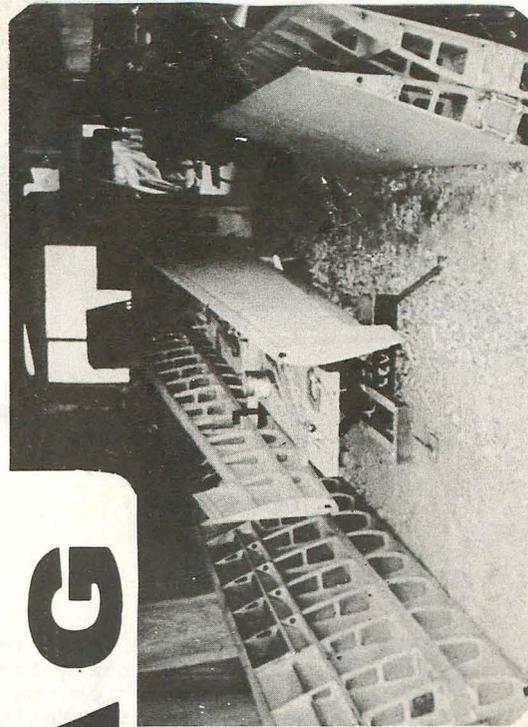


THE OFFICIAL JOURNAL OF THE

The DUST DRAG

DUSTER SAILPLANE ASSOCIATION



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OUTSIDE THE U. S. . . .

FROM THE EDITOR.....

SINCE THE LAST issue, three very happy things happened to the Taylor's. Kathy got her glider rating. I got the balance of the Duster hardware which now completes the order, and both of us did some soaring near Mexico City on our vacation.

THE FLIGHT test went pretty well- after the oral test just one aero tow and she had her ticket. Now she is eligible to fly the club 2 -32 and Blanik and maybe even the Duster!

THE ARRIVAL of the hardware caused a flourish of activity as we scurried about doing all the last minute gluing and varnishing we could. In the New York area we have what is called Indian Summer which is a brief return of warm weather before the winter's cold sets in. Resin glues require heating to set properly after that.

IN ADDITION to my own unrelenting efforts to build a Duster, DSK has been a big help in assisting me in getting it all together. I want to thank them for the fine quality of the welded parts that I have been receiving over the past three years. I think a lot of builder anxiety could be avoided if in the beginning of construction, each builder were made aware that obtaining parts is not like walking into a hardware store and ordering a handful of bolts. At DSK a wide variety of materials are being supplied to a very limited market. Not everything is on hand at the time the order is received. DSK explains their position in an open letter on page 11.

AT MEXICO CITY we contacted Ing. J. Ignacio Casillas #133 to see how he was doing and it seems that he is having a very difficult time in collecting materials because of shortages and import duties. We were his guests at his club's gliderport for a day and we owe our thanks to him for a wonderful time. All our flying here is done from sea level and I must say that taking off from 8400' was a unique experience.

~~~~~ DUSTER ASSOCIATION NEWS ~~~~~

by John Sinclair

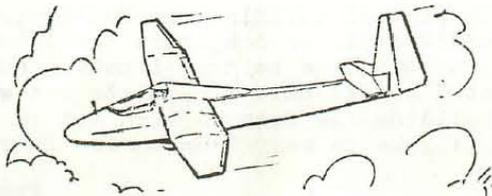


John, Cyote & Pat

Bob Walters and I entered the Region 12 Sports Class at El Mirage and had a real blast! Tom Protheroe flew his ship the first weekend but "making a living" prevented him from flying the second weekend. I don't have the final results yet; however, I won the second day and Bob won the fifth day. Bob flew the last task at something like 65 MPH! He finished while most of us were still struggling to get enough altitude to start. Those fighter pilots are all the same. The ship has two speeds, either disassembled and on the trailer or wide open! Hank Thor, Norm Barnhart and several other builders were out to look at the Duster fleet. As Duster competition grows I think Hank will find it very hard not to get his hands on a Duster and see how he does flying against his offspring.

