fuel formulations that are candidates for replacing 100LL. It is hoped that some results from the testing can be available by the end of the year.

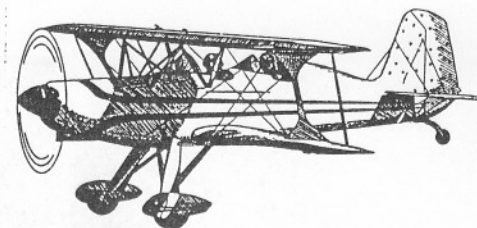
For additional information on any of the above subjects, contact Earl Lawrence, Director, Government Programs.

BEFORE TAKEOFF

- (1) FLIGHT CONTROLS - CHECK
- (2) FUEL SELECTOR --- MAIN
- (3) ELEVATOR TRIM - TO TAKEOFF
- (4) MIXTURE - TO FULL RICH
- (5) THROTTLE SET TO - 1700 RPM
- (6) MAGNETO - CHECK TOTAL DROP
125 RPM WITH 50 RPM DIFFERENTIAL
- (7) CHECK ENGINE --- INSTRUMENTS
- (8) CARB HEAT --- CHECK
- (9) BOOST PUMP ON FOR TAKEOFF
AND WHILE SWITCHING TANKS
- (10) TIME OFF SET CLOCK

BEFORE LANDING

- (1) FUEL SELECTOR VALVE - MAIN
- (2) MIXTURE - RICH BOOST PUMP ON
- (3) CARB HEAT - ON BELOW 2000 PM
- (4) APPROACH SPEED 80 KTS
- (5) BOOST PUMP ON FOR LANDING



STARDUSTER TOO SA-300

* CHECKLIST *

BEFORE STARTING ENGINE

- (1) SELECTOR VALVE - SEAT BELTS
AND SHOULDER HARNESS ADJ
AND LOCK - FRONT STOWED
- (2) FUEL MAIN
- (3) RADIOS AND ELECTRICAL - OFF

STARTING ENGINE

- (1) MASTER SWITCH --- ON
- (2) CARB HEAT - COLD
- (3) THROTTLE OPEN 1/4 BOOST PUMP ON
PRESSURE UP TO 14 PSI
- (4) PRIME 2-6 STROKES - COLD NONE - HOT
CLOSE AND LOCK
- (5) IGNITION SWITCH ON L/MAG
- (6) PUSH BUTTON OR KEY START
- (7) MIXTURE --- TO RICH WHEN ENGINE
STARTS
- (8) OIL PRESSURE IN - GREEN

ITEMS : FOR A SAFE AND LEGAL FLIGHT

- (1) WEATHER BRIEFING WITH "N" NUMBER ON FILE
- (2) CURRENT SECTIONAL FOR AREA OF OPERATION
- (3) DO NOT OPERATE IN ANY B, C OR D AIRSPACE OR USE ANY ATC OR FAA SERVICES UNLESS IT IS INCIDENTAL TO YOUR FLIGHT.

(4) IN AIRCRAFT

A - AIRWORTHINESS CERTIFICATE
R - REGISTRATION
R - RADIO LICENSE A/C - NO LONGER REQUIRED
O - OPERATIONS LIMITATIONS
W - WEIGHT AND BALANCE AND EQUIP LIST

SECURING AIRCRAFT

- (1) CHECK ELT 121.5 FOR INADVERTENT ACTIVATION
- (2) RADIOS AND ELECTRICAL - OFF
- (3) MIXTURE - IDLE CUT OFF
- (4) MAGS AND MASTER - OFF
- (5) INSTALL PITOT AND FUEL VENT COVERS
- (6) CHOCK WHEELS OR TIE DOWN A/C WHEN LEFT OUTSIDE

ON PILOT

P - PILOTS LICENSE
M - MEDICAL
R - RADIO LICENSE - NO LONGER REQUIRED

ACCURATE LOG BOOK ENTRIES FOR BOTH AIRCRAFT AND PILOT

ST. CROIX AIRCRAFT
1139 Hiway 148
Corning IA 50841

Hi Dave,

(515) 322-4041

1-17-97

I came across this old article in the Spring 1971 issue of 'Sport Planes' magazine and thought I would send it on to you in case you missed it and needed to catch up on 25 year old Stardusters.

I hope all is well with everyone back there. Heard about your weather on the news and from Dad and saw some pictures from Wiley of this year's version of the 50 year flood and I'm glad we missed it. Even when I was back in November to pick up my car it rained constantly for the week I was there and I had a hard time with that. Seems that having gotten out of the rain I don't want anything to do with it anymore.

Climate here is surprisingly good in this corner of Iowa. We got 1.5 inches of snow last week, the first since I've been here. The sun shines almost every day, is stunningly beautiful and it has not rained in a month. When it does rain its only for about an hour, then its all over. So far we like the climate very much. Crystal clear winter weather. Cold at times, but not so chilly as Oregon. Warms up to about 50, otherwise 25-35 mostly. I set up a small shop in one of my buildings and have been building parts like mad for Pietenpol kits, and also myself. I'm building a Travel Air for my big Wright Whirlwind and making ribs now.

My 'runway' is 1650 ft long with a tall stand of trees on one end, clear on the other, so it will be a one way strip for the time being. The trees are on my property so I can always cut them if I want to, later. Three quarters of it is flyable now, but there is a draw that will have to be filled in the Spring which will take some big equipment. If you find yourself back this way on one of your trips stop in here, or the runway in town, paved. I'll bring my ship back here in the Spring but have not been able to do any flying here yet. I know a fellow, Bob with a Cherokee and a Rans, but have not been able to wrangle a ride with him. Hangars here cost (brace yourself) \$35/month, nice paved new metal buildings. And there are 3 available now open! I would take one except that it would stand empty for 6 months and I'd rather have the money go into building a hangar here on my property.

The pace here is wonderful, relaxing, little traffic. We go to Omaha for big city life when we need to, its only about 1½ hours away. Every little town has an airport, well kept, and there is plenty going on although I have not been in touch with any EAAers specifically. The AAA antique airplane assoc. is 100 miles East of me and thats convenient.

I think about the flying I did in your Starduster over the years and what a great airplane it is. Thank you. I wish I had held on to my Lycoming O-435 (now in Dad's Nieuport) to put into a Starduster II and I wonder if my small Wright 5 cylinder would be appropriate, though I think the ship looks best with a flat engine comanche cowl. If you hear of any project planes (PDX area) for sale please keep me informed.

Dad said you were making progress on Danny's plane. Sounds great. Let me hear from you sometime. Cheers,



STARDUSTER T00 370 TT AF/E
200 HP LYC IO-360-A1B6D

Hartzell C/S Prop. Christen inverted oil & inverted fuel. New RG25 battery. Strobes. New IC-200 Transceiver. Intercom. Trimble Flightmate GPS. Always hangared. Many trophies, incl. Oshkosh, see Sport Aviation Feb. '81. An absolute gem for \$39.5K.
352/347-8008 days/eves

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

Dear Dave:


Feb. 10, 1997

Thanks so much for the information you sent me on the Starduster. Since I last talked to you, I have changed aircraft. The people in California were supposed to send me information on why the engine had been topped, and what was done at the top overhaul. After 6 weeks, and not hearing from them, I wrote them and cancelled the sale. I have since looked at this airplane in Ocala, Fl...and I am really impressed. It is, as far as I can tell, nearly flawless. It looks like it is brand new, inside and out. We have agreed on a purchase price of \$35,000 which includes a fresh annual.

