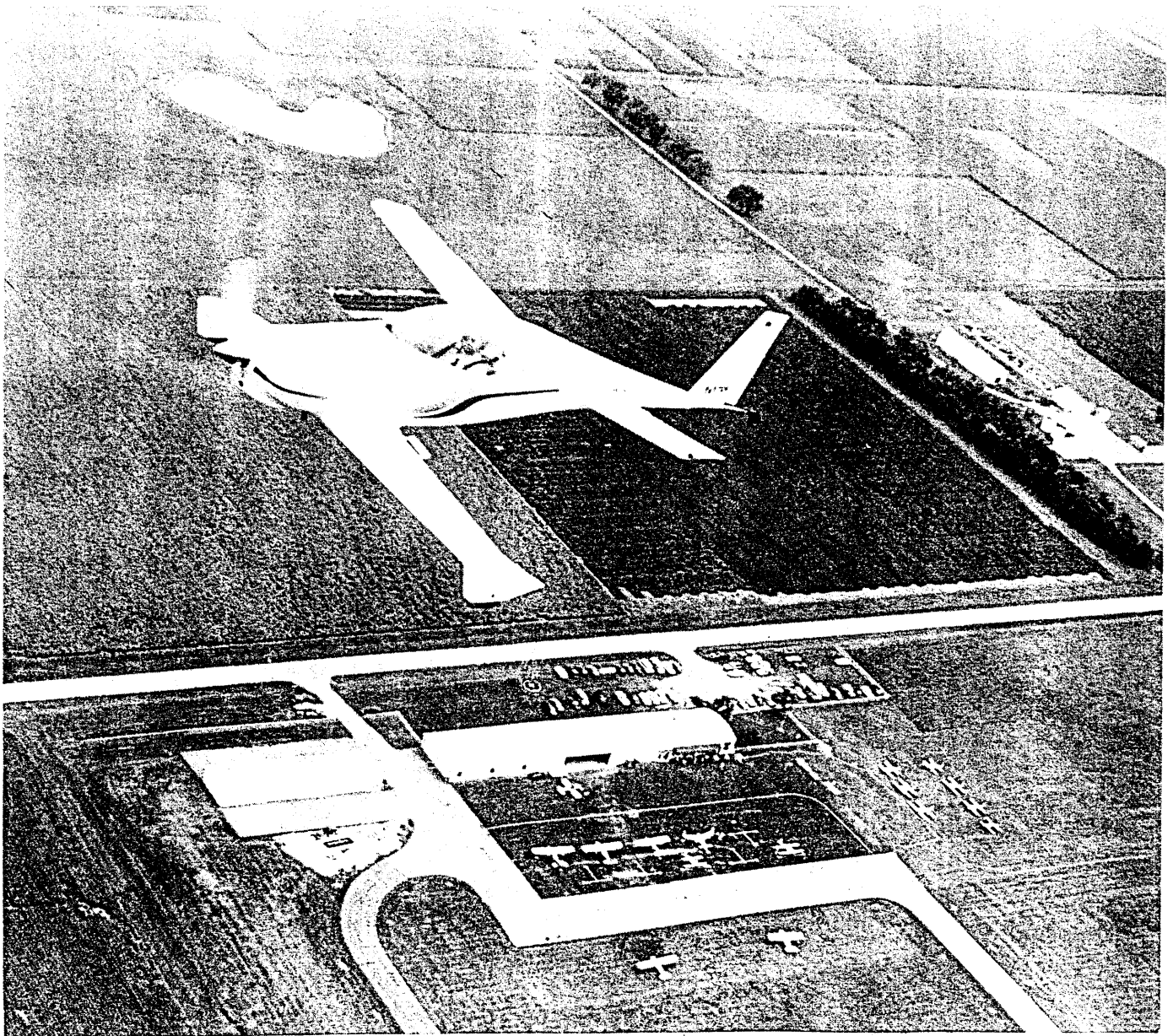


DRAGONFLY BUILDERS AND FLYERS NEWSLETTER

THE OFFICAL VOICE OF DRAGONFLYERS ALL OVER THE WORLD

VOLUME 56

NOVEMBER - DECEMBER 1994



AIRCRAFT ATTENDING 1994 TANDEM WING FLY-IN
OTTAWA, KANSAS

**1994
TANDEM
WING
FLY-IN**

Front cover: On the front is Paul & Tama Fisher's beautiful Q-200. Jimmie "Shutterbug" Masal took this shot at the perfect time as they flew over the airport and the other aircraft on the ground during our 1994 fly-in.

This years fly-in was our fourth year and it turned out excellent even with the terrible weather. The weather was lousy to the north, the south and parts of the east were marginal to on the deck. Six aircraft that had pre registered were stopped by the weather. We still had Twelve tandem winged ships make it to Ottawa. The goal of hitting thirty planes will just have to wait until next year! To the right you'll find a statistical list of all the aircraft that attended the event.

