

The Dust Rag

Volume I, No. 1
Winter, 1973

Newsletter of the soon-to-be organized Duster Sailplane Association. 130 sets of plans in the hands of build-it-yourself soaring enthusiasts in the U.S.A., Canada, New Zealand, France, Australia, and England.

Publication will be bi-monthly, or quarterly, with:
Designer's Question and Answer Page,
Building Tips; Owner Experience;
Flight Test Reports; Contest;
Organization, Sources of Material --
What do you want?



Walt Mooney, the Duster, and the Region 12 Championships

When a new sailplane gets finished, and accumulates a few hours, it sometimes wants trying out in competition with other gliders. Thus, Saturday morning, August 26, found the Duster looking a little out of place on the starting grid at El Mirage, among the ASW's, HP's, Libelle's, Diamant's, Kestrel's, etc.

The pilot's list was no less impressive, including such well-known names as Paul Bikle, Graham Thompson, Ken Briegleb, and Bud Mears. But Walt Mooney charged off among this impressive group, to complete the first day's task, in which he finished number 28 out of 34, and continued to improve his standing thereafter.

As the lift died the following Saturday, Walt found himself with no possible landing spot except the highway. No problem: it was four lanes, with very light traffic. Picking a good area, he was just settling down behind a car moving along in the right direction, when the friendly motorist saw Walt in his rear-view mirror, and stopped to help. He did so in the middle of the fast lane, considerably reducing Walt's options. Walt hit a highway reflector on a steel post while still about a foot off the ground, and finished his landing sliding sideways down the road.

There was considerable superficial damage to the glider, but at least the Friendly Motorist was saved the embarrassment of trying to explain to his insurance company how he got rear-ended by a sailplane!

A little midnight oil put the Duster and "Tailgate" Mooney back on the line the next morning for the 280-mile task to Stovepipe Wells in Death Valley, and return - a task no one finished. The seven winners all landed at Four Corners, with Walt not far behind at Ridgecrest, which moved him up a couple more notches on the list.

Walt was flying the only 13 meter sailplane in the contest. He finished No. 22 out of 34 contestants. His best flight was 220 miles, and that was Saturday, September 3, with no wheel fairing, balsa patches taped into the leading edge of one wing, and patches two feet long on one aileron. He left behind a Zugvogel, a Kage, a 1-34, an ASW 12, an HP14, a Diamant, 3 Cirrus, and 3 Libelles.

All in all, it was a creditable accomplishment for a little home-built. As for Walt Mooney, he's some glider pilot!

....Jim Maupin

Vignettes:

Dr. and Mrs. Michael Wimsatt are building in a New York City apartment. Mrs. Wimsatt runs the disc sander in the daytime, and they glue quietly at night!

Scott Thomas, FPO New York, is making his metal fittings aboard an Aircraft Carrier. Somewhere in the Mediterranean?

Wayne Loucks, of Ontario, Canada, had to finish his barn first - 20 below zero!

Larry Riegert took his dive brake kit home from Elsinore, Calif., to Alberta, Canada, in the canopy of a Canadian Airforce T.33.

Next Issue

Article by H. Einar Thor, designer.

Feature story by John Sinclair of Idaho. He expects to fly his glider by Spring.

CANADIANS:

You can import finished metal parts into Canada under Tariff Item 44051-1, "Finished materials not available in Canada", and pay no import duty. Sales Tax only.

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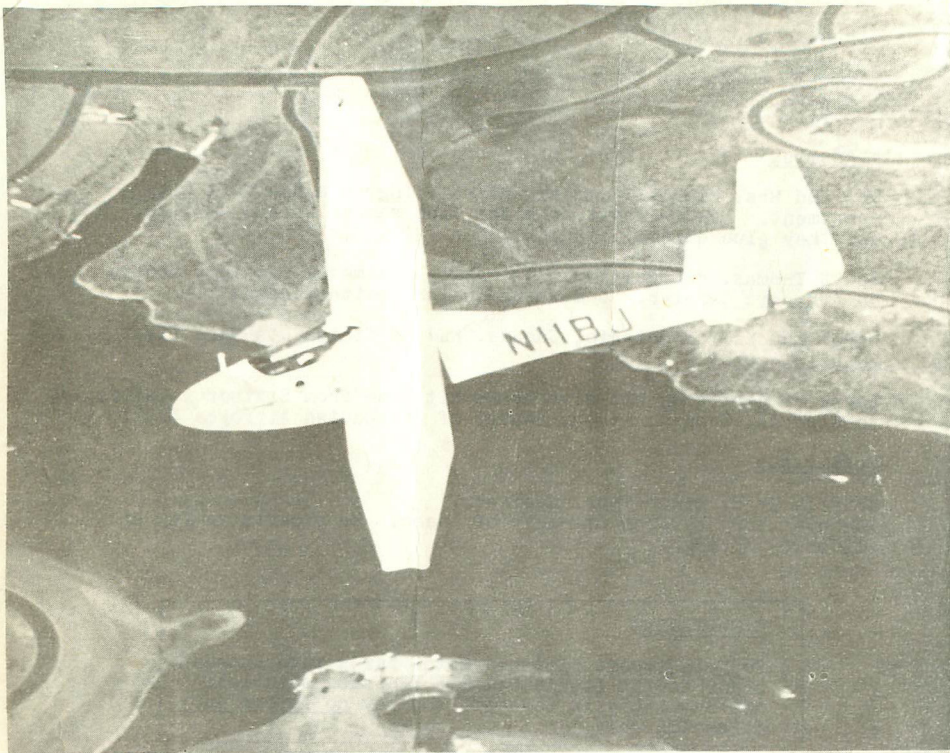
We would like to take this opportunity to thank our many customers for their interest in the past, and to tell all Duster builders that we are looking forward to being of service to you in any way we can, large or small.

