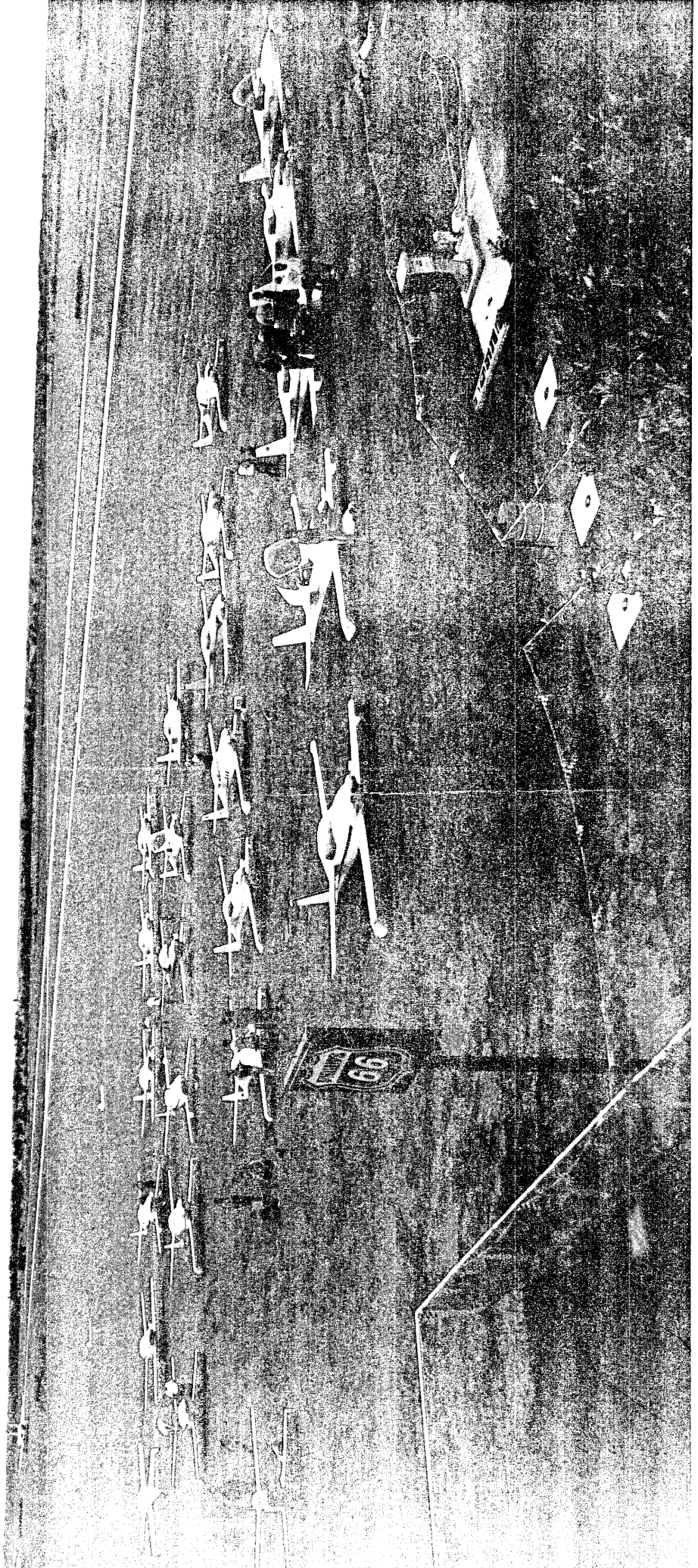


NEW STYLE L/G LEG

DRA GONFL Y B U I L D E R S A N D F L Y E R S N E W S L E T T E R

THE OFFICAL VOICE OF DRAGONFLYERS ALL OVER THE WORLD



1992 FLY-IN

Thanks a million everybody! This years fly-in was a total outstanding **SUCCESS!** We had 26 planes! **12 Dragonflys, 10 Q-2's or Q-200's and 4 Quickies!** We had builders and planes from all four corners of the United States, Wow!

Now here's a recap of the event;

Chuck LeMaster and his airport team had the airport looking like it was the "Country Club and golf course".

Friday afternoon was spent getting reacquainted with the early arrivers and checking out the planes. Early evening was spent giving familiarization rides to the builders. By the time the sun went down Friday evening we had 14 airplanes in the display area. Jim Masal (*Jim is the editor of the Q-talk newsletter and leader of the Q-group*) and myself thought this was a good start.

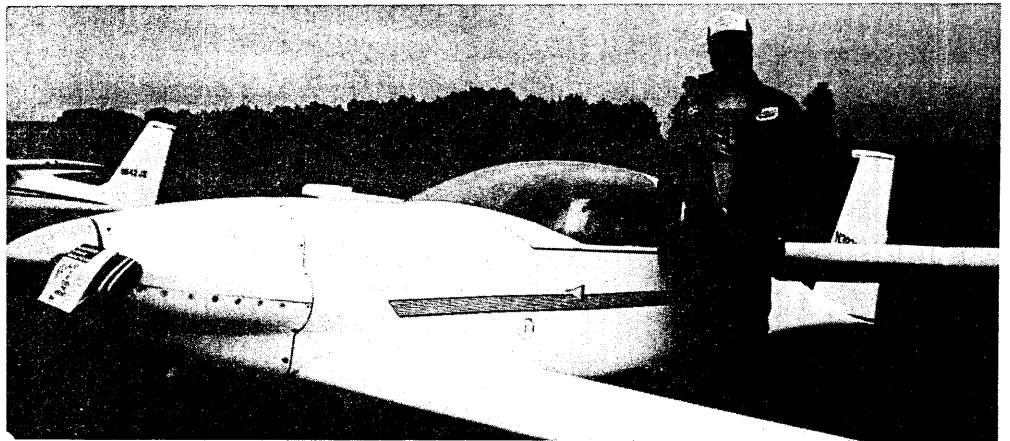
Friday evening was finished up with a informal dinner at the Sirloin Stockade. 54 attended.

Saturday started off with more familiarization rides, aircraft inspection and lots of flybys. One particular fly by was a mixed group of 8 Dragonflys, Q2's & Q200's in a "V" formation , It was quite a sight. By mid-morning the rest of the planes were showing up like they were on "conveyor belt"! We had airplanes **EVERYWHERE!** By noon we 26 Dragonflys and Q-birds on display.

The forums through out the day were an excellent exchange of building and flying ideas. They were alternated between the airplane families. Steve Bennett was also there to give the VW engine forum which was excellent.

After the forums it was back to the air for more flying by everyone.

Saturday evening was spent at the awards banquet at Ottawa University. Again the University did a super job on the meal. After the



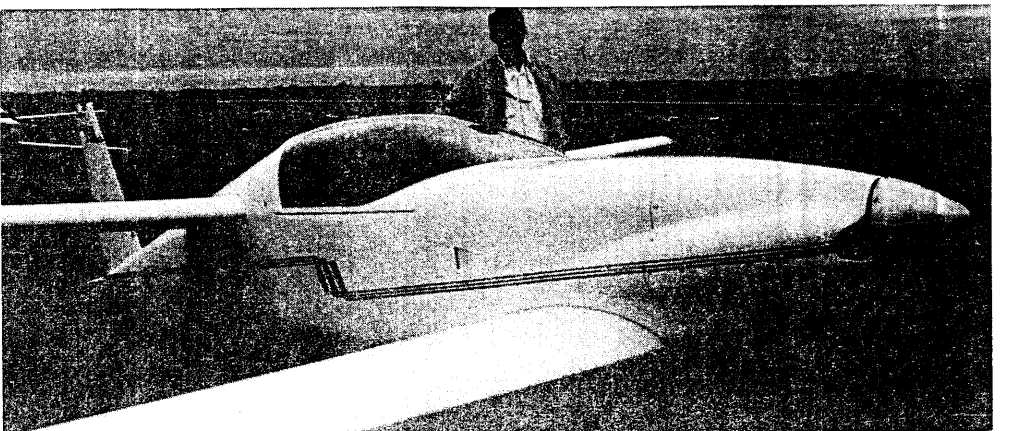
JACK SHAFER OF PARLIER, CA. MARK II



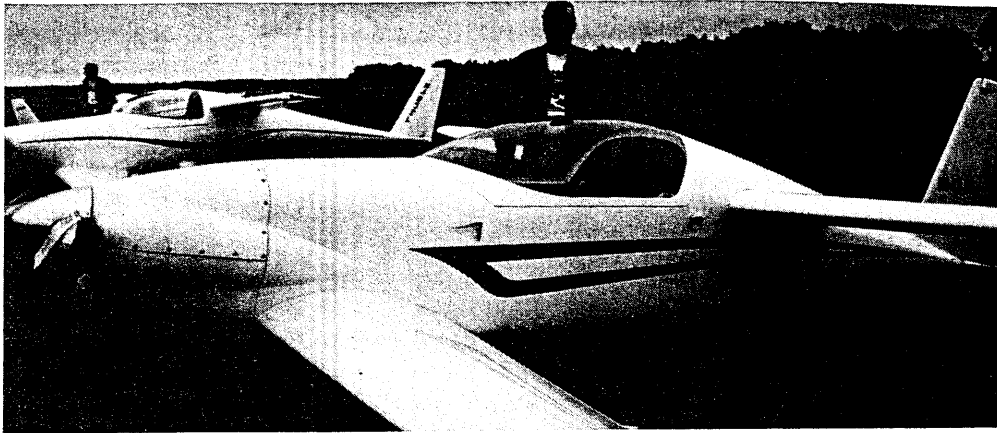
BUTCH HERNADEZ OF GOLDEN, CO. MARK III



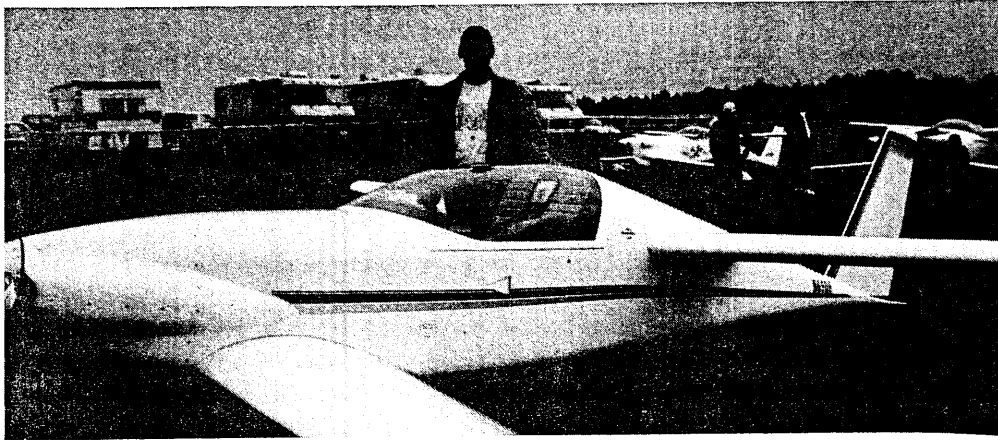
GENE ARTHUR OF BROWNWOOD, TX. MK II



BILL MASON OF VIRGINIA, MN. MKII



GUY & GENE EVANS OF VISALIA, CA. MARK II



WAYNE ULVESTAD OF VOLGA, SD. MARK I



CHUCK UFKES OF OCALA, FL. MARK II



JAMES HARRIS OF WOODVILLE, TX. MK II

meal things started of with numerous door prizes supplied by Alexander & Wicks Aircraft. Both newsletters Q-talk & DBFN gave away a RST headset kit. The award were given in these areas. Best overall Dragonfly went to Gene & Guy Evans of Visalia, Ca.. Best Interior/Cockpit went to Bruce Dixon of Lawrence, Kansas. Longest distance flown to the event was awarded to Jack Shafer of Parlier, Ca. which was 1483 miles (one way). Gene Evans was a close second with 1468 miles (talk about a close one!).

