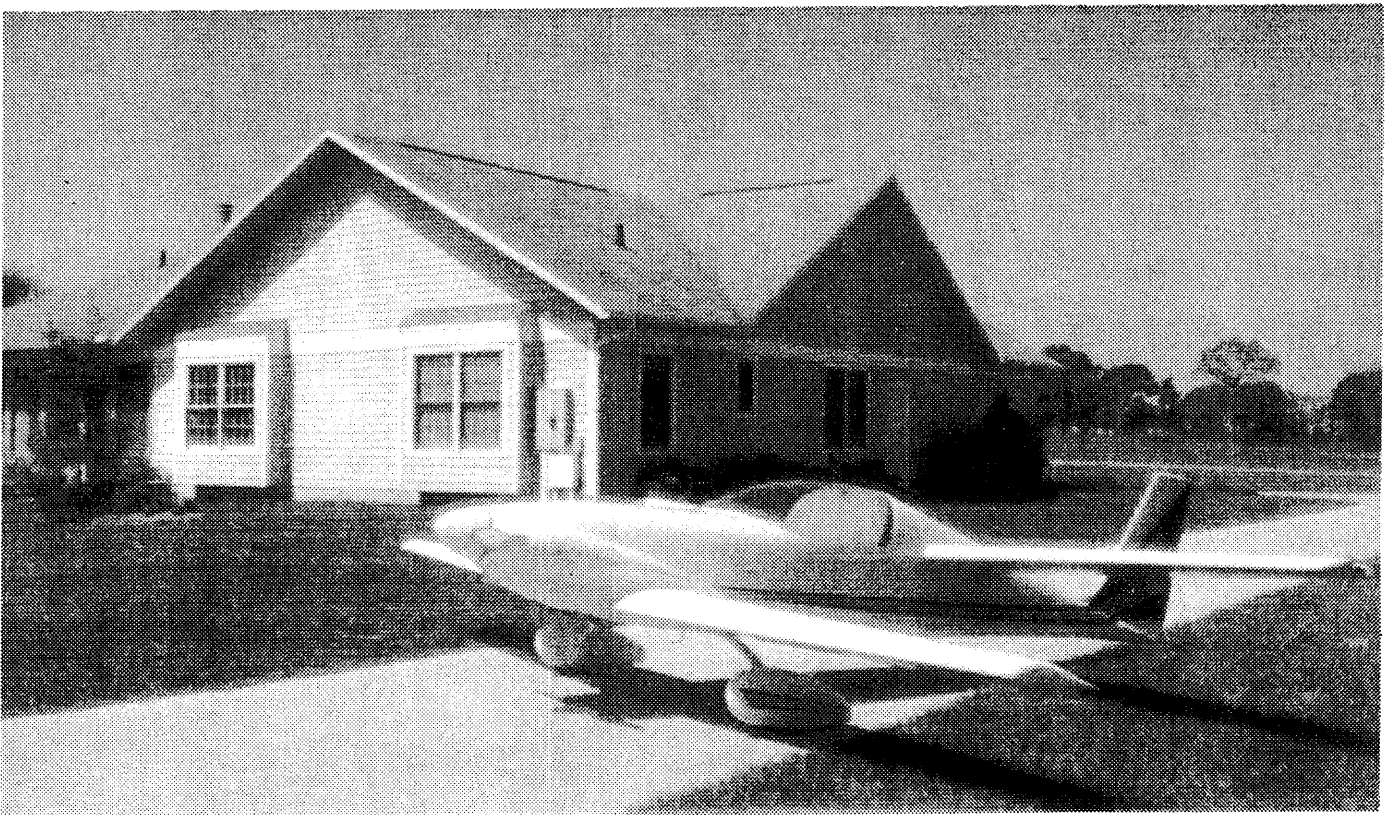


DRAGONFLY BUILDERS AND FLYERS NEWSLETTER

THE OFFICAL VOICE OF DRAGONFLYERS ALL OVER THE WORLD

VOLUME 59

MAY - JUNE 1995



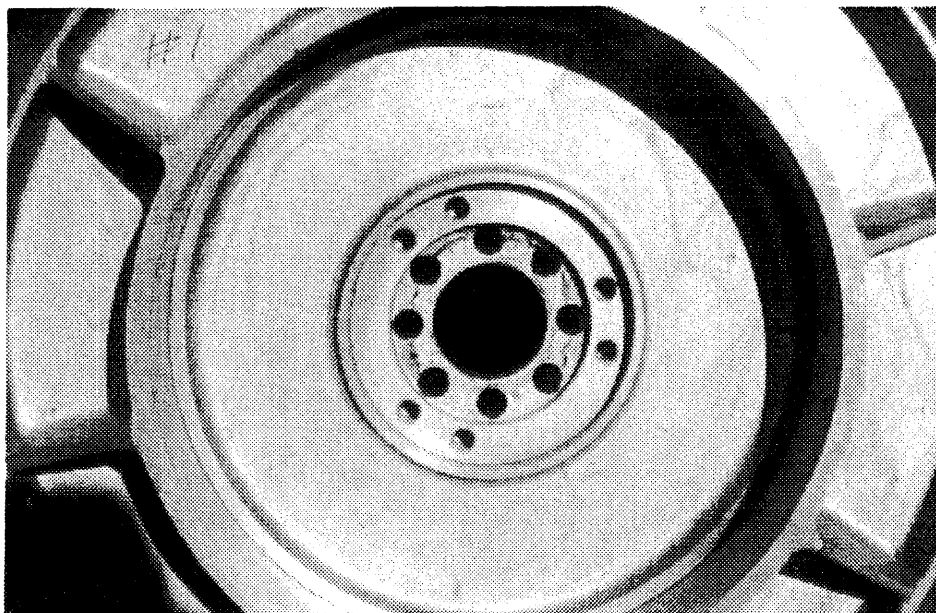
CHUCK UFKES OF OCALA, FL ORIDA IS BACK IN THE AIR IN HIS MARK II DRAGONFLY

CHUCK UFKES IS BACK IN THE AIR!

