

DUSTY RAG



*****THE DUST RAG*****

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FROM THE EDITOR:

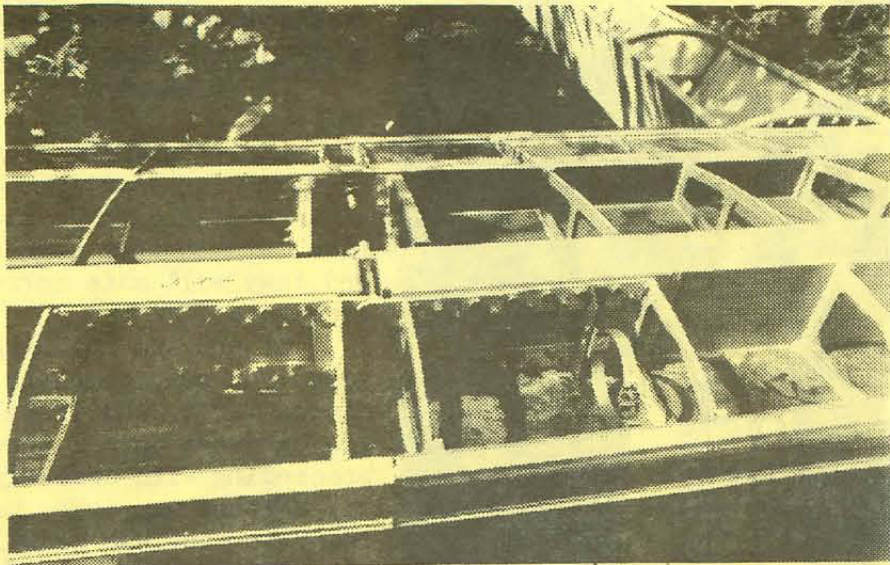
I am happy to report that I have logged quite a few hours on my Duster since the last issue. Many people have admired the ship and expressed interest in building one. From all indications, we should have a sizeable Duster fleet before too long.

We are still looking for readers to contribute articles and photographs. It need not be anything fancy, but the important thing is to let people know that there are Dusters being built.

It looks as though my wife and I will be leaving the country in the near future. If so, the next issue will probably be our last. The Dust Rag needs one of its readers to take over publication. It is not very difficult and requires no special skills or equipment. There is no profit in it but you do manage to break about even at our present subscription level. If you are interested please contact me and I'll be glad to let you know how we publish the Dust Rag.

Don't forget to check the box on the last page. If it is marked your subscription has expired.

Ed.



DUSTER WING continued.....

can glue on the trailing edge part of the ribs. Use a tight string or straight edge to line them up. The trailing edge itself is installed at the same time as the bottom skin.

When this part is complete, bolt or clamp two 2" x 4" to the table sticking out about 8" on one side, and turn the spar over so it rests on these, with the completed section down, and build the front part the same way.

We built the leading edge spar separately and glued it on to the ribs in one piece at this time, leave it a little oversize, and plane it to final contour after its in place on the wing, at the same time you plane the top of the spar to final curve.

You build the outer panels the same way. Block the spar up on the table so the center line of the spar is parallel to the table, then you can keep the ribs perpendicular to the table.

Again we built the leading edge spar and drag spar separately on the table, using stretched string to keep them straight. Both these were built in two pieces, and we made the joints at, or near the point where the taper starts, in place on the wing at assembly.

At this point with the gluing done, you can bolt the root ribs in place, using the aluminum angle, with the holes already in them, as guides to drill the 3/4" ribs.

One important point. You can install the drag spar fittings on the center section now, but do not drill for them yet in the outer panels. This should be done later, with the pins in place, and with the wing assembled on the fuselage.

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DUSTER PLAN HOLDERS

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- 166. Verne R. Miller, 1754 Patterson St. #2, Eugene, Oregon 97401

MAILING LIST CHANGES:

- 11. Hal Porter, 5451 Leigh Ave., San Jose, Ca. 95124 (bought plans from Bowes)
- 19. G.A. Sequin, 197 Trudeau St., Valleyfield, Quebec, Canada (new address)
- 22. Ted Knight, 1326 Cherry Hill Lane., Lewisville, Texas 75067 (new address)

!! NOTICE TO PLANHOLDERS !!

Please contact the Dust Rag if you find any errors in the included planholders list. If you have moved or sold your plans be sure to let Hank Thor know. It is important that he be able to send design changes to all plan holders. Contact Hank at:

California Sailplanes
Box 679 Huntington Beach
California 92648



ADVERTISEMENT

DUSTER KIT PRICES: June, 1973
Supersedes all previous price lists.
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ADVERTISEMENT

I. RAW MATERIAL KIT \$1595.00

Includes all materials needed to build the Duster except liquids and instruments. Spar blanks are tapered and wing attach steel sheared to 1 3/8" strips. Fiberglass parts are formed.