Sunday was casual, more rides, flybys and people heading home.

Jim Masal and myself had some reservation on combining the Quickie/Q2/Q200 fly-in with the Dragonfly fly-in. It's always been a little bit like "The Hatfeilds VS The McCoys". To me it has always seemed that these two airplanes were "basically" the same airplane. Sure, both airplanes families have their "Plus and Minus's". It seemed to me that these two airplane families would both benefit from a combined event. This is the area that both Jim and I are most pleased. We had Q-bird owners waiting in line to take rides in Dragonflys and Dragonfly guys in line to ride in Q-birds. Everyone asking everyone how they did certain things on their respective planes. **EVERYONE WAS ON THE SAME TEAM!** It was great!

We are already planning the details for next years event on how to make it even better. There was several suggestion that we move the event to Labor Day weekend. Have the event on Friday thru Sunday as we did this year, but leave Sunday afternoon and/or Monday for the return home. I would really like everyone's input on this possible date change. Just jot down a quick hand written post-card or letter.

Again, I want to thank everyone who attended this years event and made it such a success! - *Spudley*

**MORE 92 FLY-IN
PHOTO'S**



**WE NEED
MORE HELP**

Hello Spud

I'm having a problem at the moment with the Australian "Civil Aviation Authority" (CAA) regarding the gross weight of the Dragonfly. Some years ago Rex Taylor said in a newsletter that it is safe to operate the Dragonfly at 1150 lbs. gross weight. The CAA will not accept this statement by itself, they require that I obtain from builders in the U.S. a history of satisfactory service, ie; a letter from at least five builders that have operated their Dragonflies at 1150 lbs. gross weight for at least 100 hours. Could you please put in a "cry for help" in the newsletter encouraging builders to write with this information that I require.

I would also like to hear from any builders who have, or who are going to, fit a Continental O-200 (or C-85 or C-90) engine to their Dragonfly.

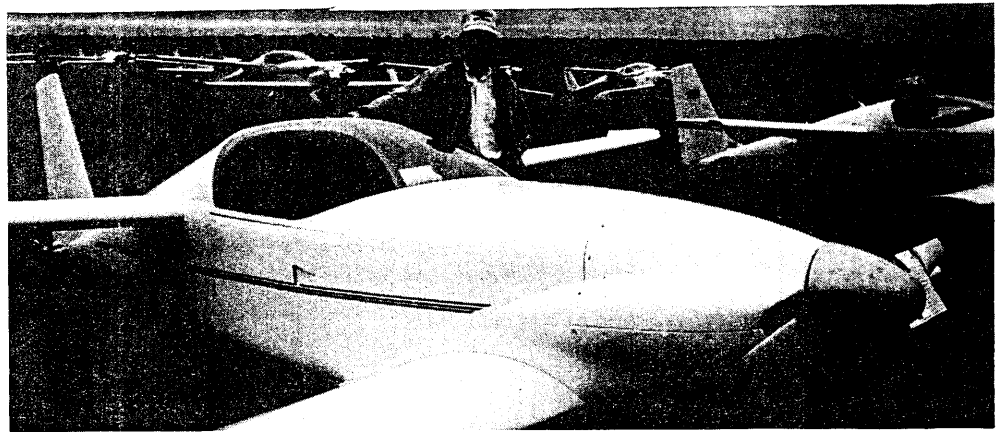
I would like to thank everyone for their help in this matter.

Len Dyson

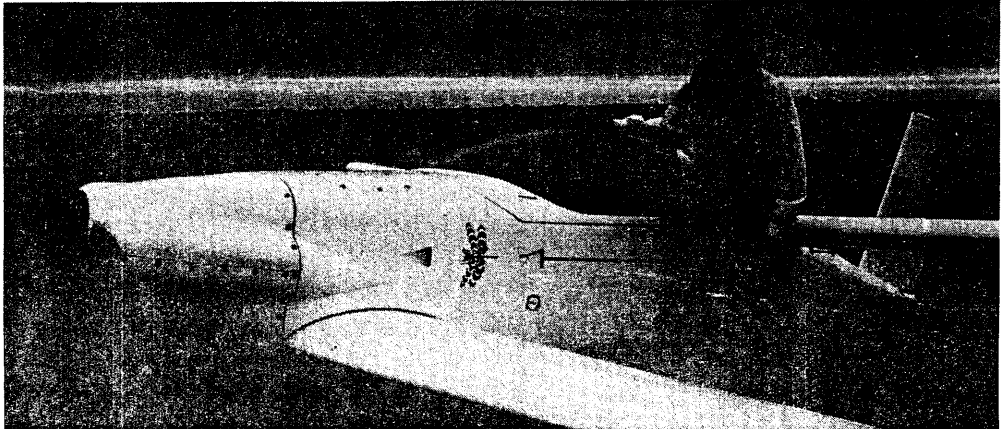
S/N 328

Victoria, Australia

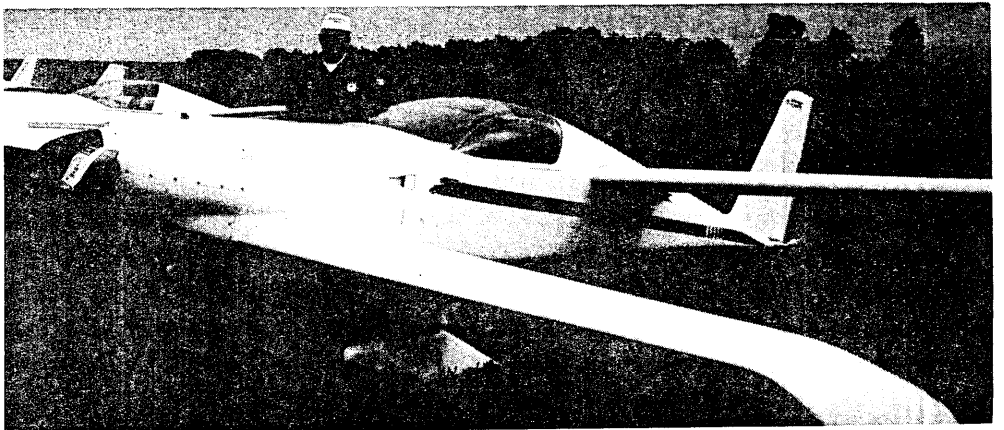
Ok guys heres a chance to pitch in, our good friend here Len Dyson, the gentleman that supplied us with his excellent airbrake drawings. Well, Len now needs some help from the gang with flying DF's. Please send all responses to me at the newsletter and I'll forward everything to Len in one pack. - Spud