I am scheduled to go out on the special Early Retirement program with Delta Airlines on the first of May, and I plan on going back and flying the airplane home right after. I've ordered the helmet from Chief, got my special snowmobile suit, my black leather jacket, my gloves, etc....

The starduster is N-8KC, now owned by John D. Fisk. I surely hope this turns-out to be a good move on my part. I am really excited, and hope I can fly the airplane back with-out any problems. I will let you know how it went, and what I think of it after I have some time in it.

Best Regards, and thanks again for your help.


 Edward M. Jeppson
 3457 East Magic View Dr.
 Salt Lake City, Utah 84121

2/12/97

DAVE —

I AM SENDING PART OF THE DEC. 1996
ISSUE OF MICHIGAN AVIATION THAT I JUST
RECEIVED HERE IN FLORIDA

YOU WILL NOTE THAT MICHIGAN AVIATION DOES
NOT ATTEST TO THE ACCURACY OF ACCIDENT REPORTS.

I CAN'T BELIEVE TERRY WOULD HAVE ATTEMPTED

A BARREL ROLL ON TAKE-OFF. (A SNAP ROLL OR

SLOW ROLL MAYBE) THERE IS ALSO NO MENTION

THAT THE CRASH OCCURED ON TAKE-OFF AS

THE NEWSPAPER ARTICLE STATED.

SINCERELY,

MATT KERR N159 MK

Accident Reports

Accident Reports are reprinted from Federal Aviation Administration (FAA), National Transportation Safety Board (NTSB), or Police reports and are for information only. Michigan Aviation does not attest to the accuracy of these reports. We do not determine the cause of accidents; that is left to NTSB and FAA investigators.

October 13: Eaton Rapids, Skyway Estates Airport,
* Starduster SA300; Pleasure flight, Injuries: Fatal; *
Aircraft damage: Destroyed. WX: METAR KTEW
131858Z AUTO 220009KT 16OV240 10SM CLR 23/13
A2997. Accident Report: Aircraft attempted a barrel
roll and crashed.

Oct. 13 ♦ Eaton Rapids, Mich.: A homebuilt **Starduster Too** crashed on takeoff from a residential airstrip at 1459. Both occupants were killed. "Witnesses reported that the pilot performed an aggressive pull-up and lost control of the airplane."

Fulfillment of a Dream—Volume II

H. Clay Gorton

Having learned to fly an airplane at age 69 in 1992, it finally became apparent that if I were to continue flying with enough frequency to keep current, I would have to get my own airplane. I felt that by getting two or three other people to go in with me, it would be a possibility. However, realizing that AIDS stands for Aviation Induced Divorce Syndrome, I was a little edgy about broaching the subject to my wife. Finally I suggested that we could draw enough money from savings to participate in the purchase of a Starduster, but I would only do so if she also felt good about it. After some pause she said, "I'll go along with you on one condition, that you will pull out \$2000 more and send me and our daughter to England." "Done Deal!!!" Well, the trip to England ended up costing nearly \$4000, which in the end was a good thing, realizing that buying an airplane would probably cost about double the initial purchase price.

We found three others who were willing to enter into the venture—Glen Olsen, Vice President of the Salt Lake EAA Chapter 23, Mike Guarino, the Young Eagles Coordinator, and Don Mortensen, a former Military Fighter Jock and future member of the EAA. We formed a Limited Liability Company, called Starduster, LLC, to take ownership of the airplane and began our search.

We found what seemed like an ideal Starduster Too at the Nut Tree Airport in Vacaville, CA. The airplane, serial number 182, was built in 1971. The tail number, N1923S, should be easy to remember as it was the year that I was born. New fabric had been installed on the flying surfaces in 1991, and the Lycoming O-435 engine had 55 hours on it since a complete top overhaul.

We made arrangements to pick it up on Monday, February 10. Mike Perkins, who flies a Cessna T210, was kind enough to fly us to Vacaville to pick up the airplane. We examined the plane on Monday evening; on Tuesday morning Glen took the plane for a check ride; we consummated the deal and by 10:00 hours we were off for home. Mike was to fly ahead and wait for us in Carson City—just in case.

We climbed out on full rich at 70 mph on the advice of the former owner. The O-435 seemed somewhat underpowered, and a little over an hour out we had climbed to only about 8500 feet. At this point, over the Sierra Nevada mountains, we experienced an engine failure. One mag went out and the other was performing only marginally, such that we could not maintain altitude. We did a 180, punched in the nearest waypoint on the GPS and found the Placerville airport only 15 miles to the west. We nursed the plane into Placerville and made the runway—elevation 2563!

We called flight service to advise Mike that we had an engine out and to return to Placerville. An expert mechanic at the Placerville airport identified the problem, and called all over the country for replacement mags. He finally located the Savage Magneto Service at Oakland International Airport. We jumped into Mike's T210, filed an IFR flight plan, and took off for Oakland. Al Marcucci at Savage Magneto Service had the mags in his hands by 13:00 hours. Al dropped his other work, skipped lunch and rebuilt both mags. He did meticulous work and was satisfied with nothing short of perfection. We had the rebuilt mags in our hands by 17:00 hours—and we won't mention the cost.

Mike filed an IFR out of Oakland to Placerville via Sacramento. The weather cleared and he cancelled the IFR and we landed at Placerville at 18:30 hours just after Ray, the mechanic, had given up on us and gone home. After a filling Chinese

dinner and a fitful night's sleep we returned to the airport at 7:30 hours. Mike optimistically assumed that our problems were solved and took off for home. Ray had the mags installed and checked out by 11:00 hours and we were ready to go, snowmobile suits and winter underwear in place. However, the engine wouldn't start.

Ray had timed the engine to 20° BTC, according to the manual for the O-435. A call to the factory rep revealed that the proper timing was 15° BTC. With that adjustment, the engine kicked over at the touch of the switch, and we were off.

While Ray finished installing the mags, we found the reason for the low power output. At full throttle, we still had about a quarter of an inch travel in the throttle arm on the carburetor. Not only that, but the limited travel on the prop governor allowed us to rev up to only 2000 rpm—a problem that wasn't apparent at the near sea level altitude of the Nut Tree airport.

Because of the low power we had to do a number of 360's and fly along the windward edge of the ridges to gain enough altitude to get over the Sierras. By this time the weather was CAVU and the scenery breathtaking, in spite of a windchill factor of -50 C. Over the top Lake Tahoe came into view, and after crossing the last ridge we made a steep descent into Douglas Co. airport at Minden, NE, elevation 4718, and landed into a stiff headwind. Because of the circling we had to do and the headwinds we encountered, our average ground speed from Placerville to Minden was 43 mph.

Because flight service reported moderate to severe turbulence to the east from flight level 180 to the surface, we holed up for the rest of the day. From the winds at Douglas we had confidence that they were correct since our short field landing was one for the records.

The flight from Minden, NV to Bountiful, UT the next day was uneventful. We flew a leg from Minden to Battle Mountain, 161 miles; from Battle Mountain to Wendover, 170 miles; and from Wendover to Bountiful, 95 miles—indicated airspeed 90 mph.