Speaking of competition, we are making a call for all flyable Dusters to compete at Tulare next spring. This "Fun" contest is sponsored by the Central California Soaring Club and will be held at Tulare Airpark, April 24th and 25th. Their Sportsman class uses the CH-71 handicap system and with a Saturday nite barbeque/beer bust it is a must on my schedule. Look for a full explanation of Sportsman Class by Carl Herold this winter in Soaring.

In support of DSK Aircraft I say those guys are providing a real service to Duster builders. I didn't have everything exactly when I wanted it, but I never stopped building. When I reached a point where I needed the aileron bracket and hadn't received it yet, I put the aileron aside and built the dive brakes, etc. DSK made it possible for me to complete the ship in 18 months and to spend the last two years flying 300 hours on it, rather than spending another 18 months building metal-work, something I am not really qualified to do. Speaking of flying the Duster, look for "Diamond C in a Duster" this winter in Soaring.



LETTERS  
TO  
THE  
EDITOR



20 Australia



**FIRST CLASS**



A few weeks ago we got several canopies from Norm Brodersen of Aircraft Windshield Co., 3842 Catalina St., Los Alamitos, CA 90720. Norm used a secret method to produce fantastic canopies from our male plug. This whole operation goes on behind closed doors and he won't tell anyone how he does it. However, these canopies are absolutely perfect and much less expensive than making your own. The quality is equal to, or finer than the best European canopies. Norm has the plug at his shop and has agreed to produce canopies and ship them to any Duster builder. The price will vary depending on the size of the order and the shipping cost, but should be around \$75 to \$125. The builder will have to make a new turtle deck back since the stock one will not fit this canopy but the effort will be well spent since the compound curved canopy really improves the lines of the Duster. When you write to Norm tell him you want a canopy from Al Nelson's plug. He can provide any color but we used a medium grey tint that looks good and really keeps things cool.

Ching and I will be going back to Iran in a few months and the Duster will go back into storage again. In the meantime I enjoy flying it and am starting on some cross country flying.

Bob Walters  
(former editor)  
La Jolla, CA.

Just a note to let you know there is another Aussie building a Duster. Unfortunately my profession doesn't give me much time, but I am making steady progress. (Osteopath-Chiropractor- must be a lot of hang gliders there too! Ed.) I am using New Guinea Klinki Pine marine plywood and GFA approved spruce. I have the rudder & fin near completion- and working madly on the metal work.

Ellis Gibbons  
Parramatta,  
Australia.

My son and I had planned building two Dusters (with proper compensation to the designer if we completed them) but have decided to complete only one for the time being. I have a number of parts (metal) completed. In fact I almost have a complete set which may not be used. Should anyone be building one from scratch and be interested in purchasing them I would like to hear from them. They are not heat treated or plated.

Frank McDonald #48  
Ft. Collins, Colo.

## LETTERS continued...

Well the flying at New Castle was a far cry from what I had hoped. I got in at 01:30 Saturday morning because I had to fly two missions at the squadron. When I got up at 07:00 Sat I found that (1) the \$25 entry fee was \$45 (2) my pitot tube was sheared off at the fin, and (3) the T.E. venturi was broken! Most people would have observed the omens of impending doom and gone swimming (the smart ones). I cut the end off the broken T.E. probe and made it the pitot and capped the sheared pitot tube. So much for the sophisticated compensation I hoped would mask my terrible soaring. Needless to say on my first tow I discovered at least three pitot/T.E. problems- so down for a relight. It took almost another hour to fix the plumbing and off for another tow to 2.5! This time magic was there and I clawed myself to 5500' and then rolled in on the start gate. Since I was the only sailplane without a transmitter the gate assured me there would be no (little?) problem. I also have big maroon stripes on the wing and tail. With much glee and enthusiasm I went through the gate with maximum energy- smooth air red line and 1000 meters AGL!!-they didn't see me! I went through the gate twice more with the same quiet results. Rather than go on course using my take off time for a start(which in retrospect would have given me second place) I terminated the flight at about 3PM- the same time the overdevelopment stopped all lift. All those still up did final glides to someplace, conservatively my altitude would have given me 15+ miles, #2 plane (KA-6CR) had 12.5!