Chuck Lemaster, Dale Guimond and the entire Ottawa Airport staff had the place looking like a golf course again. We really appreciate their support. I know they spend way more money preparing for this event (they painted the hangar, they even repainted the floor) than what we pay them for an usage fee and what profit they could ever possibly dream of making from of our "Gas Guzzlers". They just like the group and welcome us back next year. An interesting note about Chuck Lemasters; for quite a few years he owned a Ford Tri-motor. Most of you are familiar with his last Ford Tri-motor.....You now see it every

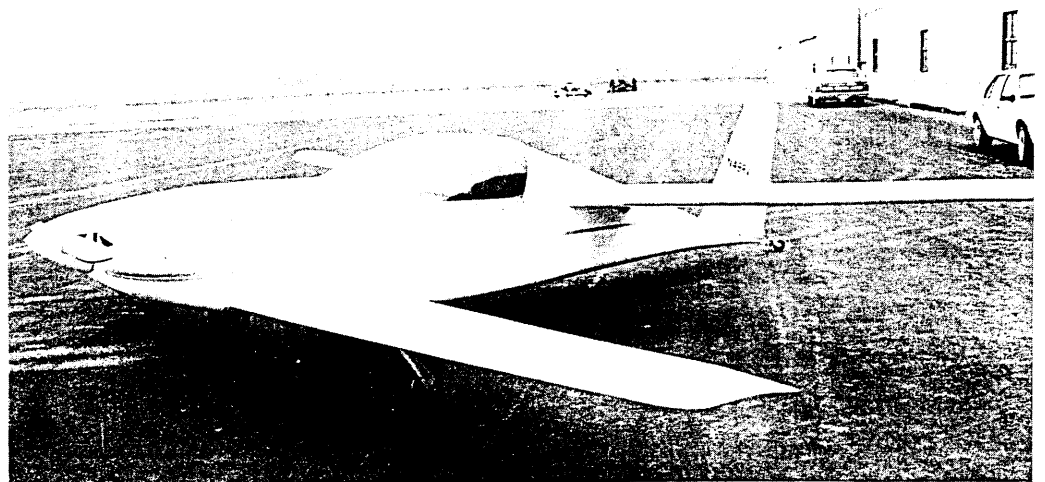
NAME	ST	TYPE	ENG	E.WT	CRUZ	TTB	YR	HRS
DIRKS/KUHL	IA	Q2	REV 64	640	130	11	92	150
FISHER	IL	Q200	O-200	758	160	7.3	90	375
HARDY	CO	Q200	O-200	688	165	UNK	94	38
JEWETT	KY	Q200	O-200	676	170	7.5	89	526
MALECHEK	TX	Q200	O-200	659	175	5	87	725
McANDREW	CAN	Q235	L-235	740	165	2.5	84	270
DIXON	KS	DF 1	VW 75	742	0.0	10	94	0.0
HERNANDEZ	CO	DTRI	C-65+	780	150	2	89	117
LARIBEE	IL	DF 2	LIMBCH	671	150	3	88	250
MASON	OR	DF 2	VW 82	660	145	4	91	215
PERKINS	MI	DF 1	VW1835	605	145	4	85	415
SNOW	NM	DF 2	VW2180	720	150	UNK	82	326

- *TTB = time to build in years
- *DF =dragonfly Mk 1 or Mk 2 or tri-gear
- *YR= year acft was completed
- *HRS = Total Time on acft at this time
- *CRUZ = typical cruise speed or fast cruise
- *VW 82 = 82 HP VW based engine

Numbers presented above were given by the pilots and are useful only for a general comparison. No attempt was made to standardize conditions under which the result was obtained therefore no exact comparisons can be made.



Allen Perkins of Williamston, MI Mark I on the fly-by



Mark Snow of Carlsbad, NM Mark II

year! It's the blue trimmed one that gives all the rides during the big annual fly-in at Oshkosh.