The airplane log book shows that it was flown in 1971 by Erick Schilling, who worked at the time for the Stolz Starduster Company. Schilling flew P-40's in WWII with General Claire Chennault. He reported in the log book that N1923S was one of the best performing Stardusters he had ever flown. With the appropriate adjustments to the carburetor and to the prop governor, and other fine tuning, we hope to make this beautiful airplane again one of the best performing Stardusters.



To Touch The Eagles

L. L. (Verne) Reynolds, 1975

When I was very young I dreamed a dream
So big I could not hide it in the secret places of my heart.
Then, when the dream would crest within me,
Across the sunlit patches of my youth, in spite of disbelief,
I'd leap and whirl—pretending I could fly.

And resting on the grassy slopes of August hills,
I'd search for fleeting shadows against the wind-whipped clouds
And feel my heart leap up to touch the eagles that I saw
In their turbulent game of Eagle Tag.

But as maturing years brought other dreams and new adventures,
I lost the shadow of the eagles in other shadows of my life.
Then suddenly, unexpectedly, the dream returned,
And in one great leap from pastureland,
I broke the life-long shackles of my meadow—
I flew!!

Higher than the steeples of my town . . .
Higher than the cliff where earth left off and sky began . . .
Higher even than the secret dreams I'd held before . . .
The lakes where I had once skipped stones
Were tiny jewels sprinkled across the patchwork quilt
Of sun-splashed hills and gentled, darkened valleys
Stretching, reaching, curving, inviting.

And then, with boyhood eyes, I saw the flash of laughing wings
Arc against the eternal sweep of sky
And then I raced the wind past mountain tops
And skimmed the gossamer of clouds
And caught the glint of sunset in the crinkle of my eye
And watched the world tumble and spin and tip and swing inverted
Hanging from my wingtips on silver threads of music
I hear over and over and over again.

And each time,
Struck with awe and gratitude, I am given
The great, unspeakable, loving gift of flight.

Oh, when I was very young, I dreamed a dream
But I could not know its limitations, nor dare expect
This. Nor could I understand His joy in giving eagles
The freedom of His universe—nor could I feel His anguish
When, with wounded feathers,
Sparrows, eagles, men, must fall.

Nor can I comprehend that one great flight
He promises—when we are freed forever from the shackles
Of our disbelief, as the young, the cynical, and the unprepared
Are always shackled.

March 3, 1997

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

Dear Dave,

We would like to suggest your consideration of holding the Annual Starduster Openhouse in 1998 at the Skypark airport in Bountiful, Utah.

Some points to consider—

1. Skypark is the only privately-owned airport in the State of Utah, and the owners are happy to fully cooperate with any reasonable requirements for the Openhouse.
2. The FBO operator at Skypark will give a 15 cent/gallon discount on their already low price of \$1.96/gal to all openhouse participants.
3. Although Skypark is located some distance from the west coast, it is near enough to the mid-west to attract many Starduster owners east of the Rockies.
4. Although Skypark is within the Salt Lake TCA, the FAA has already agreed to grant waivers for the openhouse to planes without transponders and encoders. The pilots of such planes will only need to send a letter to the SL FAA identifying their plane and their arrival time. The FAA will also permit them to fly an excursion flight within the TCA on Saturday during the openhouse.
5. The Salt Lake Chapter 23 of the EAA will be glad to host the openhouse. The Chapter has all the equipment necessary to prepare meals and will provide breakfasts, lunches and evening meals, as necessary, at the airport.
6. Skypark is located in a beautiful area, and a breathtaking flight could be organized for Saturday morning flying around the majestic 12,000 foot Mt. Timpanogos.
7. There are many local sight-seeing opportunities for those interested in a ground activity on Saturday.
8. Chapter 23 would be willing to write promotional letters to all Starduster owners, with detailed route and approach instructions. (Plus a brief treatise on the ease and safety of the little mountain flying that would be necessary to get into the area.)

Dave, as you know, we approached Bill Clouse with this proposal a few months ago, and he expressed enthusiasm for the idea. The only down side we see may be the reticence of some Midwest flatland pilots to fly in mountainous areas. However, they don't come to the west coast anyway. We hope that we could attract them by allaying these fears with appropriate routing instructions.

Best regards, and hope to see you at Oroville in May,

Glen Olsen, Mgr. Skypark Airport & Vice President, EAA Chapter 23

cc: Les Holman

February 21, 1997

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


Dear Dave,

Well, we finally did it! After spending \$1200 to turn down a piece of junk in Nashville that was badly misrepresented to us, we found a plane in Vacaville and picked it up last week.

I'm enclosing a little article about the purchase of the plane and our eventful trip home that you might consider for publication in the Starduster Magazine. Also enclosed is a picture of the airplane. We'll try to have it ready to bring to the Starduster Open House in Oroville in May.

Also, while looking through the paper work that accompanied the airplane I ran across the attached poem that apparently was written by L.L. Reynolds who owned the plane in 1975. If it's not the case that everyone has heard the poem but me, you may want to put in the Starduster Magazine as well.

Best regards, and hope to see you in May,


H. Clay Gorton

P.S. I was just informed that the FBO at the Skypark Airport in Bountiful has announced that they will give a discount of \$.10/gal on Avgas to any member of the EAA. Perhaps another tidbit for the Magazine?

March 21, 1997

Dave--

Thanks for the carburetor manual. Paul Kilgren is working on the carb today. We hope to have this plane in the air before the end of next week!

Enclosed is the \$5.00 for the expense of getting the manual to us. Again, thank you very much. We hope to see you at the Oroville Openhouse.

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

January 26, 1997

Dear Dave,

Just a note to thank you for your time on December 26. The information you shared with me is invaluable in weighing the decision *to build or not to build*.

I'm seriously considering building the Acroduster Too. I've spoken to Bill Clouse and received the parts catalogue and also "Building the Gold Duster" which I immediately read cover to cover.

I will be sending a check to Bill today for a subscription to your magazine. I enjoyed reading the copies you gave me, and also find them to be a great source of information.

You mentioned a publication which contained building tips. Is there another book besides *Building the Gold Duster*? If so, I'd like to obtain a copy.

I am beginning a welding class in February to brush up my skills, and plan to begin this project in late March or April.

Thanks again for the information, I'll keep you posted on the progress at this end.

Sincerely,

Joe May



N20PD Danny Miller taking his mom for a ride.



Danny Miller's

SERVICE

PLUMBING COMPANY

"SAVE OUR WATER"

17141 Robinson Road • P.O. Box 2026
Gulfport, MS 39505

(601)832-5600 • 436-9000 • 452-5400

Licensed Plumbers...
Responsible for the
Health of the Nation

29-97

Wave,

Excellent job on Jan. 97 Starduster
Mag.

1-13-96 was 1st flight of N20PO & since
then I have only put 50 hours on it, but
they have been great.

Enclosed are some pictures of my 1st heavy
flight - Mom & I w/ full fuel = 640 lbs.
Plane did just fine.

My mother who is 67 yr old now, herds
cattle for a living in Wyoming. Her 1st
flight in bi-plane was most exciting ---

Danny

9001 Lincoln Road

Bismarck, ND

2-23-1997

Dear Dave,

Although we did not meet yet, I probably saw you and/or your airplane at Wautoma last summer. I briefly stopped to see the Stardusters at Wautoma on the way back from Oshkosh, said hello to Bill Clouse, then hit the sky in my Cessna "Spam Can." Hopefully this summer may just find me there in a new Starduster presently under construction.