Results of day #1 Sport class had 3 planes, me, a KA-6 and a 1-23. I placed fourth! A 1-26 from the club class flew our task by mistake and took first. The KA-6 and 1-23 landed out.

Day two- no contest as visibility was one mile and less.

Day two and one half- it poured. We had a deluge for 10 hours, outhouses overflowed, standing water 4 inches deep on the field, etc. Good camping fun.

Day three- no contest due to low ceiling. Besides if anyone landed out they couldn't be retrieved as the creek was "a-ragin" and the ford totally impassable. The creek was crossable in the early afternoon and most people departed. I decided to use some of the big tall CU's and soar(mistake#1). I started the tow into the wind, slightly uphill(mistake#2). After the wing runner released the tip I noticed the wet grass royally slowed the tow plane acceleration, the wing fell and full aileron didn't hack it- presto, start a ground loop on tow. I used rudder to yaw the wing up but still had marginal aileron control with the use of the rudder quickly becoming less and less desirable- two people rapidly departed the Blanik I was swerving towards- enough of this so I released (only smart move of sequence). Immediately after release I hit a big puddle under the grass which gave me amazing deceleration and poor visibility. The bump also managed to twist the wheel in the mounting brackets and lock the wheel brake! (The only time it worked!) When the water/dirt and fiberglass settled I found that from release to stop was 20 feet! I managed to retract and dismount the wheel and "in flight" modify the nose cone. So much for soaring that day. For the second time the wood I glassed into the nose cone prevented it from being destroyed when the Duster nosed up- I heartily endorse the modification. The main wheel brackets sustained very little damage, I plan to fly again this weekend, but this repair evolution

LETTERS continued...

took the place of the Braunschweig installation planned for this week.

Speaking of which... I suggest that while the plane is open install 2 or three (pitot/static/T.E.) tubes to the fin and out. It is a lot easier than after the plane is finished. Most reputable sources & all competition pilots say the tail is the best place for all those.

Scott Thomas #17  
Virginia Beach, VA

I have received plans No. 258 for the DUSTER from California Sailplanes, and I have already started cutting wingribs. Now I have to send the plans to the Norwegian Aircraft-authorities for approval. I do not expect serious difficulties. Maybe they will have a confirmation that the plane has been built in a reasonable number and that it is flown without problems. I will write to you as soon as I have the result.

Rune Blaker  
Oslo 7, Norway.

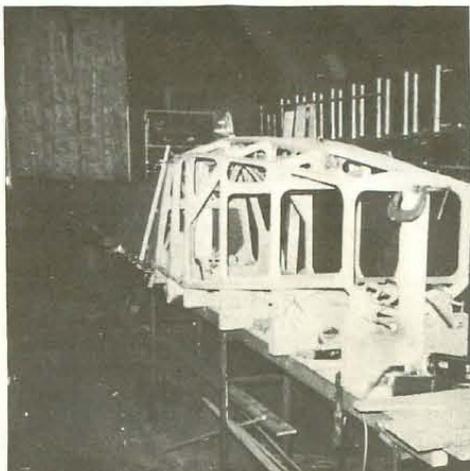
We are enjoying the Dust Rags up here in British Columbia, Canada & having a great time with the Dusters. One of our fellows has his Duster completed and it flies beautifully. I have a set of wings to finish this winter & mine is completed & we have two others under construction here in Kamloops. We have a small but very active club here- 3 training ships & a towplane & the Duster fits our needs perfectly. We have had a few problems getting parts but have eventually found everything. We have had good service from DSK & found their prices very good. A phone call works a lot better than a letter we found out. They had some illness in the staff that slowed things up but were very fast with items we needed. The hardest thing to find was spar material in 18 ft. lengths & if you don't think that's frustrating look up what our major industry is. That's right it grows about 350 miles from here on Vancouver Island. Oh well! That's something else.

Keep up the good writing & next spring I'll send you a photo of the Kamloops Duster Squadron.

Don Lurkins #45  
Kamloops B.C. Canada.

