

# DRAGONFLY BUILDERS AND FLYERS NEWSLETTER

THE OFFICIAL VOICE OF DRAGONFLY BUILDERS ALL OVER THE WORLD

Volume 91

May / June 2001



On the ramp at Livermore, outside the 2 hangars opened for our use.

**By Pat Panzera**

**Livermore Fly In**

It looks like there may be another annual tandem wing fly-in for us to attend next year! The first ever Livermore Tandem Wing Fly-In was a huge success, and the

promoters Bob Farnam and Jim Patillo are already planning next years event. Saturday, August 18<sup>th</sup> 2001 was the date this year, watch for the date next year. You may recognize the names Farnam and Patillo from DBFN issue #98 as the

two Q-200 pilots who attended the 2001 Laughlin Fly-in. Both Bob and Jim flew their Q's from their home airport in Livermore California to Laughlin.

**Continued on next page.**



Allan Tennerelli's VW Powered MKII Dragonfly

It was while at Laughlin that Jim and Bob got the idea to host a fly-in at Livermore.

Livermore is quite a Mecca for homebuilts, the same way Brown Field is in San Diego, and Chino is in the LA basin. All three airports are in a metropolitan area, just outside class "B" airspace. Livermore is on the edge of San Francisco's airspace. There are I believe 6 Q's residing at LVK (Livermore) and plenty of other fascinating aircraft such as an original design scale P-38 with 2 Suzuki engines powering it's all fiberglass airframe. Additionally, you can't beat Livermore's weather this time of year. Highs in the mid 80's, lows in the mid 60's, in AUGUST!

We did have 2 Dragonfly pilots from Chino in attendance, but both pilots arrived in the same Dragonfly. Brad Hale (of Chino CA) was having minor delaminating issues on the top skin of his canard, and wisely chose to make the trip as a passenger in Allan Tennerelli's Dragonfly. Allan is also from Chino. Friday evening arrivals met at the local country club bar and grill and had a great time learning

new faces and names, while catching up with old friends.

Us Dragonflyers were once again outnumbered. In addition to Brad and Allan, the only other DF'ers were John Moyle and me. David Hiatt, with his freshly completed

On Saturday there were the usual rides, with a few small forums later in the day. The forums mostly concerned engines, as I brought my converted Corvair, John Moyle brought his highly modified "Big Bore" Corvair, and John Loram brought and presented his beautiful example of a 3300cc Jabiru engine. Bob Farnam and Jim Patillo both gave excellent presentations on operating tail draggers safely, and some interesting testimonials on modifications they made to their Q's, most of which was applicable to the Dragonfly. As evening rolled in on Saturday, Sam Kettle of Angel's Camp CA cooked some fine vittles, and the evening fly-bys were outstanding.

Some of the "significant others" took advantage of the close proximity of San Francisco, and



Ok, it's no Dragonfly, but it sure is way cool!

Q-2 was became stranded due to a prop strike in Oregon, on his way south from Washington. Other than that, it was a safe and fun fly-in, with only a few other no-shows from the 28 or so who registered.

rode the BART (Bay Area Rapid Transit) into the big city for a day of shopping, and had a tremendous time. My wife and John Moyle's wife made it back in time to miss dinner, so it cost us big time at the

Continued on next page.

**The Livermore 2001 Tandem Wing Fly-In (continued from page 2)**

near by Cattleman's restaurant. John and I had already eaten chicken and hot dogs at the hanger, so we sat quietly while the girls shared the surf and turf.

I'll say that this small gathering of tandem winged aircraft and pilots rates high on my list of favorite fly-in's. Partly because it's only a 200 mile drive for me, partly because there's cool stuff for my wife to do while I'm playing airplane, (and I really like having my wife along) but mostly because it's just a great bunch of folk who like the strange looking little white airplanes.



**Yours truly doing the Corvaire engine forum**



**A look under Allan Tennerelli's Cowl**



**Bob Farnam Speaking about ground handling.**



**Jim Patillo speaks on the repair to his spar.**



**Sam Skittle cookin' the grub!**

## Moving N93RR

**By Pat Panzera**

We've all heard it said, "If it sounds too good to be true, it probably is". I've think found an exception.

A few months ago, Don Stewart put his Dragonfly N93RR up for sale. Although I was not in the market for a Dragonfly, or any aircraft for that matter, I took note. As some of you may already be aware, I already own a partially complete Dragonfly project which has been placed on hold, while I complete my Q-2 project, which will be the test bed for my Corvair engine conversion. Last thing I needed (or could afford) is another airplane.