There have been some delays in shipments to some of you, especially in finished fittings, but we hope we have kept you supplied with enough materials so that your building program was not delayed. The explanation is that the response to the Duster has far exceeded our estimates, and we were unprepared.

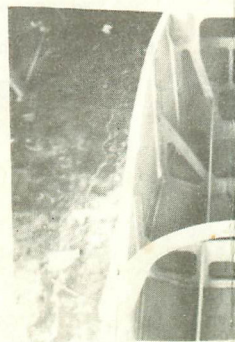
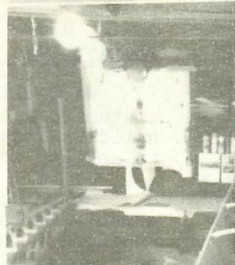
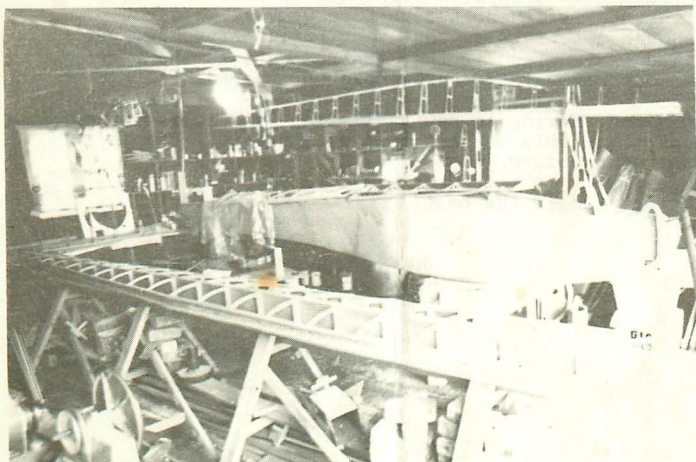
We are expanding, moving to new facilities, and improving our tooling, and hope to be able to ship most of your requirements "off the shelf" in the near future.

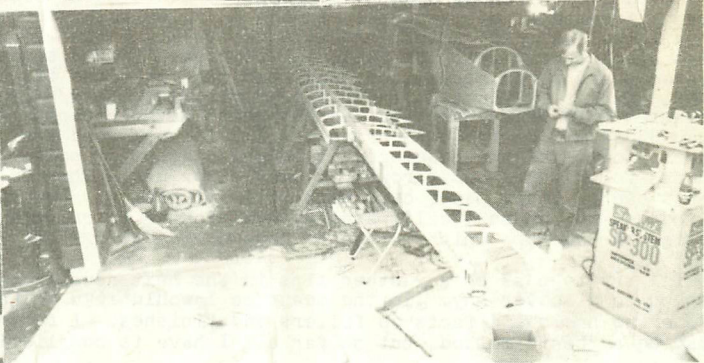
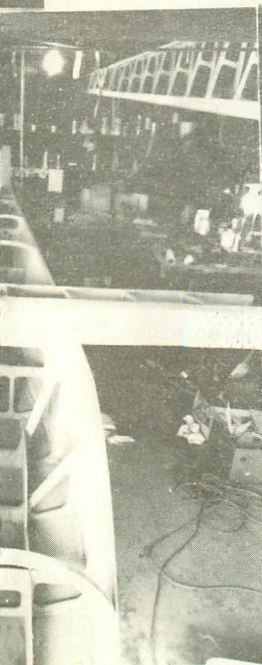
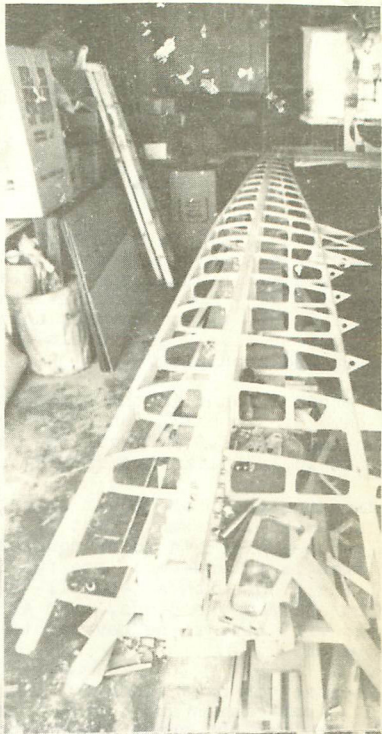
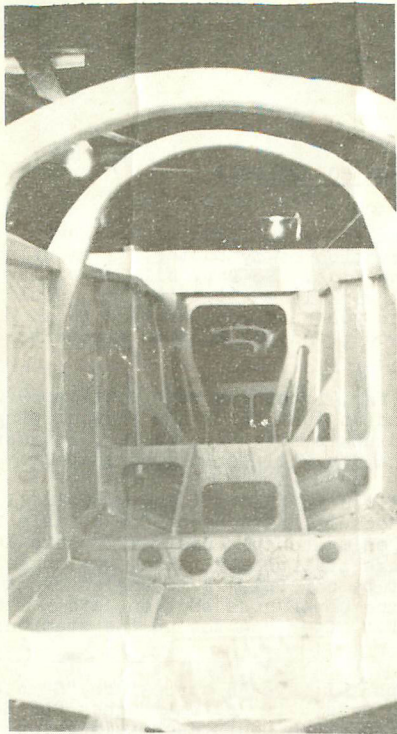
May 1973 bring you all the best.