Enclosed is \$12.00 for the yearly subscription to the Starduster Magazine. I wonder if you would have any old copies for sale, as there is a wealth of information in them.

I have always admired the lines of the Starduster, and about a year ago picked up the project of the late David Scott of Minneapolis. It found its way to ND in a rather round about way, eventually ending up in my shop for completion. Apparently it is registered as N62DS and I think I'll leave the N number the same in his memory - I heard he was a great guy! Hopefully have it flying and to Oshkosh and Wautoma this summer.

I enjoyed your narrative of your trip to Wautoma last summer. You must have flown right over our private field. If you come this way again you are welcome to drop in overnight and stay with us, and we can put your plane to bed in my hanger. This goes for any other 'Duster pilots passing through as well. Our private field is approximately 4 miles directly east of the Bismarck Municipal Airport or about 1/4 mile directly east of the BIS VOR. Our home number is 701-255-7179 if you want to let us know you are coming and we'll look for you. Tell Bis Approach (126.3) you want to go to the S&B Private strip and they'll get you in ok. My neighbor, Mark Becker and I both share the field - We were going to call it the Becker-Scarlett field but mention of the "B-S Airport" on the air would entertain too many pilots so we settled for S-B instead.

Anyway, feel free to drop in - fuel available at our cost - coffe-s always on - 2500 foot great grass runway with no significant obstructions, but of course - land at your own risk. (had to add that for the lawyers!)

Anyway, enjoy the magazine, hope to meet you in person next summer.

Bob Scarlett

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Bob
N 56547 + hopefully N62DS

SCHAUER AVIATION ENTERPRISES, INC.

ENGINE OVERHAUL, INSPECTION, SERVICE & REPAIRS

2309 HALEKOA DRIVE

HONOLULU, HI 96821

(808) 833-9880

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

Re: Parts for sale

Dear David,

I doubt you remember my having written to you many years ago. I purchased the starduster Too story and have used its' information several times. My "TOO" is starting to shape up now. (After only twenty years of work) I have a Lycoming O-360 which I have modified to accept the Christan inverted oil system and had planned to use the Bendix RSA5 carburetor. I am flying in a friends RV-4 which is equipped with the Ellison system and I have decided to go that route now. So? So I now have two Bendix carbs for sale. One is a complete system with all injector nozzles, spider, lines, fuel pump, etc. The second is just bare bones carburetor. I'm not sure of the total worth today, but I'd like to advertise in the Statduster magazine and see what happens.

I was sorry to hear of the passing of Nick D'Apuzzo. He seemed to be a really "nice guy" and we need more like him.

Whatever you can do to help me, I'll appreciate.

Mahalo (thank you)

Willy Schauer
William A. Schauer, Jr.

P.S. I checked with one of the "over haulers" and he thought the complete system would be 600 ± & the solo carb would be 300.!!!

Hm!

W.

LETTERS

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

3-18-97

Dear David,

Enclosed is a check in the amount of \$29.95. Please send me a copy of the Starduster History.

I enjoyed our conversation on the phone last night, thank you for sharing some of the wealth of information you have on Stardusters, particularly N102MB in Chowchilla. Anything else you can offer will greatly be appreciated in regards to that particular aircraft. We hope to meet you and Donna at Oroville this coming May 2,3,and 4th.

Best wishes,
Jim Pollard
2435 Felt St.#58
Santa Cruz, CA 95062

Dear Dave,

Enclosed you will find a check for \$12.00 for a subscription to the Starduster Magazine. Here is my address: Chuck Krabbenhoft P.O. Box 172, Sabin, MN 56580. My quest for the right Starduster continues. I've looked at many, but there always seems to be a little something I don't like. I hope I can find one so I can make it to Oshkosh this year.

Thanks,
Chuck Krabbenhoft

D.C. Baxter
5725 S.W. McEwan Rd.
Lake Oswego, Oregon 97035

W.H. Valentine
P.O. Box 301
Accomae, VA 23301
January 8, 1997

757 ~~555 1212~~
787 1253

Dear Dave,

Please send me:	Starduster History	\$29.95
	Technical Tips & plans revisions	\$20.00
		\$49.95

I have a set of SA-300 plans that I purchased about 25 years ago (#1326). Are these okay to use or should I buy new plans? I finished a Hatz this fall and need something else to build - a Starduster might do! Has anybody put a Russian M14-P radial engine in one?

Thanks,
Bill Valentine

Starduster History

N1NW Starduster One

Built by Norm Weis

His Second Sweetheart

Norm Weis; Adventures with building and flying N1NW. An SA-100 Starduster one. Norm teaches Physics at a Junior College in Casper, Wyoming. Norm's interest in aviation comes from a very early age. His interest in building model aircraft and then on to full-size airplanes with the exposure of homebuilt aircraft and the many airplanes that could be built. Followed by the Starduster design that he just could not keep from coming back to, as the airplane to build. It took him three years to build with all of the normal. Building problems. Trying to figure out the plans, learning how to weld. Almost burning down his garage. Buying a wrecked airplane for engine, instruments, wheels, brakes and other useful parts. Were some of the problems he faced and overcame.

The thrill of the first flight followed by flight testing, radio problems, fuel flow, weight and balance. Along with exploring the flight envelope. With a dive speed of over 178 MPH and 6 ½ "G" pull out certainly verified the structural integrity of the little Starduster. From dive testing Norm went on to spin testing. The airplane would enter a spin right or left very slow and lady like for the first turn, but as the spins progressed to more than one turn. The airplane would really wind up to about a turn per second. Norm had to force himself to proceed with the testing as it was quite unsettling, but as the testing continued he found the Starduster recovered quite well and was very predictable.

With the flight testing over it was on to other things. Norm had been eyeing a hayfield only about a mile from his home that was about 2100' long. The field was owned by Mel Loose a good friend of Norm's who said OK, so Norm expanded his flight test program to include an off airport landing.

Norm's next adventure was to learn aerobatics for several months he had been reading various books on aerobatics which made it clear that a good instructor was the first pre requisite, but since his airplane did not lend itself to dual instruction. He decided to teach himself aerobatics. However he does not recommend the method to anyone. By reading the book and trying a number of ways to do loops, rolls, knife edge, and vertical maneuvers. He was able to teach himself to do basic aerobatics consistently, but of course

the book claimed that it was simply a matter of doing this or that and a perfect maneuver could be achieved. But Norm found that it took much more trial and error. Followed by practice, practice and more practice.

In order for Norm to perform at an aerobatics contest or air show it required him to have a liability policy, membership in IAC, and a current low level waiver that demonstrates his ability with FAA. Norm was able to get all three.

With the time flown off Norm wanted to stretch his wings and so started with Wyoming to Colorado and Utah and then to visit Lou Stolp. Who was then at Redlands, Calif. From Redlands it was on to the West Coast on his return he stopped in Colorado to compete in his first aerobatics contest and with some more practice and suggestions from his rivals. He competed again at Council Bluffs, Iowa. Norm said he was only able to muster 15th out of 30th entries in sportsman, but for a self taught non dedicated Acro pilot certainly is Quite an accomplishment.

Norm next goal was a trip to Canada for some fishing. However the rules for flying into Canada were interesting as well as the airports he stopped at that asked him to do some aerobatics. With some Great Fishing out of the way and a quick trip in a Cub Float plane. He returned home .