But this was different... this was a COMPLETE, flying Dragonfly, with a relatively fresh engine, low time (but well proven) airframe, and it had some real radios. A mode C transponder, and NAV/COM with VOR and 2 place intercom.

I started building my Dragonfly a few years back, with the hopes of building time cheaply. I was (and still am) tired of paying \$70 + per hour for a junky rental spam can. But my Dragonfly is not done. My Q is closer to being done than my Dragonfly, but either way, I'm still renting junk.

Well... the temptation of buying N93RR just got too great for me to handle. The price was a good \$3000 to \$5000 below market value. Actually, the price was below the cost of buying the raw materials for the airframe! So I contacted Don and made the appropriate arrangements.

Then came the issue of getting my airplane home. One reason Don was so motivated to sell his airplane was that he was loosing his hanger



Photo courtesy of Debbie Stewart

space. And with a little bit of leeway, my newly acquired Dragonfly was going to be rolled out to the tie-down area real soon. So one might think, go get it and fly

it home. Not a bad idea at first, but once you consider that I have only a few minutes in Mark Snow's Dragonfly, and about an equal amount of time in Bob Farnum's



Photo courtesy of Debbie Stewart

**Don Stewart and Justin Mace jump start the Dragonfly while waiting for Pat to show up.**

**Continued on next page.**

## Moving N93RR (continued from page 4)

Q-200, I'm probably not suited to fly this aircraft on a 400 mile x-country, across the Arizona and California deserts, especially in light of the fact that this particular aircraft had not been flown in almost 4 years.

So with the hanger space issue coming upon us, we didn't have time to shake down the aircraft, and get me properly checked out. So the decision was made that my son and I would make the 9 hour drive to Deer Valley Arizona, rent a large U-Haul van, dismantle the aircraft, stow it in the van, and tow my truck back home behind the rental moving van, on a car carrier. Sounds like a great plan... and it was.

We departed Hanford and spent the night in Hesperia CA, not quite a mid point, but close enough. We stayed the night and left early AM, picked up my brother-in-law Byron, and headed out to Arizona. The trip was uneventful, and we arrived at the U-Haul dealer (within blocks of the airport) right on schedule and drove the van with car carrier (to haul my truck home) to the airport. Once there, we found Don's hanger with out any problem.

Sitting outside the hanger, next to Justin Mace's Dragonfly, was my new purchase. Don, his wife Debbie and Justin were all there to greet me. We exchanged pleasantries and I began looking over the VW powered Dragonfly.

Don told me that one wheel cylinder was not holding pressure, so we could not taxi it around as planned, but he did show me the systems and fired it up. She clicked over on the first cylinder. Not bad for being in storage for 4 years.

Now the task at hand was to disassemble it, and pack it safely in the moving van. The days leading up to the trip, I had already packed it in the van several times in my mind. I knew exactly how I was going to do it, and had even brought along all the necessities. Plenty of 2x4's for building jigs and cradles, duct tape, rope, foam rubber, blankets, etc.

bracing by screwing them as needed to the truck's wooden floor boards. I opened the back of the van. To my surprise, the floor was solid aluminum and there were wheel tubs right where I wanted to place



Photo courtesy of Debbie Stewart

**Justin Mace poses for a photo**



Photo courtesy of Debbie Stewart

**My Son Antonio fits well into tight spots.**

both wings! Oh well... plan "B" was in order, but I never planned past plan "A".

So with no real plan in mind, we began to dismantle N93RR. Don removed the data plate, and had already surrendered the title and such, and I was packing the "scrap" aircraft I bought, which will never have the N number of 93RR again. Taking it apart went really smooth. I had experience already in removing

The plan was to put the fuselage on the floor, in the center, with the canard on edge strapped to one wall, and the wing the same but on the other wall. I'd be able to secure 2x4

the wings from a Dragonfly, as had Justin. My son Antonio was thin enough to get in to the tight places and remove rudder cables and such, **Continued on next page.**

and fortunately the airplane was built with a forward hatch, which made access to the canard's lift fittings a bit easier.

My brother-in-law Byron, intimately familiar with VW engines, volunteered to remove the exhaust pipes, as they hang beyond the canard's leading edge and have to be removed before the canard can be dropped. The engine was supported with the engine hoist I brought along (I told you I was prepared) and once the canard was removed, it acted as a crane to maneuver the fuselage into the van.