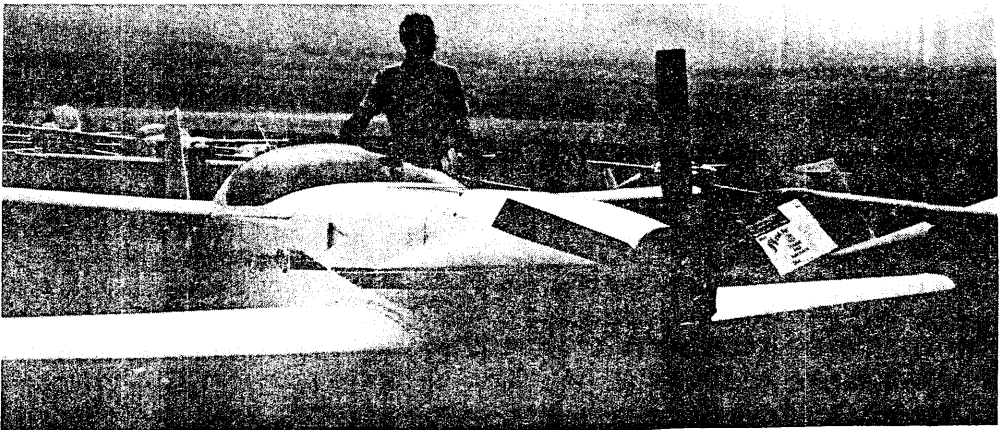
BRUCE DIXON OF LAWRENCE, KS. MARK I



ERIC VASSBERG OF ENGLEWOOD, CO. MARK II



STEVE LARIBEE OF CHARLESTON, IL. MARK II



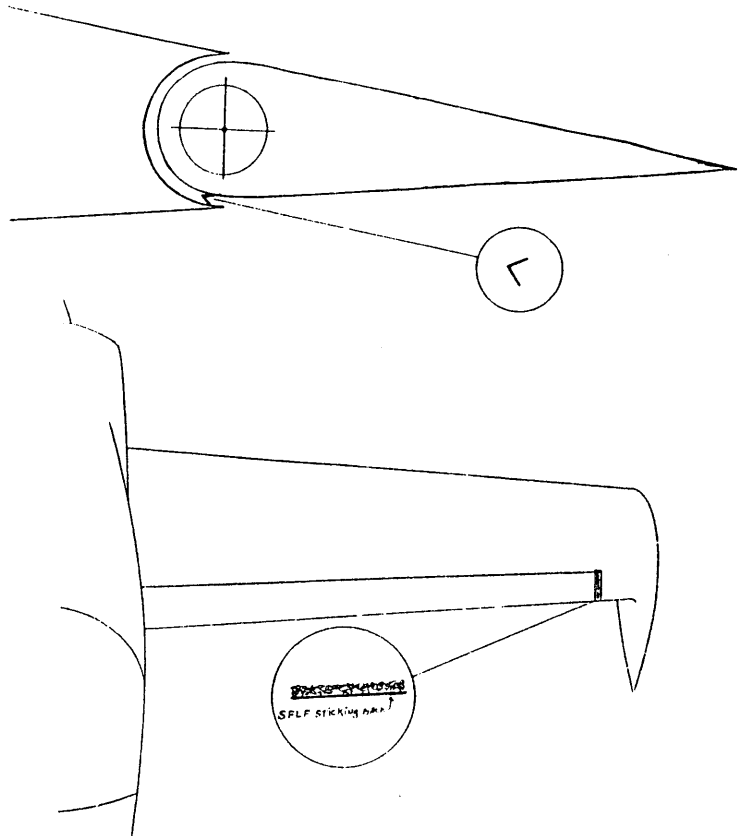
JUSTIN MAGE OF TUCSON, AZ. SUBARU MK II

FLYIN STATS

OWNER	ST. TYPE	N-NMBR	ENG / HP	E. WT	CRUZ	TT	BILT
HERNANDEZ	CO MK III	N7022N	CONT-200	825	140	84	'92
MASON	MN MK II	N64TM	VW-82HP	660	150	90	'91
MACE	AZ MK II	N764JM	SUBARU	840	150	350	'86
ULVESTAD	SD MK I	N69DF	VW 60HP	648	130	378	'88
UFKES	FL MK II	N88CU	VW 80HP	730	150	245	'89
EVANS	CA MK II	N142JE	VW 87HP	706	165	400	'87
VASSBERG	CO MK II	N45CJ	ROT'RWY	755	150	391	'??
LARIBEE	IL MK II	N88SL	VW 70HP	671	155	100	'88
SHAFER	CA MK II	N39763	VW 80HP	720	160	400	'85
ARTHUR	TX MK II	N29KK	CONT- 85	825	140	450	'87
HARRIS	TX MK II	N345DH	VW 75HP	700	140	55	'91
DIXON	KS MK I	N*****	VW 75HP	710	***	00	'92

the elevator I used the fussy side of Velcro.

I also had an big EGT difference of 200 F degrees from left to right. I made and installed a swirl plate inside between my intake and Ellison throttle body. It made a nice improvement. Now the difference is only 100 F total difference. Idles much smoother and static RPM is up 25 rpm.



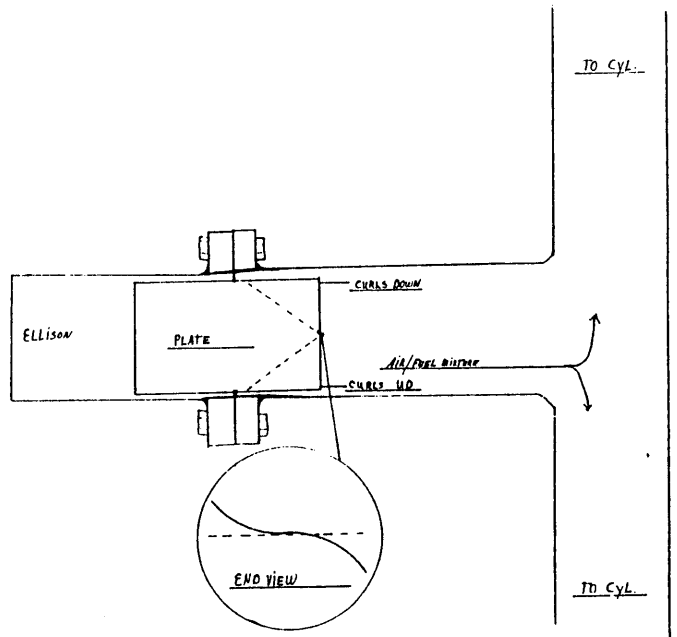
BUILDERS TIPS

Hello Spud

Your little buddy here from the Great White North. We left Oshkosh at 6:00 AM and arrived in Helena at 3:00 PM with three fuel stops. I just love flying my Dragonfly! I have a hard time believing it fly's so well and fast on 60hp. It's really at its best flying cross-country.

Now here's some tips for the newsletter that worked out very well on my Dragonfly;

I installed gap seals between the canard and the elevator. Here's what happened: stall came down from 52 KIAS (knots indicated airspeed) to 50 KIAS. Full throttle speed at 6500 is up from 135 KTS (knots true airspeed) to 139 KTS. Also very interesting, my elevators use to trail down about 3/8". With the gap seals installed, the elevator now trails straight back and the wing and tail fly's higher in trail at cruise. I believe this is where I picked up the airspeed. This is what I used to seal the elevator. For the gap between the canard and the elevator I used what is called V-STRIP weatherstripping that is used for sealing windows. I think you should be able to find this at your bigger hardware stores or window shops. Its 7/8" X 16', with a crease in the middle so in can be folded in half (V-shape) and self-sticking adhesive on 1/2 of one side. On the sides of



MORE BUILDERS TIPS

Hello Spudly

This note is to confirm my arrival in Tucson from our big 92 Dragonfly/Q2 fly-in. A bit latter than I had hoped but home at last. As you may remember, I have installed in my Dragonfly a fuel flow indicator to alert me when there is no fuel being pumped up to my header tank. Well.....there I was at 8500 ft. MSL over west central Kansas when the indicator light started glowing. I flipped the fuel pump switch a couple of times and stared at the light in disbelief. I checked the fuse, it was fine. I then came to the conclusion that my Facet fuel pump had gone to wherever it is that they go.

For once in my flying career I knew exactly what I had to do. Well almost, I calculated that I would run out of fuel from the header tank just before I could land at Liberal, KS.. I then decided that the best course of action would be to land at Pratt, KS. which happened to be about 5 miles at my 4 o'clock. At this point I'm glad I had a water cooled engine because I just pulled the power back all the way back to idle and headed down.

Randy Huitt, The FBO asked what type of engine I had in my plane, I told him a Subaru, Legacy engine and Ross reduction unit. He said were you in KITPLANES a couple a months ago. I said yes and he offered his hangar and a courtesy car. Well, it being Sunday evening I couldn't get another fuel pump so I had to put in at a Super 8 motel that night. The next morning before sunrise I bought a new fuel pump at the local Big A auto parts store, installed it and was on my way.

Thanks to my home made fuel flow indicator and idiot light that I installed there was no problem. Rex Taylor told me of the time that his fuel pump quit and ran his header tank dry, it nearly turned in to a disaster. He was lucky.

I know some of the guys would like to install this type of flow indicator but can't find the "Hall Effect" transistors. I have found them here in Tucson for the Sum of \$1.39 plus tax.

I think this is a worth while addition to anyone's panel. A few hundred miles closer to home and no indicator light and my story might not have been a happy one.

I really enjoyed the bash and I'll be there next year.

Keep up the good work

Justin "Hollywood" Mace

7541 No. Shirley Lane

Tucson, AZ 85741

First off I gave Justin the nickname "Hollywood", between his curly handle bar mustache and the fact that he's been in just about every sport aviation type publication produced over the last 6 months. He is a "Gutsy innovator" and has spear headed numerous developments with his Dragonfly

where people have said "You can't do that" or "That will never work". We all have and will benefit from his efforts.

Not just the Dragonfly group alone but the entire sport aviation community. He deserves a big thank you!

THANKS JUSTIN, ATTA BOY!

Justins original article on his homemade fuel flow indicator system originally ran in DBFN #33. I highly everyone review this article and entertain building one. I feel it is a "very" worth while addition and will definitely be part of my Dragonfly. For those of you that can't get your hands on the "Hall Effect" transistor and want to build a fuel flow ind. system the newsletter will be keeping a stock of these on hand. They'll cost you \$3.00 including postage if your in the USA or \$4.00 including if you are outside of the USA. I hope this encourages everyone to build one. Let's keep'em safe - Spudley

Hi Spud!