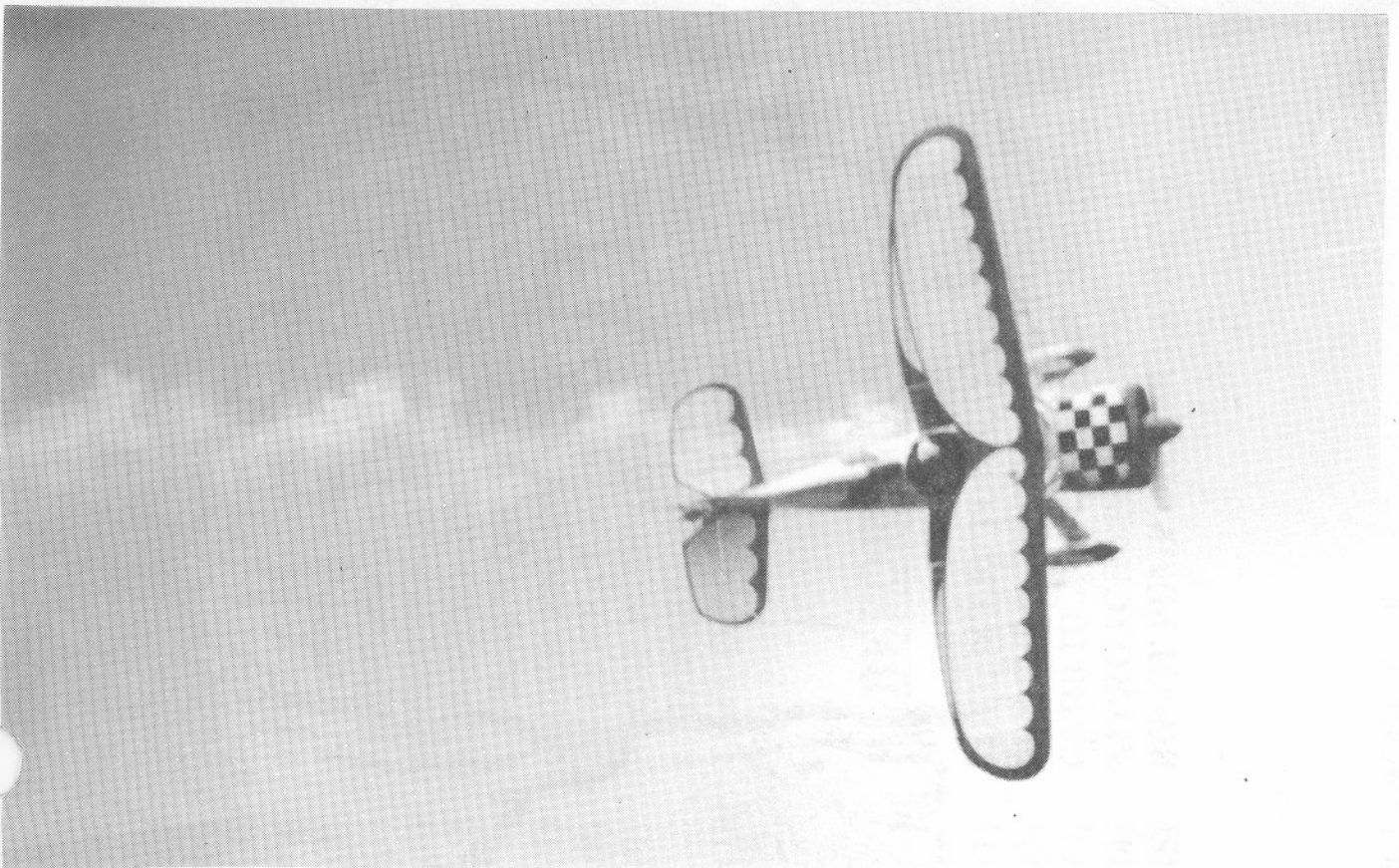
His next goal was a trip to The East Coast and Kitty Hawk with a stop at Oshkosh to visit the EAA convention. The normal dodging of thunder storms to get there, the millions of people who attend the other Starduster pilots he met and all the other interesting things connected with EAA.

With the convention over Norm was looking forward to more adventures with his trip to Kitty Hawk. So with a side trip up to Mackinaw Island and back down into Ohio with poor weather and visibility all the way into Virginia. He stayed with friends, as the next day he planed on flying to Kitty Hawk. Again with poor visibility and smog the likes of Southern California was able to pass by Elizabeth City and was rewarded with blue sky and good visibility over Kitty Hawk. Due to the off shore wind that was keeping the smog at bay. On his return home he was faced with more thunder Storm activity as well as wanting to visit his brother in Muscatine, Iowa and also visit Lake Mills where he had taught school 35 years earlier. He also wanted to visit the old Lake Mills Iowa Airport. Where he had first learned to fly, but it was gone eaten up by progress.

Norm best challenge was air racing . He can't remember just how he got involved, but was certainly curious about competing. His trip to the East Coast had cut down his time needed to prepare for Reno and as a new comer he had a lot to learn. He met many interesting people. Don Forbes, Clem