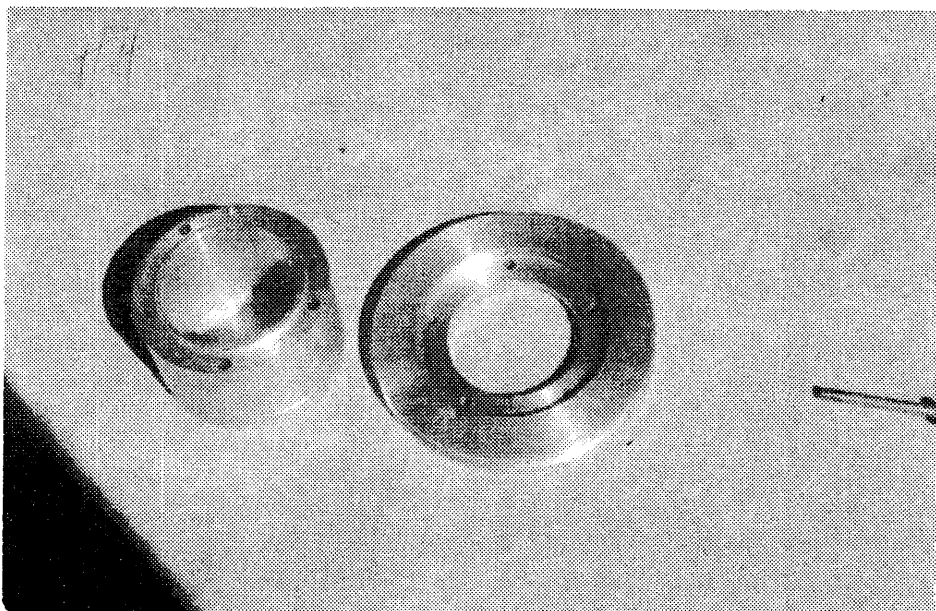
I managed to fly my Dragonfly on Thursday about a hour and half. Then Friday afternoon I flew it to Lakeland for Sun N' Fun about 75 south of our home in Ocala, FL.. I parked along side Fred Wiebe out of Illinois and all the Q-boys.

My Dragonfly has had several improvements incorporated into the rebuild of the canard. As you know I broke the canard when I had to put the plane into a field on December 22, 1993 because of a electrical/ignition problem (refer DBFN #52). The landing gear is now the wishbone (hoop) style landing gear, the landing light is built into the bottom of the canard, 35 amp Toyota alternator, new flywheel on the engine, replaced Scat split heads with stock dual port VW heads.

My engine was equipped with a Hapi aluminum flywheel w/ alternator. In order to fit an extension to the flywheel for a pulley I had to remove it from the engine. Good thing I did, as this revealed the cracks between the dowel pin holes (Refer to photo's). It would not have been long before it would have failed. If you are using an eight pin crank like this one I would highly recommend an inspection of the flywheel. If there is no sign of cracks I still would recommend making this inspection part of your annual inspection. A failed flywheel would surely cause an engine stoppage. I replaced the flywheel with one of Great Plains Aircraft's (Refer to Photo).

