



THE
**DUST
FRAG**

OFFICIAL JOURNAL OF THE DUSTY CALIFORNIA ASSOCIATION



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OUTSIDE THE U. S. . . .

FROM THE EDITOR....

ANOTHER DUSTER Sailplane completed! Last December 20th, we received a phone call from Bruce Dyson of Marblehead, Mass. He called to let us know that N195D was ready for the final inspection. The 195 stands for the plan number and the "D" for Dyson. Not bad progress- about a year's time in an 18X 18 heated work area. We hoped to have some pictures of it to show- maybe by next issue.

IN ORDER TO promote some more association unity and to give the DUSTER recognition and publicity I think it would be a good idea to letter and pin-stripe the name "DUSTER" on the fuselage sides as shown in the information pack. I think it would be a good idea if DSK provided a stencil with the kit that would produce a nice design like the one on N11BJ. One good stencil could be shared by many. Or maybe some Duster builder is in the business and can make a stencil for sale.

DISTRIBUTION OF DUSTER BUILDERS Once in a while a new purchaser of a plan set writes to ask if there are any other builders nearby. A near-complete set of name and addresses is available in the back issues of the 'Rag. From time to time I update it as I receive the new names from Hank Thor. I have nearly completed a pin map of the North American Continent. The preliminary results show that Duster builders, who number about somewhat over 200, live in two places. The map shows that they live the length of the West Coast & the rest live in a belt running from below the Great Lakes to the East Coast. Only a few builders live elsewhere.

EDITOR continued.....

The wing spar bolt drill guide that I offered in the 'Rag several months ago is now in the hands of Mark Pederson. He lives at Box 149, Belt, Montana 59412, and will pass it onto someone else if you would contact him. It is the one shown on the top of plan sheet #5. I hope he gets finished with it faster than I did. He also has the reamers that once belonged to Scott Thomas and might want to part with them too.

COVER STORY OK you guys, if you're not going to send in any pictures of your own Dusters, then you're going to have to look at another one of mine. We hauled the parts out to the front lawn and assembled it by the walk. While I climbed to a vantage point on the roof, Kathy climbed into the cockpit. Before I got the shots off the mail man came up the walk. "What are you staring at, buddy, Haven't you ever seen someone in a glider before?" Since the picture was taken, the ailerons were completed. As soon as the balance of the hardware is installed it will be ready for the close-up inspection.

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LETTERS
TO
THE
EDITOR



20 Australia



FIRST CLASS

I have plan set #195 and the plane is complete except for fuselage paint and canopy. Construction time to date is 825 hours and that has been carefully kept so that it is accurate. I started the plane last November 15th, a heater had to be installed in my garage and insulation so that I could work all winter, which I did.

To finish the plane I have used 1.3 ounce fiberglass cloth with polyester resins. The weave of the cloth was then filled with micro-balloons, sanded with a sanding block using 60, 80, and 120 to achieve a smoothness adequate for the prime coat. For paint, I chose acrylic lacquer for its ease of application and the resulting high gloss after buffing. I didn't use the standard flat wrapped canopy and turtle back fairing as I think it made the plane look boxy and clumsy. Instead I made a compound curve canopy and molded turtle back fairing similar to that used by Bob Walters. The plane looks 100% cleaner and 200% prettier.

When I am done with these molds I am going to send them to DSK as Norm Barnhart has expressed interest in offering the mold to kit builders.

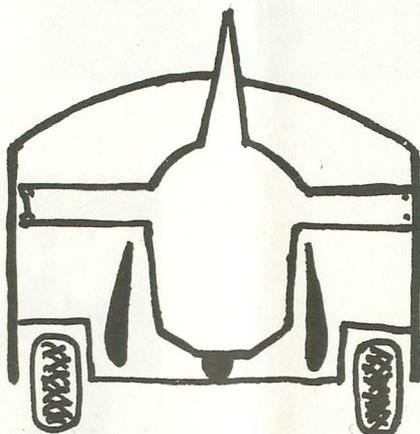
Bruce E. Dyson
Marblehead, Mass.

One year ago I purchased plan No. 224 and then wasted several months trying to get a substitute ply in place of Douglas fir. Then I thought I would import the ply but customs had other ideas. They seemed to have the idea I was going to use it for cabinets or such. The only way for me was to get a kit from DSK. I rang Norm to get a firm price including packing and freight to N.Z. The boat took only 18 days to come over. Bit of panic over customs papers as they were lagging 3-4 days but everything turned out OK. I started in May 75 and now am nearly ready for final inspection before cover up. The Kit is excellent quality- one or two small items weren't in the kit so I rang Norm and he sent them over.