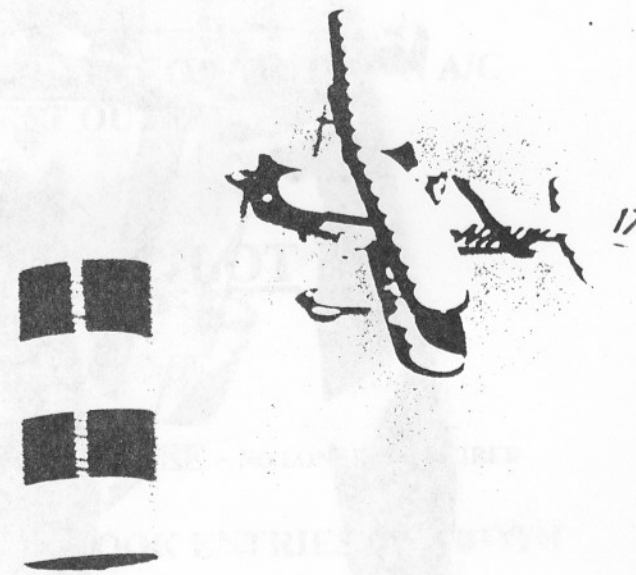
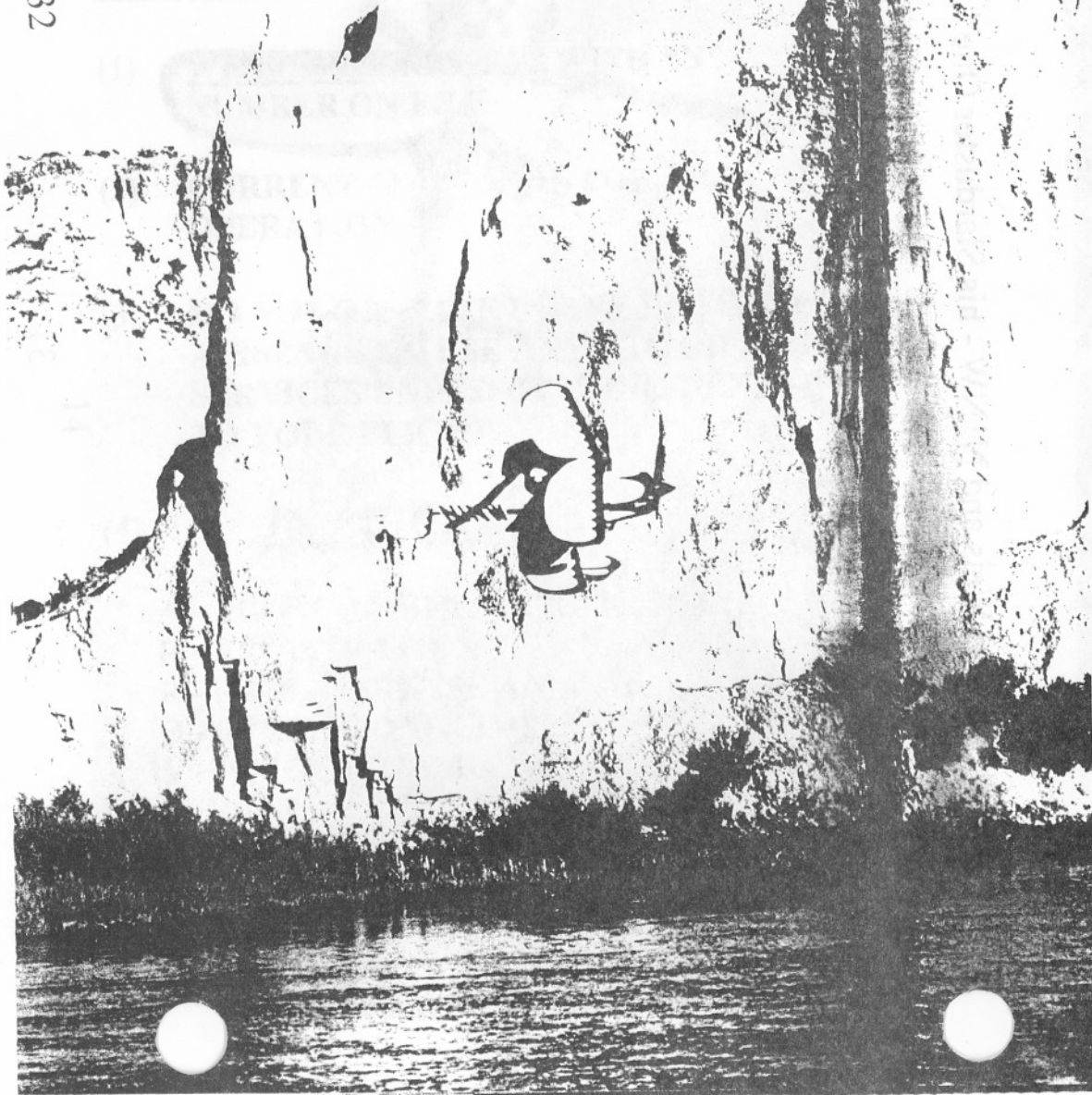
Norm Weis and N19W - his Starduster One.



Learning: "We flew the canyons and waved at countless fishermen."

Reno: Rounding Pylon Six

32



Fischer, Don Fairbanks, Don Beck and Dan Mortensen. All were helpful and encouraging. One quipped you might get killed but never hurt. With testing, timing, lots of duct tape, different props. Speed went from 135 to 140. More practice a smooth oval seemed to work the best. Also a new nick name "Stormin Norman". Norm was able to qualify N1NW and place 6th in his first race and his share of the purse was \$500.00. Not bad for a first time out. Some of Norms comment to me regarding Reno are as follows. Reno was confusing, is confused and getting more so! Being ahead after take off is nice, but if you have too little pitch be ready to be passed by the bunch. In spite of the rule, pass above and on the outside. Many old hands pass inside, below, and explain later "that's racing". It should cost them a lap each time. All race pilots are a bit odd with T-6 pilots being the worst of the bunch, for strange behavior.

Norm went on to fly an airshow in Mexicali, Mexico in conjunction with the First Mexicali International Air Race. Which turned out to be quite a fiasco. He did get paid for doing his routine in front of a big crowd. Much of the Reno crowd was there and the announcer kept calling them heroes.

After the show was over and on his way home in Southern Utah part of the prop separated from the airplane. A terrible vibration followed by a force landing. Lucky not to get hurt and to put the airplane down in one piece. However it was severely damaged from the fire wall forward. The airplane was rebuilt with a bigger engine and served Norm well unit it was sold. The current owner of N1NW is Charles A. Spence of Midland, Texas. Norm also wrote the book "Starduster" it was published by Prentice-Hall. During the early 1980's. During my trips to and from Oshkosh I have been able to visit with Norm on several occasions. While over nighting in Casper, Wyoming. I have found him to be a really special person and engaging conversationalist with a sincere love for the Starduster. A feeling I to share.

Starduster History

Editor David C. Baxter

RECOMMENDATIONS ON HOW TO STAY ALIVE
IN V.F.R. FLYING
by

Chad Wille, CFI, A&P

I would like to add a few comments concerning the several articles in the January issue of Starduster magazine concerning the near misses and accidents in the traffic pattern.

As a 5000 hr professional pilot and active Flight Instructor in several categories of aircraft I get to sit next to a pretty varied group of pilots, from students to experienced "Old Hands" and only very rarely do I find a pilot who looks around enough to suit me. Pilots have a lot to do, in fact FAR 91.103 says that we have to become familiar with all information concerning a flight, before we even get in the aircraft. I think you'll agree, ALL is a pretty big word. The FAA puts the burden of being a pilot squarely on the shoulders of the pilot in command in FAR 91.3 so we all know who is responsible when there is a problem. In spending our flying career trying to avoid problems there is absolutely no doubt that being able to see with our eyes is the biggest help. And yet pilots are persistently lazy when it comes to looking through the plexiglas.

Lets look at typical takeoff. You taxi to the departure end of the runway, turn and face back into the wind and proceed with the runup checks, right? At this point, ask yourself why anybody with sense would TURN THEIR BACKS on the pattern and approach end of the runway?! Don't you want to see whats going on out there for the next few minutes? Don't you want to get a sense of the flow of traffic, which airplanes are staying the pattern, which ones are leaving, before you venture out into the busy highway called a runway? Don't turn your back on the potential danger! "What about engine cooling," you ask? Well, is there a cooling problem with a 15 second partial power runup or is it just something your instructor did, his instructor did it, and now you are doing it too? Of course there's no cooling problem! If you have a CHT and EGT you know that. And you won't find it as a recommended procedure in your engine manual either. "Well won't my propblast hurt the airplanes waiting behind me?" Somehow I think the FAA and NTSB post-crash investigation will fail to mention that you were a "nice guy" to the pilots behind you. But seriously, there are ways that you can handle the runup that will keep everybody happy and keep you informed about the airplanes on downwind, base and final. Spend a few moments figuring out how to do it at your airport. The expediant of doing your runup, then turning the airplane 360 degrees before taxiing to the runway is good, but does not allow more than a few seconds for viewing the pattern. But its a lot better than nothing.