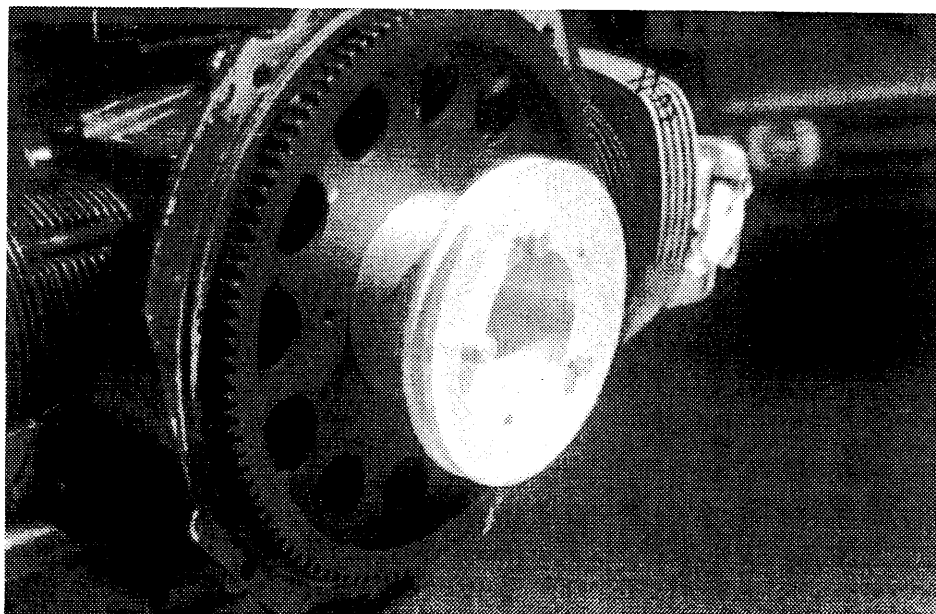


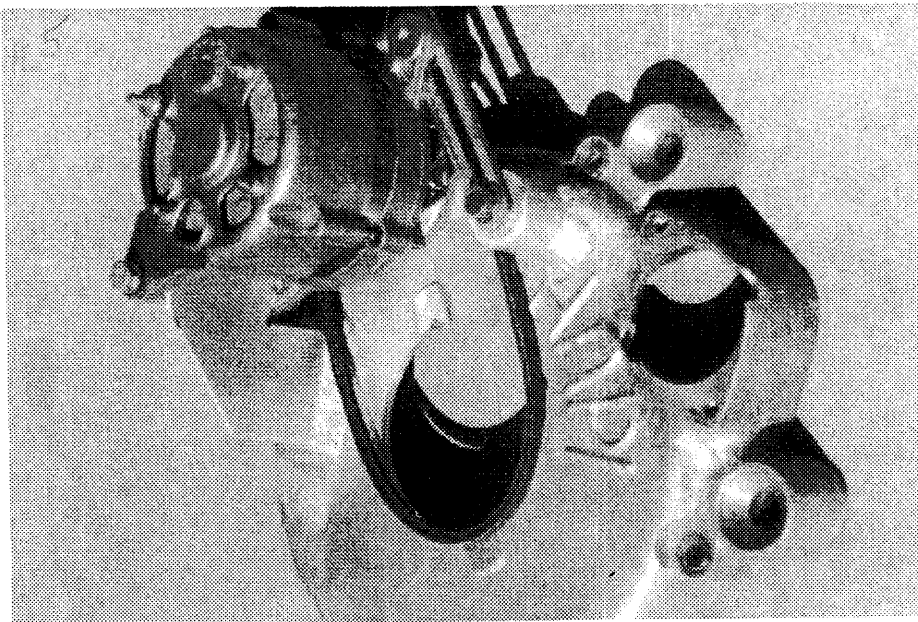
To drive my new external alternator, I had to machine an extension and a pulley to fit the new flywheel. It took me two days on the lathe (I had no previous training), but it turned out just great (Refer to Photo's).



The landing gear is the glass wish bone type. I decided to bolt on the gear with 5, AN-5 bolts and large washers. I re-enforced the channel in front of the fuel tank and floxed in 2 X 3 angles for each bolt. This gear is much softer than the old Viking Mark II style gear were, particularly landing on grass. It is also springier and will put you back into the air again if you hit too hard. All in all it is much nicer than old gear plus it keeps the load off the canard.

The landing light is a square "Hi beam" for a 1995 Camaro. The alternator is from a Toyota and the regulator is for a 1969 Dodge - Plymouth (Cheap - only \$11.00!) I replaced the Scat split heads because I was having problems with stripping spark plug holes all the time. I installed a pair of Great Plains dual port heads cut to fit my jug diameter. I was expecting a power drop, but to my surprise I had an increase. Static run-up rpm is 200 rpm higher and climb performance is improved. I built the wish bone gear myself. I tried making a thinner cross section and used carbon fiber to compensate for the reduced uni. I still ended up adding more later as it proved too springy on initial flights.





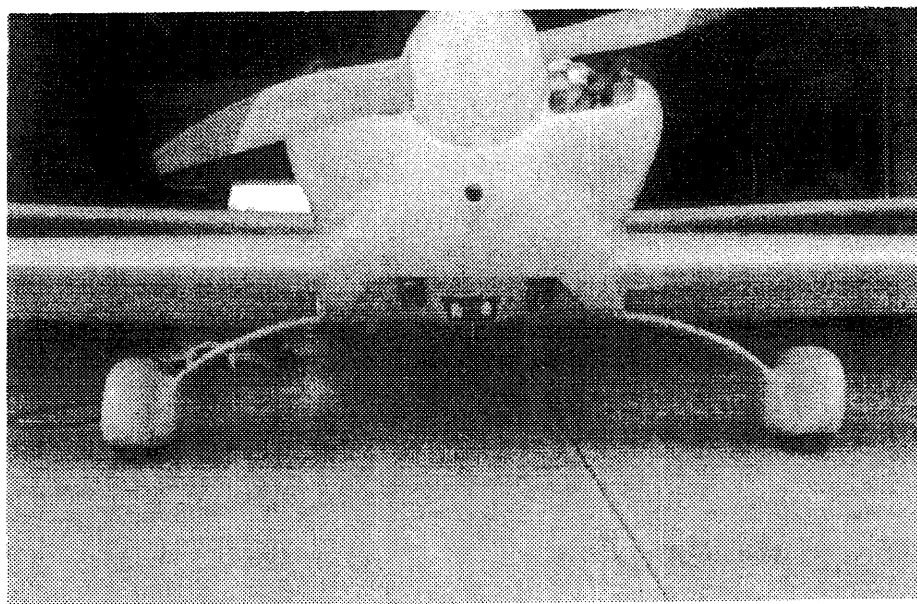
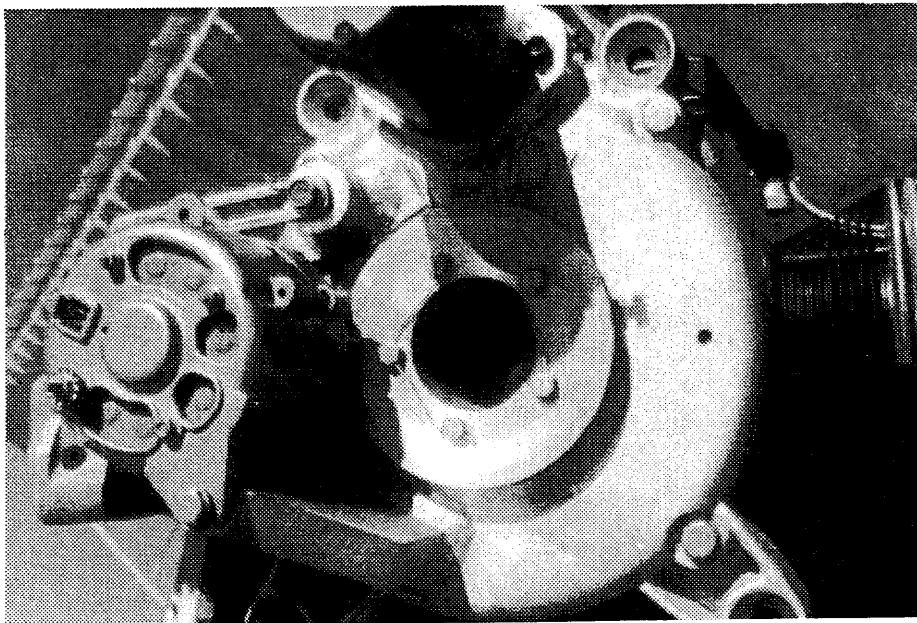
The gear was safe, but just too springy. I added cloth only to stiffen the gear. I think if one builds the gear exactly as directed in DBFN #43 they won't have a bit of trouble!