We have just finished our South Island regional champs and me and my partner came first in Sports Class flying our K6E. We came second last year. There is only one way to go next year, first with my Duster. Our club will have nine gliders

LETTERS Continued....

by Easter. We use a Supercub for towing but 6 of us supplied the money and the seventh built a winch. Tried it last weekend with the Blanik, no problems. I will be building my trailer- fully covered and will cover it with canvas as this is very light. Nothing worse than heavy trailers. To keep the width down I will put the wheels under the trailer like a caravan. I have drawn a diagram of the trailer so it might be of interest to other builders.



The wing tips will go on a little trolley that will carry them into the trailer as I intend to have the trailer as low as possible so there won't be any standing room to carry in the wing tips. I will have to raise the fuselage a few inches off the floor to let the outer panels go under the centre section. I had an aircraft surveyor in the other day for a look, very satisfied. There are four sets of plans over at the moment. I should be finished by March-April.

Alex Taylor
Southland, New Zealand.

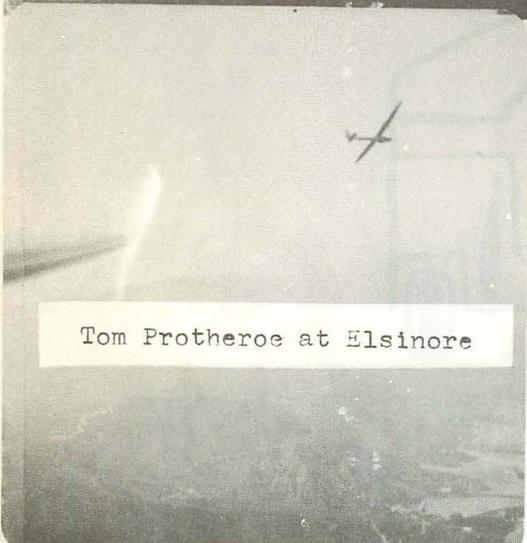
I am the proud registered owner of No. 273 and happy to join a very nice group of people.

Since I am the holder of a private ticket with glider rating, and have a basement full of R C glider models, I shouldn't have more than normal difficulties in building and flying a "Duster."