Now that you've taken the active runway and you know the pattern is clear do you immediatly push full throttle? Why? Don't you "own" that runway for as long as you need it, or until someone wants to land? Take some time to LOOK! Is the Cessna 150 taxiing out of the midfield FBO going to turn onto the taxiway or continue right onto the runway? Do you know who is in that airplane? A student pilot confused by the last words his instructor said before stepping out of the plane, or maybe its a mechanic with taxi priveleges confused by the taxiway markings? Don't make the assumption that the runway is clear. And what about the far end of the runway, a mile away. Can you see it? If a plane shot out of the FBO at that end and took off toward you because the wind was "calm" what would you do? Look at the runway environment including the taxiways and parking areas, not just the runway. I think we have all seen some pretty strange things over the years, there's no guarantees at small uncontrolled airports.

Now that we are airborne what are you looking at? In my experience pilots generally launch, climb to cruise altitude and then, as if it had never occurred to them before, start thinking about the heading necessary to take them to their destination. Fifteen years ago pilots had a cross country course marked on the map before departure, and knew the number to put the compass on. Now it is not unusual to see the Pilot-In-Command, head down, pushing buttons on the GPS. This can go on for an amazingly long time. Is anyone really flying the airplane at this point or is it just hurtling through space on its own stability? The NTSB has recently determined that in many accident scenarios, pilots were totally concerned with fixing a problem in flight, rather than just flying the airplane, and this contributed greatly to the crash. Gentlemen, do not keep your head inside the cockpit of a VFR airplane trying to dial up a larger scale on the moving map display. The Airman's Information Manual spells out scanning techniques in paragraph 8-6 (c) and contains a word that bears repeating here when speaking of how to scan for other aircraft. The word is; continuously. Continuously Continuously.

When in the landing pattern, be a "defensive driver" and assume that NOBODY sees anybody, including you. Flying the recommended altitude lets you spot airplanes easier, removing the up and down scan and putting everyone on the horizon. If you fly 50 ft lower, other planes in the pattern are highlighted just above the horizon. But does this help the guy behind see you? There is not an aircraft ever built that does not have blind spots. The very best helicopters have them, even balloons have them. Biplanes are not much worse than many airplanes. A short man in a Cessna 182 might as well be on instruments; he can't see over that ridiculously high instrument panel glare shield. The Cherokee Six pilot gave up looking forward a long time ago. His fuselage waddles through the air tail low and nose high in normal cruise flight. Lets not blame poor visibility on the configuration of the aircraft. A Starduster Too isn't all that bad.

Its been my experience that a pilot, who moments before was throwing his aerobatic airplane all over the sky, suddenly turns rigid in the pattern. He willingly participates in his lack of outside visibility by flying dead straight and level, never varying pitch or bank, keeping his airspeed nailed on an arbitrary number. Is there any point to this? Yes, back when you were learning how to fly and land airplanes that's how you did it. Do you have to do it this way forever? NO. The real trouble with a continuous turn to final, or a continuous slip to touchdown is that your view doesn't change. Wings and struts and nose and fuselage all stay in exactly the same place for long periods. Its O.K. to push the nose down for a moment to see whats down there. Its O.K. to bank the wing to get a better view. That piece of steel tubing in your right hand can, with the slightest touch, command a whole new field of vision. The rudder can yaw the nose away from your self-created blind spot. This won't look like a 747 approach or military formation flying. But why would you want it to? Those guys have their job and you have completely different job in these last few seconds in the air.

There has been a tremendous amount of information written and spoken about the straight-in approach, but like the weather, nobody seems to do anything about it. I have never, not on one single occasion, when turning base to final approach, seen anybody I was flying with glance over to the right to make sure that high speed multiengine growler wasn't about to chew them up as it came down the slot. I have found plenty going on out there in the distance when flying a close in approach in my draggy homebuilt that has caused me to change my

pattern, land long for the guy behind me, or go around for another try. Its just necessary to look for it, at a time when most of us act like we are seeing a runway for the first time and just can't take our eyes off it.

Now if you decided to stay with me for this long you might be wondering why I haven't said anything about the radio. The reason is because the radio is not, and never has been the answer to safety. I will get a lot of arguments from very good pilots when I say this; The radio is just a great big distraction that confuses, lulls you into false security and stops you from thinking for yourself. The FAA has a few things to say about radio use but what it DOESN'T say speaks volumes. It doesn't say that radios are required equipment for VFR flight in Class E or G airspace. It doesn't require that radios be used at anything other than tower controlled airports. If there is a Unicom frequency the FAA does not require that it be manned. If it is manned it is not required that the information be accurate. There is no requirment that airplanes use radios in the pattern or at any other time such as on the ground. And just because

a whole lot of airplanes in the U.S. have working radios don't think that there aren't a lot of them that don't. For the ones that do, there's no assurance that the man behind the stick has any idea how to correctly use it.

We seem to be a nation of big talkers, cellular phones are hanging on more people's belts all the time, but do we know how to listen? As a flight instructor I find that listening skills are the most necessary to safe flight and often the least excercised. A radio will make you think that you and others in the pattern know what is going on, but it simply isn't true. Your eyes will tell you what is happening if you give them half a chance. VFR means Visual Flight Rules. Passing the eye test of your FAA medical is important. Deaf people can be issued waivers to allow them to continue to fly. Blind people stay on the ground.

Runway incursions, near-misses and midair collisions will probably continue. If there was an easy fix, a quickie technique that would always work it would have been implemented long ago. One area that will certainly help us is increased attention to scanning. A couple years ago I was flying with dozens of airplanes in the pattern at an airshow. There didn't seem to be much order to any of it, planes coming and going every which way. I noticed the next morning that I had quite a stiff neck, but the more I thought about it the more I realized that it was a very good kind of pain.

Instrument instructors have an old saying, "One peek is worth a thousand instrument scans." Maybe we should also add, "One look is worth a thousand radio calls."

Chad





CHAPTER FLY-INS

EAA COPPERSTATE '96

Custom Built — Tube and Fabric —
1st Place — Kitfox, N915W, Merle Williams, Phoenix, AZ

2nd Place — Starduster Too, N5317Q, Harv Newman, Walnut, CA

Custom Built — Composite — 1st Place — Wheeler Express, N360EJ, Jerry Sjostrand, Oakhurst, CA

2nd Place — Glasair IIS-RG, N24TX, Tom Taylor, La Crescenta, CA

Ladies' Choice — Custom Built — Lancair N550LC, Lyle Campbell and Delvin Greys, Durango, CO

Classic — 1st Place — Piper Pacer, N3383A, Frank Sperandeo, Fayette-

Grand Champion Ultralight — Hor-net, Bill Roberts, Phoenix, AZ

Applied Technology — Midget Mustang, N3X, Bruce Whittig, Meridian, ID

Round Tuit Award — Gaylord Clark, EAA Chapter 1044, Overgaard, AZ

Special Award — Algia King, EAA Chapter 55, Phoenix, AZ

Most Honored Dude — Doug Slade, EAA Chapter 586, White Mountain, AZ

Chapter Newsletter Award — John Wolfe, EAA Chapter 128, Goodyear, AZ



32nd ANNUAL EAA KERRVILLE FLY-IN

PLANS BUILT CUSTOM

Workmanship

Hi-Wing

Lo-Wing

D. Maddox

Bi-Wing

Reserve Champ

Grand Champion

Davis DA-9

Javelin V6 STOL

Long EZE

Kerrville, TX

Starduster Too

Swick "T"

Hatz Classic

Ken Shugart

Stuart Larson

S.

Glen Frels

Nick Coleman

Billy Dawson

Midland, TX

Dallas, TX

El Campo, TX

Abilene, TX

Seguin, TX

17TH ANNUAL STARDUSTER OPEN HOUSE

When : May 2nd, 3rd and 4th of 1997.