II. WOODWORKERS KIT \$2495.00

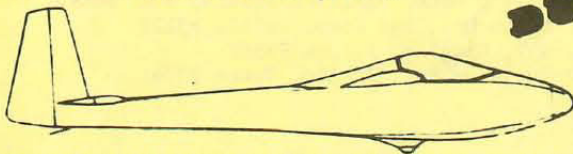
Same as above except all metal parts are completely ready to install. Spars are laminated and jig drilled and ribs and bulkheads are drawn full size on plywood.

III. HARDWARE KIT \$1395.00

Same as Kit II except no wood. All fiberglass and metal parts completely fabricated. Includes wheel, acrylic sheet etc.

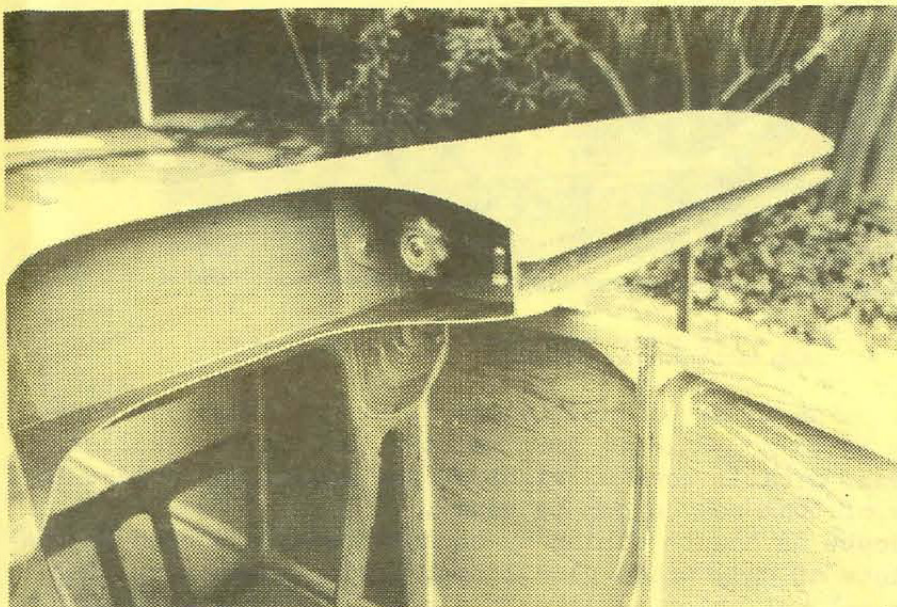
IV. Subassembly kits may be purchased separately as wood-and-metal kits or metal only kits. They are broken down as follows: Dive brakes, ailerons, centersection drag spar, tail surfaces, wing center section, right wing, left wing, fuselage (including wheel and fiberglass parts)

V. For those building from plans alone, parts may be purchased separately. For example spars are available as blanks, tapered blanks, or tapered laminated and jig drilled assemblies. Fiberglass parts are available separately. If you desire a particular fabricated metal part or if you have difficulty locating particular pip pins or bolts, etc. contact us for prices.



DUSTER SAILPLANE KITS





Oxygen
bottle
installed
in wing
center
section
on
Bob Walters
Duster

DUSTER WING continued.....

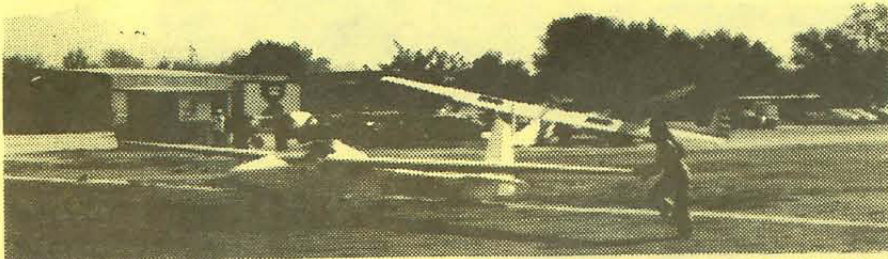
Skin the bottom of all three parts of the wing, installing the trailing edge at the same time, and give the whole thing two coats of varnish, being carefull to leave the glue areas clean.

Install the aileron bell cranks before covering, but the dive brake brackets should be drilled with the dive brakes in place for accurate alignment.

After FAA inspection, the top skin is installed. Block the wing right side up on the table, and with it level, skin the inner piece first (to the start of taper). At this point, it is still possible to twist the tip rib. Now block up the top rib with the correct degree of twist, and install the last skins. This will lock the twist into the wing permanently.

The top skins, of course, must be varnished before installation, leaving the areas free for glue. (See John Sinclair's marker idea in Issue #2 of the Dust Rag)

READ THE PLANS CAREFULLY !!
THINK ABOUT EACH STEP AND PLAN AHEAD !!!