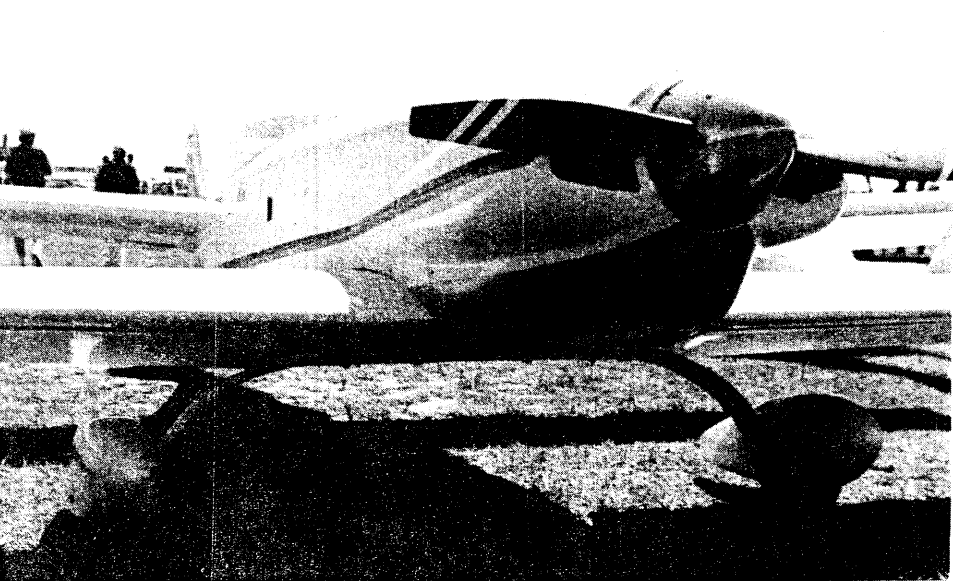
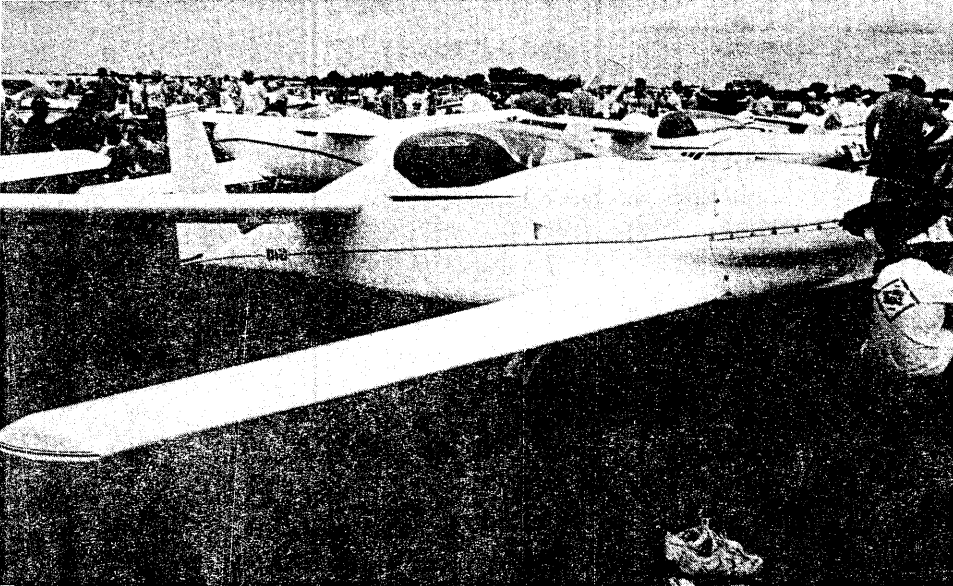
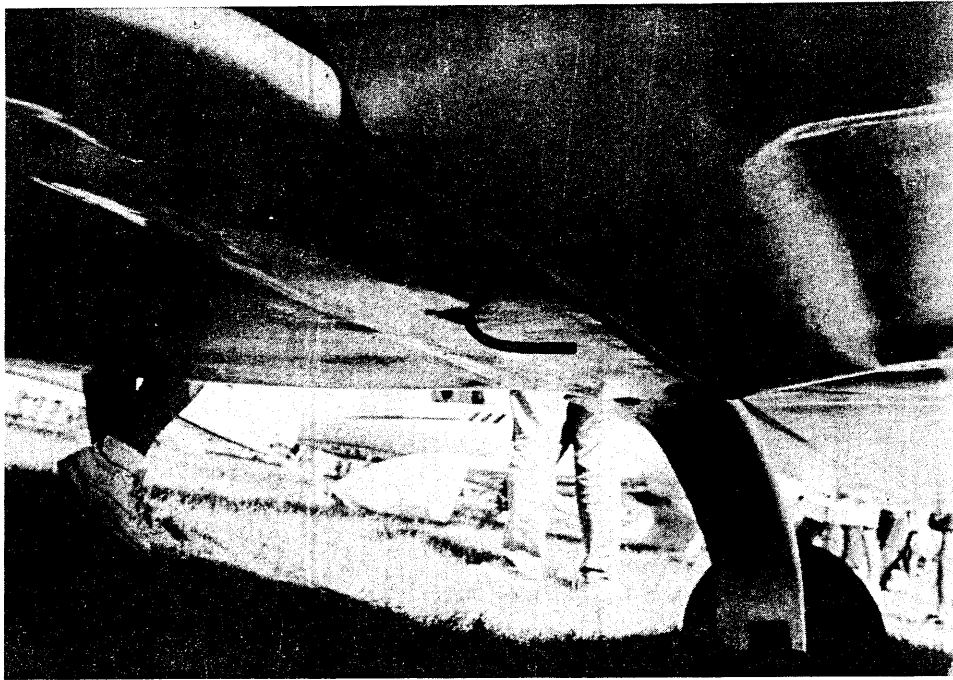
Here's a couple of ideas for the builders tips of the newsletter. I hope these ideas will help keep the frustration factor low when the guys get to this stage of construction.

When you're ready to make the air intake holes in the cowling, use a product sold by Wicks Aircraft Supply called INSTA-FOAM, Part #INSTFM 1/2 gallon for \$12.00. A 1/2 gallon kit is enough to do several birds. It's a 2 part liquid system that you mix up 1:1 and in about 30 seconds it expands about 50 times depending on air temp.

The plans tell you to use scrap foam and sand it to conform with the inside of the cowling, then carve your intake holes in the foam. I don't know about you but it's next to impossible to make an accurate mold for something you can't see. The solution was to put the cowling halves together and fasten them with Clecos and duct tape as if it was on fuselage. Next, duct tape the INSIDE of the cowling, covering the hub cut out to about 10" aft of the cut-out. Don't use Clecos in the taped off area. The duct tape acts as a mold release and the Clecos will get in the way.

Now for the fun part: Place the cowling, forward edge, on the floor and you have what looks like a Witches Brewing Kettle. Mix about 1/2 pint of each part of instafoam together and scramble them together with a paint mixer on a electric drill at high speed for about 30 seconds. Pour the liquid into your Witches Brewing Kettle (nose down cowling) and watch the magic happen! Don't forget to say "ABRA-CA-DABRA", this is important. It takes about 2 minutes for the foam to expand and about 30 minutes to cure (no heat given off). If you need more just mix up what you think it will take and pour it right on top of the first batch. Don't forget the magic words. If you mixed up to much you'll see why I say to run the tape inside the cowling 10". It really does expand!

CONTINUED ON PAGE 13



NEW STYLE GEAR

To follow is an article and drawings on Gene Divincenzo's Dragonfly. Gene's Dragonfly was originally built as a Mark I, Hapi 60hp and now weighs 695lbs.. He wanted to convert it to inboard gear but didn't want to use the Viking gear legs. He set off to design his own gear. After analyzing the homebuilt community he settled on the "Bow" style or what we might call "Long-EZ style" main loop. During the designing process of this new gear he raised the airplane up approx. 4" at the spinner centerline. Also the way the bow mounts to the fuselage it moved the axle centerline ahead approx. 1+". The new gear turned out to be a better "Pay Off" than Gene had hoped for. Even though the new gear is tough but his landing distances have been dramatically reduced from his original Mark I gear performance. He is now landing comfortably in 1000 to 1200 feet and when he wants to "Tighten it up" he can land it in 750 to 850 feet. He now also finds himself flying quite a bit on & off grass strips. Gene now has 145 hours on the new gear and says he has "really tested it" (read that as numerous controlled crash landings!). If it was ever going to fail it would of failed by now.

To follow are Gene's CAD drawing and sketches. I talked to Gene just prior to this issue of DBFN. He wanted to point out that the more care you take in building and contouring your mold the less work you'll have to do in the finishing department. Also don't forget to use a good mold release.

Gene is offering the "Full size" CAD drawing of his gear mold (for ease of mold building) for \$10.00 to cover the printing and postage. Those interested mail your checks to:

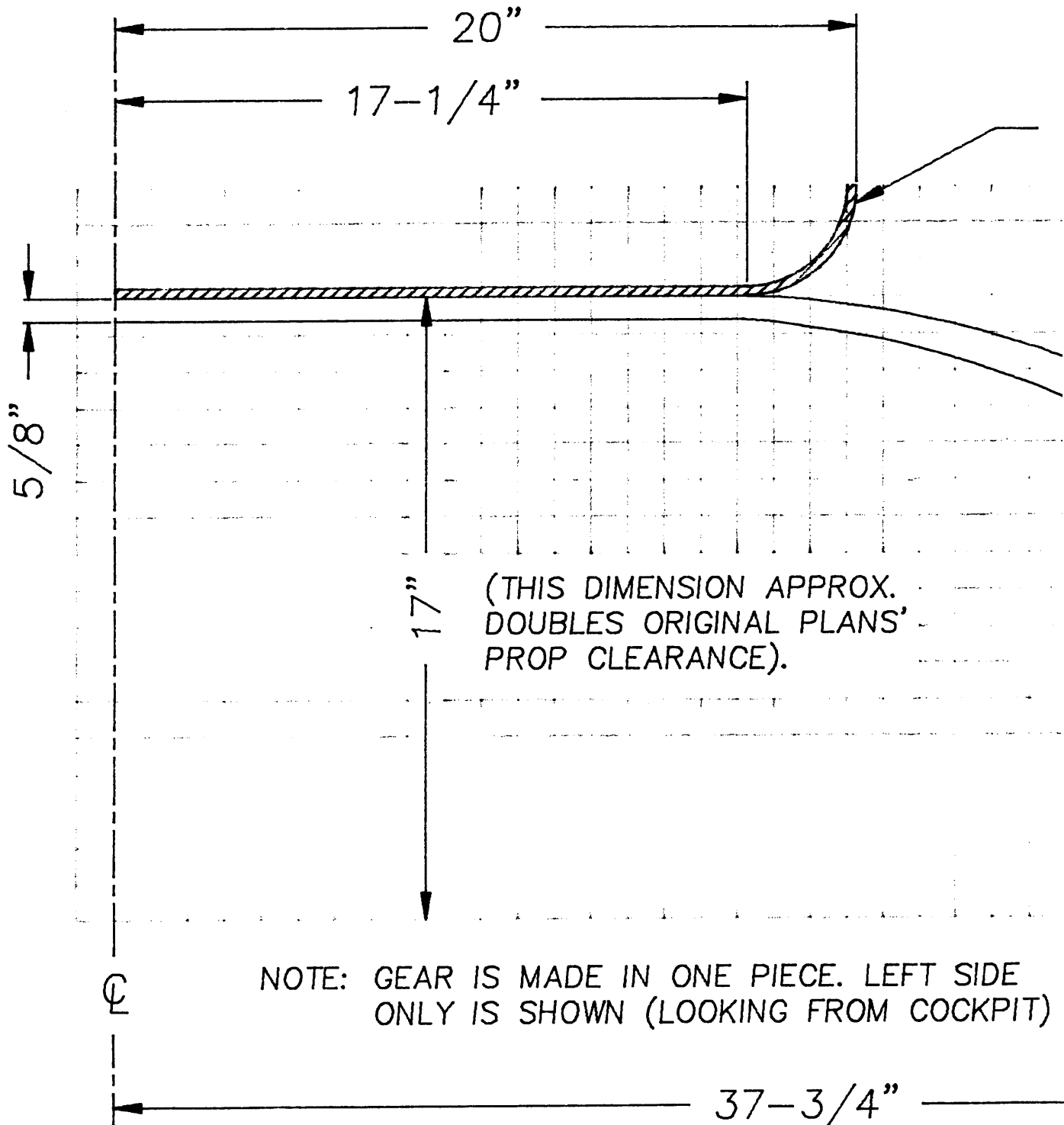
Gene Divincenzo

11520 New Buffalo Road

North Lima, OH 44452

(216) 549-5424

NOTE: THIS DRAWING IS PROVIDED FOR REFERENCE PURPOSES ON AS SHOWN HAS WORKED VERY WELL FOR THE ORIGINAL DI RISKS OF BUILDING, DIMENSIONING & TESTING ARE THAT O