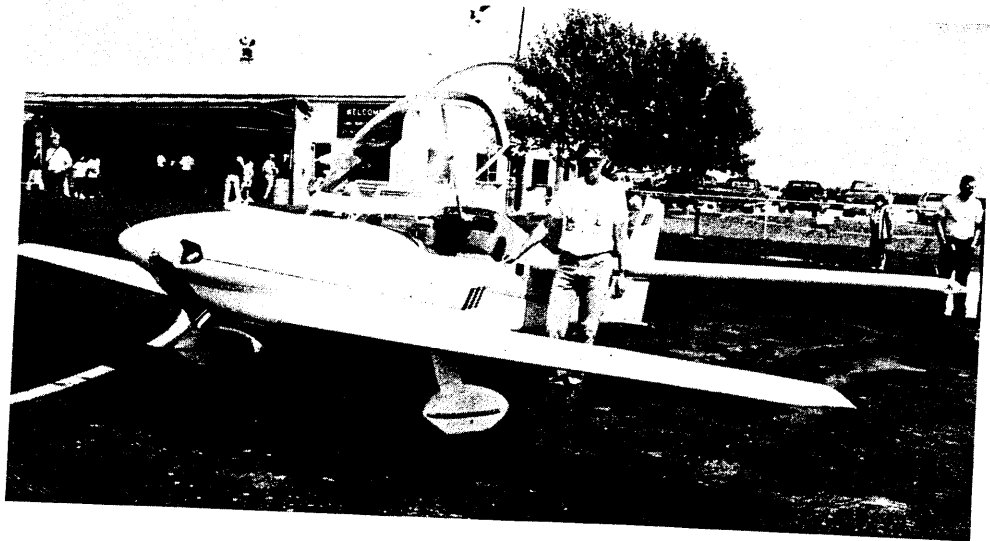
The event started out Friday evening with an informal dinner - Bull session at the Sirloin Stockade, we had over 65 attend.

Saturday evening brought the awards banquet. This years attendance was the largest ever, we had 103 folks attend.....WOW! The people at Ottawa University again did a splendid job on the banquet. Aircraft Spruce and Wick Aircraft came through again with some excellent door prizes, many thanks Aircraft Spruce and Wicks Aircraft, everyone really appreciates your support. The awards went as follows:

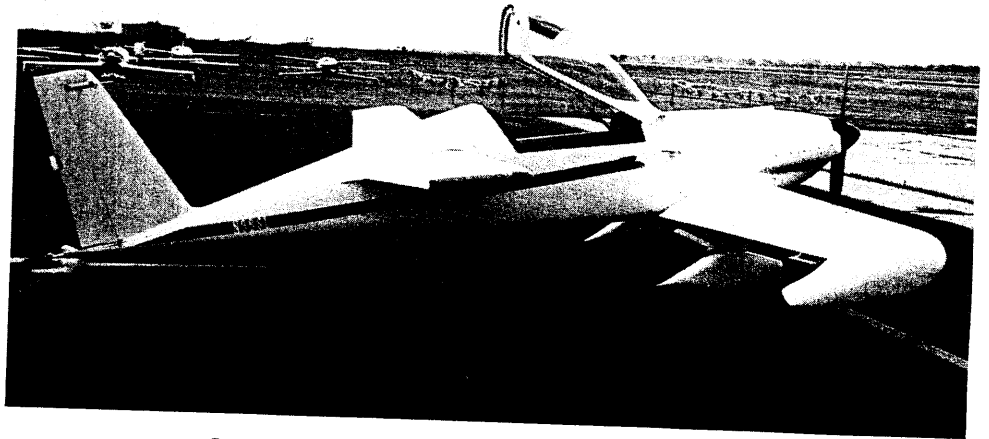
Butch & Cathy Hernandez of Colorado received Best Overall Interior
Bill Mason of Oregon did a double header, he received the Long Distance ward but also received Best Overall Dragonfly! Allen Perkins of Michigan received the Hi-timer award at 415 hours.

I particularly feel good about Allen Perkin's "Hi-Timer Award". Allen's plane has been flying since 1985 and for all of that time, it's never seen the inside of a hangar. Now Allen's DF shows a fair amount of "wear and tear" and could use lots of TLC. But by golly he's flying it a lot! He's been at Ottawa 3 out of the last four years, that says a lot right there. He's flying it! It's no a hangar or ramp Queen. Congratulations Allen, Bill, Butch & Cathy, !!!!!!!!!!!!!!!

Saturday started out like usual with lots of early morning flying, giving those familiarization rides. We had all the popular forums put on by Steve Bennett of Great Plains Aircraft, Jimmie Masal and myself. This year we had the pleasant addition Patrick & Robin Taylor of Viking aircraft. They gave a forum bring everyone up to date on prod-



Bill Mason of Creswell, OR Mark II



Steve Larabee of Charleston, IL Mark II



Butch Hernandez of Golden, CO and his Tri-DF

uct availability and so on. Late Saturday afternoon prior to the banquet we tried to get some aerial shots of all the attending Tandem Wings. Well..... I learned a lot on what to do and not do with a series of aircraft. We got a few shots.....But we really know how to do it next year!

