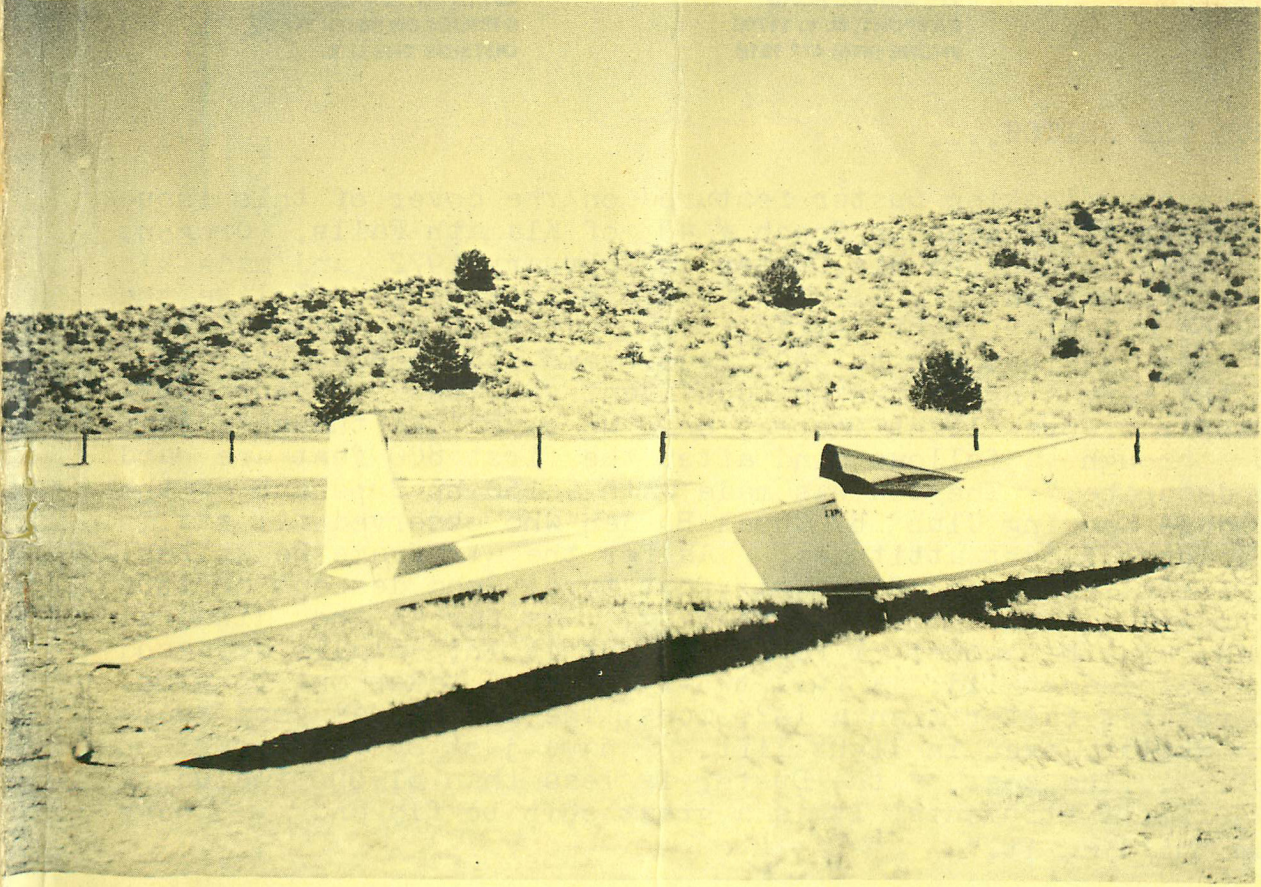
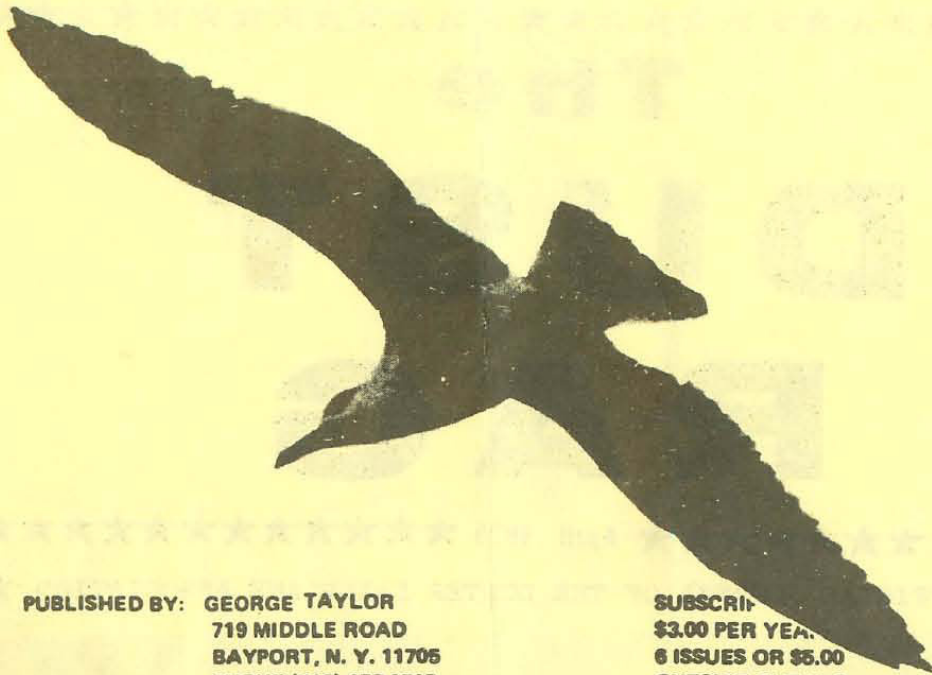


