

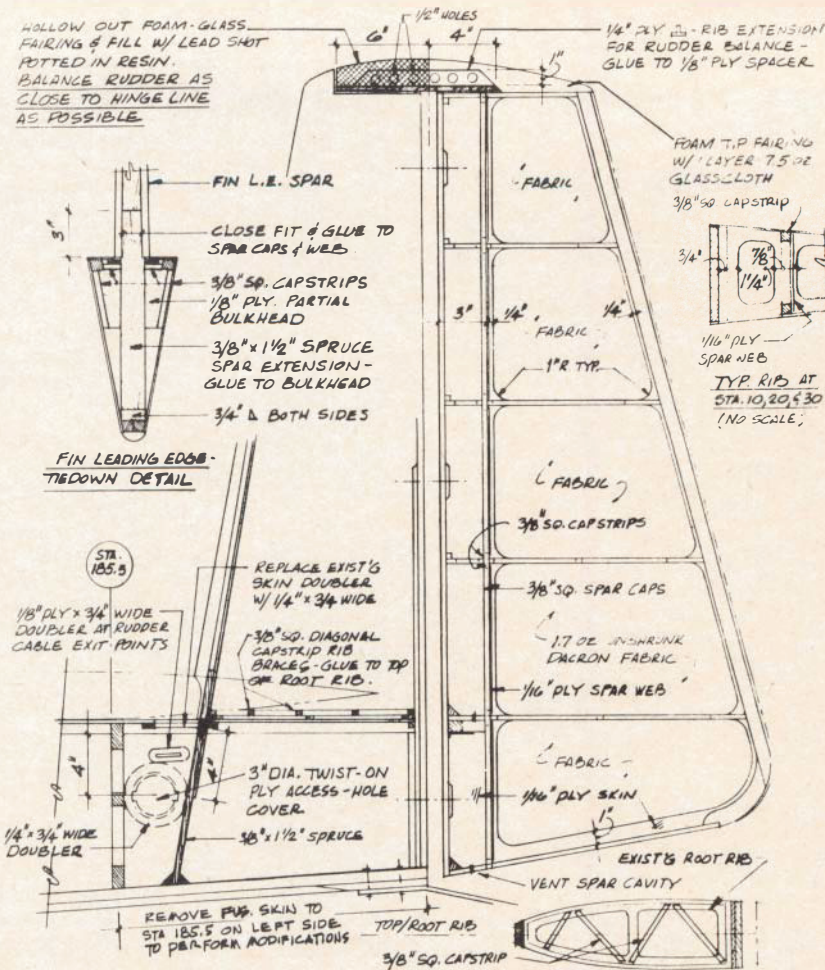
Mandatory Duster Change

Homebuilders who have made the *Duster* sailplane should be aware of a mandatory change bulletin from Hank Thor, the *Duster's* designer. Letters have been mailed to all registered owners, but since many have moved, or have sold their ship, it seems advisable to publicize it by this means. Here's what Hank wrote and the drawing that accompanied his bulletin:

"A structural weakness in the fin attachment has come to light which makes the fin susceptible to damage in case of hard landing loads or dropping of the tail during ground handling. Skin delamination or glue separation between the fuselage deck and the fin root-rib is possible which can, in turn, cause catastrophic vertical tail flutter at speeds as low as 60 knots. The structural damage as described may be visible only after very close inspection, and all owners who are presently flying their *Dusters* are advised to make an immediate inspection of fin root-rib area.

The following changes will be mandatory on all existing *Dusters*, effective immediately:

- Install a partial bulkhead which ties the fin leading-edge into the fuselage structure as per drawing.
- Replace skin doubler at elevator control-horn slot in fuselage deck with $\frac{1}{4}$ " x $\frac{3}{4}$ " wide doubler, extending it behind the fin leading-edge extension.
- Install access-hole cover (smaller and relocated downward) on left side of fuselage aft of sta. 185.5.



What the critics are saying about the '78 Lincoln Award* Nominee:

"THE soaring novel... a mental journey from dread to daring, anguish to high elation, anger to sensitive love... The Lincoln Award is really not enough, but certainly a must."

Duane Russell—WEST WIND

"...successfully manages a very difficult writing task—writing a suspense-filled novel using soaring as the vehicle... will be enjoyed by all soaring pilots."

Carl Herold—SOARING

"I liked especially the sense of excitement... I thought particularly good (and difficult to achieve) the dovetailing of the flashbacks and the flight itself. I read it in practically one sitting—always a good sign."

George Moffat

"Your best book to date. Being an F-4 Phantom driver (as well as soaring pilot) and after 32 months in Viet Nam, I readily identified with many, many things in the story."

Chuck Valentine, Denver

"...intensity and vividness and (an) obviously sure knowledge of flying. I enjoyed it—story and style—very much."

John Poppy (not a soaring pilot)

"A beautiful book. It reminds me how much I miss soaring... (and) will occupy an honored place in my library."

Ernest Gann

"Magnificent."

Gren Seibels (1977 Lincoln Award winner)

*The Lincoln Award is presented for "the best popular writing about soaring" in memory of the late Joseph C. Lincoln.