Rudolf Steinhauser
Seattle, Washington



N3ST--Ready for the Road



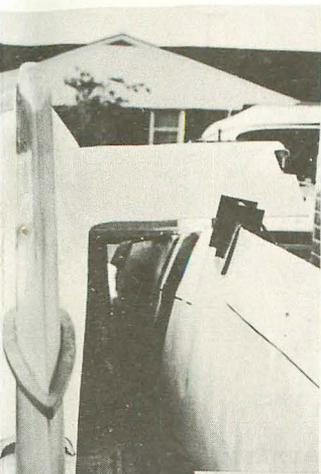
Tom Protheroe at Elsinore



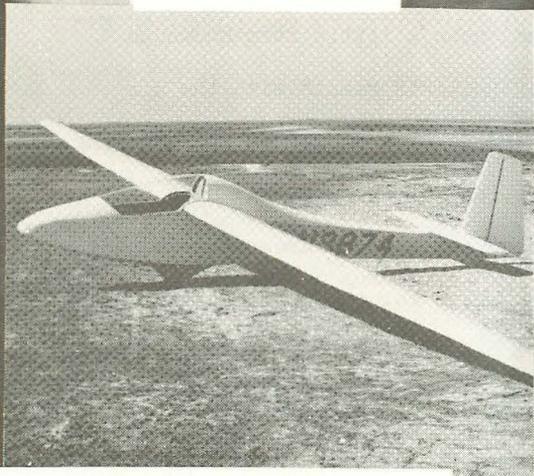
Peter How's Clean Machine



Sinclair's first off-field landing



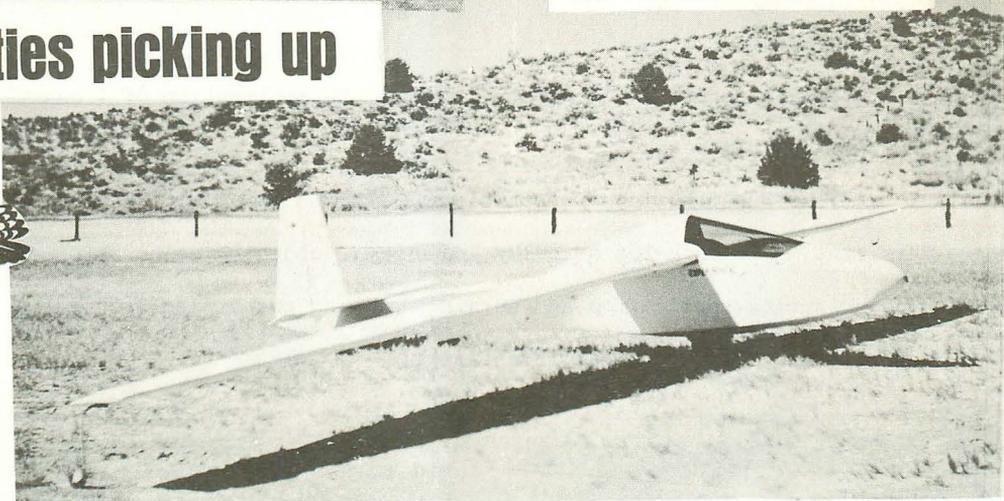
The Maupin-Barnhart Prototype



← This one's back in the box waiting for Bob to come home.

Ken Gooch's Handiwork

activities picking up



HOME SPRAY PAINTING

For those of us with airplanes the subject of painting can and does come up from time to time. When it does the name "Imron" also usually comes up since that is the trade name of the DuPont polyurethane paint famous for the "Wet look". The results of using "Imron" are very gratifying to an owner/pilot so the paint is gaining popularity, what is not known to the average back yard (garage) painter is the very large, very real danger of the paint, **The label contains no warning.**

The polyurethane paint (and foam) uses a little item known as isocyanate to make it work. In spraying, this reacts with the air and becomes stable (no danger) when cured. The danger is the handling and use of unapplied paint. The Navy (and other services) uses the paint extensively on aircraft but has created spray areas even better ventilated than normal and has strict rules for its application. Of interest are some of the rules for "touch up" painting since most home spray set ups are more closely matched to that environment.

- (1) No unprotected people can be exposed to the fumes, vapor, spray or mist.
- (2) Each person using paint is limited to application of 1 quart per 24 hour period!
- (3) No Substitutions for protective gear.

This list includes a lot of bulky and awkward clothing so no skin is exposed during application and an air supplying respirator or organic vapor respirator (not a particle filter)!

SPRAY Continued...

To top it all off people who are scheduled to receive training to apply the paint are screened medically. Dermatitis, conjunctivitis or any history of cardiorespiration problems are an immediate disqualifier. Those who are using the paint are screened twice a year with a check up that includes a chest x-ray and a blood count.

Don't be foolish or try to save money and time when you use a polyurethane paint - take the time to do it safely - stay healthy so you can fly your pretty airplane.

Scott Thomas
Virginia Beach, VA

A LOCAL SOURCE OF GOOD SPRUCE STRIPS FOR CAP STRIPS IS YOUR HOBBY SHOP. LOOK FOR ONE THAT SPECIALIZES IN R/C MODEL PLANES. A GOOD SHOP WILL HAVE 3/8" AND 5/16" SQUARE SPRUCE STRIPS IN 3' AND 4' LENGTHS, AND IT APPEARS TO BE OF AIRCRAFT QUALITY. IT'S A LITTLE MORE EXPENSIVE THAN YOUR NORMAL OUTLETS IF YOU NEED VERY MUCH; HOWEVER, IF YOU NEED A LITTLE TO BUILD A RUDDER OR FINISH A LARGER ASSEMBLY, IT CAN SAVE YOU A LOT OF TIME AND MONEY IN SHIPPING.

THE SAME HOBBY SHOP CAN SUPPLY YOU WITH 1/16" AND 1/8" BIRCH PLYWOOD. THE 1/16" IS 3-PLY AND THE 1/8" IS 5-PLY AND IT COMES IN 6" x 12", 12" x 12", 12" x 24", AND 12" x 48" SHEETS, AND IT ALSO APPEARS TO BE OF AIRCRAFT QUALITY. THIS AGAIN IS A LITTLE MORE EXPENSIVE THAN BUYING IT FROM YOUR NORMAL OUTLETS, BUT YOU DON'T NEED VERY MUCH FOR THE DUSTER AND YOU CAN BUY JUST WHAT YOU NEED; SO YOU SAVE LOTS OF MONEY AGAIN.

