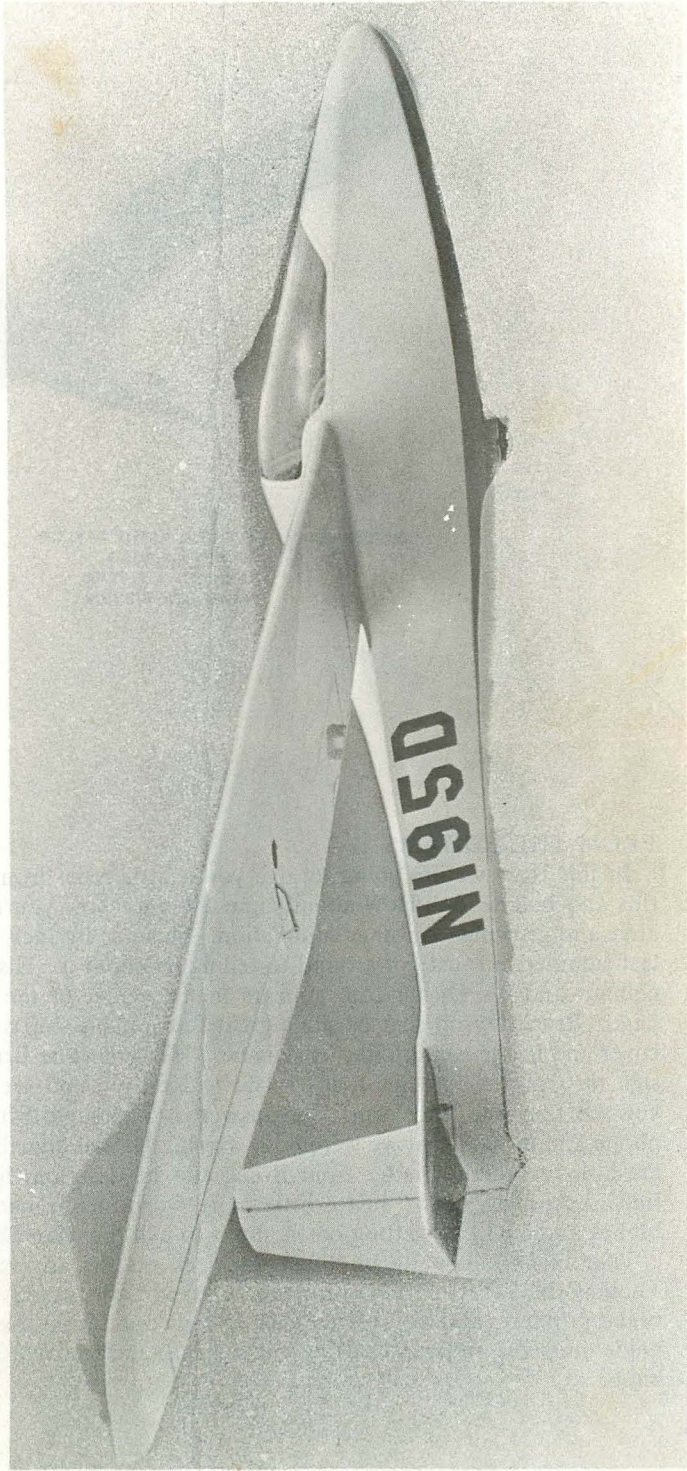
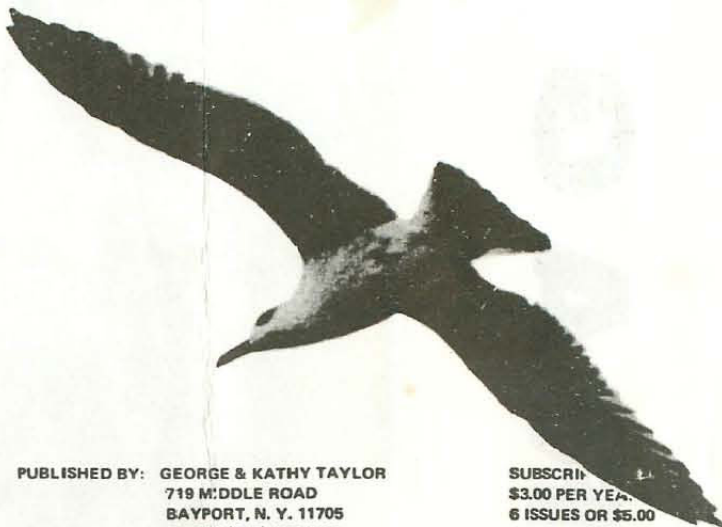


THE DUST RAG



THE OFFICIAL JOURNAL OF THE DUSTER SAILPLANE ASSOCIATION

FEBRUARY 1976



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OUTSIDE THE U. S. . . .