Once the aircraft was completely disassembled, we then were charged with the task of placing the parts in the van. Since my original plan wouldn't work, we had to rethink things. The van was as large as I could get. The floor of the van could easily accommodate all the parts, and there was even additional space over the cab. No two ways



Photo courtesy of Debbie Stewart

**Father and son team, Pat and Antonio work together at getting things taken apart.**

around it, the fuselage had to sit on the floor, and the wings needed to be suspended above it. So we decided to take some of the miles of

rope I brought along and string it from side to side, attached to the full length tiedowns attached to the inside of the van's walls. This proved to be a really bad idea. No matter how tight we made the ropes, the weight of the wing alone (we didn't even try the canard) would stretch the ropes to sag within inches of the top of the canopy of the fuselage already in place.

So the next thought was to take advantage of the cab over compartment to act as a shelf to support one end of the wings. At the rear of the van, I built a truss to support the other end of the wings, and the center section would be unsupported. This proved to be the perfect solution. Because of the forward hatch in the fuselage, we were even able to support the center of the truss directly to the van's floor, by passing a vertical member through the hatch.



Photo courtesy of Debbie Stewart

**Pat, Justin and Antonio removing the wing.**

**Continued on next page.**

## Moving N93RR (continued from page 6)

As previously mentioned, the fuselage was already in place. We did this by keeping the engine hoist connected to the engine, and backing the fuselage into the van. With the lifting chains attached to the engine mount (substantially aft

damage to the fuselage. I didn't want this to happen to me, so about a half hour was spent



**Engine hoist acted as a crane.**

of the engine's CG) the weight on the tail was minimal. One person could lift and guide the tail, as 2 or 3 of us rolled and steadied the engine hoist. Once inside the van, the tail cone was cradled on an old piece of pour foam. The engine however was supported a bit more substantially. I've read in an old newsletter where some poor individual had hauled his Dragonfly cross country in a similar cargo van, but didn't support the engine, and without the canard installed, the forward section failed, causing substantial

do this, and had brought along plenty of 2x4's to make up anything I needed, as mentioned before, I had planned on a wooden floor



**Don and Debbie take 10 in the back of the van.**

making sure all the engine weight transferred directly to the van's floor. Although I had already planned to

which I could run screws through for fastening my supports. The aluminum floor was quite tough. I could not get a screw into it to save my life, so basically the screw points just penetrating the wood cleats acted as friction, rather than temporary fasteners. This was one issue which caused me much concern during the trip.



**Finally nested in place. The engine is supported, the wings are suspended by the 2x4 truss, with safety rope added.**

We finally got everything loaded, my pickup truck was secured on the car carrier, and we were all cleaned up and ready to go by sunset. And what a sunset it was! Now bear in mind, I had only driven this truck about  $\frac{3}{4}$  of a mile, at normal street speeds. Once on the freeway, the nightmare began. At an indicated 55mph, we were being passed like we were standing

**Continued on next page.**

## Moving N93RR (continued from page 7)

still. The noise in the cockpit was comparable to an F-4 with afterburners, and the ride definitely compacted my spine a good two

the In-and-Out to be uneventful, the food was outstanding as usual, and washing up in the restroom was very refreshing and rejuvenating.

We stopped at every rest stop, mostly to check the load. The whole trip I had visions of opening the door to find my new purchase



**Justin had to leave before we were all wrapped up, as it was getting dark and he didn't want to do any unnecessary night flying. Here's a shot of his beautiful Dragonfly in which he's recently placed an 0-200. Justin's help is greatly appreciated!**

inches... and we were not out of town yet!

The plan was to get established on the westbound I-10 and find a place to eat on the way out of town. It was approaching 8pm, and we had 7 hours ahead of us, to get back to Byron's house.

We pulled off the highway and I soon found out that maneuvering a huge cargo van, pulling a long trailer, is a task best left to the professional. Being a Californian, and my primary vehicle being an import mini truck, making u-turns is quite common. But not in a big 'ol moving van! Plenty of thought had to go into each parking decision. But we found parking at

We checked the load before leaving the restaurant, and all was well. During the previous leg along I-10, heading out of town toward our dinner stop, we were able to calculate our true ground speed. 55 mph indicated was about 35 actual. Floored in 4<sup>th</sup>, straight and level, gave us an indicated speed of almost 90, but actual speed as measured with a watch and the mile markers turned out to be a respectable 65 mph. Fuel burn was about 8 mpg, and it burned diesel, which at the time was cheaper than mo-gas. Hill climbs were miserable, and there were plenty of them. On very few occasions I could draft behind other trucks, but most the time they were going way faster than I was, UP HILL!

snapped in half, or to find the wing and canard smashed through the canopy. I did take precautions with the wings, that in the event my truss failed, there would be ropes still in place.