A little update: My Dragonfly now has right at 400 hours on it. Climb performance is up slightly, 1100 fpm at 88 mph, 600 fpm at 110 mph. Cruise is down a little 140 mph, top 155 mph. I feel the cruise/top speed are down because my angle of incidence is not right yet, the plane cruises nose high. I'm still playing with this part.

I'm about to leave for a 2 1/2 month trip to Alaska by motor home, we may be stopping at Oshkosh on the way back (not sure yet), but I plan on seeing everybody at this years big fly-in at Ottawa, Kansas.

Best Regards, Chuck Ufkes

Ocala, Florida (904) 347-0456



WHO'S ON-LINE

To follow is a list of who I have address's on;

Justin Mace, Arizona,

"jmace@rd.com"

Tom Lapointe, Colorado

"TOML170056@aol.com"

Mike Digangi, Nevada

"gangster@hdc.com"

Jon Finley, Montana

"jon@amc.MT.net"

Spud Spornitz, Kansas

"DBFNSPUD@aol"

Al Fitzgerald, Nebraska

alfitz@AOL.com

Ron Triano, Nevada

rondefly@sierra.net

Phil Williams, New York

uptown@aol.com

George Gaston, Louisiana

Ggaston@aol.com

Dean Richards, California

drddr@aol.com

Bob Johnson, Utah

bjohnson@rad.med.utah.edu

SUN N' FUN

● Sun and Fun Update

1995's Sun and fun was the usual success except for several no shows. The most prominent person absent was our own "Spud". Spud claims that he did not have enough vacation to be able to fit another trip to Florida into his busy schedule. As a result of this I told Spud that I would generate a Sun and Fun Report.

The week started out with some concern about the weather and it did rain on Saturday afternoon, but that was the last anyone saw of a cloud the rest of the week. With this good weather one would have thought that there would be many Dragonflies attending but only two showed.

Chuck Ufkies was there most of the week with his Mark II. Chuck suffered some damage to his canard after a forced landing and has since rebuilt the canard and has switched to a bow style gear. His Dragonfly looks as good as ever. I did not get a chance to talk to Chuck as he was occupied judging planes.

Fred Weibe made the flight from southern Ill. Fred said that he had to escape some nasty weather for the first part of the trip, however for the most part the weather was excellent.

It would be nice for a greater number of Dragonflies to attend Sun and Fun. This year as always, the Dragonflies were outnumbered 3 to one by Q birds. (Spud, insert editorial comment here)

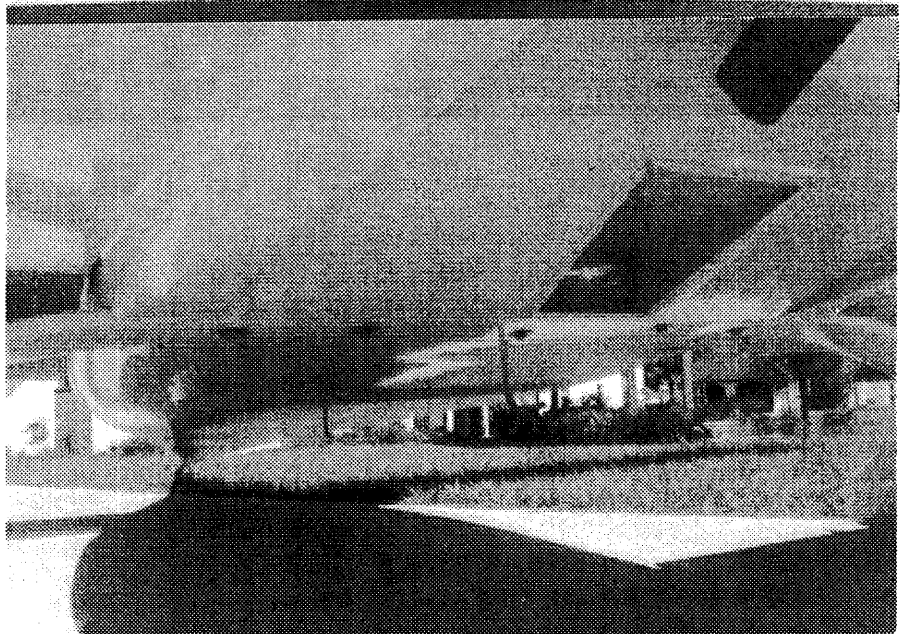
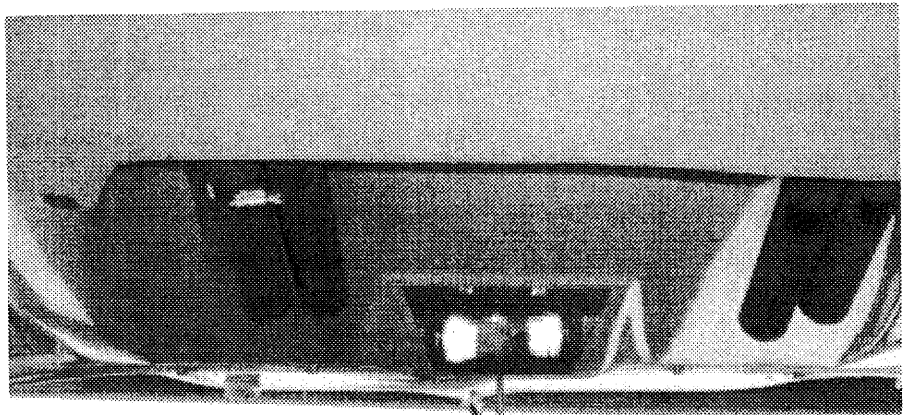
Hopefully next year we can have a better showing.