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The
DUST
RAG

★★★★★★★★★★★★★★★★★ April 1975 ★★★★★★★★★★★★★★★★★★

★★★ THE OFFICIAL JOURNAL OF THE DUSTER SAILPLANE ASSOCIATION ★★★





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FROM THE EDITOR....

The nice looking Duster featured on the cover of this issue is the work of Kenneth Gooch # 43 of Klamath Falls, Oregon. Ken says he started his Duster in February 1972 and made his first flight on July 21, 1974 at Kingsley Field. I like the way he did his flight testing, with initial auto tows to 25 & 50 feet. A first tow to 3000 feet seems too unnecessarily hard on the nerves no matter how confident you are with your workmanship or pre-flight inspection. He says "The thoughts that go through a fellows mind after the first 800 feet are hard to describe." The tow was made with a 150 hp Supercub of the Cascade Soaring Club by Chuck Burden who observed all stalls and level flight attitudes. As for the air frame he writes: "I installed flaps of the six foot type. Good descent of 1500' plus and has good lift for soaring. As far as the dihedral goes, mine has none! I forgot to put it in! Stalls are good and spins are wild. A full two-turn spin takes one to stop. It rotates faster than a 1-26 does. The Duster has good soaring ability even in light lift. I have just over 16 hours on it!.....The cost of the Duster is less than \$1,000 including \$350 for instruments. It is a great ship to fly and you'll have fun building it."



DELAYED START

We spotted these lennies (and attendant rotor) while crossing eastern Pennsylvania last month. We enclose this photograph so that you Easterners with unfinished Dusters will know what you are missing. This is our subtle way of announcing that there will be no Duster Gathering in the East this year. We received encouraging letters from four of our readers, but only one with a completed Duster. Charlie Burpee of Bloomington, Illinois, says, "Iwould love to join the gang in flying the Bald Eagle Ridge this summer but I don't have enough parts together to stay up!" That comment neatly sums up the situation. Try again next year?

NEW SUBSCRIBERS Most back issues of the Dust Rag are still available. Would you like to complete your collection and get those helpful building hints that you missed? They are 50 cents each. Those available are: Vol I #1, 3, 4, 5, 6. Vol II #2, 3, and 4. Vol. III #1 & 2.