Between fuel stops (there were at least 2 if not more) and rest stops, we probably checked the load 8 times. Each time all was fine. The trip along I-10 was slow, but not too rough. Once we got into San Bernardino and got on the 15 north, life became quite miserable. Seems the sections of concrete freeway are quite uneven. And they are spaced just so that with my wheelbase, a serious resonate frequency set up, and no matter what speed I set,

**Continued on next page.**



felt like we were inside a basketball during an NBA playoff. Bounce, bounce, bounce, bounce, bounce, bounce, 30 miles or better of this... I'd slow down to 15 sometimes to no avail. I KNEW the airplane was taking a serious beating, but there was nothing I could do.

Even riding on the shoulder didn't help. Finally we were through it. We were 30 miles from Byron's house, and a warm soft bed. It was

closing in on 2am. We pulled over to check the load after 30 miles or better of the worst road I've ever driven on. We opened the door to find that the truss had slipped, and was no longer supporting the wings. Thankfully the ropes were in place for just such an event. We shored everything back in place, and made it home. The next day my son and I departed early and made the 250 mile trip from Hesperia back to Hanford CA. All went well. The following day we unloaded and returned the truck with a laundry list of squawks. I'm sure they were surprised to see the truck arrive in one piece.

Anyway, it all worked out in the end. My intention for this aircraft was to bring it home, clean it up a bit, put it back together and start flying it. Once I got it home, I changed my mind. As of this writing, I've removed the engine, sold it, brought the fuselage home from the hanger, and am beginning



**As the sun set slowly in the west, the car carrier was hitched up (Mazda pickup truck which brought us here safely was loaded up on it), the thank you's and good bye's were all said, and 3 very tired individuals departed for home.,**

the firewall forward conversion to install a 120 HP Corvair engine in it's place. The engine as removed (with out prop, spinner or exhaust) weighs in at #180. The converted Corvair long block with starter and

alternator is presently at #214, and I project it to come in around #240 when I'm through. So I'll be doubling the horsepower, with a #60 empty weight penalty. Look for updates in up coming DBFN issues.

### X-Plane



**By Andrew Aurigem**

For the X-Files:  
Accuracy vs Precision. Ok, by now you know that there is a program

out there called X-Plane. It is fairly good at simulating aircraft behavior (including DragonFly's).

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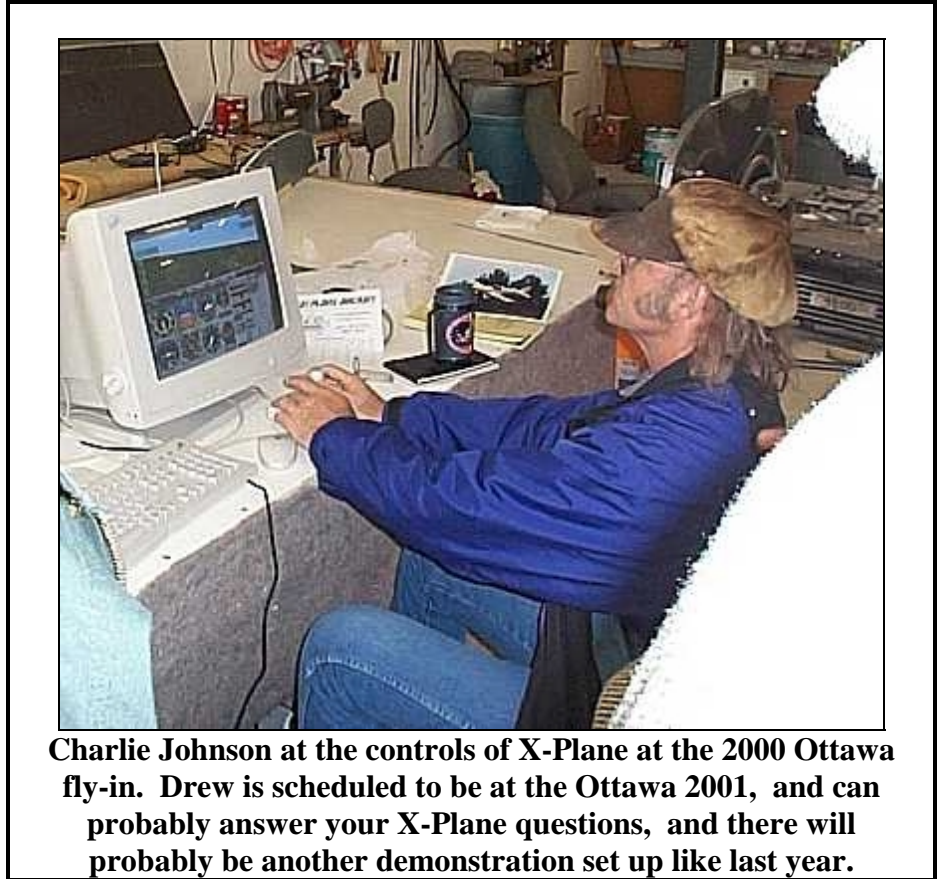
The output is based on engineering parameters you put in and it is not a game.