Where : Oroville Municipal Airport (OVE)
in Northern California located on the San Francisco sectional.

Why : Fly, Food, Fun and Friendship.

We would like to fill Oroville with biplanes, Stardusters, Acrodusters, V-Stars, Starlets or any other homebuilt enthusiast. We would like to see you there with your airplane. Come help us celebrate our 17th anniversary. Please join us for a weekend of fun. Camping will be allowed on the airport. This event will be hosted by the City of Gold EAA Chapter 1112 of Oroville, California.

Please let us know if you plan on attending especially for banquet reservations and houseboat trip: Howard Fairbanks should be contacted as soon as possible with the number in your party.

Bill Clouse 1-800-833-9102 Southern California. President Starduster Corp.
Dave Baxter 503-639-8792 Oregon. Editor of Starduster Magazine.
Les Homan 510-516-1094 Bay Area contact.
Howard Fairbanks 916-533-8303 EAA Chapter 1112 City of Gold events Chairman.
Fax 916-533-6244 E-mail "hfairban@ben.bcoe.butte.k12.ca.us"

Reservations should be made in advance.

**THE FOLLOWING IS A PARTIAL LISTING OF OROVILLE AREA MOTELS.

Travelodge 800-578-7878 or 916-533-7070 FAX 916-532-0402
Villa Motel (AAA) 916-533-3930
Grand Manor Inn (Best Western) 800-626-1900 or 916-533-9673 FAX - 916-533-5862
Days Inn 916-533-2297

Lets have a safe and enjoyable event so please no low passes or unusual attitudes in the vicinity of the airport or over the City of Oroville.

**Because of a bicycle event scheduled the same weekend, motel reservations must be made early. Additionally many rooms may be booked for Feather River Canyon workers.



17th ANNUAL STARDUSTER OPEN HOUSE

When : May 2nd, 3rd and 4th 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 2nd - Early arrivals parking and registration. Members of EAA Chapter 1112 will be on hand to assist and greet.

Friday May 2nd - Evening 4:30 to 7:00pm. Local EAA Chapter 1112 will host cruise on a house boat around Lake Oroville. NOTE their may be a minimal charge that will help defray EAA 1112's expences. A BBQ dinner will be served 7:00pm-9:00pm at the Bidwell Maring Recreation Hall. \$6.00 per person. (Walking distance from houseboat or transportation provided from airport.)

Saturday May 3rd - 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 3rd - Mid Morning to Mid Afternoon. More arrivals local flying, rides, also an informal get together of aviation knowlage and folklore also food drink and breakfast served by 1112. For those unable to make the dawn patrol. Tenitive 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 3rd - Afternoon. For those not interested in all the aviation events, a free houseboat tour of some of the more interesting points around Lake Oroville will be available departing from the airport in the afternoon. But we will need to know how many people would attend.

Saturday May 3rd - Evening, 6:00pm no host bar - 7:00pm Banquet and awards at C-Lt Harry's banquet facility - buffet dinner- cost \$13.00 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 4th - Mid Morning. More rides for the locals. Say our goodbyes and launch for home. Perhaps some orgianized departures.

Please Note EAA Chapter 1112 with support from a number of sponsors from the City of Gold, Oroville, California will host this event. And not only do they want us to come but 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 Event President & Chairman EAA Chapter 1112
City of Gold E-mail "hfairban@ben.bcoe.butte.k12.ca.us"
Bill Clouse 1-800-833-9102 President Starduster Corporation
Dave Baxter 503-639-8792 Editor Starduster Magazine

Registration Form -

Howard Fairbanks #1112

PO Box 1977

Oroville, CA 95965

(916) 533-8303



STARDUSTER
OPEN HOUSE

May 2nd, 3rd, 4th 1997
Oroville, California

Registration No. _____

Name: _____ Arrival Date: _____

Names of Spouse Or Other family members: _____

Address: _____

City, State, Zip: _____

Home Phone: _____ Business Phone: _____

EAA Member: Yes No Chapter Name & Number: _____

Flying: Yes No Type of Aircraft: _____ N _____

Motel: Travelodge Other: _____ Camping: Yes No

Friday evening houseboat trip: Yes No Number of people: _____

Friday dinner: Yes No Number of people: _____ (\$6.00)

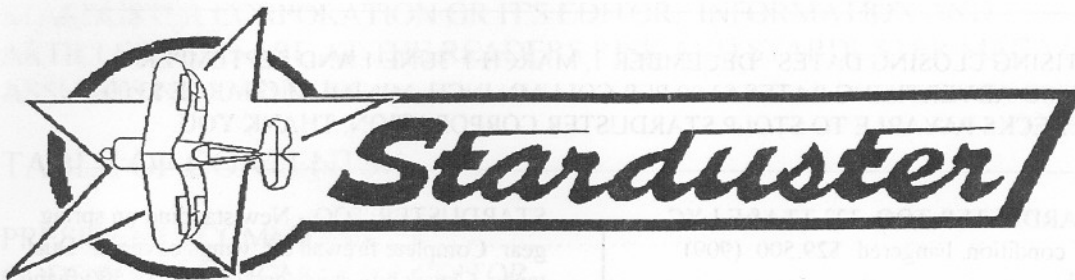
Saturday breakfast: Willows Airport Oroville Airport (EAA) (\$4.00) No. of people: _____

Saturday Afternoon tour Oroville sites: Yes No Number of people: _____ (free)

Saturday banquet: Yes No Number of people: _____ (\$13.00)

Sunday breakfast: Yes No Number of people: _____ (\$4.00)

OSHKOSH/WAUTOMA



WHEN: From Wednesday, July 30th to Tuesday, August 5th 1997

WHERE: Wautoma Municipal Airport, Wautoma, Wisconsin

WHY: Eat, Drink and Share Stories!

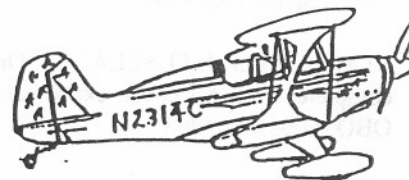
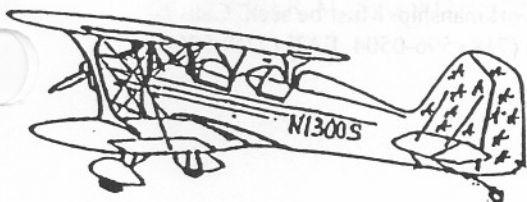
We would like to fill Wautoma with biplanes, Stardusters, Acrodusters, V-Stars, Starlets or any other homebuilt enthusiast. We would love to see you here with your airplane. Come help us celebrate our 5th anniversary. Please join us for a week of fun. Trophies will be rewarded in various categories.

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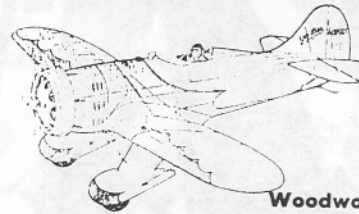
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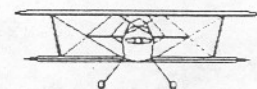
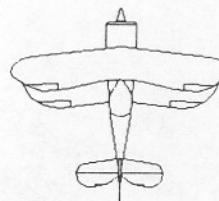


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