I was looking around and found among others the "GEM-O-LITE PLASTIC CORP., 5525 Cahuenga Blvd., North Hollywood, Calif., U.S.A. Phone(213) 766-9491. Those people are selling everything that has something to do with resins, fiberglass, plexiglass etc. The fiberglass cloth they are selling is too heavy for our purposes. They also are selling a booklet called POLYESTER & FIBERGLASS and information on some other plastics. Instead of buying the book, interested fellow builders can write for a pamphlet, called "Instructions for GEM-COAT and FIBERGLASS" issued April 1973. This pamphlet contains all the information you need for fiberglassing your plane, and it is free. Naturally the book says more.

LETTERS continued...



#### THE CANOPY IS READY . . .

Four weeks ago I lifted the fuselage out of the jig and put it on the wheel. I was full of joy and had to squeeze a single tear drop out of my eye. My family was present for this occasion, the beer was ready in the freezer. My beloved wife and best friend (Until I started building the Duster) asked me where the mast will be located and if I left a hole for the anchor. The dog, the second member of the family, found with astonishing speed the right corner- station 205.0. A hint of how it worked for me: Installing the plywood siding between stations 72.125 and 109.25 is easy if wooden wedges are used. I clamped a small board to the top and bottom longerons about 9" from sta. 72.125 towards sta. 109.25, inserted two wooden wedges between the board and the plywood sheet. It worked perfectly. It is advisable to wet the plywood, let it dry overnight, and install it the next day after the plywood has dried out.

Robert Lutz #223  
Encino, CA.

As far as I am concerned.... the only way to go in this sport is to have your own plane, and the most gratifying way of getting it is to build it. Renting sailplanes is more expensive than renting power planes- I know, I have rented both. I came to soaring from power. I soloed a 2-33 after an hour and a half flying time; the cost? Ninety dollars! It would not take too much of that to pay for a Duster. I have heard remarks from soaring enthusiasts around here- Fremont Skysailing is nearby- that on good soaring days it is their pocket-book that brings them down.

Eugene Curry #246  
Fremont, CA.

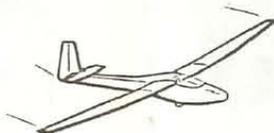
LETTERS continued...

I wonder if anyone has a cheap or easy or both method for routing the wing leading edges. .... Also, did anyone put on the leading edges after top skinning, and how? (Can anyone help- Ed.)

David Mattis #145  
1103 National Rd  
Wheeling, W. Va. 26003

How does one choose among the various weights of glass cloth for covering, isn't the lightest the best to use?

J. I. Crump #178  
2770 Carmel St.  
Ann Arbor, Mich 48104



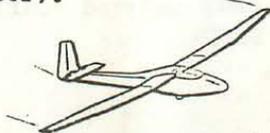
### COVER STORY

Enclosed find some... shots of our two Dusters during various stages of construction. .. Unfortunately I have no shots taken from the air.

There are two gliding clubs in the vicinity of Johannesburg. Ours is situated about 70 KM out of town on the outskirts of the picturesque Magaliesberg Range..( you may have seen the film called "Wispering Wings" taken in this area.)

Our clubs present location is relatively new and with the generous help of one of the members the land (about 4 square kilometers) was purchased. A separate company was formed and the sale of shares to members helps pay off the debt.

The club has two parallel main runways (One for aero tow and the other for winch tow), a cross runway and several emergency strips. Most of the gliders are privately owned- the line-up being:  
2 NimbusII's, 2- Cirrus', 1- BS-1, 2- ASW-15's, 1- Sagita, 1- Kirby Kite, 1- Moseway, 1-Blanik, 2- KA-13's, 1-KA-7, 1- Kranich and 2- Dusters ( A third later).