George Gaston

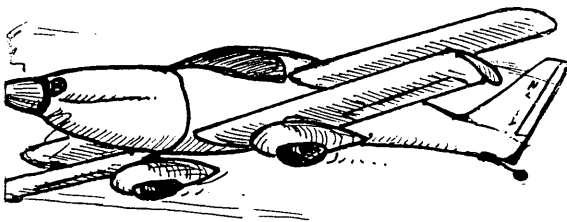
Louisiana



Weibe & Ufkes at Sun N' Fun



Two additional photo's from Chuck Ufkes article.



THE ENGINE SHOP

● A BETTER PUSHROD

Hi Spud,

As you know I had engine problems on the way to Oshkosh last year. I was over Iowa inbound toward Wisconsin and the engine started to run rough so I made a precautionary landing in Ottumwa, Iowa. I took the valve cover off to see if I could get any clue to the problem.....There it was, the rocker arm was off the pushrod. A further inspection revealed that the end had broken off the pushrod. After Oshkosh I replaced the pushrod with the new improved style and flew back home to Camarillo without any type of problem.

Below is a sketch showing the difference between the pushrod that I replaced and the new style that I obtained from Gene Evans of Visalia. I'm not familiar with what Steve Bennett of Great Plains has to offer, but Spud says that they have a pushrod set for every budget.

While we are on the subject of engines, maybe a short history of my engine(s) might be in order.

I removed my 60 hp - 1835cc Hapi at 700 hours since new. Compression ratio was 8.7: to 1. It had several numerous problems over this 700 hours. The usual problem being a top overhaul every 75 hours because of valve related problems. I really worked this engine hard, it really wasn't enough horsepower for the weight of my Dragonfly (750 lbs.).

I have 200 hours on the 2180cc dual port VW that was built by Gene Evans and is presently operating just fine in my aircraft. Compression ratio of this engine is 9.0 to 1. At 175 hours this engine had the pushrod failure. It has had one routine top overhaul just recently at 199 hours which is a major improvement over the first engine. The valves and seats in this twin port head seem to hold up far better than the single port type head. Power seems very adequate.

Hope to see everyone at Oshkosh this year, maybe in my Dragonfly.

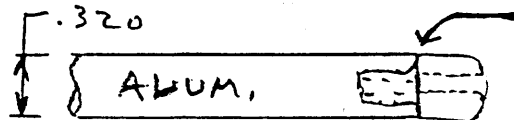
Regards, Nate Rambo

Camarillo, CA

Come on Nate, You said one of your dreams was to fly your DF to Oshkosh! This can be your year! - Spud

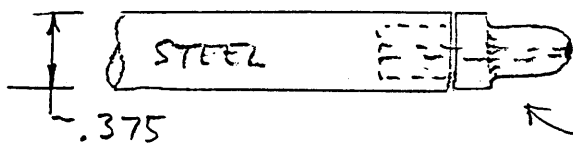
We might ask Gene Evans about these . . .