Y. THE GEAR
IGNER. ALL
THE BUILDER.

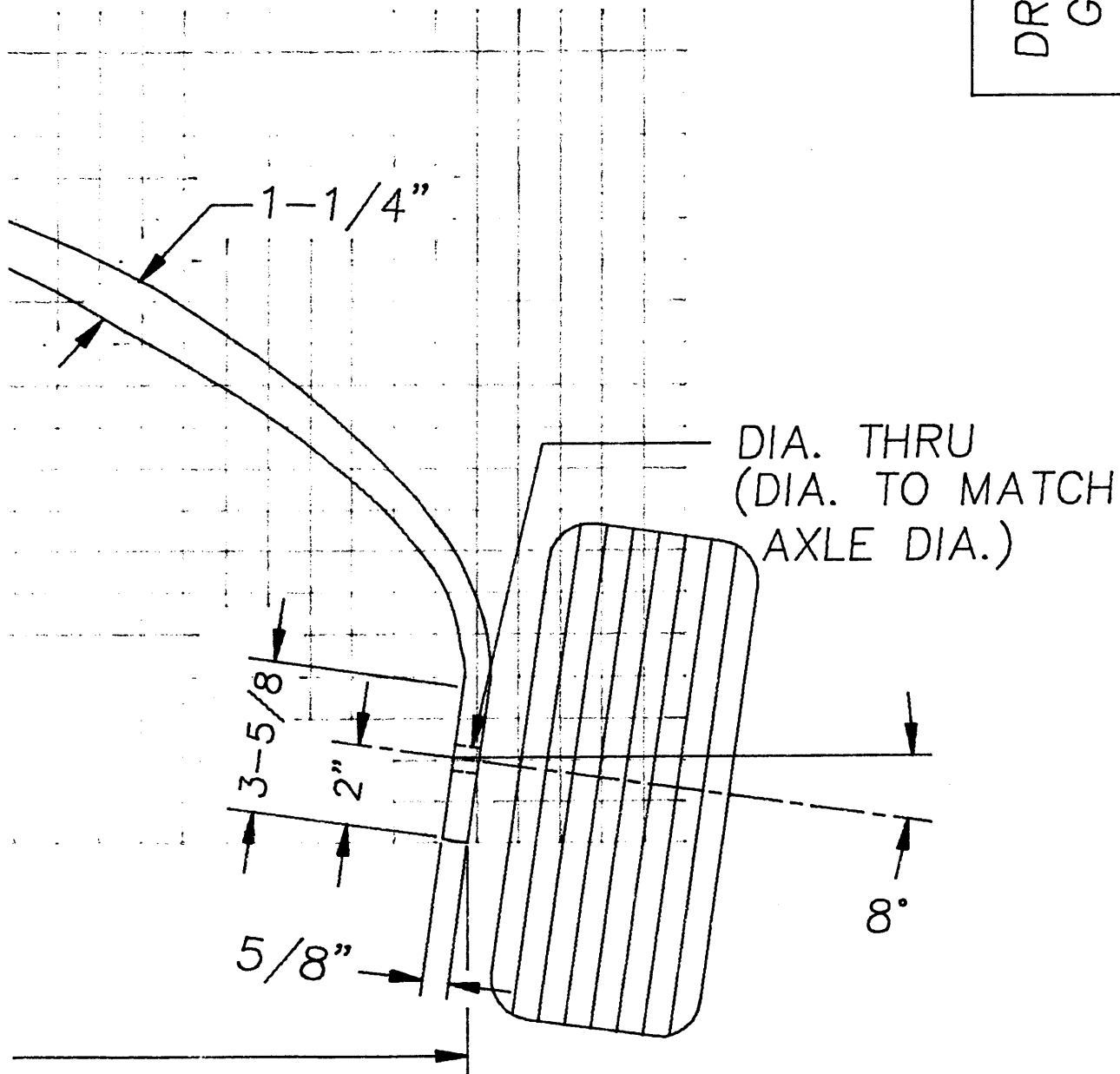
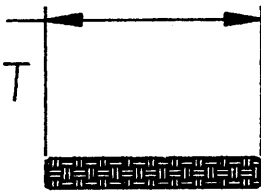
GEAR CROSS SECTION

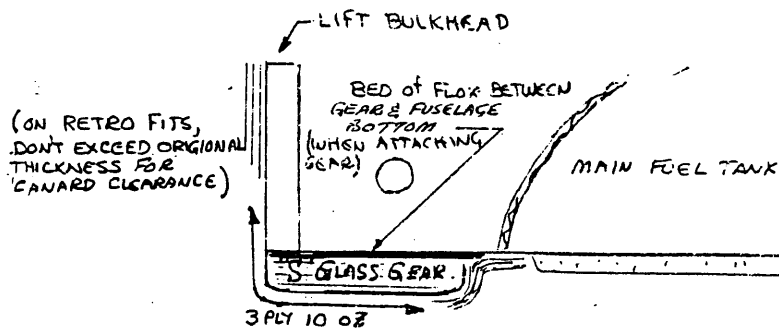
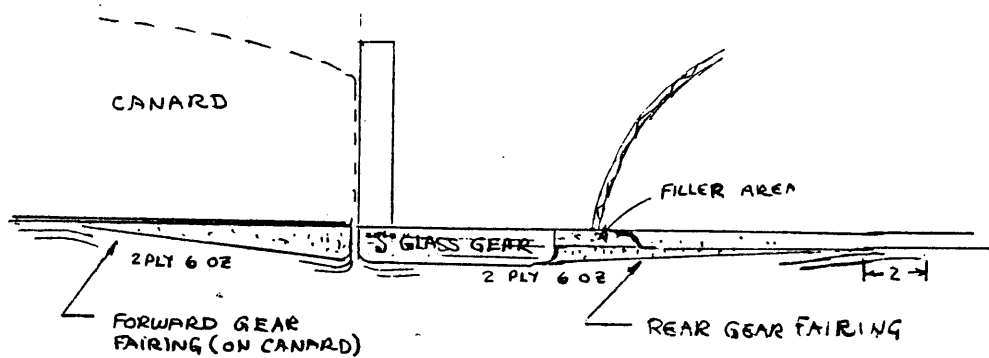
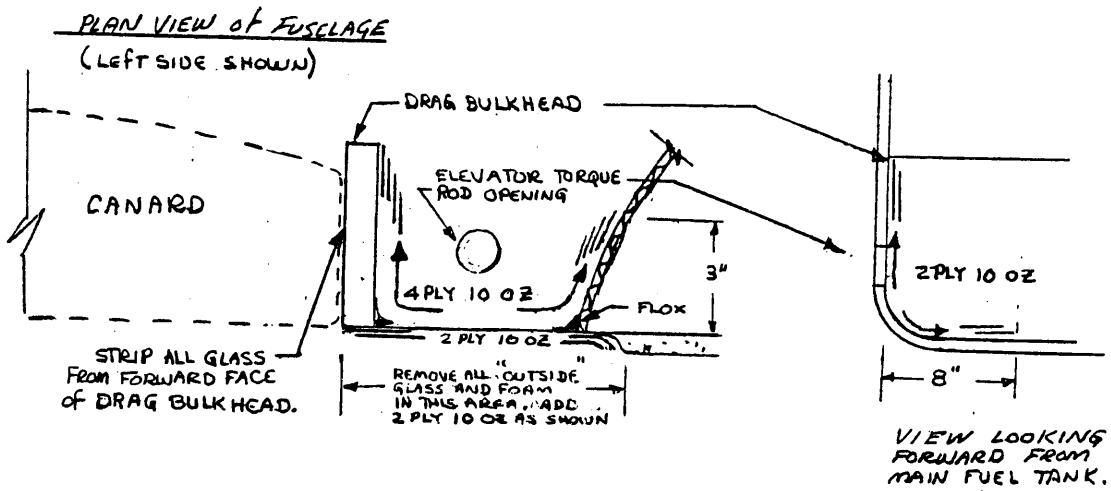
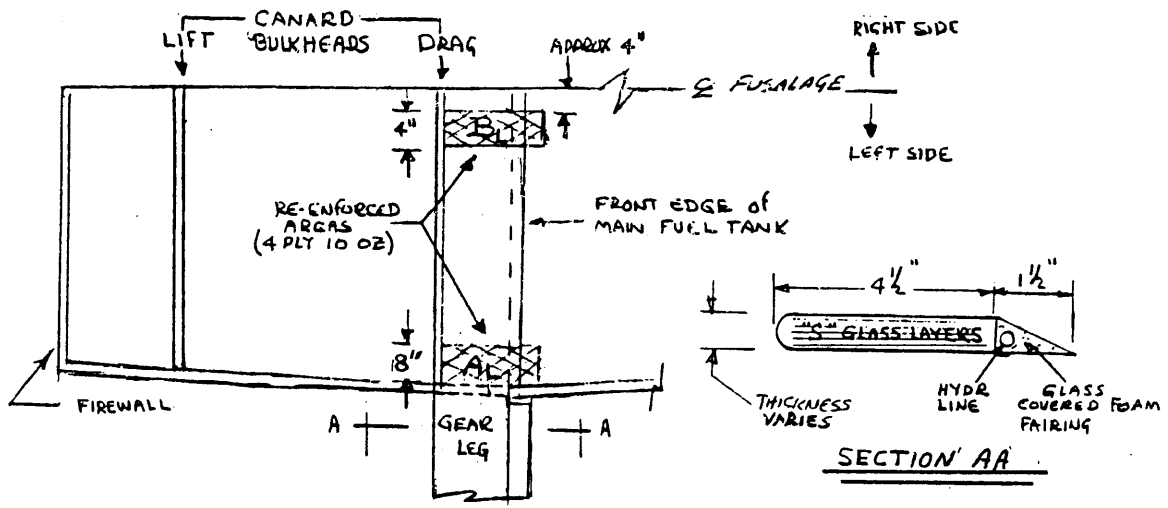
DRAGONFLY MK II
GEAR REVISION