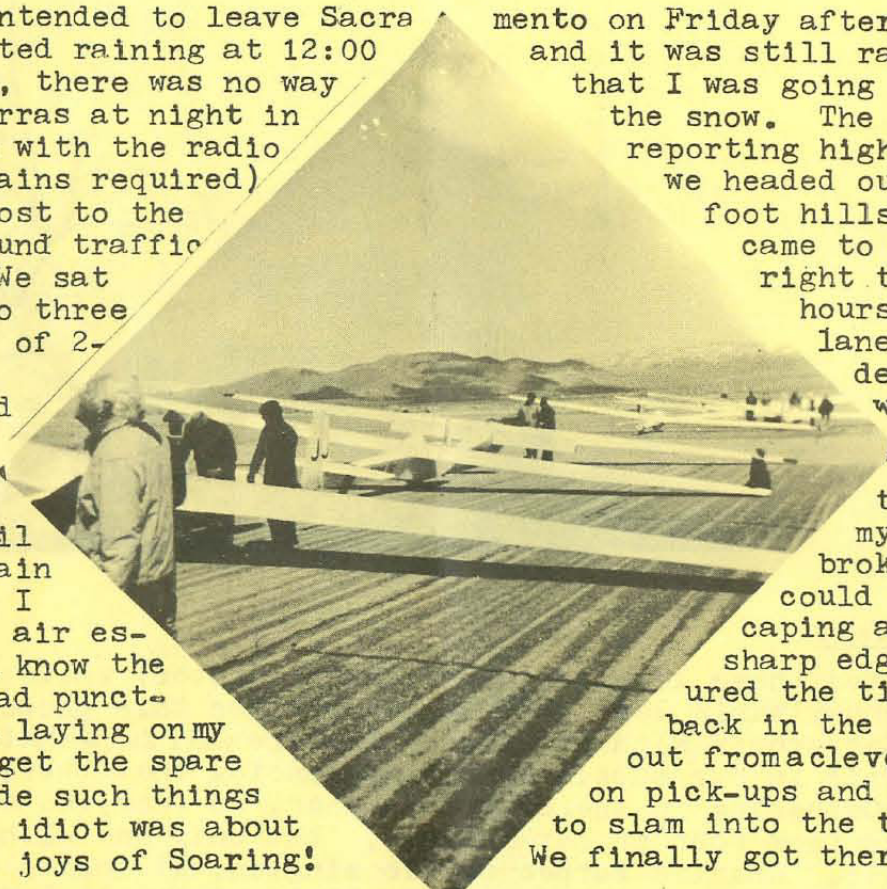
MINDEN WAVE CAMP

by John Sinclair

In terms of attendance the Minden Wave Camp was a success with over 40 sailplanes and 90 pilots attending. The weather man was uncooperative however, and no distance flights were made in conjunction with wave lift. Many badge flights were flown with at least 3 diamond altitude claims.

We intended to leave Sacramento on Friday afternoon but it started raining at 12:00 and it was still raining at 4:00 PM, there was no way that I was going to face the Sierras at night in the snow. The next morning with the radio reporting highway I-80 open(chains required) we headed out. We got almost to the foot hills before East-bound traffic came to a squat right there for halt. We sat close to three hours. Over 5 miles of 2-lane traffic dead while stopped the road was being plowed. I was finally going and every-thing went well until my right rear chain broke. As I got out I could hear the hiss of air escaping and would sharp edge of the chain had punctured the tire. So now I'm laying on my back in the snow trying to get the spare out from a clever place they hide such things on pick-ups and wondering if some idiot was about to slam into the trailer. Oh! The joys of Soaring!

ment



We finally got there at 6:30.

Sunday was a blaugh looking day. I took a tow at 12:00 just to look the area over and then proceeded to race the tow plane back to the field. It was just as well because my spare tire had developed a slow leak and if I didn't do something about it quick I was going to be a-foot. I filled the tire with an air bottle from the hangar and then made a dash for town. I pulled into the first gas station and soon found myself watching a bearded young man with a pony-tail, try to raise the whole rear end of my 5000 lb truck/camper with a 4000 lb jack.