FROM THE EDITORS

In this issue we are going to give you a little relief from the close up shots of ribs and bulkheads. How about some shots to show you that the Duster fleet is alive and growing. Another completion. This one by Jack Bryce. He finished his last summer but just got around to telling us about it. His story is in the Letters column and his Duster foto appears in the center of the contest advertisement page. Bruce Dyson sent us some great fotos of his ship and they appear on the cover and in the centerfold of this issue. "That must be Bruce making the victory sign through the fuselage hole" I said to Kathy. "You are just showing how old you are, that is a Peace sign". She answered. I spoke to Bruce about that over the phone and he said that we were both wrong. He was signaling for a left turn. We are also including a letter from Bruce and he describes how he got that glossy finish. And my ship. Just a little more work on the hand brake and the dive brakes and I will be getting on the horn to call the Man about a close up.

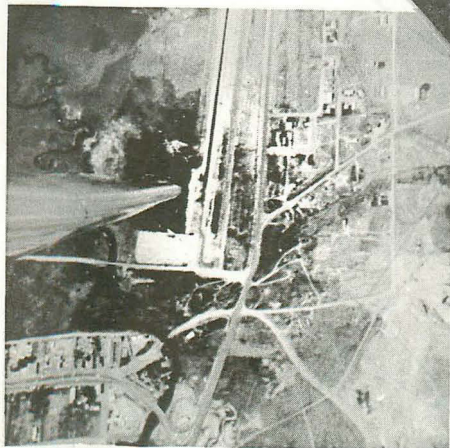
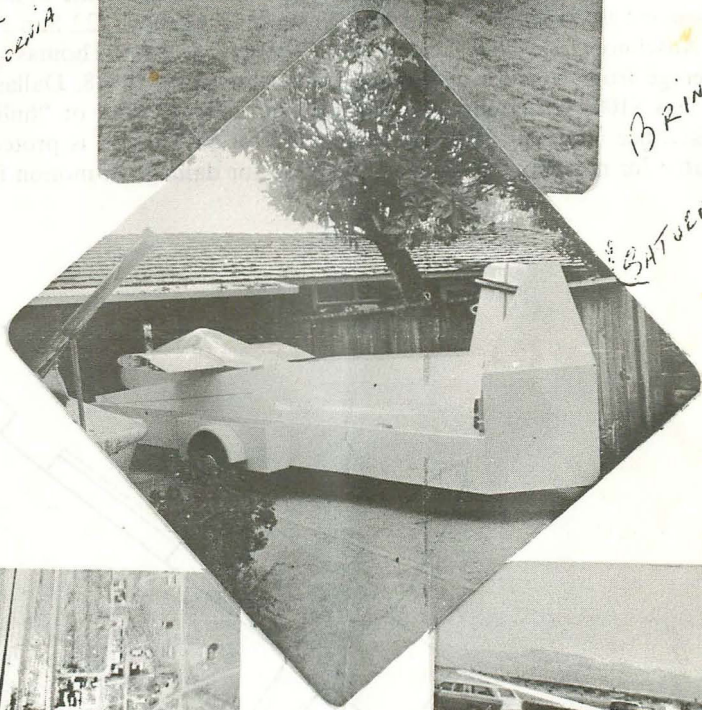
That black silhouette on final approach on the advertisement page is Scott Thomas' N3ST at Garner, Virginia. I asked Scott exactly what is all the wheel brake problem, and he says that the linings don't hold the drums effectively. It holds the plane stopped just fine but is totally ineffective at speeds above 10 to 15 knots.