So what is there left to say about this simulation. Well, for one thing there is the whole discussion of Accuracy vs Precision. Ummmmmm, yea. Same word spelled differently..... short article. Well not really. We will start with some definitions, and then drift into how this has any meaning on the really important stuff like "How fast will my D'fly go" ???

**Accuracy** (from the Latin *accuratus*) is defined as conforming to the truth. It is a measure of how well the output of an operation matches the results of the standard model. An example would be : you tell a story that has some facts in it. The person you told it to, tells it back to you, and the facts are the same. They told you the story accurately.

**Precision** (from the Latin *praecisus*) is defined as the degree of refinement to which a measurement is stated. It is a statement of resolution. In essence, a math term. You can not tell a story with precision. Your facts will not be transmitted any more factual with a higher degree of resolution. The precise answer for  $2+2$  is 4.

So what could any of this have to do with X-Plane or (more importantly) Dragonfly simulations. A bunch! Computers in general are very precise. In fact, using 32 bit, double precision, floating decimal point code, they are going to give you an answer that is resolved to 1 part in 4,294,967,296. The fact that that answer may have nothing to do with reality is in no way important to the computer. It is an answer to a math equation, and it is precise to the



**Charlie Johnson at the controls of X-Plane at the 2000 Ottawa fly-in. Drew is scheduled to be at the Ottawa 2001, and can probably answer your X-Plane questions, and there will probably be another demonstration set up like last year.**

resolution of the processor. We want precise simulation, sure, but we need accurate simulations. We want the simulated stalls to be the same each time given the same inputs, but we need to know that the simulated stall behavior will be correct for the shape of the flight model. We want the outputs of our simulation test to be repeatable and exact..... but we need the outputs to be true representations of the physical world.

In short, wants are nothing, needs are everything.

This is not the death knell for our simulation efforts. In fact, it is just the beginning of a beautiful relationship. We (the programmers) bring to the table creativity and an understanding of the real world ..... and the software makes sure all the

rules get applied all the times.

We define the graceful shapes, and interpret the perplexing results, the program munches on math and does the bookkeeping. We understand that lift curves from the "Theory of Wing Sections" book that were experimentally determined to work at 60 mph are not suited for use at 20 mph, the program gives flight performance down to 0.10 mph. We fret and tweak our models so that the output flight characteristics match the real world, the program is not the least bit disturbed by canard area that continues to make lift while actually being inside the fuselage. We strive for accuracy in output, the processor only knows precision. It is a wonder this marriage works at all.

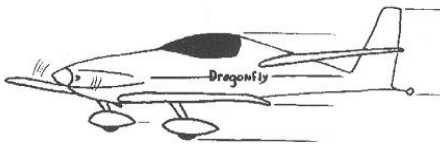
**Drew in sunny Fl.**

## A Note from Debbie Stewart

Guys,

If you're planning on coming to the Ottawa Fly-In this year, please let your significant other know that I will once again be having a special forum for "the gals" on Saturday, September 29th from 11-12:30. Not only does this forum give the women a chance to get to know each other and have lots of fun, but they can talk about any problems or fears they may have regarding flying. My goal during this session is to allow the women to help one another through shared experiences (and coping mechanisms, if necessary). Please tell your significant other we'd love to have her join us!

Debbie Stewart (Don Stewart's significant other)



Classified ads are published free for those who are current newsletter subscribers. All ads must be renewed after 2 issues.