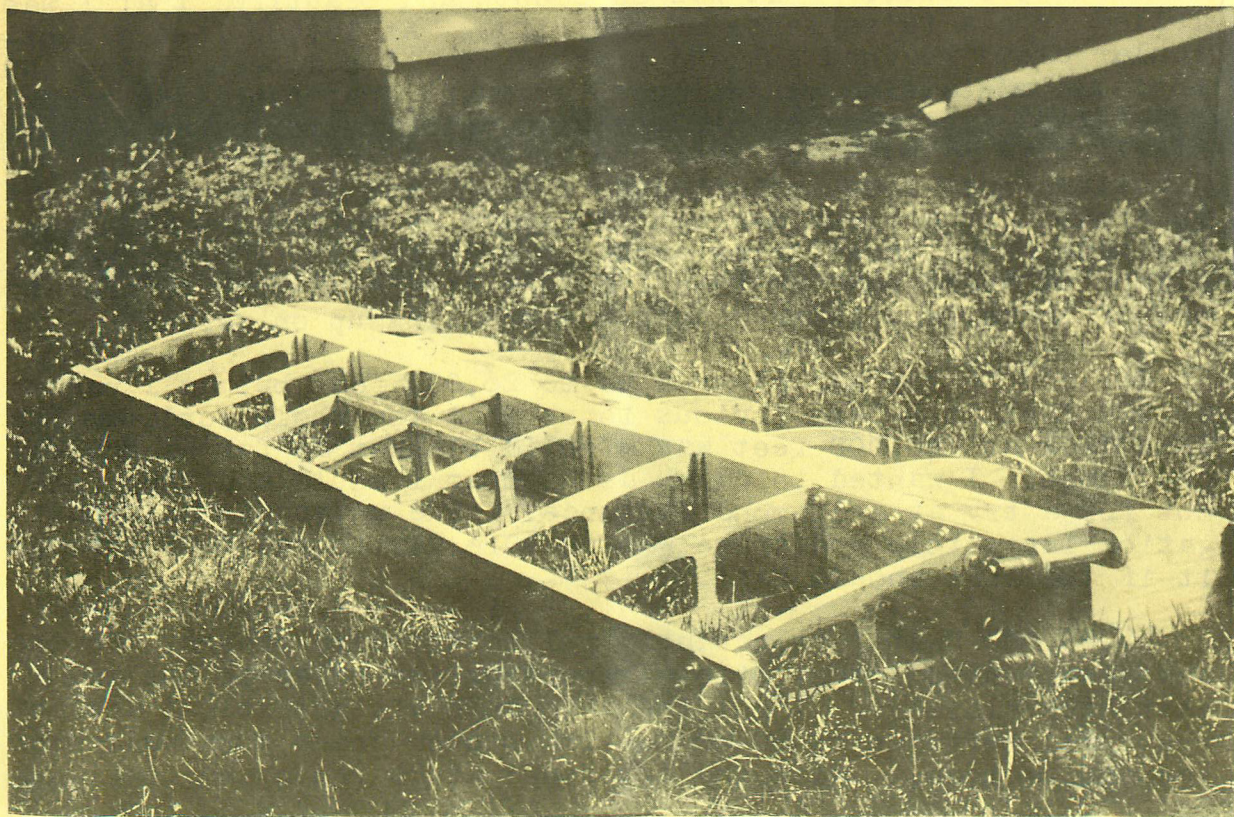
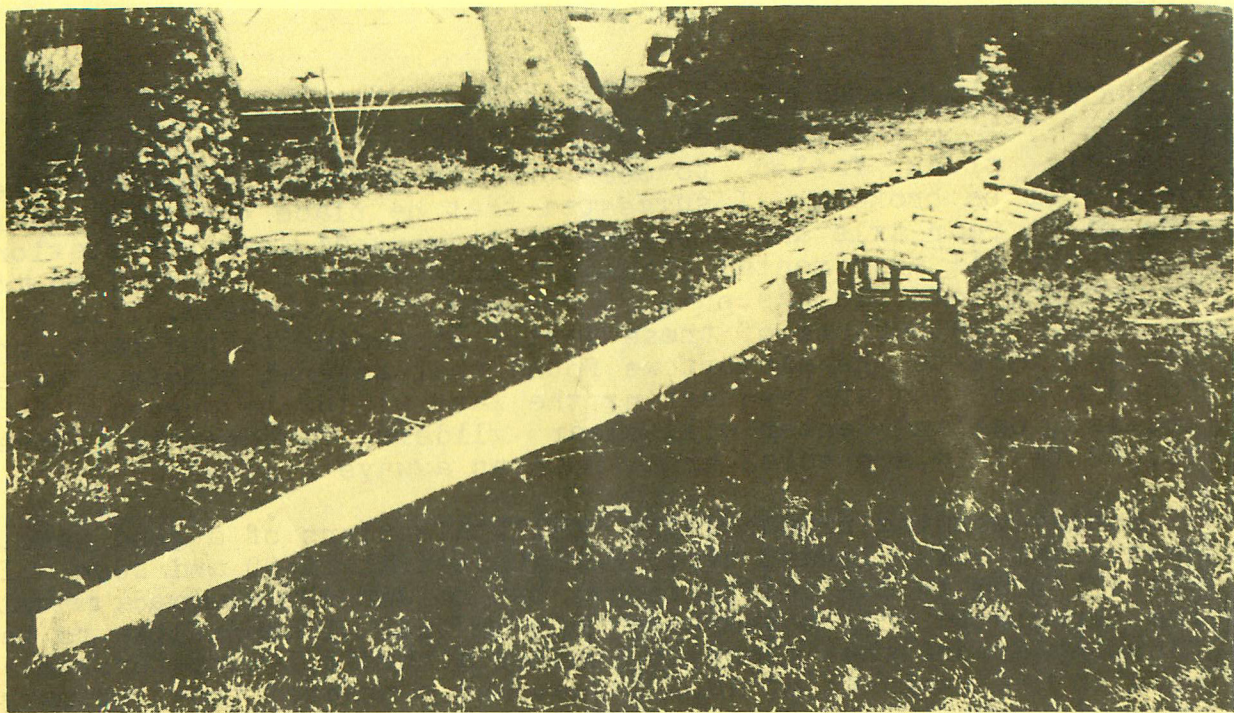
MINDEN continued...