Norm Barnhart and Jim Maupin,
Duster Sailplane Kits



THE "B" PROTOTYPE OVER R.R.
CANYON LAKE, CALIF. 8MM
MOVIE CAMERA ON RT. WING.





BOB WALTERS & HIS DUSTER,
STARTED BUILDING MID JULY '72
THESE PICTURES TAKEN MID OCT
'72. BOB ISNT SAYING BUT
DONT BE SUPRISED IF HE ENTERS
IT IN TORREY PINES MEET APR '73

BUILDING TIPS FROM BOB WALTERS

I have been asked to pass on to you a few building tips I have picked up so far during the construction of my Duster. I am using the deluxe kit from Duster Sailplane Kits. So far, all materials have been very nice, and the metal work is outstanding. I would recommend this kit to anyone, unless you have lots of time to shop, can get especially good deals on wood, and you know an aircraft welder and machinist.

One error I found in the plans so far, is at fuselage station 59.0, on page 6. It calls for a 3/4" radius just below the plywood wing mounting blocks. In fact, the radius is slightly smaller, so just cut it to look like the drawing and you will be in good shape.

I am using the basic tools as outlined in the building manual. I made a nice disc sander out of a Rockwell attachment for a table saw and a used electric motor mounted on my bench. One way to save lots of time is to pre-bevel the fuselage stations by taking the angles off the plans with a T-bevel. But be careful. Some angles can't be measured from the plans, such as the upper nose section, etc. These parts will have to be beveled to fit after you set up the stations on the bench.

Make sure you have plenty of clamps. I have 35 three-inch "C" clamps and 10 bar clamps and I wish I had more. If you use Hughes PLF Epoxy Glue you can buy cheap clamps for about 45 cents each, since you don't need a great deal of pressure. I made a jig to hold a drum sander on my drill to cut scarf joints and it works well. I also found that .030 wire staples work well for fastening wing skin if you shoot through poster board paper strips and place the staples close together. The small staples will not splinter a 1/4" rib, but the 1/8" fuselage skin requires 9/16 heavy duty staples and quite a few clamps. Use a twelve inch Surform Tool for contouring the 1/2 inch plywood keel, and longerons, on the bottom of the fuselage. I bought a gross of soldering flux brushes for gluing and throw them away after use. They cost only 3 1/2 cents each. Small paper cups work well for gluing. Hughes Epoxy is mixed ten to one so I calibrated my eye dropper in relation to the design on the cups which happen to have a line at 1/2 and 1 ounce.

I will try to pass on any other tips in the next news letter if I happen to discover any. In the meantime I would like to hear from anyone who has solid facts on fillers and finishes. I feel there must be a "best" method, but so far all I have is conflicting opinions.

You can reach me at the following address:

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~~Pacoima, Calif.,~~ 91331

Enclosed is \$1.00 for the first
four issues of the Dust Rag.

Name _____

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I am interested. Studying Plans.

Building from plans

Building from: Raw Material kit

Woodworkers Kit Plan No.

Percent. complete: 20% 50% 80%

Tentative flying date: _____

Main interest: Just soaring Badges

One-design Contest

Tips I can pass along:

Questions I would like answered:

like
What I would published in the Dust Rag:

You may please don't include my name
and address in the list of Duster builders
in the next issue of The Dust Rag.

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