BE SURE TO GET THE SPRUCE AND PLY DISTRIBUTED BY "SIG" AND THE PLY SHOULD HAVE "AIRCRAFT PLYWOOD" STAMPED ON IT. SIG ALSO MAKES A "LIGHTWEIGHT PLYWOOD". DON'T USE THIS BECAUSE IT'S NOT BIRCH, BUT ACTUALLY SPRUCE PLY. IF YOUR HOBBY DEALER DOES'NT HAVE THE SPRUCE OR PLY IN STOCK, HE CAN GET IT FOR YOU AND WILL DO SO AT NO CHARGE.

IF YOU FEEL A LITTLE NERVOUS ABOUT USING THIS BECAUSE IT'S NOT "CERTIFICATED", THEN TAKE A LITTLE AND SHOW IT TO THE AIRCRAFT INSPECTOR AT YOUR NEAREST GADO OFFICE.

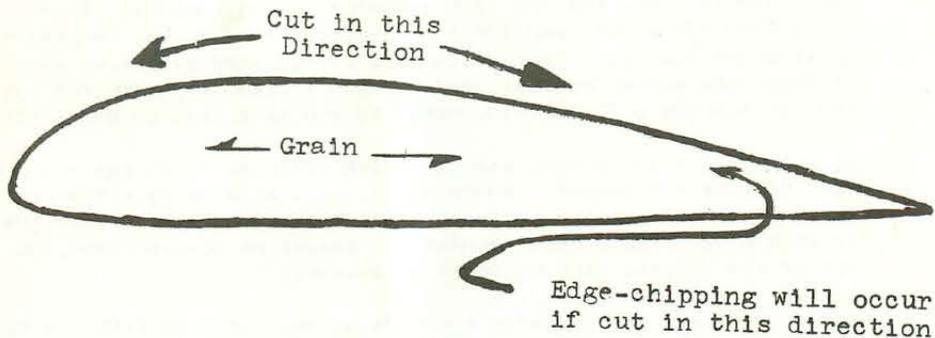
DOUG DORTON
West Jordan, Utah

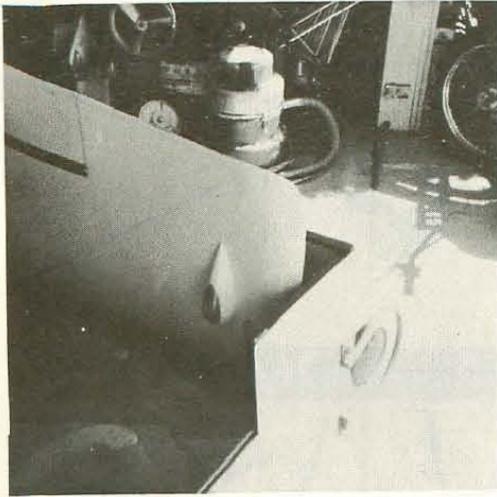
BUILDING TIPS Sabre-saws:

While browsing through some handy-man type magazines, I came across a few suggestions that I'd like to refute. The first bright suggestion was to add a block to the shoe of the saw to place the wear onto the lower end of the blade. Chances are you will break the blade before you wear out the lower end and it will happen much sooner with the extra torque of the extension.

A reader of the same magazine writes " I have trouble cutting plywood with a sabre saw without clipping the edges, especially in $\frac{1}{4}$ and $\frac{1}{2}$ in. thicknesses." The answer given was to use a fine-tooth (plywood) blade in the saw..... Try cutting your $\frac{1}{4}$ " Douglas fir stock with the hack-saw type blade instead of the recommended plywood blade. Then make all cuts along curves such as airfoils in a direction that would smoothe the grain. Douglas fir has a tendency to splinter badly when cut against the grain.

Two more suggestions are to always wear safety goggles-even for a single cut. The impact of a broken blade could cause eye injury if you inadvertantly removed the blade from the cut before cutting power. The other- don't borrow a friends sabre-saw. By the time you cut all the ribs and bulkheads it will be nearly worn out.