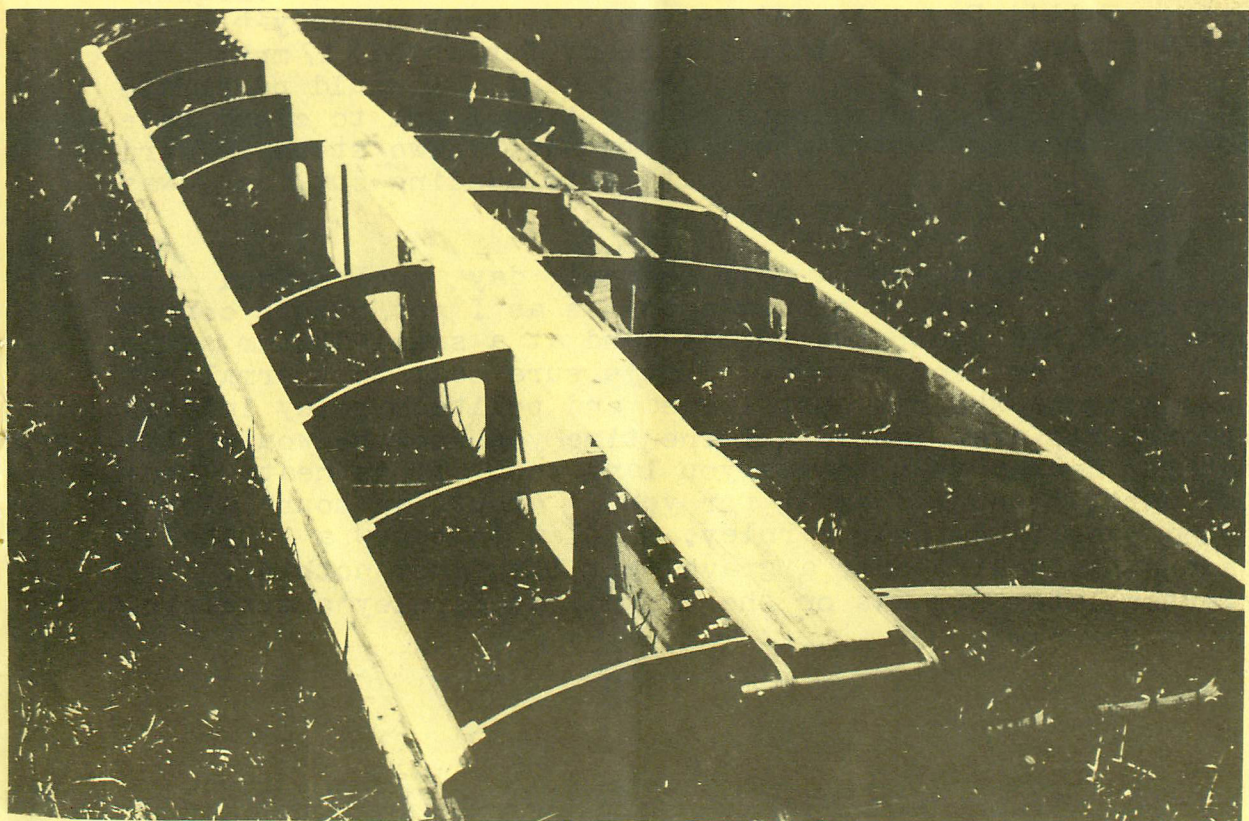
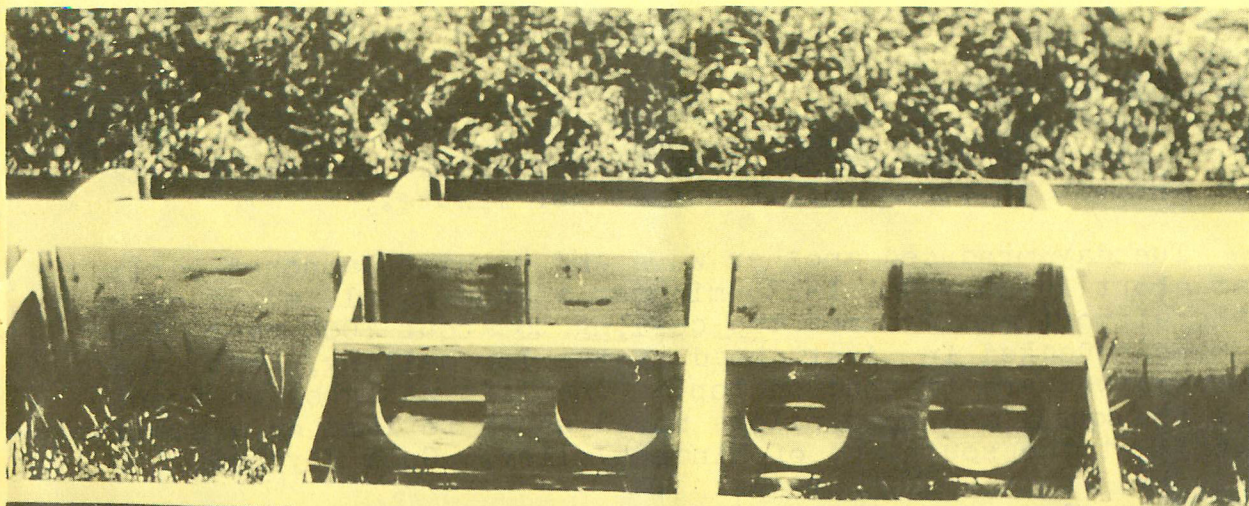
When the truck failed to come off the ground, he decided the jack must be broken. I suggested that he place the jack under the right rear axle and sure enough it worked! These gas station types are all such mental giants. I showed him I was real swift by backing into his gas pump on the way out. Oh well, I'll get my stuff together one of these days.. Listening to the radio on the way back to the airport we found that several pilots have found a wave and are requesting the wave window be opened. (On request, Oakland Center will clear gliders to operate above 18,000 feet in a special area known as a wave window).