DUSTER CONTEST

April 24-25, 1976
TULARE AIRPARK
TULARE, CALIFORNIA

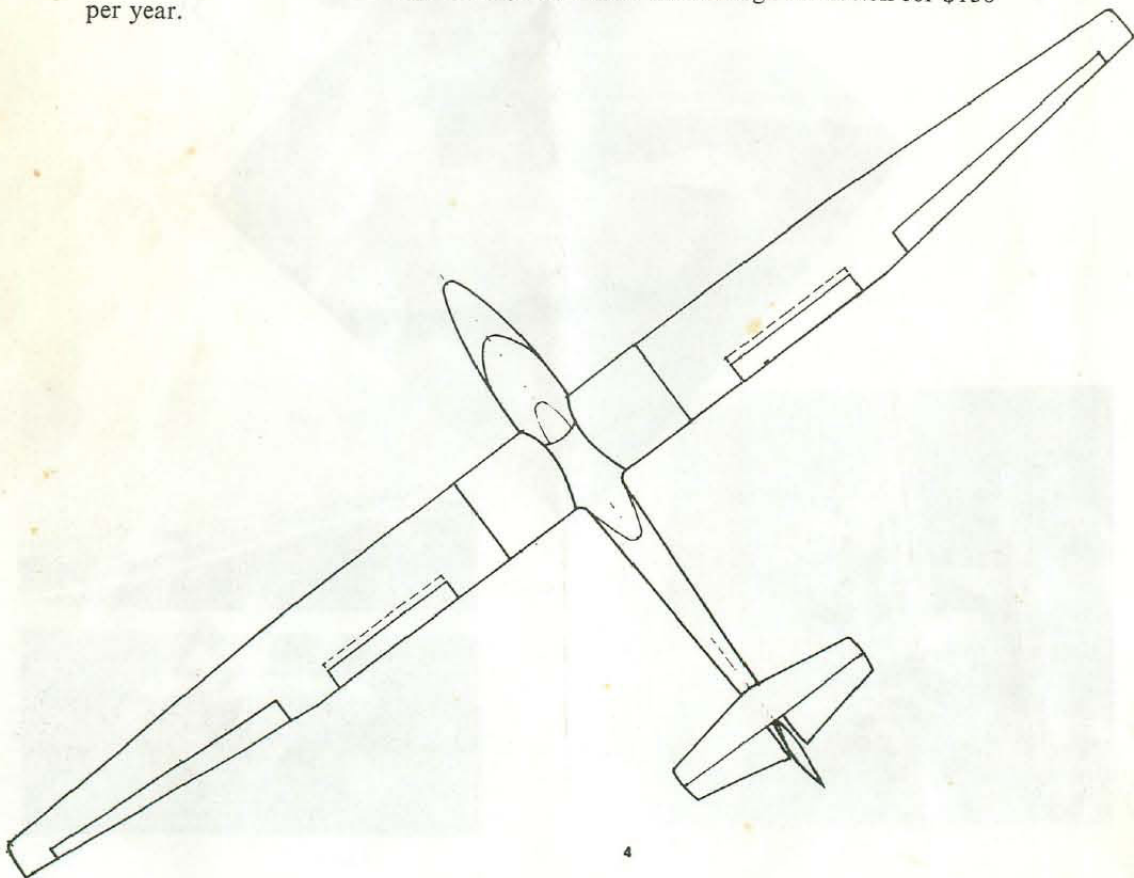


BRING YOUR KIDS
(SATURDAY NITE BARBECUE)



Just a note to our Canadian friends. Our Mast Head should read "Overseas" instead of "Outside the U.S.". Mailings to Canada are charged the same rate by our Post Office. Anyone who may have sent us \$5 will receive 10 issues.

As many of us are members of flying clubs or rent out right, some thought should be given to insurance now that we are potential owners of aircraft. John Sinclair says that he had hull insurance for the first two years but dropped it because of the expense which was two and a half per cent of the insured value. He further states that liability insurance is a Must. He has \$500,000 bodily injury/property damage for \$46. The sailplane being in the experimental category is unimportant. Pilot experience is a factor. He sends us the name of an agent. The agent's name is Andrew M. Gillespie, Insurance Agency, 322 San Anselmo Drive, San Anselmo, Cal. 94960. Telephone 415 456 4151. Scott Thomas says that he has coverage from Aviation Insurance Councilors, Box 20878, Dallas, Texas 75220. He has \$100,000 liability for \$60 per year. His Duster, or "hull" as its called in insurance company language, is insured for \$3,500 and is protected for \$50 deductible for non moving damage and \$250 for damage in motion for \$150 per year.



