

# NAME THAT AIRPLANE

## STAR CAVALIER Model "E" ATC # 321 5-6-30

The "STAR CAVALIER" story began with the Model "B" equipped with large automobile wheels and a rudder that looks as though it might have had a nose over on its back and damaging the rudder. In 1929 reliable engines were hard to find and a Velie 55 hp radial engine powered the first "B" models. Gross wt. was 1050 #, cruise speed was published as 85 mph with max speed claimed 100 mph. Landing speed 38 mph, climb first minute 575 fpm. Air foil was the famous Clark Y. Landing gear was basically similar to a Taylor J-2/J-3 Cub. Gas capacity, 11 gal each wing root, oil capacity 2 gal. Fuselage was fairly deep making it comfortable and with good visibility over the radial engine. A race version was made for the 1929 National Air Races, powered with the British Gipsy 4 cylinder in line engine. No information available its performance in the race! The model "E" Cavalier was formally announced in Sept. of 1928 at the National Air Races. It was priced \$2985. At factory. In 1930 the Star Cavalier Pictured was much improved over the 5 cylinder original, now powered with the 5 cylinder radial Lambert R-266 of 90 hp. The model "E" had the much taller rudder. The new landing gear tread was increased to 84 inches, using oleo shock struts. Bendix brakes were standard. The gross weight was now 1425 lbs. Empty wt. 919 lbs. Top speed now 115 mph, cruising 98 mph and cruising range 355 miles. Price up to \$3450..

About this time the "Monocoupe" 90 was selling more airplanes than any other airplane in the U. S. using the 5 cylinder, 90 hp Warner and the 90 hp Lambert engine. But the favorite airplane of some oil companies was the Star Cavalier. (The Star Cavalier was manufactured in Bartlesville, Oklahoma!) This airplane proved to be a rugged, easy to fly and practical airplane.

*Baldo Patton*

### Experimental Aircraft Maintenance Joe Norris, EAA Staff

One item from the last issue of "The Safety Wire" that generated a good amount of feedback was the article comparing amateur-built to experimental lightsport aircraft certification. Several of you wrote in questioning the statement that anyone could perform maintenance and repairs. Many are under the impression that the only person who can perform these functions on an experimental aircraft is the holder of the repairman certificate. This is actually not the case. There is no restriction to who performs maintenance, repair, or modification on an experimental amateur-built aircraft or ELSA.

The path to enlightenment on this issue lies in the verbiage found in FAR 43.1(b), which states:

"(b) This part does not apply to any aircraft for which the FAA has issued an experimental certificate, unless the FAA has previously issued a different kind of airworthiness certificate for that aircraft."

Since both amateur-built and ELSA aircraft have never held a different type of airworthiness certificate, 43.1(b) applies. That means that the entirety of Part 43 does not apply to these aircraft. This being the case, there is no restriction on who performs maintenance or returns the aircraft to service. Maintenance, repair, and even modifications can be performed by anyone regardless of whether or not they hold an FAA certificate of any kind.

The only time a certificate is necessary is when performing the condition inspection each year. This requirement is found in the operating limitations of the aircraft rather than in the regulations themselves. The operating limitations will require that the person performing the condition inspection hold either the repairman certificate for that individual aircraft, or an A&P certificate. The A&P is not required to hold an inspection authorization (IA) in order to perform the condition inspection on an experimental aircraft.

**If you did not receive a mailed newsletter but only the e-mailed *Pea Patch Post* and you also wanted the mailed version you need to contact club Secretary John Magnan and indicate that you want the newsletter mailed to you. This should be done by deadline date which for May is April 25.**

## Sport Aviation EAA Chapter 172 Membership Form

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Email address: \_\_\_\_\_ Even if you have email would you like to save the club \$12 annually and receive the newsletter only by e-mail, not by USPS mail – check here if you agree:

EAA Number (if you belong to the national EAA): \_\_\_\_\_

If you're a pilot, your ratings: \_\_\_\_\_ Hours: \_\_\_\_\_

Aircraft owned, including tail number:  
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Please complete this form and return it to:  
**Pea Patch Aerodrome**  
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Please include a check or money order made out to EAA 172 for \$25.

Thank you for your support!