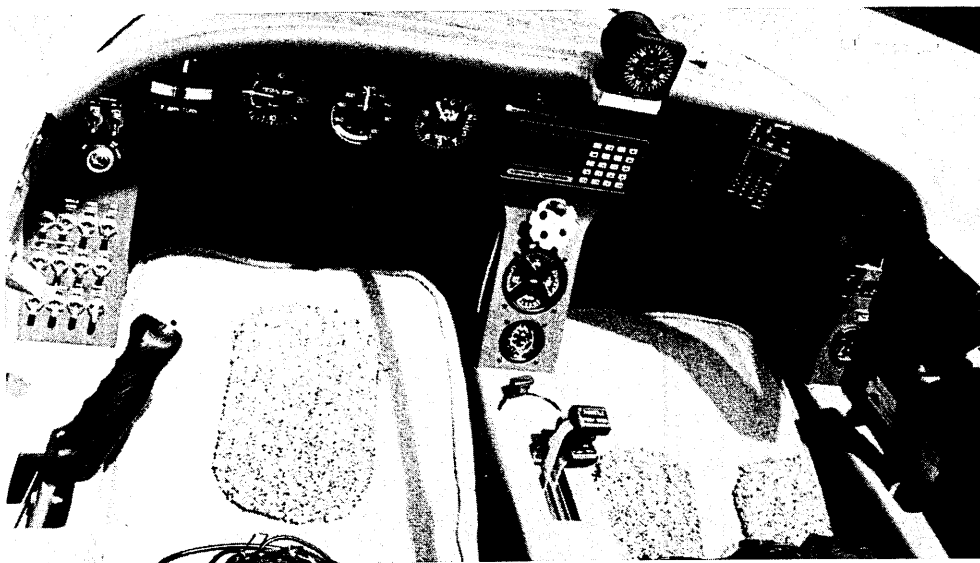
Ex-Dragonflyer Rob Kermanj flew in his new RV-6. Very nice airplane! Everyone took turns bugging Rob about his funny looking DF. They kept asking him where his canard was and his wings sounded funny when "ya tapped" them. One gentleman came right out and commented that he obviously must of had problems following the plans, his airplane didn't look anything like the others that attended the event.

Saturday evening brought the awards banquet. This is always a big hit with everyone and this year was no exception. Even with the bad weather we still had 103 people for dinner!

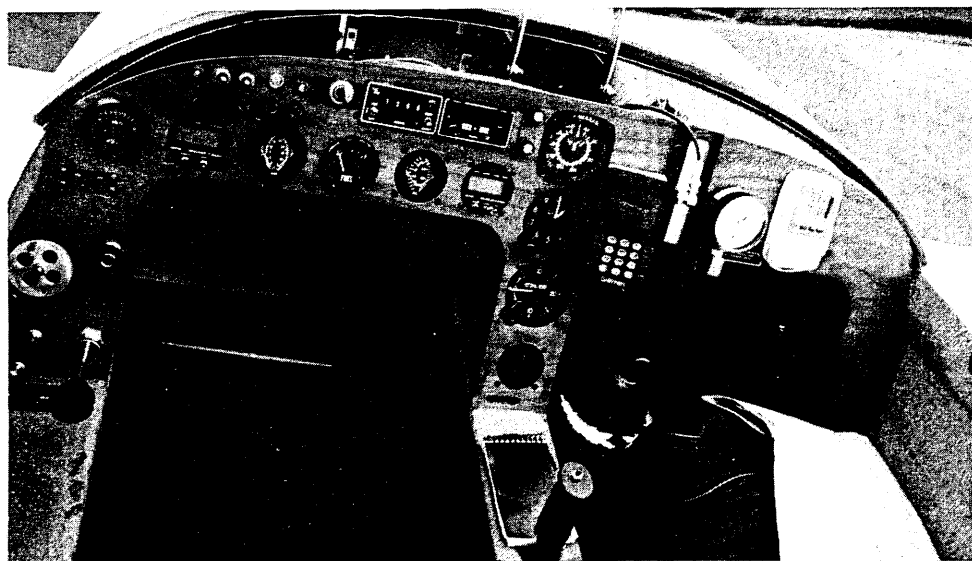
Sunday came around way to fast. A few last rides and everyone headed home.

As we looked back we had very little mechanical trouble, but as we looked closer, the only planes that had any problems were the planes with "certified engines". Hernandez had a alternator bracket crack on his Continental, Hardy blew an oil filter off his Continental O-200 and Kermanj had an aggressive oil leak on his Lycoming O-320 RV-6. Now that a refreshing switch, just goes to show you nothing is perfect.

