

DEC. 31, 1997

HELLO ART!

THIS MAY COME AS A SHOCK TO YOU, BUT,
I AM ALIVE AND WELL AND KEEPING A PERSONAL COMMITMENT
TO ANSWER YOUR LETTER BEFORE YEARS END!

YOUR "JOURNAL" FROM OCTOBER WAS QUITE EXTENSIVE!
IT'S GOOD TO SEE YOU ARE ACTIVELY INVOLVED IN DIAMANT LORE
AND PRESERVATION AND HAVEN'T FORGOTTEN ME. I WILL RESPOND TO
ALL THE QUESTIONS I CAN ANSWER AND FILL IN CORRECTED DATA
AND OTHER MISSING DIAMANT HISTORICAL INFORMATION. TO SIM-
PLIFY THINGS, I AM SENDING BACK YOUR INFO PACK WITH REFERENCE
NUMBERS AND COMMENTS ON THE PAGES AND REVERSE SIDES.

FIRST THE PERSONAL MESSAGES:

HATS-OFF TO YOU IN KEEPING STRONG FOR YOUR FAMILY. WITH SHARAS
AND YOUR DADS HEALTH IN QUESTION, YOU'VE GOT TO BE ONE
STRESSED YOUNG MAN!

HOPES YOU GET YOUR MIND "AIRBORNE" MORE OFTEN TO GET
AWAY FROM EARTHLY THINGS FOR AWHILE. YOUR MUSHROOM PACK
(OR SHOULD I SAY "T" SHARAS) IS THE SECOND ONE THAT
I KNOW OF. CONGRATULATIONS ON YOUR EFFORTS TOWARDS COMFORT.

REMEMBER THAT I DESIGNED AND USED AT TESHAGAPI, THE
ONE PERSON WING CART FOR DIAMANT SIZED WINGS. I'VE
BEEN ASSEMBLING MINE "BY MYSELF" SINCE 1989.

— OVER —

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AS FOR SAVING YOUR SAILPLANE, IT'S NICE TO KNOW THAT SOME-ONE ELSE VALUES THE "MOFFATT" SHIP THAT MUCH.

YOU CAN ALWAYS PROMISE FIRST RIGHT TO PURCHASE TO YOUR FANATIC, BUT NOT UNTIL YOU REALLY WANT TO SAY GOOD-BYE! IF YOU HEAR FROM GEORGE WIEDOKER, TELL HIM HELLO FROM ME. I AM CURRENTLY NOT FLYING BUT WILL RETURN TO SCOTTING WHEN TIME + FINANCES PERMIT. BOTH DIAMANTS ARE STILL IN THE FAMILY AND OWNED BY MY SISTER. THE STUFF I SENT TO THE ARCHIVES (WINTERS SAILPLANE ASSOCIATION) IS DIAMANT HISTORICAL STUFF I HAVE COLLECTED OVER THE YEARS. I NEVER REALLY "CONTROLLED" THE LOOSELY FASTENED TOGETHER DIAMANT CLAN, IF YOU WANT TO START A NEWSLETTER OR INTERNET SITE, "HAVE AT IT!" TO FORWARD YOUR INTERESTS I WILL SEND YOU THE LAST LIST OF U.S. OWNERS AND THEIR ADDRESSES. GOOD LUCK KEEPING TRACK OF OWNERSHIP CHANGES! MAYBE AN ADVERTISEMENT FOR DIAMANT OWNERS IN "SCOTTING" WOULD HELP? I'LL ALSO SEND YOU THE LAST "INTERNATIONAL" DIAMANT LIST, MINUS THE U.S. SAILPLANES, THIS INCLUDES KNOWN CRASHED OR DESTROYED ONES ALSO.

THE PLACE DIAMANT PROJECT IS DEAD FOR NOW, ALL PARTS AND PAPERWORK, TOOLING ETC. ARE STORED TOGETHER IN A STATE TRAILER. SOMEONE WILL HAVE TO NEED THIS SHIP FOR IT TO GET CONSTRUCTED! (I DON'T!).

AS FOR MY DIAMANT PERSONAL HISTORY, THAT'S QUITE A JOB FOR NOW! BUT I PROMISE TO SEND YOU A COPY OF MY HISTORICAL BIO-GRAPHY WHEN IT'S DONE.

PLEASE STAY IN TOUCH AS YOU CAN AND ANOTHER SAFE
FLYING YEAR FOR YOU IN '98' ————— DON



Dan Pearson made a modification to his Diamant 18 by taking off the canopy and installing a fairing over the cockpit tub. Other modifications required to fly "Topless" include the addition of a bulkhead behind the cockpit to prevent the airstream from entering the fuse.

Note this is a temporary modification and can be installed and/or removed for any flight.

Also of note should be the modifications Dan made to the rest of his Diamant: the wings are stretched to 19 meters, with the ailerons being extended, the shape of the nose is reconfigured and comes to an aerodynamic point, and if you look closely at the landing gear doors you will notice NACA style cooling/ventilation intakes and ductwork.

DAN BEFORE FIRST FLIGHT IN
D19 "TOPLESS". HEMMET
CALIFORNIA. 1993

PHOTO EXP. 121951 0131 H-1 H-22

THIS IS TRULY A GREAT
WAY TO SEE THE WORLD!

Dan Pierson
2-16-98

FILM 30TH ANNIVERSARY GATHERING
AT RHACHAPI 1994.

DANS #5 HBV AND #25 H-301
FORMERLY ROBERT WENTORFF & FORMERLY ALLEMAN
SHIP
GUS MCCARTHY &
PARTNER ANDY

The lower photo was taken at the 30th Anniversary celebration. It shows Dan's HBV Diamant, S/N 05 with a Libelle 301 S/N 034. Both wings are the same, and derived from the H-30 TS powered sailplane.

These few notes are good examples of how close Art and Dan got in friendship.

— Jim Scollen