Peter How (#164)  
Adrian Gray (#143)  
Transvaal, South Africa

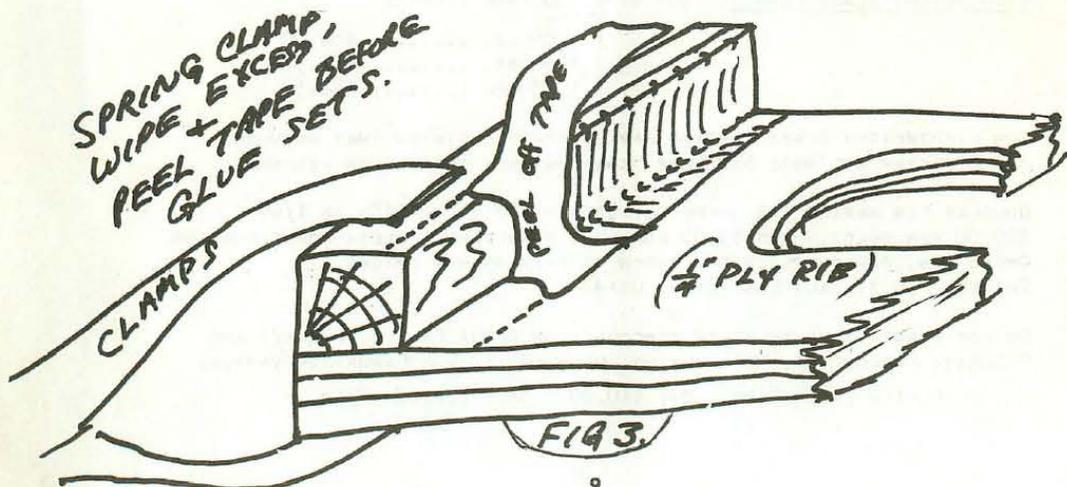
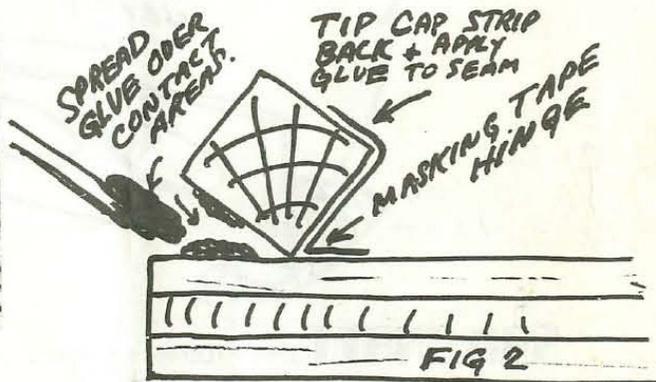
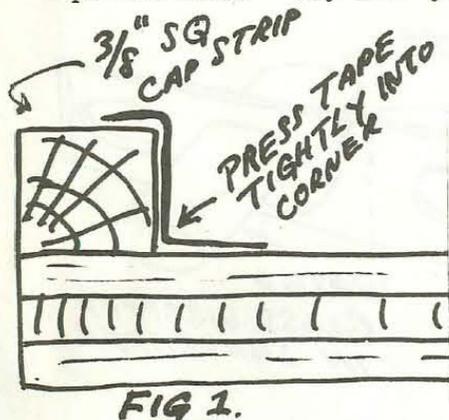
## BUILDING TIPS

Everywhere a  $\frac{1}{4}$ " ply rib joins a spar face there is a  $\frac{3}{8}$ " cap stick at the intersection. In the wings and empennage there are over 200 such intersections. The following diagrams depict a quick and easy method of making the joint that that will save you time, mess and glue and it will even turn out a better job.

Fig 1. Spring clamp cap to rib edge and apply masking tape along the intersection.

Fig 2. Rock the cap strip back and apply glue along both faces of the contact area.