THE LAST FIVE PERCENT by Bob Walters

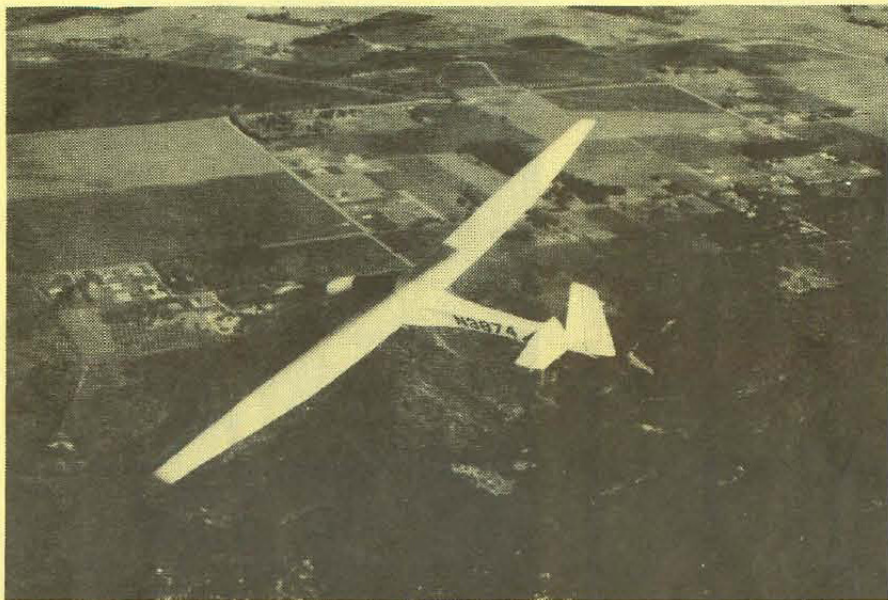
I got to a point in my building where I thought I was 95% complete with only 5% to go. Take it from me, the last 5% is a killer. Somehow a thousand details come up right at the end. I would like to point out a few of them so you can be ready.

I was in doubt as how to finish my cockpit because I used Hughes Epoxy and had lots of ugly white glue lines. Krylon makes a spatter paint in an aerosol can which is like Zolatone. It's grey with flecks of black and white. You've seen it in automobile trunks etc. Well; it makes a great cockpit interior. It even makes it look stronger !! This stuff won't cover too well so I sprayed on a coat of grey primer first.

I taught myself to paint while finishing my Duster. I used an automotive acrylic lacquer over a compatible primer surfacer. This went on over my thin fiberglass coating described several issues ago. The lacquer chips easier than enamel but lacquer is easier to repair and rub out. The important thing is to insure you have a compatible primer-paint combination. Don't forget to use a face mask. I painted my numbers on using ready made stencils from Stits Aircraft Supply. Check your local airport. These stencils are well worth the money. Double check the numbers before you spray and make sure both sides read the same. I almost blew it at this point after a couple of afternoon beers.

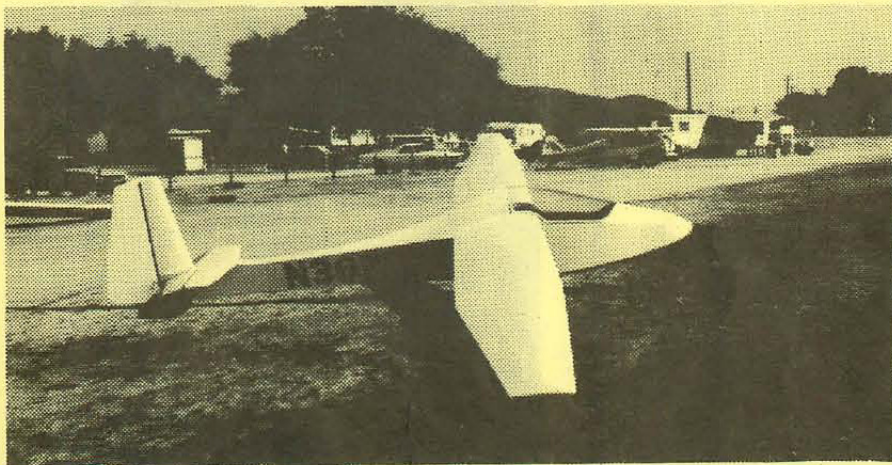
I did the weight and balance as directed in the plans and came out very close to the target C.G. location with an empty weight of 393 lbs. It took 12 days from final FAA inspection until I got the paper work back, so allow for the delay.

I put a lot of thought in the trailer and came up with what I think is a good design. I'll publish more details if enough readers are interested. I was able to rent an arc welder for \$25 a month and Al Nelson and I each made a trailer. We used 1 $\frac{1}{4}$ " square tubing with .060 inch wall and cut it on a big radial arm saw using an abrasive blade. This works quite well and gave us nice joints. Neither one of us knew how to weld and we made some ugly welds at first. Get some one to show you how to move the rod if you can. You can pick up the



LAST 5% continued.....

technique easily if someone shows you. The trial and error method didn't work too well so we asked a friend to give us a lesson. You may be tempted to cut corners on the trailer but I spent a few extra dollars and hours on mine and it was well worth it. The ship is easy to get on and off and tows well. It is also well protected from dents and dings and stores in my garage.



BILL DADLEY

RUFUS

233 5179 CARSWELL

6298 252

4555

~~ROSEMARY~~
MADON DR
92037
La Jolla, California
WOODWAY DR
MEADOW DR

THE DUST RAG
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Volume I Issue #6

November-December 1973