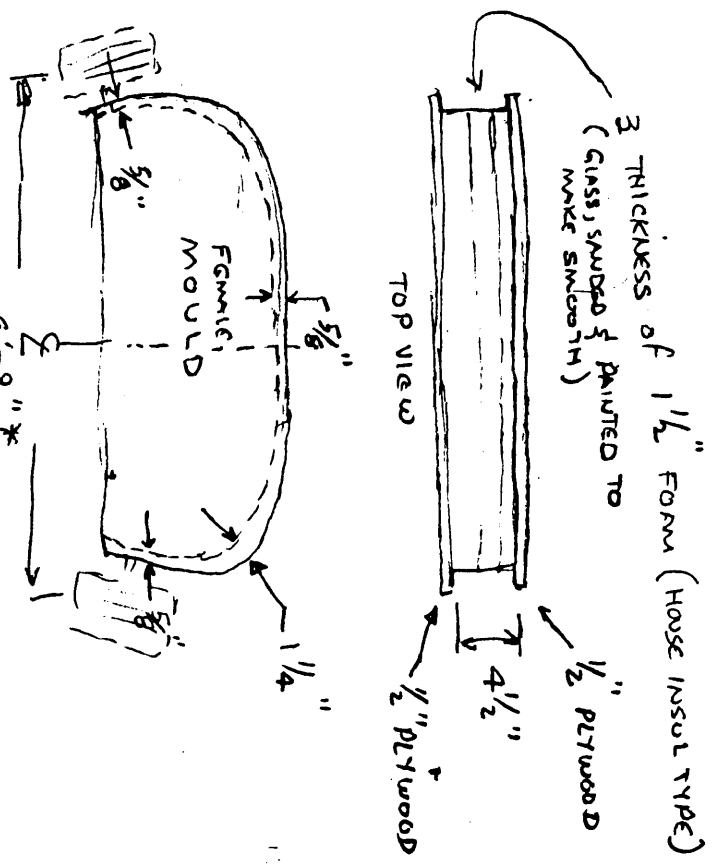
5-4-92 GVD

JSELAGE

4-1/2"
CONSTANT
WIDTH

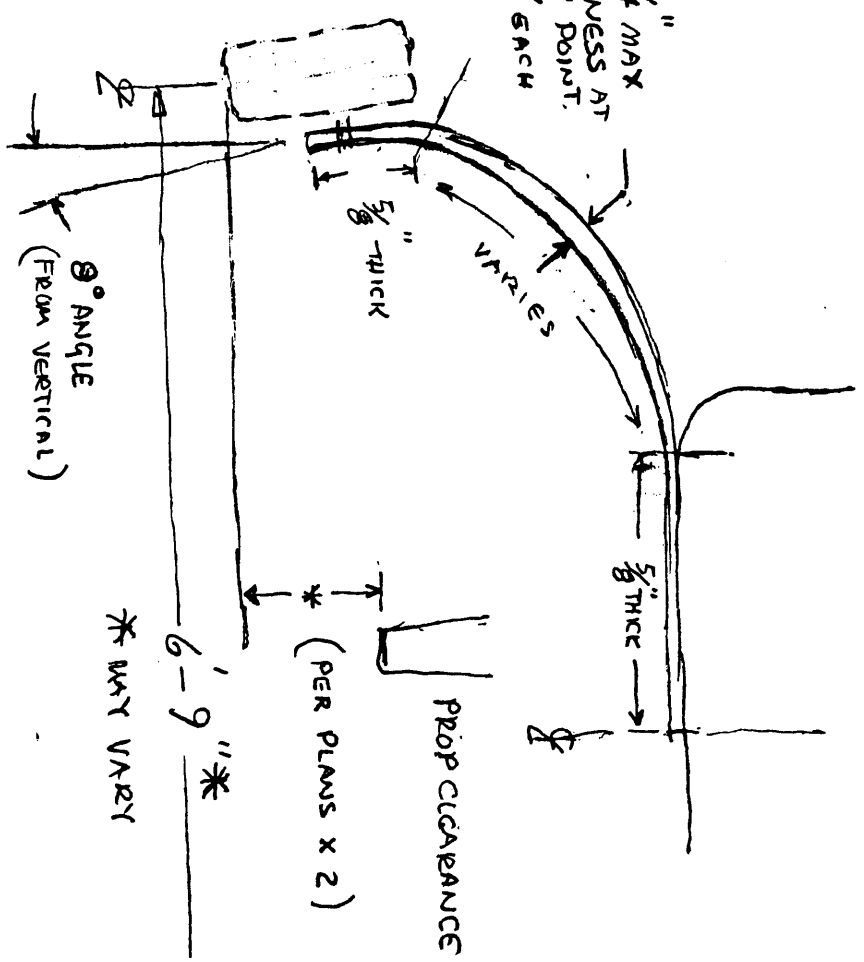




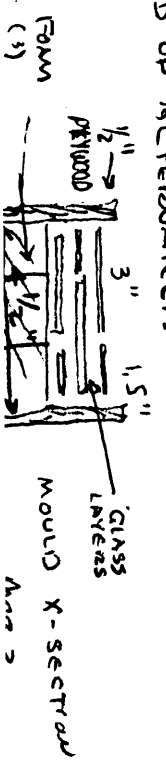


I MADE A 1 PIECE MOULD.
 * THIS DIMENSION MAY VARY

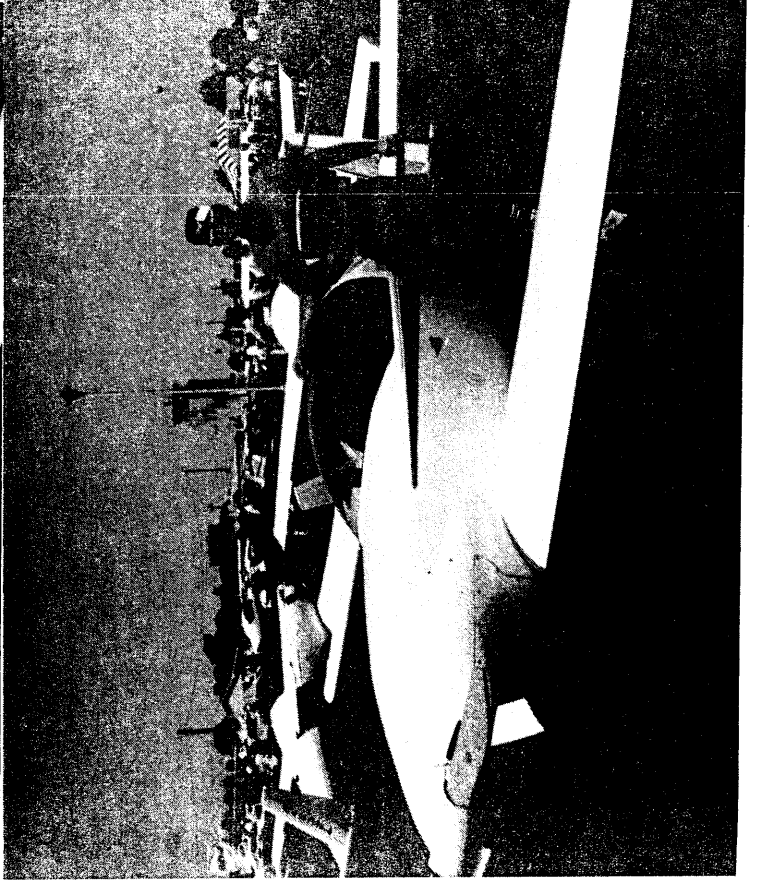
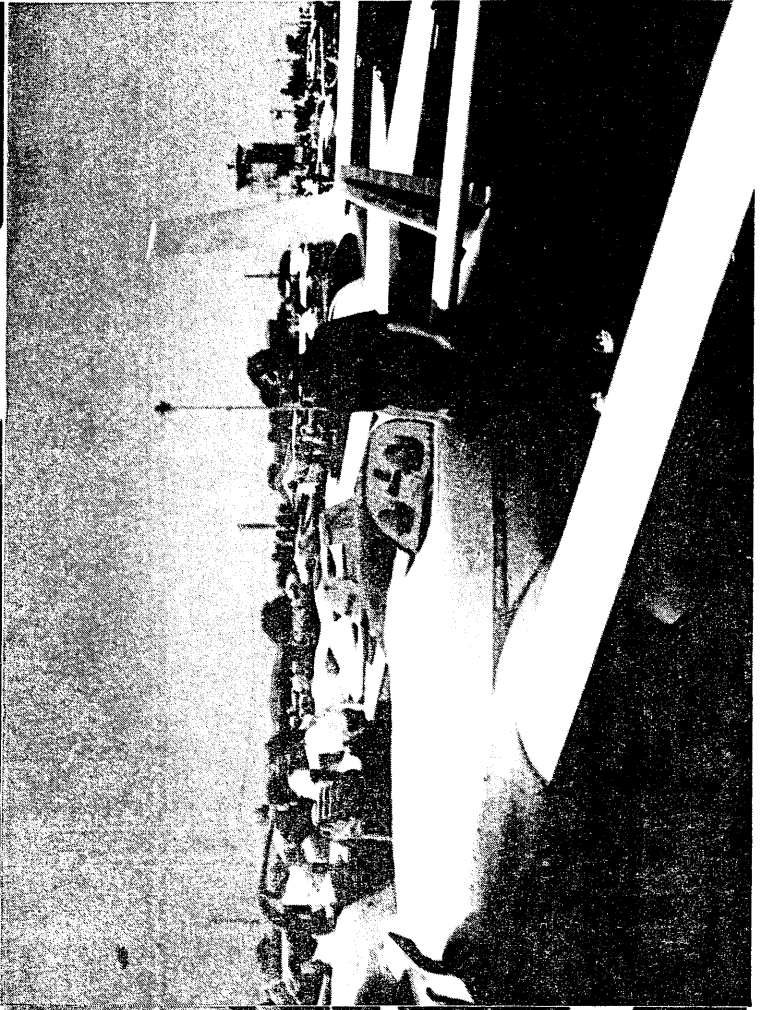
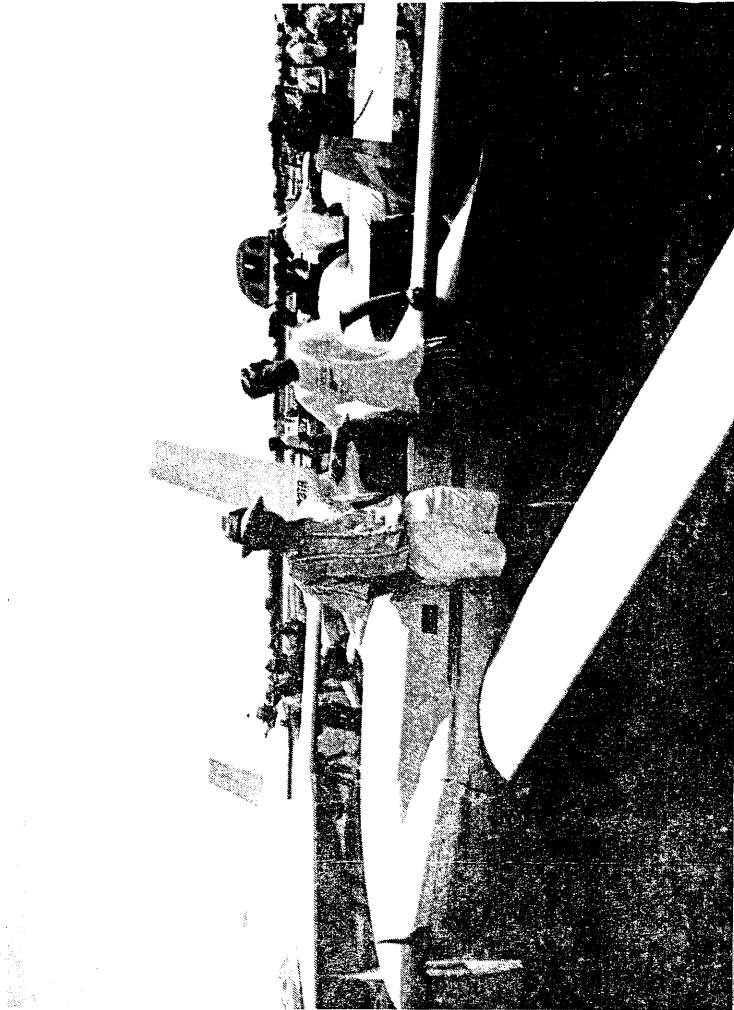
1/4" MAX THICKNESS AT THIS "MID" POINT. TAPER TO 5/8" EACH DIRECTION