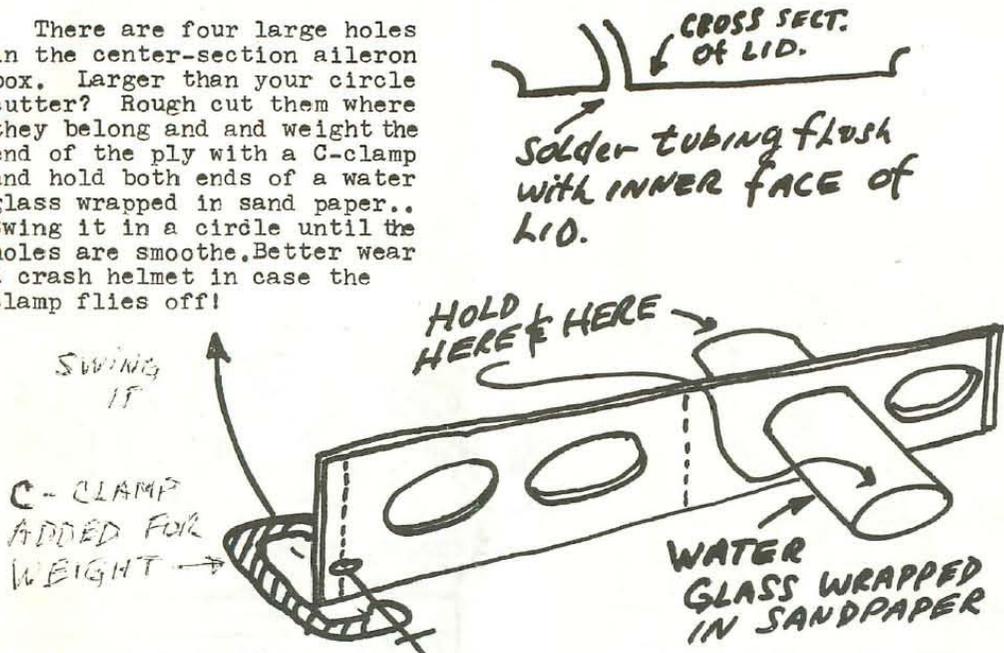
Fig 3. Close the gap. Replace clamp and wipe excess glue. Peel the tape and cure. Try it- you'll like it!



**BUILDING TIPS.**

Are you really going to build a Duster? Resorcinol glue? May as well buy the whole gallon. Tired of prying that gooey lid off? Remove the lid and solder a very short length of copper tube thru a punctured hole. Replace lid for the last time and now use the whole can like a squeeze bottle. Plug tube with nail.

There are four large holes in the center-section aileron box. Larger than your circle cutter? Rough cut them where they belong and weight the end of the ply with a C-clamp and hold both ends of a water glass wrapped in sand paper.. Swing it in a circle until the holes are smoothe. Better wear a crash helmet in case the clamp flies off!



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## AN OPEN LETTER TO THE READERS OF THE DUST RAG:

NOBODY HAS EVER MADE A PROFIT SELLING SAILPLANE KITS IN THIS COUNTRY. NOBODY! ASK GUS BRIEGLER. ASK JACK WOLF. HE SAID, IN SOARING, "WITH EVERY KIT I SHIPPED, I SENT ALL MY OWN LABOR, AND \$200.00". JACK LAISTER SHIPPED ABOUT 100 LP49'S BEFORE HE DISCONTINUED IT. DIVIDE THE COST OF TOOLING FOR AN ALUMINUM SAILPLANE BY 100 AND SEE WHAT YOU GET. DICK SCHREDER DROPS \$20,000 A YEAR BUILDING SAILPLANE KITS. HE SUBSIDIZES THIS HOBBY WITH 2 OTHER PROFITABLE BUSINESSES. SCHWEIZER HAS SOLD 500 1-26'S, BUT IN THE SAME TIME THEY SOLD 2,000 AG CAT'S. WE ARE NO EXCEPTION, AND HANK THOR TOLD US KITS WOULD NOT BE PROFITABLE THE DAY WE STARTED. ITS STILL TRUE, AND THE REASON IS OBVIOUS: VOLUME OF SALES.

WE WENT TO SEE ABOUT GETTING THE 5-3 FUSELAGE TO CENTER WING SPAR FITTING STAMPED OUT BY A BIG FIRM, THEY SAID "WE CAN DO IT FOR YOU AT 16¢ A PIECE, HOW MANY THOUSAND DO YOU NEED A MONTH?". WHEN WE TOLD THEM OUR QUANTITY THEY POINTED OUT IT WOULD TAKE 30 YEARS TO PAY FOR THE JIG.