LETTERS TO THE EDITOR

After completing my Duster last July, I have flown it only four times. Between visiting the Mainland, Oshkosh namely, the flu, bad weather, the first flight wasn't until the middle of December. In as much as I just got my Student Pilot Certificate in a Schweizer 2-22, and had only two hours in same, my friends thought it judicious that a good pilot try it first. After all, it's like going from an old truck to a sports car. After being put through it's paces, it was landed and stopped in front of me. "What's wrong with it" I asked. "Well, the wheel brake doesn't do a darn thing and where is all the air in the cockpit coming from. Other than that, it's perfect. In fact it is comparable to my 1-34".

"Can I fly it" I said.

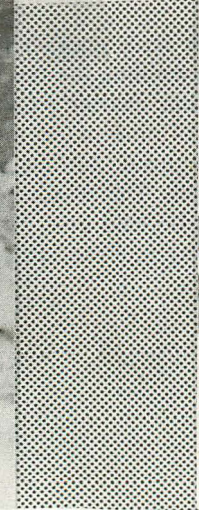
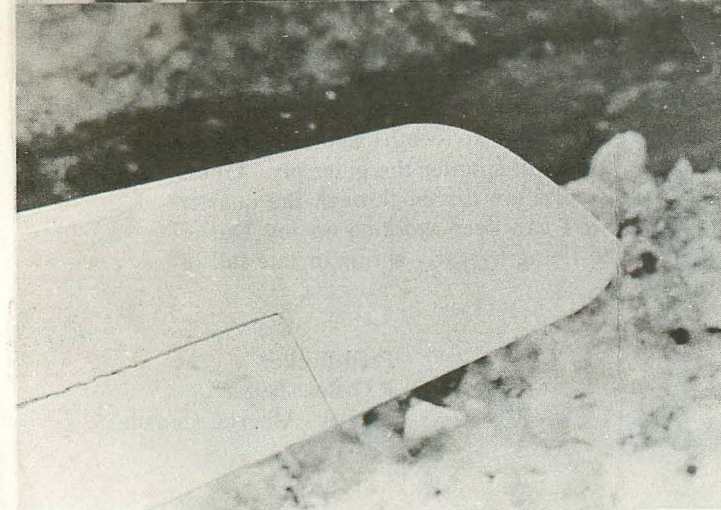
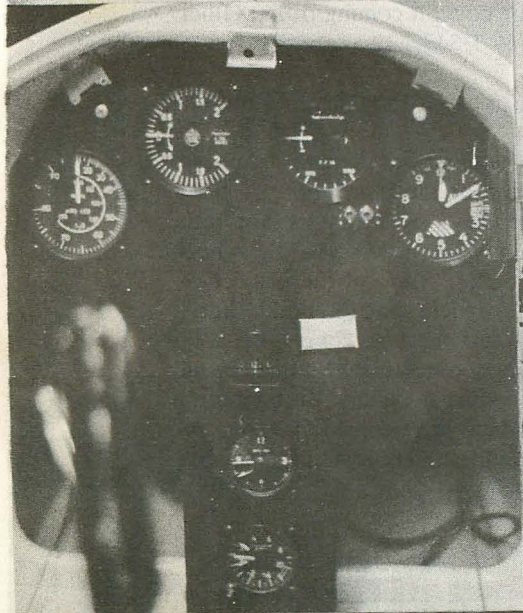
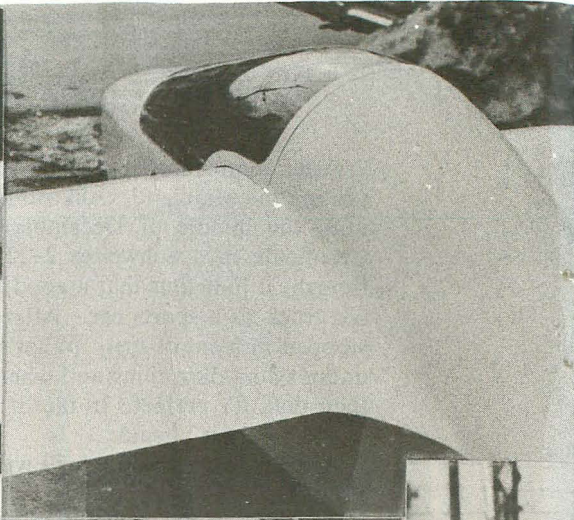
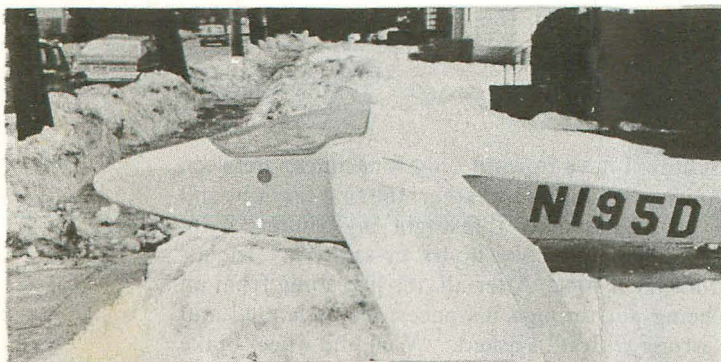
As your former instructor I will say that it flies a lot easier than the 2 22 and it's Yours".