- 1 - USED FULL LENGTH GLASS UNTIL 5/8" THICKNESS ACHIEVED. (BOTH OF CASE LEG TO BOT OF OTHER SIDE)
- 2 - CUT EDGICAL RT & LF LENGTHS UNTIL 1/4" THICKNESS ACHIEVED. (EACH LENGTH PROGRESSIVELY 1/2" SHORTER - ADJUST AS I WANT)
- 3 - WET UP GOOD. ROLL WITH HAND ROLLER (4 1/2" WIDE) TO MAKE CO2. DO NOT STOP UNTIL DONE.
- 4 - GLASS MAT IS 3" WIDE. TO GET 4 1/2" WIDE I SPLIT LENGTH - WISE AND LAID UP ALTERNATELY.



OSHKOSH PHOTO RECAP



After it's cured, take the cowling halves apart and you have a cowling plug formed with the exact shape you're looking for. Cut the plug to about 3" in height and proceed as in the plans. The foam sands like styrene the wings are made of. When the intakes are glassed clean the foam out of the glass and you're almost there.

Don't forget - cooling is improved in a climb if the upper cowling has a short, rounded lip faired into the cowling vs the plans lip. I found it easier to do this by shaping the lip as per plans and cutting the lip down after it was installed on the cowling and split. Fair in the inside lip with the cowling using scrap foam and glass.

This is MUCH easier method than the plans and it's fun! Save your scrap foam for cushions instead of turning them into trash. believe me, you'll need them.

REMOVABLE ELEVATOR FILLETS

Ready for another idea? The elevator mod that Rex Taylor came out with about five years ago (Also in the last issue of DBFN) is great but it has a flaw or maybe I didn't understand the verbiage in part 16 where he talks about the fillets on the fuselage. I tried this and discovered the torque tubes can not be removed after the fillets are installed. My solution was to make a removable fillet that is held on with a couple of AN-3A bolts which screw into threaded aluminum blocks recessed into fuselage. You have to be careful with the threaded because the aft one is in the fuel tank area. Install the blocks with wet micro and cover with glass. Be very sure the bolts are the right length or you could compromise the fuel tank.

Make the outboard ends of the fillet like the inboard end of the elevator - recessed plywood and glass to glass edge for compression strength.

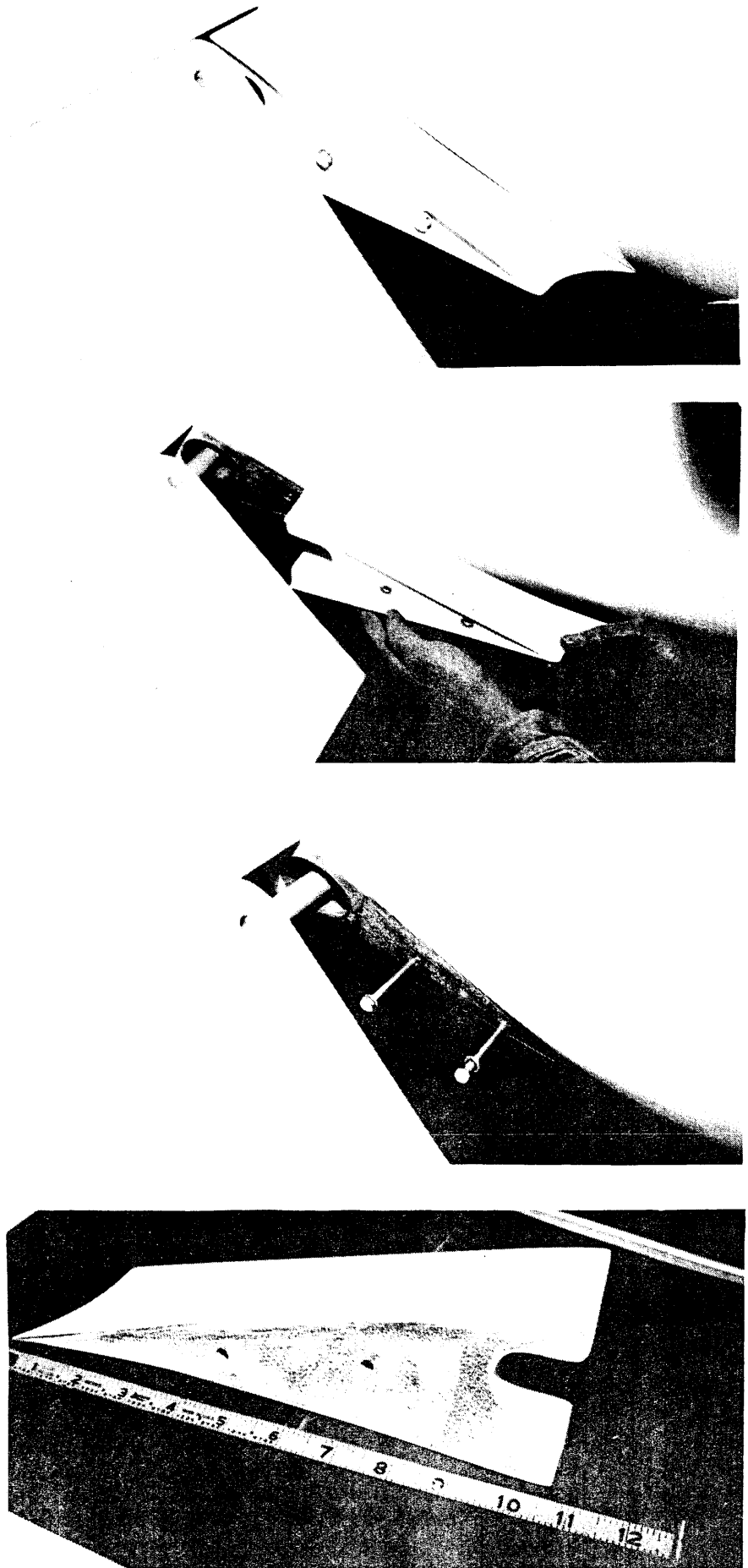
When all fits well, cover the fillet with duct tape (mold release) where needed, install the unit and fair in the piece with micro. After cure, remove the tape and sand faring to fit. Once everything is painted it looks great.

Spud as you know I had quite a bit of difficulty with my paint job going over the West System micro. I'll write a letter in the future explaining the problem which is "Peroxide staining". I think it is important that everyone know about it. I thought the paint job would be the icing on the cake but it turned out to be the most difficult part of the whole project!

Bruce Dixon

1902 Rhode Island

Lawrence, KS 66044



HI-TECH INVENTION

Dear Mr. Spornitz

Sir, it is with great pleasure to introduce to you and the DBFN readers information about a new and breath-taking technical device that has left many of us speechless. The great new is that soon we should be able to fly our DRAGONFLY aircraft with confidence and satisfaction never before known thanks to an invention of Mr. Julian Geiger of Ogden, Utah, a fellow Dragonfly builder & flyer.

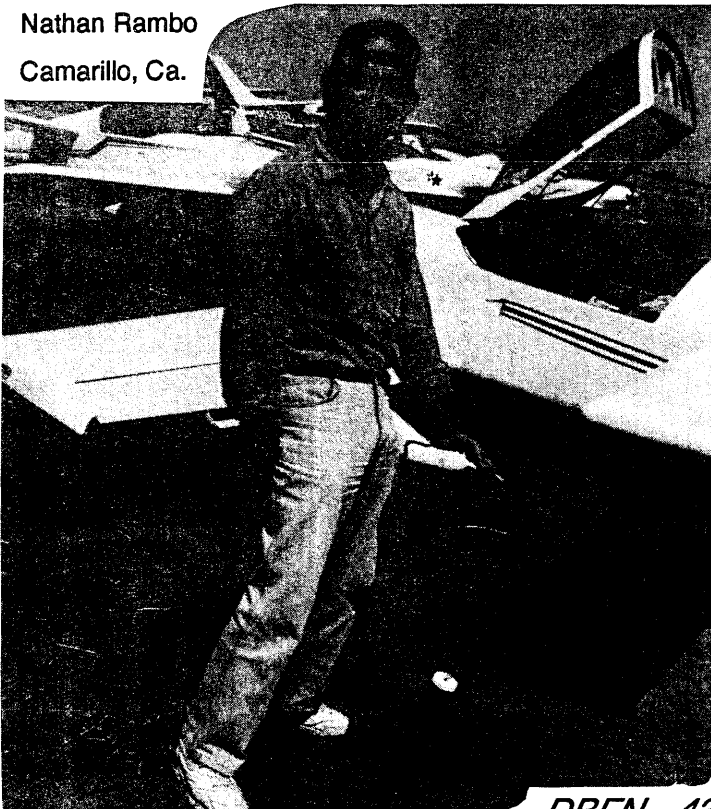
The enclosed picture shows Mr. Geiger exhibiting his amazing new invention during a rare moment at a recent fly-in. The principle and working design attributes of Geiger's prototype model may be seen and should be self-understood. Just think.....gone will be the discomfort, quivering lips and pained expressions on long cross-countries!