PUSHROD THAT FAILED



BREAK WAS THRU THIS SECTION

PRESENT PUSHRODS

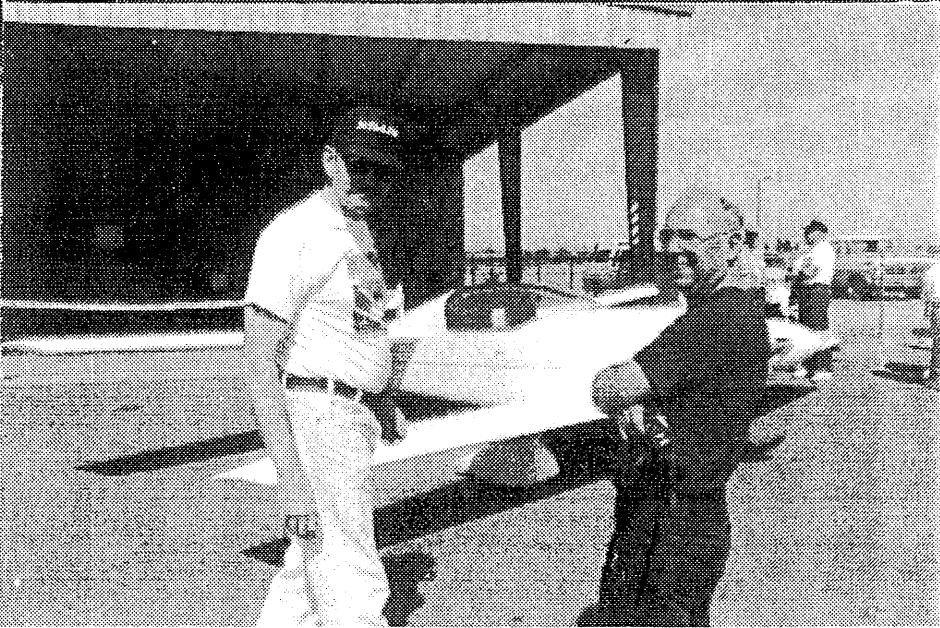
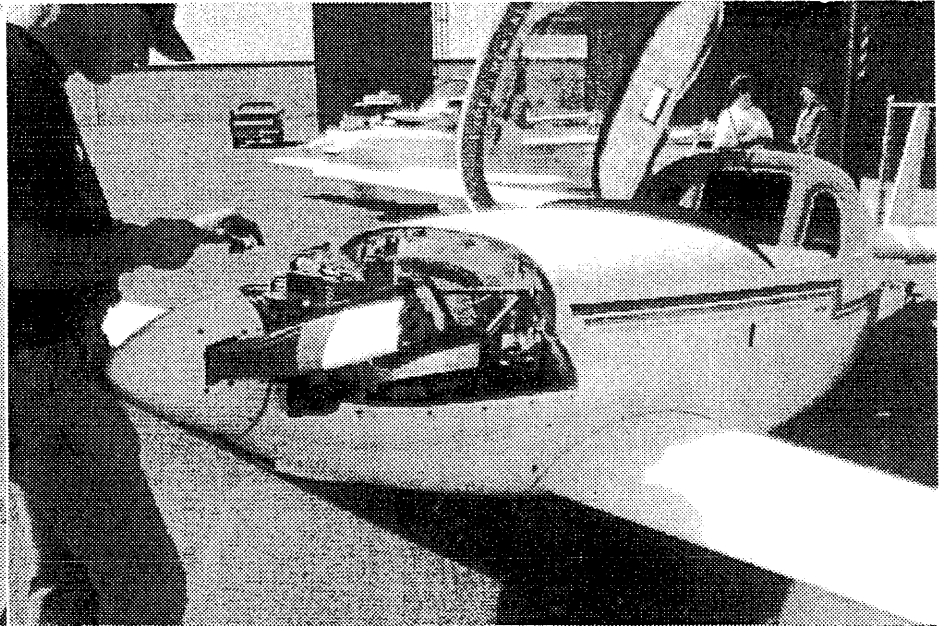
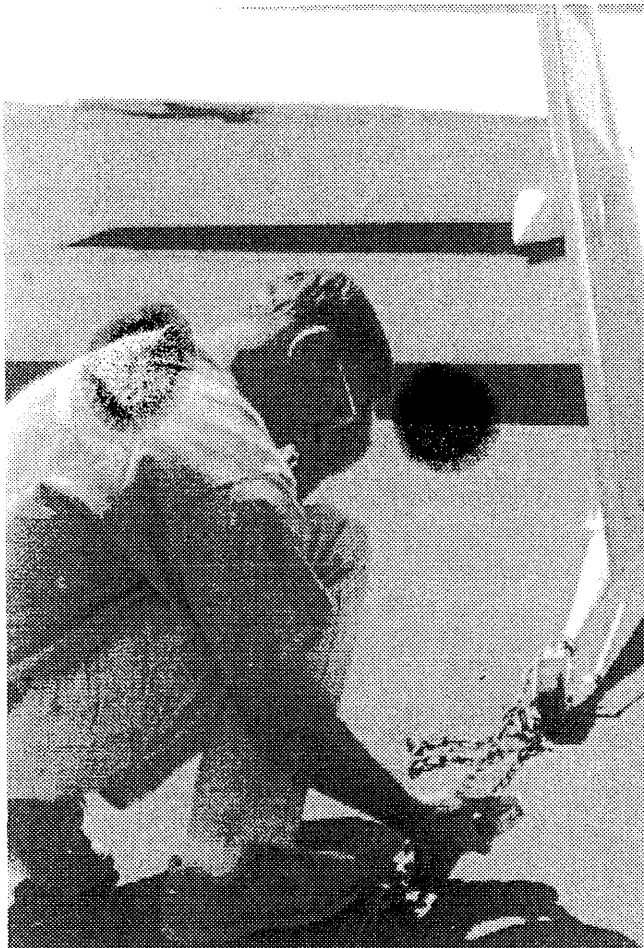


LOOK AT THE DIFFERENCE IN THE DESIGN OF THIS BALL END. LARGER DIAMETER SHANK ETC.

Regards,

Nate
Nathan

MORE ARIZONA DRAGONFLY FLY-IN PHOTOS



OSHKOSH 1995!

OK gang, here comes the big one! Schedule of events will be as follows:

Dragonfly/Quickie Dinner is scheduled at the Hilton banquet facilities on Thursday evening. Cash bar at 7:30 Dinner at 8:00 P.M. Dinner will be Buffet style, 2 meats, salad, vegetables, fruits, desert, etc. Prepayment of \$13.25 will be required at the Great Plains Aircraft booth K209 in the central exhibit building **no later than 1:00 PM Thursday**. We will have a completely isolated banquet room to ourselves. They will be supplying us with a podium and P.A. system and we have the room for the entire evening.

Dragonfly/Quickie Builders Forum is set for Friday evening at 8:00 PM (at night) in the regular forum area. We have had quite a few positive responses to the evening forum last year. It gave us quite a bit extra time and we found ourselves not competing with the noise of departing aircraft. This years forum will also be held with our fellow Quickie partners. Both groups have a lot to share back and forth with each other and should prove to be a very lively and informative evening.

We have the Homebuilder's headquarters "front porch" which is just south of the tower reserved for Saturday morning 10:00 AM until Noon. We use this area for a very informal get together with all the the builders. It's a 2 hour gap session where we get a update on everyone's progress, try to address anyone's specific building difficulties and what ever comes up. Please attend.

Camp Dragonfly will be there as usual for any Dragonflyer or Quickie pilot or builder who would like to join us. We particular would like to invite the pilots flying in in their Dragonflies or Quickies. It can be a little tough trying to carry everything but the kitchen sink. So we bring in a couple of extra big tents (the eight man Spudley Hiltons). All you have to bring is your clothes and a sleeping bag and you're all set. All we ask you to do is pitch in on the camping fees that you split with your fellow tenants. -- Spud

Saturday evening is open. We do usually end up with a small group of 15 to 30 going out to dinner somewhere. As we get plans firmed up. Please look for a sign at the Dragonfly-Quickie aircraft area and/or we will post sign on the Homebuilder headquarters "Front Porch" bulletin board and/or at Great Plains Aircraft booth K209 in the central exhibit building.

Jot down these dates and times.

Come join us at the biggest flying event in the World!

1995 DRAGONFLY QUICKIE FLY-IN!

This will be our fifth year at Ottawa, Kansas, WOW!

Mark those calendars, September 1, 2 & 3 1995. Let's make it our biggest year ever!