Monday morning produced the tell-tale signs of a good wave, West wind, roll clouds, etc.. We launched at 11:00 and soon I was climbing in the rotor; rough, but no worse than a Nevada thermal. The turbulence only bothers me when on tow. I don't like to be flopping around that close to another aircraft. I went through a hole in the overcast at 10,000 feet and contacted the primary wave at about 10,500 feet. From there on it was all UP at about 300 fpm.. It was so smooth and beautiful that I was lulled into a false sense of security. At 16,000 feet a lenticular cloud reached out and grabbed me. I had been flying 40 knots and maintaining position over a given spot over the ground; however as I climbed higher the wind velocity increased & this slowly blew me backward into the cloud. Scary- let me tell you! I put the nose down to indicate 80 knots and slowly moved out in front of the cloud again. I figure my total adrenalin supply made about three trips around the circuit! I continued to climb but every now and then I made a little S-turn to see if one of those lenticular clouds was sneaking up on me again.

Oakland Center had cleared us to 26,000 feet but as I passed 20,000 feet it became obvious to me that the whole world was IFR. That deck at 10,000 feet was a solid blanket as far as the eye could see. I wanted to climb as high as I could and then head out for a try at a diamond distance. The undercast made navigation impossible and there was no sure way to get back through it if the lift should fail.

At 25,000 feet I reluctantly pulled the dive brakes. On the way down I heard other pilots reporting the holes in the undercast were closing. I put the ship into a tight spiral and let the speed build up to 80 knots. The Duster comes down well when the need arises. With the air speed at 80 knots and the nose





MINDEN continued...

down about 40 degrees the dive brakes should produce a rate of descent in excess of 1000 feet per minute.

Tuesday produced another wave and 4 ships launched early at about 10:30. Within 30 minutes a snow squall moved over the airport and dropped the ceiling to about 1000 feet. Two ships squeaked in just ahead of the low ceiling, but the other two were trapped on top. The lift was good in front of the squall and both pilots moved south to land on a small strip at the south end of Minden Valley. Good Flying!

Wednesday was just a good old fun day of thermal flying in the valley. At about 4:00 PM a couple of pilots caught a weak wave over by Spooner Summit and close to 40 gliders converged on the place. Few pilots found the wave but most of us logged about an hour of formation slope flying!