The quiet and self-assuming inventor was kind enough to not only permit us to take this first-ever photograph of his amazing device but talked freely with us on the details of it's use as well as its possible impact on all of us. At the time he had not contacted patent attorneys and could not provide exact details regarding future availability of this device to DBFN readers and the rest of the world. Discussions have included the possibility of making plans available through this newsletter.

In the meanwhile we are grateful to Mr.Geiger for his contribution and say "Well done, sir. Keep up the good work"

Very respectfully submitted

Nathan Rambo
Camarillo, Ca.



DBFN 43

FIRST FLIGHT

Please find enclosed a picture (on back cover of this issue) of my Mark II Dragonfly C-FLYV Plans #1145.

I picked up parts of a task kit in 1989 and started building the winter of 1990 and was finished in fall 1991. The winters are long here in Canada so I waited until this spring to bring the three main pieces to the airport. There I did the final assembly and rigging over the next week.

On May 13, 1992 I applied for an inspection. In Canada if you haven't got a DABI (designated amateur building inspector) in your area you wait for the government inspector. He finally showed up on July 13 and everything was "Bang On". I can fly? I asked. "Oh No" he said "More Paperwork". That took nine more weeks! I received my flight permit September 21 and of course we had bad weather for a week. I made my first flight on September 27.

It needed a lot of back elevator but seemed to move along and fly quite well. I flew for a half hour then came back for my first landing which was uneventful. I phoned Ted Givens whom everyone must know and mentioned a few of my problems. He suggested I reflex ailerons up a bit, put a stronger trim spring and move my CG from 60.0 to back around 61.5. Well like they say, knowledge comes from experience. He was right on the money. On September 30th, I rolled out on Runway 26, throttled up, climbed out 110 MPH and it flew "HANDS OFF". It had a very slight rolling to the right but a little up on the left elevator should correct that. I flew for about a hour then figured it was time to return to earth. A couple of alteration are to put a bigger battery by the wing bulkhead and remove the one from the firewall. That should cure my CG problem.

My wife received her pilots license this summer. When she walks past the Dragonfly she gets this "Crazed" look in her eye. She can hardly wait until the restrictions are flown off.

Here are a few specs on my Dragonfly. Mark II, empty weight with oil & battery is 653 lbs.. Hapi 60hp engine. Stalls around 60mph IAS. I haven't tried for the top speed yet, but have seen 140mph IAS with a lot more throttle to go! One thing that is very exciting about the plane and is hard to explain in words, But the aircraft feels like its part of you when you fly it, its a incredible feeling and airplane!

I want to thank Ted Givens and Gary Gutsche, fellow Dragonfly builders for the support and help they've given me along me along the way. Winter is coming fast in northern Ontario, so I won't get much flying in but look out come this spring! Everyone take care and its worth all the hard work and effort. It's a great plane.

Chris Walterson

Box 1047

Geraldton, Ontario Canada P0T 1M0

PAGE 14

CLASSIFIEDS

For Sale: Uncut Viking Dragonfly engine cowling \$300.00 UPS-able (913) 764-5118

For Sale or Trade: Dragonfly plans wanted, have fresh set of RV-6A plans to trade or barter. Also I am looking for "Boat Stage" fuselage in basic form only. Tom LaPointe, 1106 Callon St., Wausau, WI 54401 (715) 842-4961

For Sale: Ken Brock Dragonfly hardware package, 52 pieces in all, for center stick. copy of original invoice included, original cost was \$612.00. I'll sell for \$458.00 including shipping. Frank Cabanillas - Aiken, SC (803)642-6406 after 6:00 EST.

For Sale: Firewall forward for Dragonfly, 2167cc VW engine, prop. through and including motor mount, No carb. \$4400.00 invested in 1986 dollars, have receipts. \$2500.00 for everything. Call Chuck Kaplan - Walpole, Mass. (508) 668-4784 EVE.668-5285

For Sale: Quickie Q-1, completed, no airworthiness. Onan industrial eng. 18 hp, 24 hours logged. central U.S. Always hangared. Spec's and pictures available (402) 463-2588

For Sale: Dragonfly Mark I 95% complete. Primed, not painted. Always hangared. Hapi 60-2DM engine, New. Located in central US. Specs and pictures available. (402)463-2588.

For Sale: Limbach 2000DD engine with everything you need. Engine is ready to fly. Dual Mags, suction pump, fuel pump, electronic tach, engine mount for DF. All related wiring. O hours since new. Nearest to \$8500.00 US funds will get it. Hans Graesser, Marktstr. 56, 7057 Winnenden, Germany

Wanted: Dragonfly fuselage wanted. Only plans built accepted. With Fin and rudder. Fuselage needs to be as complete as possible. Hans Graesser, Marktstr. 56, 7057 Winnenden, Germany

For Sale: 1 pair of Viking Mark II gear legs - \$250.00, New Hapi pressure back brake & wheels assemblies - \$300.00 Chuck Kaplan (508)668-4784

For Sale or Trade: 1946 Aircoupe Model C, 1652TT 700 since Major, 250 since top. Bubble windshield, dual nose fork, extended baggage, beacon, all metal wings, Kenny nose bowl, new battery, new paint and polished prop. Would like to trade for flying or very near flying Dragonfly or would sell for best offer. Ask for George Phillippy Syracuse, KS (316)384-7434

For Sale: Mark II Dragonfly, Edo-Aire 720 Nav/com. Flys nice. Lost medical. \$10,500.00 (303)484-3758 V.O. Augustin (2)

For Sale: Dragonfly MkII, Task kit assembled at factory workshop. Airframe 80% complete (Fuse assembled, wing

& canard built and aligned). All precut foam to finish. Subaru EA81 engine, All hardware, wheels & brakes, more \$14,000.00 invested. \$4000.00 (214)248-8764 Eve. (214)458-3114 days Frank Dombroski

For Sale: 100HP Subaru 1800cc OHC engine with Ross Aero reduction, 3 blade Warp Drive HP prop. dual module distributor, Elison injection, aluminum radiator and other trinkets. \$4000.00 Alpha plastics cowl \$100.00, 1 pair of Viking Mark II gear legs \$200.00 Dean Cramb RR#1, Cobble Hill, British Columbia, Canada V0R 1L0

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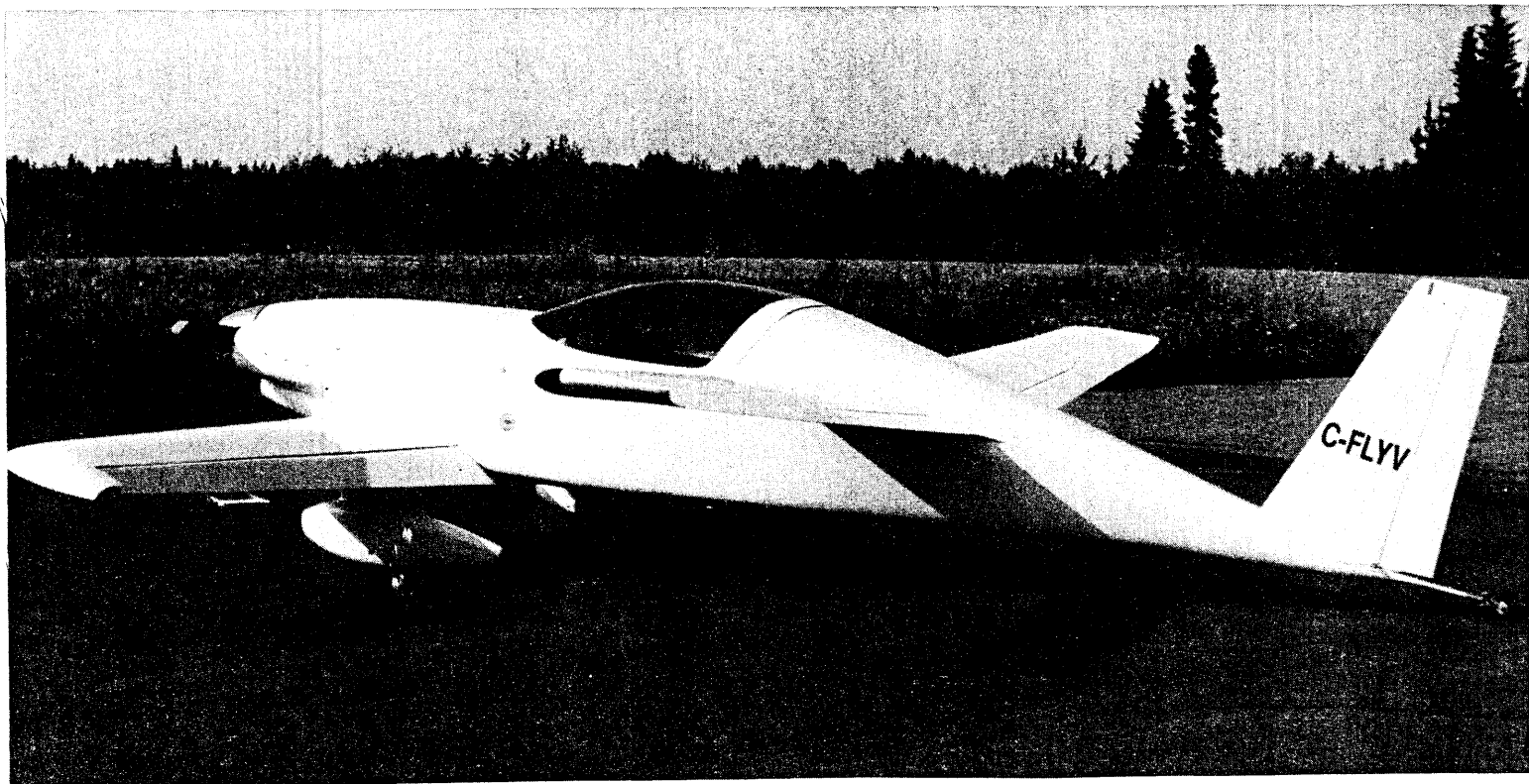
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