**For Sale: Dragonfly MK II N189SM**, with 80hp Continental A-80. 250-hrs SMHO by Skeezix Adkisson, and dual Savier electronic ignition. 3 blade Warp Drive prop w/ Gary Hunter blades. Curses 145-150 mph on 4.9 gph. 21+ gallon fuel capacity, dual throttles, hydraulic brakes, ELT, cabin heat, oil cooler and filter. Garmin 195, vortex generators, electric pitch trim. Asking **\$23,000** or possibility trade for 2 place side-by-side, tri-gear with turbo or bigger engine. See photos in a recent KITPLANES® magazine, featuring details on electronic ignition. Call 618-594-2681 and ask for Terry, or e-mail: [troneill@midwest.net](mailto:troneill@midwest.net)

**For sale or trade: NEW Cleveland 500-5 wheels and brakes**, a pair, with mounted new Lamb 11x4.00-5 tires w/ tubes, a \$550 value. Will sell, or trade for 'like new' Cleveland 600-6 wheels and brakes, no tires. [troneill@midwest.net](mailto:troneill@midwest.net); tel:

## The Classifieds

618-594-2681 or e-mail: [troneill@midwest.net](mailto:troneill@midwest.net)

**For Sale:** Too Many Projects! Not Enough Time! I have a dragonfly project for sale everything completed and is now at the filling/sanding stage. Tricycle gear, but could easily be converted to in board gear if preferred. Inboard gear leg boxes are installed in canard, decided to go tricycle after originally building as a Mark II. Includes test run time only 2180 VW with Force One prop hub, external oil filter, Ellison throttle body, HAPI electronic ignition and Diehl case with magneto. Props Inc. wood prop, spinner fitted and installed. Some instruments included, AS, tach, oil temp, oil pres. New 5" Cleveland Wheels & brakes. \$8500 firm which is less than I have invested not to mention the time! Project is located in central Illinois. If interested e-mail at [ingram.r@att.net](mailto:ingram.r@att.net)

**For Sale: Dragonfly MK II.** Excellent workmanship. Complete plane except the canard and gauges. Everything to complete a new canard except the landing gear. The canard is on the table, awaiting final lay-up. The spar is laid up, the gear leg boxes are installed and all cloth / carbon fiber to complete the project is included. The aircraft has always been hangered, and it comes with a HAPI 1835 cc engine, with dual electric ignition, and latest mods. New Props Inc. 52/42 prop, spinner included. Beautiful red cloth seats. Fuselage is complete with new forward hatch cut out, but not finished. The wing and the entire paint job are both in excellent condition. I would entertain splitting up the engine from the airframe. Priced for quick sale **\$4800.00** Call Bill Brutsman at 913-888-8942, Lenexa KS, Fax: 913-599-1290 e-mail: [wdbtrsmn@aol.com](mailto:wdbtrsmn@aol.com)

**For Sale: Dragonfly Firewall Forward Package** HAPI 60-2DM with 6 hours test stand run time on the engine. Includes motor mount, Warneke prop, exhaust headers, and Posa carb. The engine is still on the test stand so you can see and hear it run. Send your e-mail address and I will forward pictures of the engine to you. **\$2500 OBO** Call Terry Bailey, (home) 706-778-2462, (cell) 770-654-1663 or e-mail: [baileyt@hemc.net](mailto:baileyt@hemc.net)

**For Sale: Dragonfly Covers** constructed of TYVEK® marine fabric made by Dupont®. Superb UV protection, dirt and dust protection, easily handled and stored, soft inner lining. Straps are (4) behind and in front over wing, and in behind canard and around cowl. Very light and compact.

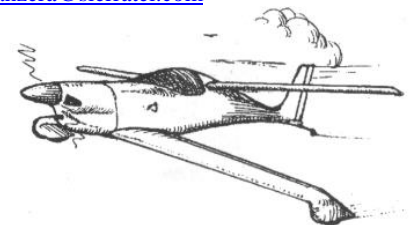
**\$195.00 US** Shipping to US is \$15, overseas in \$25. personal checks drawn on a US bank account are accepted. AIRRYDER Aviation and Flight Center, PO Box 1990 Hanna, Alberta, Canada. Phone/Fax (403) 854-4541 or e-mail: [airryder@telusplanet.net](mailto:airryder@telusplanet.net)

**For Sale: Carbon Fiber NACA Inlets and Spinners.** Spinners are \$250 each, including back plate, but w/o front bulkhead. Inlets are \$30 per pair, set in glass. Contact Charlie Johnson, 2228 East 7875 South, Ogden UT 84405 (801)-479-7446 or e-mail [OneSkyDog@aol.com](mailto:OneSkyDog@aol.com)