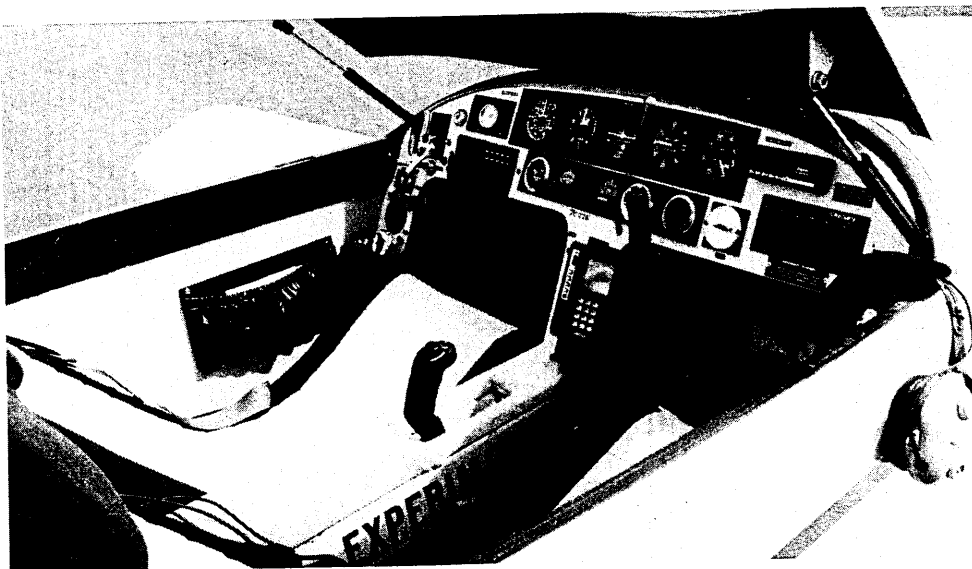
I can't hardly believe that this was our fourth year for the fly-in here in Kansas. Next year will be our fifth year and we are going to make that one very special. Jimmie and I already have some neat ideas schemed up for next year. Mark those calendars for 1995! - Spudley



Bill Mason's panel - interior



Mark Snow's panel - interior



Butch Hernandez's panel - interior



LETTERS AND LETTERS !

Dear Spud,

Well you asked for letters so here's my contribution.

To say the least, I'm a novice builder and pilot. No previous project and no pilot's license!! Just a childhood dream and a very understanding wife! I bought a partially built Task kit and drove to Virginia to pick it up a couple of days after I attended the fly-in at Ottawa. Two days out, and two days back. Beautiful weather and no problems. Now I have a fuselage in the garage next to my wife's car (My truck has to stay out this winter. My wife wasn't that understanding.), Styrofoam in the family room, newsletters throughout the house and a noticeably higher phone bill (would everybody please consider themselves my friend and join MCI?).

The fly-in was a little overwhelming. Information overload and recaps of accidents gave me a headache. Plus, the thought of some of you who have been working on these birds for nearly ten years, just wasn't what I had in mind. But, my bird is from a kit and partially built, so I talked myself into believing I could still do this. I have spent the last two months reading, taking inventory, transferring the plans to my name, getting to know Spud and other builders, joining the local EAA chapter, and learning the terminology.

The terminology was a stumbling block at first. It took me two weeks to figure out what a longeron is. I have found nothing impossible to understand once it is explained to me. It does take some courage to ask those questions that you know have a simple answer. Everyone I've talked to has been extremely helpful. I hope I can contribute in some small way to the group sometime during this project.

Just this morning I made my first order to Wicks for items I will need to keep me busy this winter. After reading all of the past newsletters, here is what I'm planning for MY bird.

- * Type IV VW Great Plains engine
- * NAV and strobe lights on the wing tips
- * Reflexor & aileron servo tabs
- * Bow style landing gear
- * No header tank
- * Wing & Canard no longer than 20 feet

These may change but they seem to satisfy my needs as I know them to be today. I do have a set of Mark II landing gear that came with my kit that I would sell if

anyone would like to buy them (here's my attempt at a classified without paying for it). Call me at 402-572-1702 and make me an offer.

Spud mentioned to me that at next year's fly-in he might try a "beginner's" forum for those like myself. Since I'll have a "beginner's" first year under my belt, I would volunteer to be a presenter if everyone thought there was enough interest in the idea. Give Spud some feedback on this.

One last item. I can not say enough about the people in my local EAA chapter. I have met a gentleman who is 70 years old who built a beautiful Vari Eze but had an engine failure on the Sunday of this past Labor Day weekend and had to make a forced landing (This didn't help my headache I received from listening to the accident reports during the Dragonfly fly-in from which I had just returned from.). His passenger was not hurt and he suffered a broken ankle. To net this out, he has decided not to rebuild his plane because of his age. I spent two hours with him this past weekend seeing which parts I could use on my plane and he also took the time to show me sample lay-ups which he did for a mini seminar he put on for the local chapter members some time ago. He also told me of another member who is building a Berkut and now I have plans to help him with a lay-up this coming weekend!

My personal goal is to be in the air within two years. Wish me luck and I'll keep you posted on my progress from time to time.

Sincerely,

Douglas P. Humble
8880 N 82nd AVE
Omaha NE 68122



Land that Dragonfly!