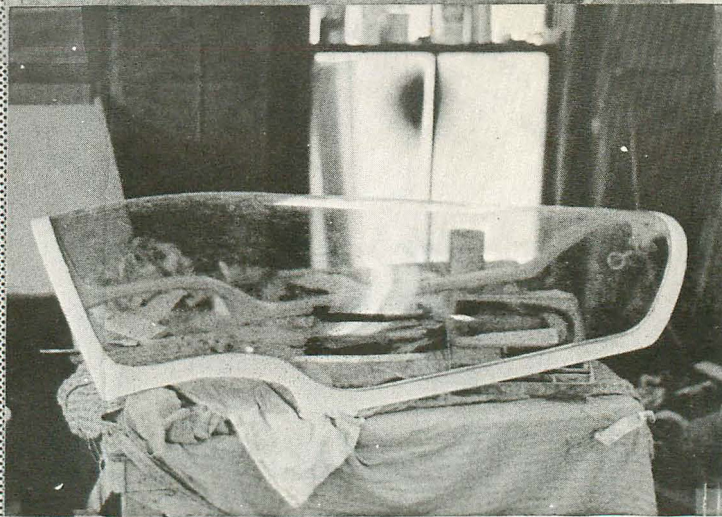
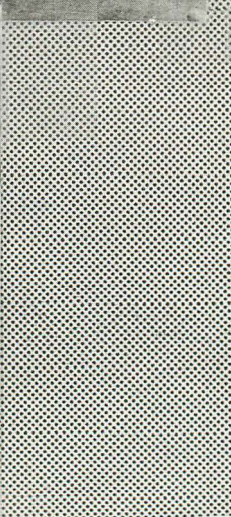
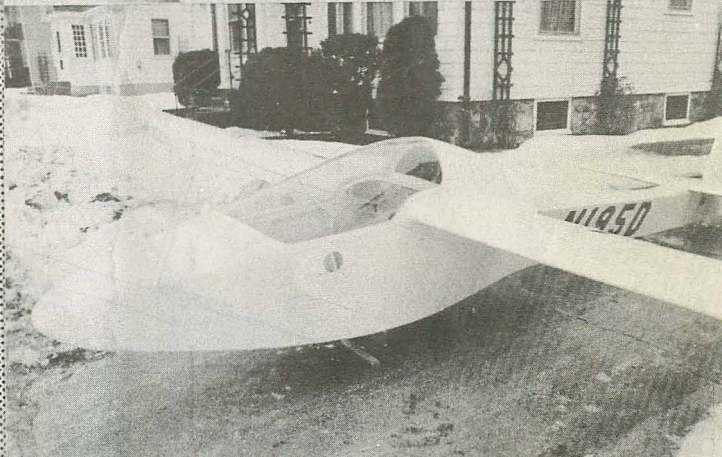
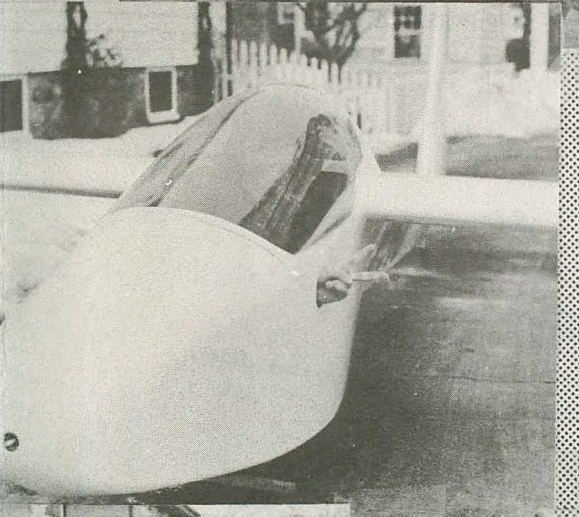
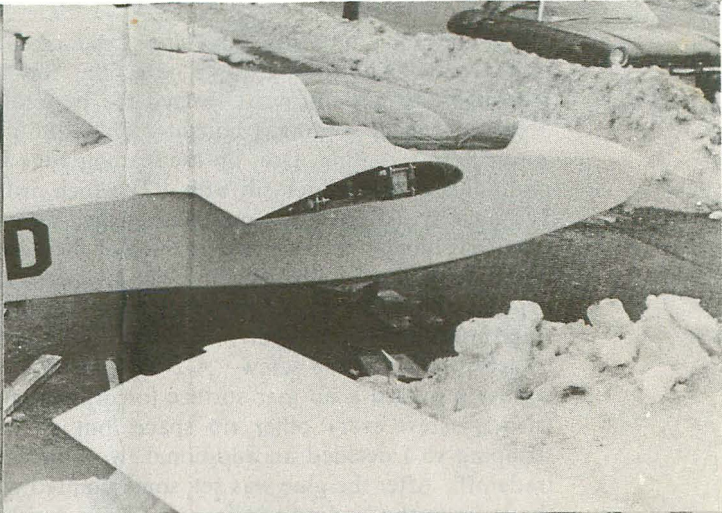
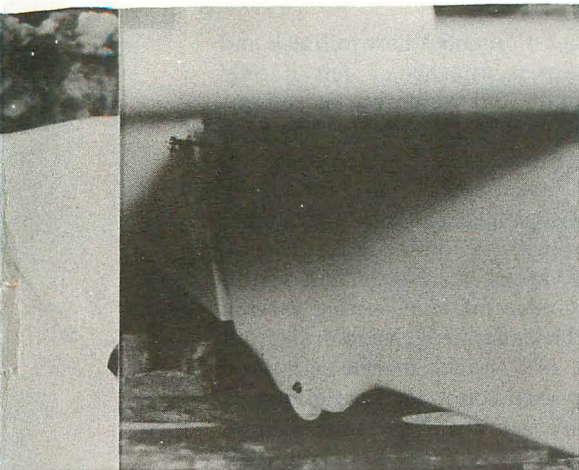
So I flew it. Wow. It certainly is responsive to your every thought. And so quiet. Lovely. Hands and feet off it is perfect except for too fast a trim. A good fault for a low timer. Now my landings are another story. All I'll say is that both wing tip skids really work and the plane as a whole is rugged. Oh yes, the wheel brake surely doesn't do much and the air in the cockpit goes out the inspection hole in the tail. Being forewarned by Scott Thomas' article that the brake didn't hold and that it was hot, I was ready for both and left the hole cover off. My bird lives in it's nest that is a wood replica of John Sinclair's beautiful metal trailer. I went over his with a tape at Elsinore and copied it exactly. If he hadn't already removed the cover by the time I arrived, I would have copied that too. As it was, a local awning maker did his thing with Hurculite. Here at home the white cover is the answer to our wet and sunny weather.