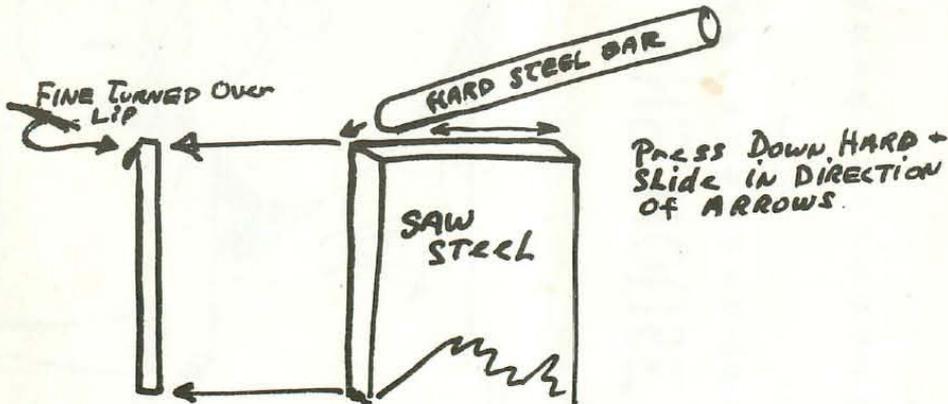


In the August 1975 issue of D.R., John Sinclair described the wing tip skids he put on his Duster. Their purpose is to provide full-deflection aileron clearance when the wing tip is on the ground. He has sent along this picture to show us the final result.

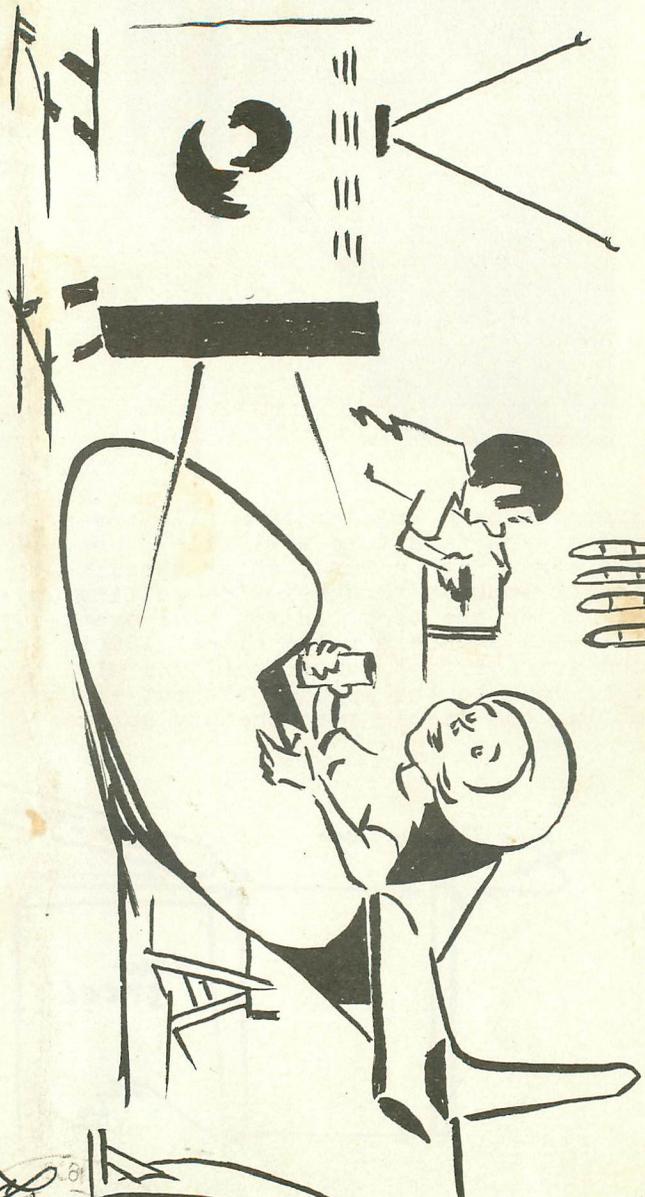


Just one small tip on my part. (See diagram below) A cabinet scraper is the perfect thing for cleaning off the little lines of hardened varnish that form against the masking tape you put on the edges of ribs to keep their surfaces free of varnish and ready for glue. Cabinet scrapers are a thing of the past, I guess, but to make one you take any size piece of old hand- or back saw blade,

square it on a grinder then file one or more edges so they make right angles w/surface (use mill file). Now, place in vise and turn over one or both edges with a hard, shiny steel shaft or punch or what have you. It doesn't look as though you're getting anywhere but if you run your fingernail under the tiny lip you have created you'll feel it catch. That little dude will scrape off the nicest 1000th in. thick strip from flat hardwood surface (not for spruce) and will take off a fine film of varnish right down to the plywood without either ruining your 90 deg. rib edge or cutting too deeply into the ply surface you're scraping.



James Crump Jr.
Ann Arbor, Mich.



DUSTERS BEST SEAT IN THE HOUSE

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FIRST CLASS