Hello Spud,

George Bernard Shaw said it best: "There are lies, damned lies, and statistics." I'm probably not the first to point out your mistake on the NTSB summary, but the "first or test flight" statistics do not mean we're going to get creamed if we fly. What it really says is that out of all the Dragonflies flying out there, only Sixteen have reported accidents, and out of that sixteen, half have occurred during the test period. Now I don't know how many we have flying out there (*I have 85+ positively identified on the computer*) so I can't run a percentage, but it sounds fairly reasonable. The other way to look at

it is this: After flying off the test time, only eight Dragonflies have had a reported accident. Again, not bad, particularly since mine is now out of its test time.

I'd like to take this opportunity to expound a little on landing Dragonfly. We all know from reading the plans and the newsletter that the landing routine is pretty particular, but I'd like to do a little analysis, since I've never seen the reason for that in print or discussed. The big problem is stick control on final approach to landing, and the reason for that is inherent in the Dragonfly design, and there's not a damn thing we can do about it, but understanding will go a long way to keep us from screwing up.

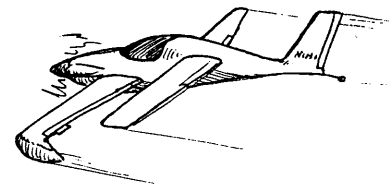
With a normally configured airplane, when we ease back the stick or yoke, the elevator (in the back) angles upward, causing the weight of the airplane to pivot about its support, which is the wing, or in the case of a biplane, the wings. This increases the drag, slowing the airplane more, and lets it settle onto the runway. What you want to keep in mind here is the position of the wheels in relation to the wing: they're basically in the same position. Nothing happens to our attitude in this maneuver, that is if we are not absolutely ham-handed.

With A Dragonfly, on the other hand, when we ease back the stick, we need to EASE that sucker, as in breathe on it to make it move, and here's why. Our elevator does one thing just the same as other airplanes: it causes the 'Fly to pivot about its means of support. When the stick is pulled back, the elevator droops, lifting the canard, and pivoting the plane about the rear wing. The rear wing is designed to keeps its lift longer than the canard, which will keep us out of other scary situations, but not this one, because the damn wheels are on the canard (or in line with it on a Mark II)! So with that we let the canard come up, with what would be a perfectly normal control input on some other plane, we are getting the wheels farther off the runway before we drop it in, and our little Dragonfly doesn't like us to do that!

What we need to do, then, is EASE that sucker back. I like having the Mark I because I can see the left wheel fairing in my peripheral vision the whole time.

Now, for you beginning Mark I pilots out there, here's some more hard-earned knowledge about landing these babies. Set one wheel down first, just as if you were in a crosswind landing. You can do that just before the whole kit and kaboodle is ready to fall out of the sky, and then the other wheel will ease itself down as the canard loses the rest of its lift. It's a whole lot easier to keep from bouncing if you land one wheel first, and nothing funny happens with the steering at all (I'm assuming you lined up the axles). I hope this helps.

Alan Luckey
645 So. 7th St.
Indiana, PA 15701
(412)349-6604



A little Humor

Dear Spud,

It is with great regret that I write to inform you that I must sell my Dragonfly. My new fiancee' insists that I can have the Dragonfly or I can have sex. This has been a very tough decision, and I have thought long and hard about it. Since the Dragonfly can't give me children, I have decided to sell. I have been able to negotiate a situation, where we can resume normal relations if I put the plane on the market. I am therefore asking \$375,000.00 for my DF. I would of asked for an even \$400,000.00 but I didn't want her to get the idea that I wasn't serious about selling it and stop me from enjoying one of my other favorite hobbies!

With regrets,

Gail K. Stafford

P.S. Inquiries taken between 8:00 and 8:05 Tuesday evenings only

Another new guy!

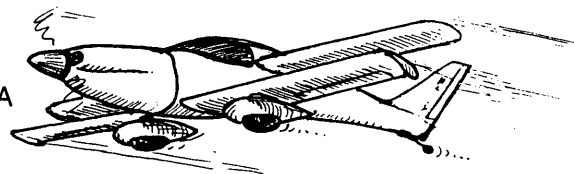
Hi Spud,

I an not a Dragonfly builder, but I am an owner of a flying Dragonfly. I bought N4422K from the builder, F.A. Langston of Polson, Montana. The plane was originally built as a Mark I, but has been converted to tricycle gear. The plane has a HAPI 1835cc engine.

I am currently a student pilot, receiving instruction in my Dragonfly and a Cessna 152. You may not have thought about it before, but you cannot practice stalls in a Dragonfly! I like the fact that it won't stall, but as part of my flight training, I need to know what more conventional aircraft do when they do stall. Anyway, I now have seven hours of dual, of which four have been in the Dragonfly, and it is more fun than the 152, besides being a lot more economical.