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- d. Install $\frac{1}{8}$ " \times $\frac{3}{4}$ " wide skin doubler inside fuselage skins at rudder cable exit points.
- e. Install $\frac{3}{8}$ " capstrip bracing on top side of fin root-rib.
- f. Replace rudder with redesigned fabric-covered and balanced unit.
- g. Lower V_{ne} to 100 knots.

Remembering the 1st National Gliding and Soaring Conference

The recently completed SSA Convention in Washington, D.C. brought back memories of an earlier Washington, D.C. Soaring Conference. It was exactly 40 years ago, to the day, since the 1st National Gliding and Soaring Conference was held in Washington on February 11-12, 1938. Ernie and I, along with some members of the Hudson Valley Soaring Club, attended this first "convention." Lewin Barringer, then General Manager of SSA and editor of *Soaring*, had arranged the conference to give soaring some exposure in Washington, D.C. The meeting was held in the LaFayette Hotel and 68 members registered, 6.8 percent of the 1000 SSA members at that time. The 1100 members who attended the recent SSA Convention were 7.6 percent of present-day membership.

It is interesting to note that some of the same topics were discussed at both conven-

"The above modifications will necessitate removal of the left-side fuselage skin aft of sta. 185.5. A standard (ten \times t) scarf joint is called for, centered over the bulkhead at sta. 185.5, so take care when removing the discarded skin piece that the area to be scarfed remains intact on the fuselage."

JOHN SINCLAIR

Placerville, California

tions, including sailplane insurance, sailplane regulations, and airspace problems. It would appear that these problems always seem to be with us.

A visit to the Smithsonian was also a highlight of the first convention. Paul Garber, Aviation Curator, led a tour of the aeronautical exhibits and gave a lecture on the history of motorless flight. At that time, there were two sailplanes on display, the Franklin Utility, in which Frank Hawks had been towed across the U.S.A. and Warren Eaton's "Mahogany" Bowlus-DuPont. On Saturday afternoon, Lewin Barringer put on a flight demonstration with a G6ppingen *Wolf* at Bolling Field for the military and the National Advisory Committee of Aeronautics. Observers included Dr. Lewis, Director NACA, Dr. Jacobs, and Fred Weick (who later developed the Aircoupe).

I recall that we came back from that first conference enthused — just as we did from the convention just completed.

PAUL A. SCHWEIZER

Elmira, New York

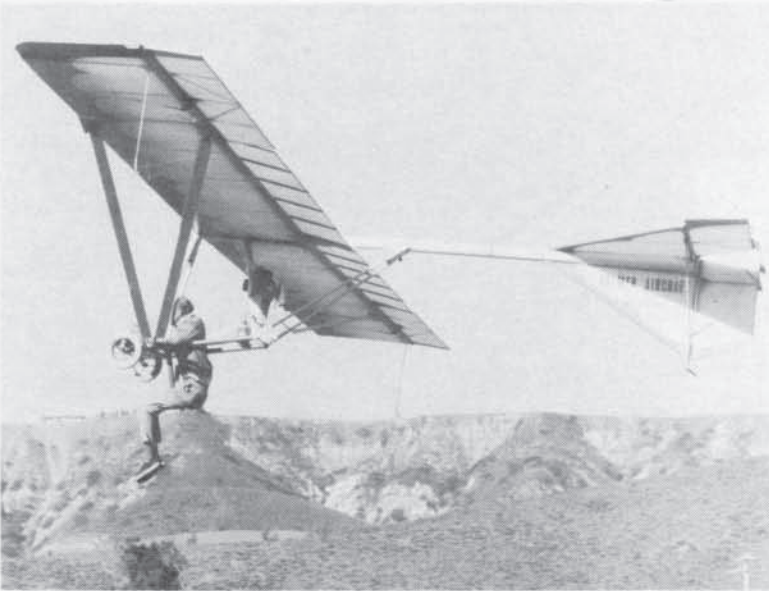
Coming Up: A Solarpower Assist for MPA?

I have been following the developments toward personal flight and ultralight soaring with great interest. I believe there are many others like myself who want to participate and fly such aircraft themselves. Jack Lambie's story of the MacCready *Gossamer Condor* (*Soaring*, Oct. '77) captures this excitement very well. But I couldn't help notice that its power requirements demanded a trained athlete to fly the Kremer circuit. Does that mean the garden-variety bicycle rider can never hope to fly an MPA? It needn't.

I have an idea that will open this kind of flying to the average person — combine manpower and solarpower in one machine.

So far I have only conceptualized a design which I call *Free Energy III*. I already have a good-sized pile of drawings and I intend to build it as soon as I finish another homebuilt I am working on. I'm in the solar energy business and produce panels including some that have been used in Art Scholl's *Chipmunk* and Burt Rutan's *VariEze* to lessen dependency on battery power by utilizing solar energy. These panels, which are also used in sailplanes and towplanes, use photovoltaic cells of silicon crystals to convert sunlight directly into electricity. Each cell is composed of a phosphorus-silicon (negative or n-type) layer and a boron-silicon (positive or p-type) layer which are connected to a circuit. When sunlight photons strike the

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