Jack Bryce
133 Kuukama St.
Kailua, Hawaii 96734

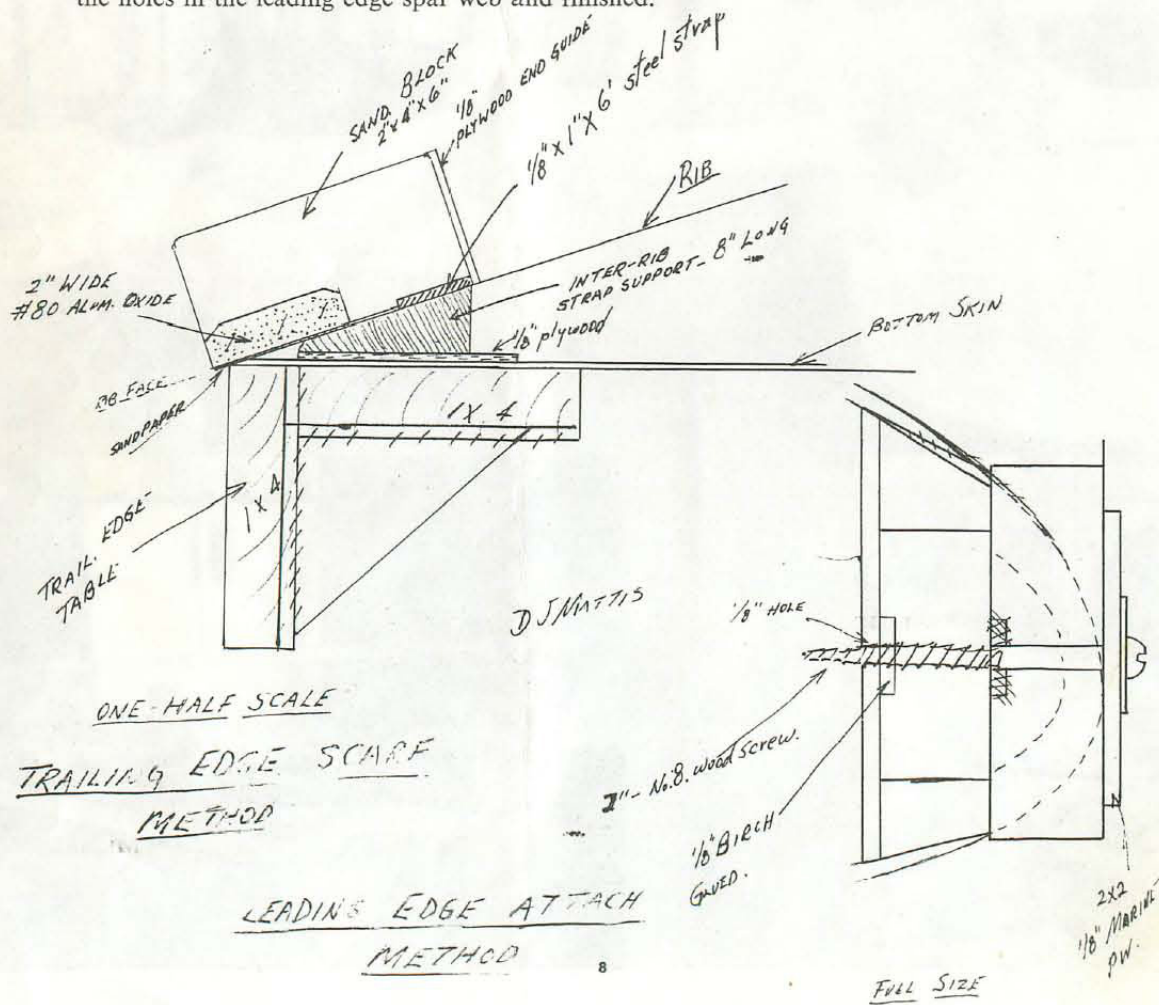
Re my Duster serial number 100, I have the wings and fuselage completed, and have started assembling the tail surfaces. A word of caution to the builder when gluing the bottom quarter panels to the half inch forward keel. Use half inch staples instead of nine sixteenths inch staples. Nine sixteenths staples will drive through into the inside surface of the keel, and will splinter the outer ply. Guess how I found out. The reason is that the staples are driven through the quarter panels into the beveled area of the keel. If I can keep working on my Duster without too many interruptions, I should be flying by early spring or late fall of 1977.

Fred Becker
P O Box 2898
Medley, Alberta, Canada.





I'm not much for writing, but since I did ask a question about how to finish and attach the wing leading edges after the top skin is attached, I felt it only reasonable to pass on what seemed the best solution and which worked admirably. As for the routing, I bought a \$7.50 old fashioned gouge and did it the hard way. Before routing, I set up the leading edge blank in position, then drilled at midpoints between each rib with a 1/8 inch drill. Then I cut scrap 1/8 inch by 1/2 inch by 1/2 inch plywood plates which were also drilled 1/8 inch. A number 6 nail positioned each plate over each of the holes in the leading edge spar web. These were glued into place and the interior was varnished. Now I had a light firm screw receptacle. Then I gouged the leading edge material leaving a small ridge at each hole for rigidity. Then the holes in the leading edge were drilled out to accept a number 8 screw. A 2 by 2 inch piece of 1/8 inch marine scrap and washer provided a no mar surface for drawing up each screw for final gluing. I tried a screw every other rib space, but couldn't get much pressure without stripping so I decided an additional two ounces empty weight was a reasonable trade off. After the glue was set, some pointed white pine pegs were screwed into the holes in the leading edge spar web and finished.