Thanks

John Bunnell
Firebaugh, CA



Prop info:

I took my three Warp Drive prop off and went back to a wood prop. I worked on the Warp Drive for a couple years. When I set it up to get the same top and cruise speeds that I got with the wood prop my climb was barely marginal. When I set it up to get the same climb out, I lost 10 mph in cruise and top speed. I will say this, the Warp Drive was quieter and smoother, but I get the best all away around performance with the wood prop. Also I'm still running a 60 hp motor which may have something to do with it. I'm sorry I didn't make the fly-in this year, I was really looking forward to it, had the plane packed and everything. The weather was on the deck until late Saturday. There is always next year. Also by the time you get this I'll have over 500 hours on my Mark I.

Wayne Ulvestad - Volga, SD

THE ENGINE SHOP

TWO VW CRANKSHAFT FAILURES

By Steve Bennett

Almost daily, new products are introduced to the sport aircraft market place. While many of the companies introducing these products have done their homework on the applications that the products are being used on, others have not. One reason we build experimental aircraft is to produce a product that we are free to experiment with. It is our great adventure!

When trying new products on the aircraft you might consider separating them into two categories: Life threatening and non-life threatening. Modifications to fuel system, engine, propellers, and flight control systems and airframe would be considered life threatening modifications. Most others are not.

A case in point. We recently found out about two failures of crankshafts using **non-wood propellers**. The props in question are composite, ground adjustable and appear to be excellent propellers, but have limited time on VW conversions. They weigh several more pounds more than a wood prop, have somewhat flexible blades and feature an aluminum hub that allows the blades to be ground adjustable for pitch. The crankshafts failed within 2 hours of each other, on two separate aircraft, one at 160 hours and one at 162 hours. Both were also on the same type of kit aircraft (not Dragonflies).

The owners of course would be inclined to believe that they have defective crankshafts. **Wrong!**

The crankshaft manufacturer has not changed the material makeup, nor the way the crank is made. The engine assembly has not been altered. The only item changed is the prop. Same engine, same prop, same aircraft.

Props made of 100% wood are the only approved propeller for any Great Plains Aircrafts VW crankshafts, conversion kits and/or complete engines, **PERIOD!** We state it very clearly in our catalog. If you choose to use something other than wood, refer back to our opening on this subject stating that you are flying an experimental.

When a manufacturer of a new product comes up with a new widget for an engine, it is the widget manufacturer's responsibility for testing of that widget on various application that they will be selling it for. It is not up to the engine manufacturer to test the widget manufacturer's product for them, non-gratis.

Best regards, Steve

CARB UP-DATE

I have people call me all the time asking which carb is the best one to use. I've always been partial to any carb that has of course have fuel mixture control but one that also has a fuel bowl at the carb itself (reservoir type). The Hapi "Ultra Carb" or the Model #268 From Great Plains Aircraft which had the fuel bowl & mixture control as part of the carb, also features idle adjustment, idle bleed screw and a choke. This carb is reasonably priced at \$229.95

Great Plains has released another new carb. It's a Zenith brand carb that has "Automatic mixture control". It is a true float bowl side draft. It even has a fitting for an air temperature probe. It has been tested in the field on 1835 & 2180cc engine and it works very well. This carb is priced at \$319.95

Ellison Fluid systems is releasing a new series of fuel metering devices that are closer to being a carburetor vs. an injector. Their new model also features a float bowl, mixture control, and a main jet. The fuel spray rail is not used in this new model. This model will sell for \$400.00

Engine Shop cont'd on next page

Fuel Volatility

Many of our VW powered aircraft owners are using automotive fuel in their aircraft. As long as the compression ratio is set to match the octane rating of the fuel, usually no problems are encountered. With the changing of the season, please keep in mind a few points about automotive fuel. Fuel volatility will change with the season. Producers of fuel blend the fuel for the season. Fuel that worked fine during the summer, may produce rough running engine now that we are at the onset of winter.

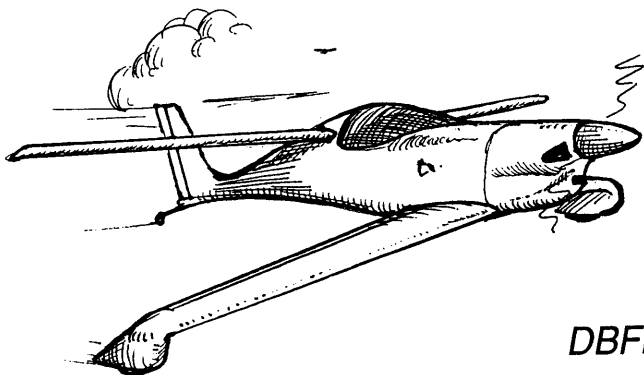
As defined, fuel volatility is gasoline's ability to change from a liquid to a vapor. Fuel that has a high volatility is used in cold weather because it vaporizes quicker making an engine easier to start. Likewise, fuel that vaporizes slower is used during the summer months so that the engines don't flood or stall.