We'll have all the planes, fly-bys, rides and all the technical forums. We are also planning a shopping trip for the girls to the big outlet malls or in to the famous (well sorta) Kansas City Plaza! (*Girls, tell us where you would prefer to go so we can set it up!*)

This event continues to grow every year and is a favorite with the builders and pilots of the Dragonfly and Quickie aircraft. We had more than 125 builders last year. We had 103 for the awards banquet. If you want to talk Dragonflies this is your event!

Again we are having the event on Labor Day weekend. Friday afternoon and evening, all day Saturday and Sunday until Noon. This is very popular with attendees as it leaves Sunday afternoon and Monday as weather allowance for the people flying and drive time for the people that came a fair distance.

Registration notes: You'll find no registration for the fly-in in this issue. It seemed the last several years that the majority of the people waited until late July or early August to send in their registration. We will be sending the registration form one time only in the next issue, DBFN #59. Those wishing to register early may do so simply by noting on a pieces a paper who they are (name, city, state, phone number). Whether you are flying in or not in a Dragonfly. How many are attending and fees must be sent in with registrations. \$10.00 a head for the overall event and an additional \$16.00 a head for Saturday evenings awards banquet. OR send a S.A.S.E. and I'll send you a registration form.

Pre-registration is still very important as we need a close estimate to give to the University for Saturday nights banquet.

PHOTO EXPERIMENT!

In this issue you may notice a change in the photo's (I hope this works!). The guy's at work in our marketing department say that I'm using somewhat "out of date technology" in regards to the preparation of the photo's for the newsletter. In this issue 95% of the photo's have been placed in a scanner and changed in size and changed to halftones via a computer. They say that it might take a couple of times to get it right.....So bare with me while DBFN goes high-tech (Gulp! I hope!). -- Spud

DRAGONFLY GOODIES - T-SHIRTS AND GOLDEN WINGS

HELP! We need a few more orders for shirts to justify making a run. Come on you procrastinators.....ORDER YOUR SHIRTS TODAY! THIS WILL BE THE LAST RUN FOR A LONG TIME!

It's also very important that everyone understand that we need to "Pre-sell" these. That is we need to know sizes, quantity and the payment needs to be made at time of order. We will not be running any extra's! So please don't count on us having any at Oshkosh or at the Ottawa Fly-in. Also everyone needs to get their orders in as soon as possible and don't drag their feet. We had quite a few people that missed out last time because they took their sweet old time. Last time we ran shirts it took 5 to 6 weeks from the time that the newsletter came out and they were delivered.

Here's a picture of what they look like. I surveyed several people and they prefer this design vs coming up with a new design, they said people were very complimentary about the design and the colors. Also last time we offered colors, we are going to simplify things a little bit by staying with white only!. The shirts will be "Fruit of the Loom" 100% preshrunk cotton or equivalent.

Pricing will be as follows; **T-shirts - \$11.00**

Make checks payable; **Bill Spornitz, Mail to: 1112 Layton Drive, Olathe, Kansas 66061**

Shipping charges will be \$4.00 for the first shirt and \$1.50 for every other shirt after the first one

Canadian charges will be \$5.00 for the first shirt and \$2.00 for every other shirt after the first one.

Overseas is expensive! They will be about \$9.00 or more. If more I'll write you back

Please write out your order on a pieces of paper, quantity, sizes and shipping charges. Yes you may order Dragonfly wings with your T-shirt order. - Spud



I need help here too guys. I still have 30+ of these wings. Don't leave me hanging here. Everybody wants goodies! Then when we get them everyone drags their feet. -- Spud.

Now you can show "your colors" all the time, no matter what your wearing, or what the season. We have had 100 of these wings "custom" made with the Dragonfly - Q-200 as the center emblem. Jim Masal took 50 for the Quickie group and I took 50 for the us, the Dragonfly group. **I have them now in stock!**

The Dragonfly wings are doubled stick pin clasped, they measure 2 1/2" wide, simulated gold plated, the Dragonfly is white on medium blue background. The thing that is so nice about these wings is their versatility, you can wear them on a baseball cap like what is shown, T-shirt's, dress shirts, jackets or whatever. And when you discard the piece of clothing you'll still have the wings, they'll last forever.

The price is right up there, but running such a small batch of a 100 is the big problem. And I wasn't going to order more than 50! So when these are gone, they are **gone - gone**. We won't be redoing these like we do occasionally with the T-shirts.

Here's how to order. The Dragonfly Wings are \$15.00 each. Shipping for 1 through 3 is \$1.50 and 4 and up is \$2.50.

Make your checks payable: **Bill Spornitz, Mail To: 1112 Layton Drive, Olathe, Kansas 66061**

And yes, you can combine your DF wings orders with T-shirts.

THE CLASSIFIEDS

Great Plains Aircraft Supply - Quality Aircraft Parts, Excellent Service & Support at Reasonable Prices Since 1982 - We have a full line of assemble and tested VW based aircraft engines, short or long block component packages - assembled or in kit form. We have individual components, quite a few replacement parts for Hapi engines, props and many accessories. 64 page catalog and technical manual still only \$3.00!! send for yours today. Our business hours are Monday through Friday 8:00 AM to 6:00 PM and Saturdays 8:00 AM till NOON Great Plains Aircraft Supply P.O. Box 545 Boys Town, NE 68010 **New toll-free order line 1-800-922-6507** Technical line 1-402-493-6507 Fax 1-402-333-7750

For Sale: Dragonfly project, fuselage, canard & wing. Very good construction. Save yourself 700 hours! Fuselage and turtledecks are glassed inside with all consoles glassed, fuel tank and bulkheads installed. Wing including tips is done except ailerons and weave filling, Mark I canard with extra 100 feet of carbon fiber is done except elevators and no weave filling. Mark I wheel pants have not been installed so canard can be used for a MK I or a MK II. Wing and canard has already been aligned and set to the fuselage. If you what to save a bunch of time and money this would be a excellent head start! \$2000.00 Ask for Spud (no it's not mine) Kansas. Call after 7:00 C.S.T. (913) 764-5118