Thursday produced fair thermals and we were able to break out of the valley. I flew a 68 mile triangle to Virginia City, Rabbit Dry lake and return. It took me only 4 hours for a ground speed of (Are you ready for this?) 17 mph! The first two legs were into a 20 knot wind. I would penetrate 10 miles, find a thermal and by the time I got to cloud base I would be almost back where I started. Two steps forward and one step back. Oh well, it beats landing out, as I was to find out on the next day.

Friday looked like a fair thermal day so I headed for Lovelock. I took it slow & cautious as I got out on course because I had seen two 1-26's land at a small duster strip only 18 miles from Minden. That's sure neat to thermal out over someone who has just landed and politely relay information to his crew, while all the time you know he would like nothing better than to see you land too! It is neat; that is, until someone does it for you. About an hour later I found myself low near Fernley. I flew in below a Libelle that was circling over a gravel pit but found nothing. Five minutes later I was on the ground at Fernley's airstrip.

MINDEN continued...

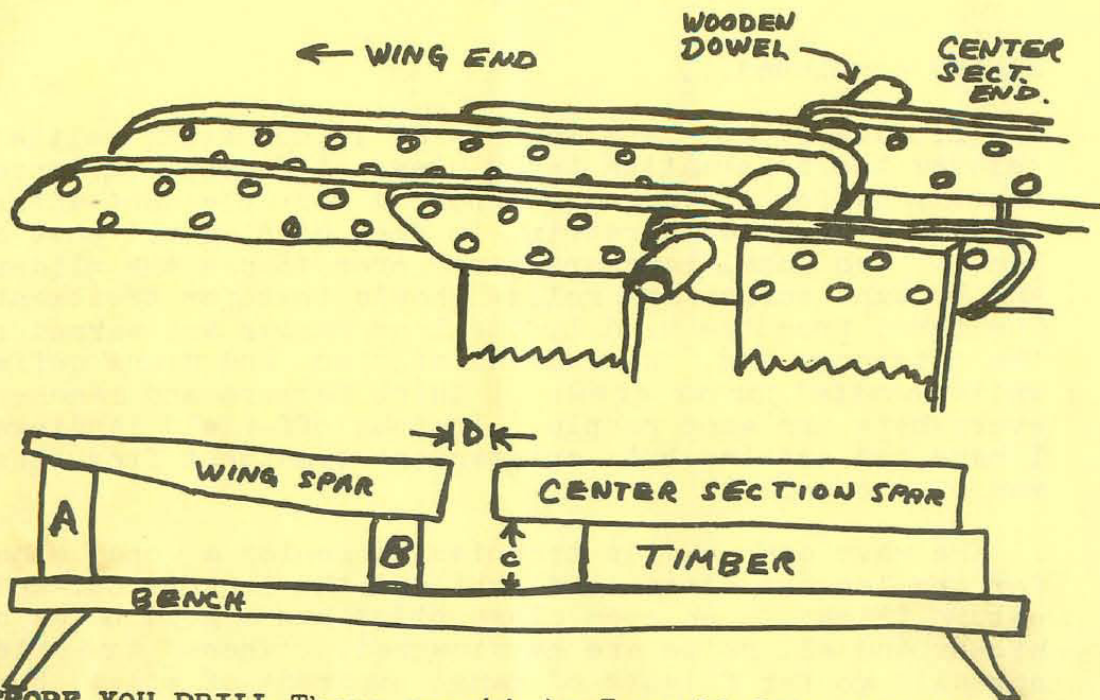
The Libelle pilot, who was now at 10,000 feet, politely relayed the information to my crew. A Concept-70 landed shortly after I did and we spent a very pleasant afternoon at a deserted airstrip in the high desert east of Reno. Two local ranchers came over to see the gliders and brought coffee and rolls- how's that for treatment? Sheltered from the wind by the lone hangar and warmed by the afternoon sun, we swapped stories and drank coffee while we waited for our crews. I think farmers and ranchers everywhere are good people. In four off-field landings, I have had nothing but outstanding treatment from these men of the soil.

The wave camp awards trophies in senior & open class for the longest distance flight and the longest out-and-return flight. An open class pilot has a gold badge or higher and all ships are handicapped. These trophies normally go for flights of many hundreds of miles, however this year the flights were all short due to bad weather. Carl Herold got the out-and-return trophy for a 101 mile flight to Fallon and back. My flight to Fernley ended up as the longest straight distance flight in open class. I felt a little sheepish about accepting a trophy for a flight of only 59 miles, but I was proud of the Duster for standing up so well against all that glass. Always remember: WOOD IS GOOD! And YOU CAN TRUST A TREE!