IF YOU WILL LOOK AROUND, WE ARE DOING MORE FOR THE DUSTER SAILPLANE ASSOCIATION AND PROBABLY FOR THE GRASS-ROOTS-SOARING PEOPLE THAN ANYBODY ELSE. WE OFFER A GOOD KIT FOR A FINE LITTLE BIRD AT HALF THE PRICE OF ANYTHING ELSE AVAILABLE TO THE SOARING FRATERNITY. WE DON'T CLAIM THAT WE NEVER MAKE MISTAKES, BUT EVEN SOARING GIVES THE ACCUSED THE OPPORTUNITY TO ANSWER THEIR ACCUSERS IN THE SAME ISSUE.

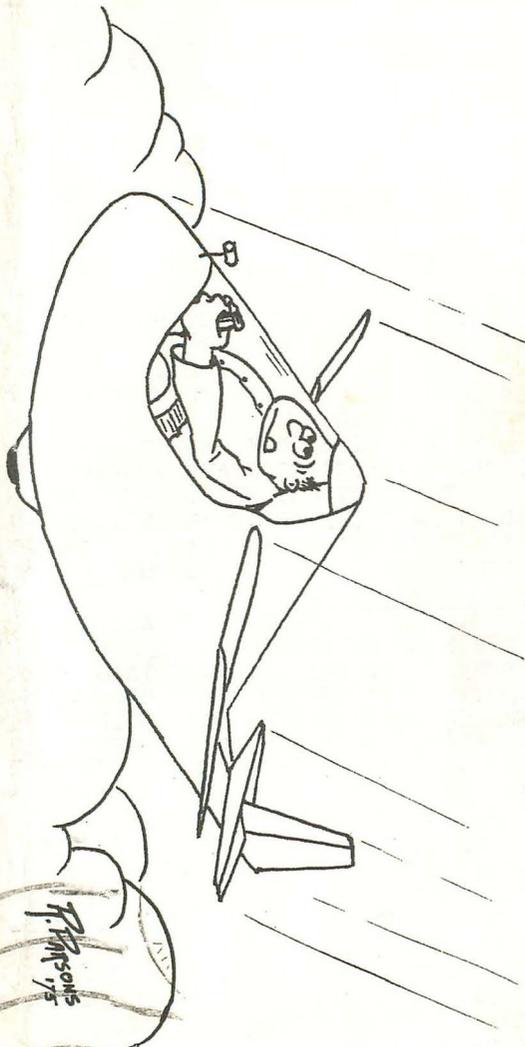
D.S.K. AIRCRAFT CORPORATION HAS YET TO MAKE A PROFIT. WE STAY IN BUSINESS BY WORKING LONG HOURS AT LESS PAY THAN THE GOING WAGES. WE SURVIVE BY SELLING MATERIALS TO OTHER HOME BUILDERS, AND OTHER PRODUCTS. IT SURE DOESN'T HELP WHEN THE ASSOCIATION NEWS LETTER SEEMS OUT TO SHOOT US DOWN. IF CRITICISM IS DUE, AND IT SEEMS NECESSARY TO PUBLISH IT, WE CERTAINLY SHOULD HAVE THE RIGHT TO ANSWER IT IN THE SAME ISSUE. IF THE AIM OF THE EDITOR OF YOUR ASSOCIATION NEWS LETTER IS TO TRY AND PUT US OUT OF BUSINESS, THAT IS A DIS-SERVICE TO THE ASSOCIATION AND TO US.

WE HAVE THE PHYSICAL FACILITIES NOW, TO PRODUCE ONE DUSTER KIT A WEEK (BUT NOT THE PERSONEL OR ORDERS) IF THE DUSTER ASSOCIATION WOULD HELP US, BY ENTHUSIASTICALLY PUSHING THE DUSTER, AND OUR KITS WE WILL BE THE FIRST TO SUCCEED IN SAILPLANE KIT BUILDING, AND THE SOARING FRATERNITY WILL HAVE A REALLY GREAT ONE DESIGN CLASS OF SMALL INEXPENSIVE SAILPLANES. IF WE COULD REACH THIS VOLUME OF SALES, WE COULD HOLD THE PRICE OF THE KITS, MAYBE EVEN SHAVE IT A BIT. WE NEED AND ASK FOR YOUR SUPPORT. HOW ABOUT IT?

  
NORM BARNHART

  
JIM MAUPIN

2210 TRM



-- OR WAS IT  
D/L --??

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FIRST CLASS