**For Sale: Dragonfly Firewall Forward Package:** Balanced 2180cc VW engine package, not yet removed from aircraft. All systems go with the package - Intake, Ellison throttle body alternate air box, cabin heat muff, exhaust system, baffling, 40 amp alternator, geared starter, oil cooler, spin-on oil filter, bendix mag, electronic ignition, aluminum finned (cast iron sleeve) barrels, extra heavy heads, force one prop hub, Dragonfly Task cowling, engine mount, hydraulic lifters, chrome spinner and Great America prop. This is a bolt-on and fly program. Price **\$5,000**. I am installing a very special C-85 engine in my Dragonfly. You may contact John Mason by phone @ 559) 626-4491 or e-mail: [jmason@lightspeed.net](mailto:jmason@lightspeed.net)

**For Sale: Canard and wing** ready to install, new with complete documentation of manufacturing process. Info at: <http://home.t-online.de/home/hans.graesser/prefab/index.htm>

**For Sale: John Moyle's Dragonfly MK II Project** Excellent workmanship. \$2000. Located in Hanford CA. This is one heck of a project at a killer price Over \$6000 worth of materials alone. All major glass work is completed, except glassing the outside of the fuselage. Plenty of work left, but the hard stuff is done. All the info and more pictures at: <http://www.angelfire.com/ca2/Dragonfly/ForSale.html>. (address is case sensitive) Call (559) 584-3306 or email: [panzera@sierratel.com](mailto:panzera@sierratel.com)



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**Back issues** of DBFN #89 through present are available for \$4.00 each, from Pat Panzera at the above address.

For issues #88 and back, send \$3.00 for each issue to: **Bill Spornits, 1112 Layton Drive, Olathe, Kansas 66061 (913)-764-5518**

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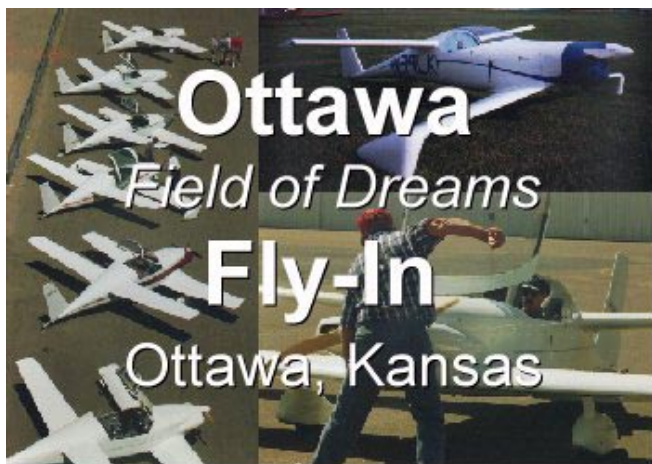
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Po Box 1382  
Hanford California 93232-1382

**First Class Mail**



The 2001 *Field of Dreams* Fly-In will be held at Ottawa Municipal Airport on the weekend of September 28-30, 2001 in Ottawa, Kansas.

The event is open to all Experimental Aviation Enthusiasts, and to all Canard Wing Composite Experimental Aircraft.

The three day event includes Type Aircraft Meetings, Electrical and Engines Forums, Experimental Aircraft Flyby's, Checkrides, Static Displays, Vendor & Inventor Exposition Hall, Fly-Market and a Fall Sunset Hangar Awards Dinner and Grand Prize giveaways.

Please fill out the Registration Form below and mail, fax or email with your payment by September 7, 2001.

<b>Schedule</b>		
----- <b>Friday Sept 28, 2001</b> -----		
Morning	Arrivals, Bull Sessions	
Afternoon	“Go With the Flow”	Jon Finley
7:30 pm	Sirloin Stockade KickOff Dinner (Informal)	Don & Jimmy
----- <b>Saturday Sept 29, 2001</b> -----		
8:00 am - 9:00 am	Dragonfly Aircraft Meeting	Spud Spornitz
9:00 am - 10:00 am	Q Aircraft Meeting	Jim Masal
10:00 am - 11:00 am	The AeroElectric Connection	Bob Nuckolls
11:00 am - Noon	Engine Forum	Finley/Bennett/Humble
11:00 am - 12:30 pm	Significant Others Forum	Debbie Stewart
Noon - 1:00 pm	Corvair Confab	Mark Langford
1:00 pm - 2:00 pm	Raptor Forum	Andrew Aurigema
2:00 pm - 6:00 pm	Afternoon Flying	
	Checkrides	
Mid-Afternoon	Performance Run	Jon Finley, Air Boss
	Ground Photos	
6:00 pm - ??	Fall Sunset Awards Banquet	Don & Jimmy
----- <b>Sunday Sept 30, 2001</b> -----		
7:00 am	Fly-Away Breakfast	To Be Announced
8:00 am - Noon	Airborne Photo Fly-By	Jimmy Masal, Air Boss
	Departures and Farewells	
See You Next Year!	See You Next Year!	See You Next Year!