For Sale: We're building another airplane so we're looking for a good home for our Dragonfly Mark II. This is a well proven aircraft that has excellent construction and excellent care. First flown in June of 1987. 520 TT on airframe. 2 hours on rebuilt 2180cc VW motor (hydraulic cam, Ellison throttle body, ported heads, forged rods, piston and crank). Full gyro panel (IFR certified) with Garmin GPS. Best Overall Dragonfly award at 1992 annual Fly-in. \$18,000.00. For more info call Gene Evans (209) 733-8358 evenings. (59 & 60)

For Sale: Wanted: Your extra materials, looking for carbon fiber, bi or uni cloth, blue foam, cowlings, canopies, etc., Instruments, Spud (913) 764-5118

For Sale: For Sale: Quickie Supreme! Single seat Quickie, 176TT airframe, New Prop & 583 Rotax engine. Outstanding performance & flying qualities. \$5495.00 including some spare engine parts & a fresh annual. Reason for sale....it's time to finish the Dragonfly. Chris Barber, 437 Will Raby Road, Toney, Al 35773 (205)852-8764 (2nd year Ottawa attendee's should remember this one as Captain Nitro's ship-Spud)

For Sale: New Continental engine mounting hardware kit -

\$243.00 value sell for \$175.00, New EFS-3 Ellison fuel injection \$1100.00 will sell for \$975.00. Full set of three Viking Dragonfly construction videos - \$45.00. Chuck (508) 668-4784 days, (508) 668-5285 eve. EST

For Sale: INSTRUMENT PANEL LAYOUT STICKERS- Trying to lay out your instrument panel and you've forgotten which circle is which? Here's what you need!! A packet of 10 pages of full size photo-repro's of instruments, gauges, switches, etc. Just peel them off and stick them to a mockup of the panel or on the instrument panel itself. A good way to fly the instruments before the plane is finished. Send \$20.00+\$2.50 S/H to **Houde Enterprises**, 12573 U.S. HWY 26, Riverton, WY 82501

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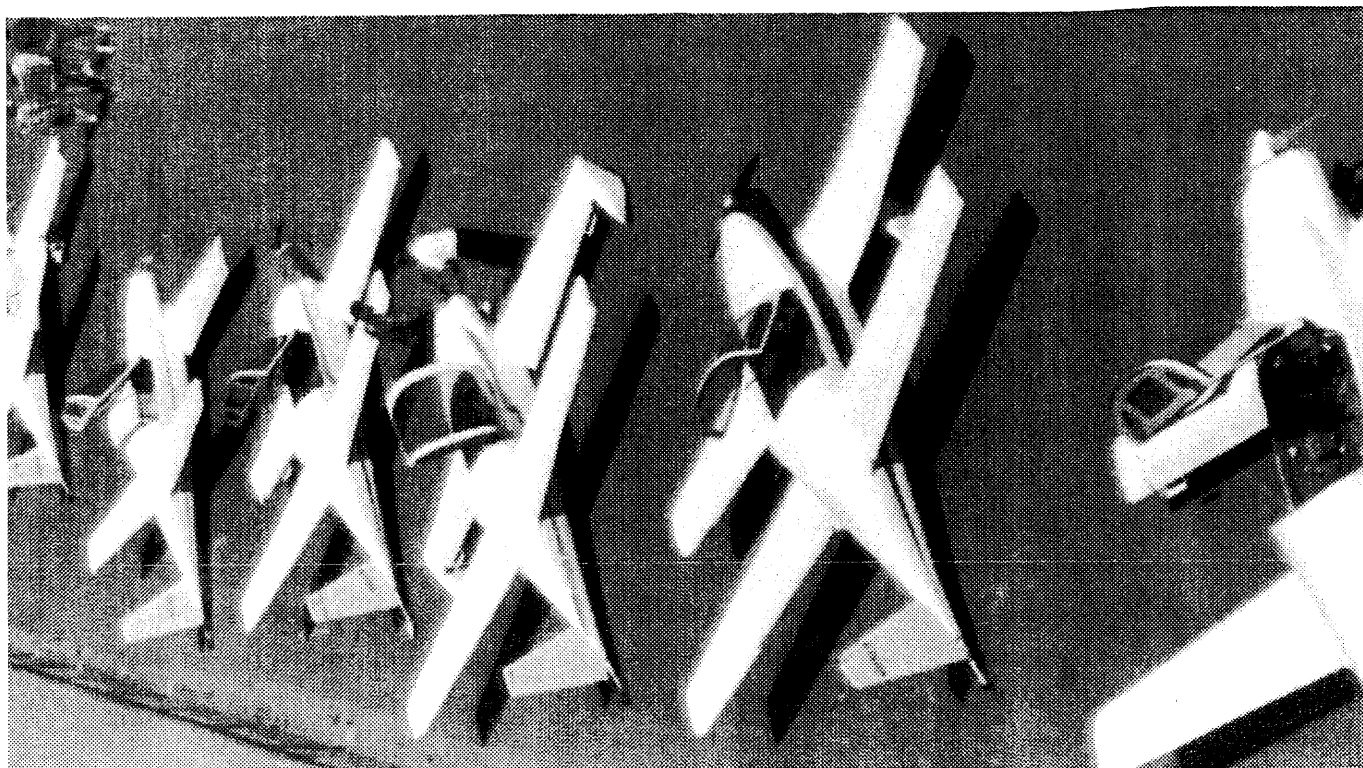
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THE LINE UP AT THIS YEARS ARIZONA

DRAGONFLY PICNIC - FLY-IN

(photo by Don Stewart)



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FIRST CLASS MAIL

*Mark those calendars! The Fifth Annual Dragonfly-QuickieFly-in at
Ottawa, Kansas is only 90 days away. September 1, 2 & 3 1995*