One other problem that has bugged me since I started ship number 145, 31 months ago, was how to bevel the trailing edges without splitting the skin to pieces. My solution was to set up a perfectly straight 1 inch by 4 inch edge along the trailing edge as a jig for the top skin. Then, with a blockplane, I cut within 1/16th inch or less of where it should be. Then I secured a piece of steel 1/8 inch by 1 inch by 6 feet. This was to be my depth guide to lay across the trailing edge ribs. In addition I made up 8 wooden inter-rib blocks to keep the steel guide from sagging between the ribs. The next step was a sanding block, a piece of 2 by 4, six inches long. This was routed end wise to accomodate the steel strap less the thickness of No. 80 aluminum oxide sandpaper, and 1 inch wide. This permits the sanding block to be run back and forth with no scarring or under cutting either the ribs or the trailing edge spar. The scarf is smooth and true, and once the gadget is prepared, the scarfing is quick and easy and perfect. By the way, if anyone wants to borrow this gadget, strap and fillers, I will be glad to lend them for the cost of the shipping. The between rib fillers were made with a 3/8 inch ledge to be held with just two .030-9/16 staples during the process.

David J Mattis
1103 National Road.
Wheeling, W. Va 29003

Only a short note telling you that the Norwegian Aircraft Authorities not only approved the Duster plans, they have found them highly recommendable. I have started building the Duster and have finished the rudder except for the covering. The fin spar is also ready made and drilled for hinges. Now I am working on the stabilizer and elevator. The spars are finished and so are the ribs. Starting soon with the fuselage bulkheads.

Rune Blaker
Aslakveien 15
Oslo 7, Norway.

Last summer I met Ernest Lueder from Ann Arbor, Michigan and saw his Duster project. It was almost done and looked great. I also met Mr. and Mrs. Al Truesdell of Stevensville, Michigan while they were at Ionia getting their glider licenses. They were getting a Duster kit so there should be some Duster flying in this area in the not too distant future.

Jack N. Wallace
7160 68 St.
Caledonia, Michigan.



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Enclosed are some fotos of N195D. The pictures are self explanatory. See front cover and centerfold. The canopy frame is fiberglass and resin. The turtleback fairing is three layers of eight ounce cloth and resin and the wing fairings micro balloons and resin. The whole plane is covered with 1.3 ounce per square yard fiberglass cloth and laminating resin. The weave was then filled with surfacing resin and micro balloons. It's consistency, about the thickness of heavy cream, was painted on with a brush, allowed to cure and sanded with a block and 60 grit, and working up to 120. Then I primed the plane by spraying five coats of lacquer primer. That was sanded with 220 wet until most of the primer was sanded away. I used a polyurethane sanding block. All of the remaining pits and scratches were very small and were filled with Nitro Stan surfacing compound which can be purchased in an auto body shop or auto supply store. That was also sanded with the poly block. Three more coats of primer were sprayed on then sanded again with the poly block and 400 grit wet. When you go to buy the paint for the final coat and are looking for white, there probably are more choices in shade, tint, and tone of whites but to find a pure white, it is almost impossible. Finally I found a white that I was happy with and sprayed on seven to nine coats and let them harden two or three days before wet sanding and rubbing them.

Bruce Dyson
9 Tedesco St.
Marblehead, Mass. 01945

As I am not home too much, Number 55 is coming along slowly Spars done. Starting to lay up rudder now, metal work about done. Instruments all procured plus oxygen bottles. The double car garage is finished with workshop above so I can work on the Duster in earnest.

A J Schmitt
Rt 3, 1271 Grandview Drive
Chino, CA 91710

As I am to embark on the fourth Duster project in New Zealand, I would like to be placed on the mailing list of the Dust Rag. In the future, I hope to contribute to the newsletter if I can produce some material that is worthy of publication.

N A Newman
Owen River
Murchison, New Zealand



'TRY TO REMEMBER, EDITH,
ROME WASN'T BUILT IN ONE DAY!'

*Steve Kidd
36 Lakewood Dr. Roseland, N.J.*

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Bayport, N. Y. 11705.

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Subscription expired



Mr. Robert Warren
5770 E. 26th St.
Tulsa, Okla. 74114

FIRST CLASS