Please fill out this form and mail, fax or email it with your payment before Sept 7, 2001. If you are paying by check, please mail it to: Don Stewart; PO Box 11929; Prescott AZ 86304. Credit Card payments can be faxed to: (928) 445-3781 (24 hrs), or emailed to [siinc@zwi.net](mailto:siinc@zwi.net) using the following procedure (email is not always secure): Email me 2 identical emails with your registration information. In the FIRST email, include only the first half of your credit card digits. In the SECOND email include only the last half of your credit card digits and its expiration date. I'll link the two emails together, charge your credit card and email a confirmation back to you. All the information is at the Fly-In website: <http://www.si-inc.com/Ottawa2001/>

**Registration Form - Note: Prices include Forums AND Awards Dinner! Deadline: Sept 7, 2001**

Name: \_\_\_\_\_ Address: \_\_\_\_\_

City State Zip: \_\_\_\_\_ Phone: \_\_\_\_\_ Email: \_\_\_\_\_

Type Aircraft: \_\_\_\_\_ N#: \_\_\_\_\_ ( ) Building project ( ) Flying project ( ) Thinking

How are you getting to Ottawa: ( ) Flying my Project in ( ) Flying Commercial in ( ) Driving in

**Forums & Dinner: PRICES GO UP AFTER SEPT 7 DEADLINE!**

\_\_\_\_\_ Adults (@\$40): \_\_\_\$\_\_\_\_\_

\_\_\_\_\_ Adults who Volunteer to Work (@\$26): \_\_\_\$\_\_\_\_\_

\_\_\_\_\_ Pilots Flying their Experimental Project to Ottawa (\$19): \_\_\_\$\_\_\_\_\_

\_\_\_\_\_ Kids under 12 (\$19): \_\_\_\$\_\_\_\_\_

Total Enclosed (or charge to my MasterCard or Visa) \$ \_\_\_\_\_

Credit Card Number: \_\_\_\_\_ : \_\_\_\_\_ : \_\_\_\_\_ : \_\_\_\_\_ Exp Date: \_\_\_/\_\_\_ Initials: \_\_\_\_\_

DON STEWART  
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Prescott AZ 86304  
928-778-6988

**Ottawa**  
***Field of Dreams***  
**Fly-In**

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Relive all the Forums, flying action and Awards Dinner of the 2001 Ottawa *Field of Dreams* Canard Wing Fly-In by purchasing your own copy of the Fly-In Video. Six hours of the heart of the activities for only **\$26** ppd (US)!

**2001 Ottawa**  
*Field of Dreams*  
**Fly-In**  
**Video**

***Ottawa Field of Dreams Fly-In - Sept 28-30, 2001***

If you haven't been to the Ottawa *Field of Dreams* Fly-In in Ottawa Kansas before, you should make plans to be there this year. Forums on Experimental Aircraft, Engines, Electrical Systems, an Exposition Hall featuring Vendors Products, Inventors' & Designers' Prototypes, Tips and Tricks in Composite Construction, Fuselage Numbering, Striping & Graphics, a Fly-Market, Aircraft Performance Run, Photo Fly-By, and a Fall Sunset Hangar Awards Banquet on Saturday Evening with Door Prizes!

Our host FBO for this weekend event is Tony LeMaster at the Ottawa Municipal Airport, located 55 miles south of Kansas City MO on Interstate 35, and 3 miles south of Ottawa, Kansas on US Hwy 59. Motel accommodations are available at the junction of Interstate 35 and US-59.

The event kicks off with an informal buffet dinner at the Sirloin Stockade (near the motels) on Friday evening. A full day of festivities starts on Saturday at 8am at the Airport and ends with an outstanding Fall Sunset Awards Dinner at the airport at 6pm. The Fly-In winds up on Sunday with a Fly-Away Breakfast (location to be announced) and Photo Fly-Bye.

Please plan to attend this year's Ottawa *Field of Dreams* Fly-In on Sept 28-30, 2001 at Ottawa Municipal Airport, Ottawa, Kansas. Send your registration form in today! --- Best Regards, Don Stewart