Hey gang, what do you think about a get-together at Elsinor late in August? Let me know your desires.

John Sinclair
Sacramento, CA





BEFORE YOU DRILL There are hints I would like to pass on to anyone who is building his own spars. Set up the center section and one outer spar on bench. Distance marked "C" - must be sufficient to freely move the drill guide. Blocks A and B are positioned so that the dihedral angle is correct. Set distance "D" so that the hardware, spar, and flight pins will position properly. Now string all the 4130 straps onto the dowel as shown in the top diag. A few extra hands will help at this point. Note that the wing strap pairs are longer than those of the center section and that the rectangular plates go on the outside of the straps whereas the opposite is true for the wing spar end. When all metal parts are strung onto the pair of dowels, (16 straps and 4 plates) move them into position "D" and clamp and drill bolt holes. Remove all the hardware and varnish inside all the holes. Re-assemble and insert the bolts- do not crush the grain when tightening nuts. Before tearing down this assembly- ream out the holes for the flight pins. Reverse centersection and repeat at other end. This whole operation requires more than the twenty feet of building space as advertised and it was necessary for me to place $3\frac{1}{2}$ feet of the wing tip out the window.

G. Taylor

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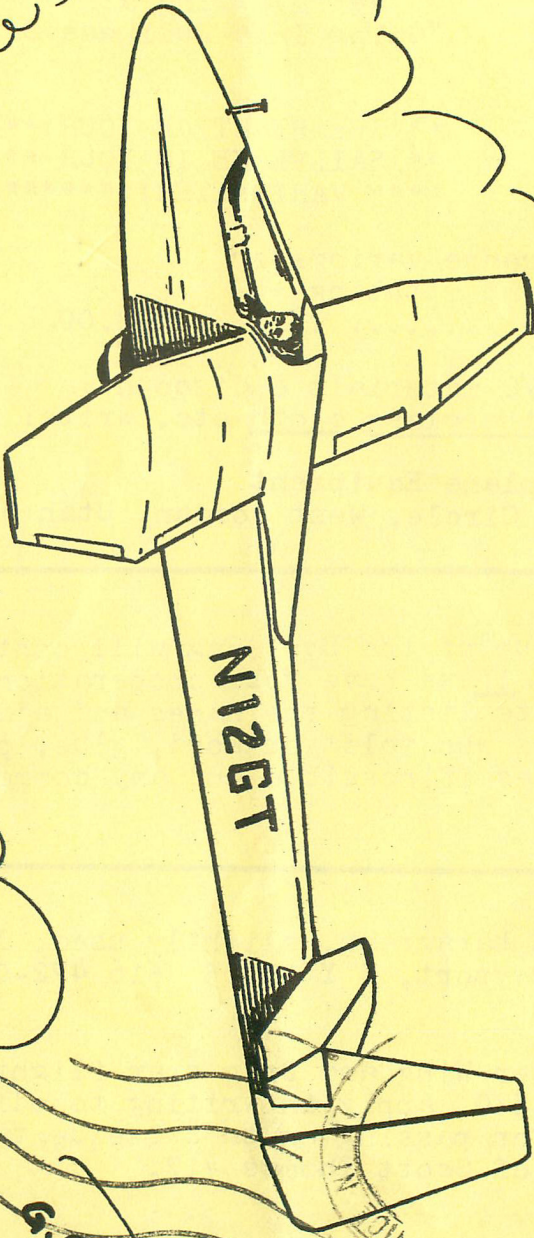
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The next issue of the Dust Rag will contain a list of suppliers if we have your cooperation. Please drop us a note listing the names and addresses of the companies who sold you wood, glue, paint, etc. Include prices if possible and any comments about quality.

For Sale. REPLOGLE baragraph, slightly used. James Shand, 123 Oakwood Ave. Bayport, N Y 11705 516 472-0068. \$130.

2 Reamers for Duster Wing and Drag spar flight pins. available in about 30 days. \$20. Apply in writing to editor. Will place free ad to buyer for passing on to subsequent Duster builder. Formerly property of Scott Thomas #17.

FREE Drill guide and wooden dowels used in spar drilling article described in this issue. Same terms as above.



G. Barnes

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Volume III Issue #2

April 1975

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