Fuel volatility is made up of two components: The distillation curve and Reid Vapor Pressure. The distillation curve is simply a measurement of the percentage of fuel that evaporates at a specific temperature. The Reid Vapor Pressure (RPV) is a measurement of pressure that fuel exerts when heated to 100 degrees F.

Blended fuels are made up of many different components, all of which have their own boiling and flash points. With sudden changes in temperature and other atmospheric conditions fuels will change the way we behave. This can adversely affect the overall performance of our aircraft's powerplant.

While we are on the subject of fuel. A number of people have switched from using 100% 100LL avgas to a blended mixture of 75% avgas and 25% unleaded automotive fuel. It reduces the overall lead content of the fuel mixture which can result in fewer valve train related problems. Bear in mind however that in doing this they are blending their own fuel and the long term results are unknown on engine longevity.

Steve Bennett - Great Plains Aircraft



You can't do that Department! You hear a lot of chatter around the tandem wing circles about engine possibilities for the Dragonflies & Q-birds. There are several folks with Continental's on the front of DF's. There's Reg Clarke with his direct drive Suby and Justin Mace with his big Subaru Legacy Ross reduction 2.2. Also there is Kimbull McAndrew with his Lycoming O-235 powered Q-2. All these have been one up'd by Jon Finley of Helena, Montana has over 10 hours now on his full sized VW powered Quickie!!!!!! (the little single seater). The Quickie was originally equipped with 18 & 22 hp Onan engines. The all up weight is probably way over the intended gross weight and **no one** recommends doing this. Jon will supply us with more info later..... BUT YOU JUST CAN'T DO THAT!

Revmaster. I still run into people looking for Revmaster. They are very much still in business. Their number is (619)244-3074

Justin Mace checking in! I have my "KITCHEN MAGICIAN DF" at home and I'm in the process of moving the radiators inside in the back (this should really reduce some external drag). New gear leg fairings, new interior paint, new exterior paint, some control changes and anything else I think I have time for. I missed the big Kansas bash this year, but I'll be there for sure in 1995.

POOR NEWSLETTER INPUT! We need more people giving input for the newsletter! I can't believe all the neat idea's out there, the beautiful, fast, efficient, airplanes. The craftsmanship on most of your projects is beyond "surgical precision". You have or you are in the process of actually building an airplane which is just an incredible feat, a project of this magnitude would easily overwhelm most people! You all need to be proud of your accomplishments. **SO WHY TO HELL CAN'T YOU GUYS SEEM TO PUT OUT A LETTER OR TWO!** I appreciate you guys that call and spend an hour telling me about your projects and planes, but I can't take short hand and I definitely can't type that fast (at least not with these two fingers!). Come on guys. If I didn't think that you had a ton to offer I'd just sit down & shut up (well for a minute or two anyway). Come on guys share some of that good stuff! And lots of pictures too! - Spud

Reminder, Reminder! This is your last issue of 1994. Please see lower left hand corner of mailing address area for what funds need to be mailed in to pay for your 1995 subscription - DBFN #57 through DBFN # 62. I NEED EVERYONE'S COOPERATION ON THIS ONE - PLEASE

ELEVATOR TORQUE TUBE OPTION

Hi Spud

The elevator linkage on my DF was just starting to get a little loose, not real bad. I wanted to do something with it though before it got anywhere close to a problem.

Enclosed is a drawing

that Dr. Craig Reeves of Las Vegas, NV supplied me with a drawing on how he did the elevator torque tube system that he utilizes on his Drag-onfly.

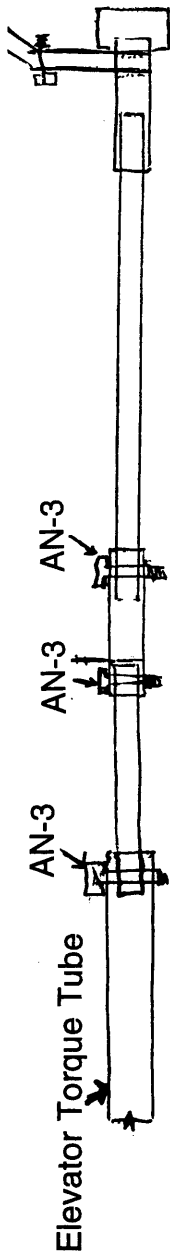
I have installed on my Drag-onfly and have in the excess of fifty plus hours on the new system and see no problems at all. It is stronger and no more slop.

The only thing that I did differently than what Craig did was that I only used two bolts in the washers.

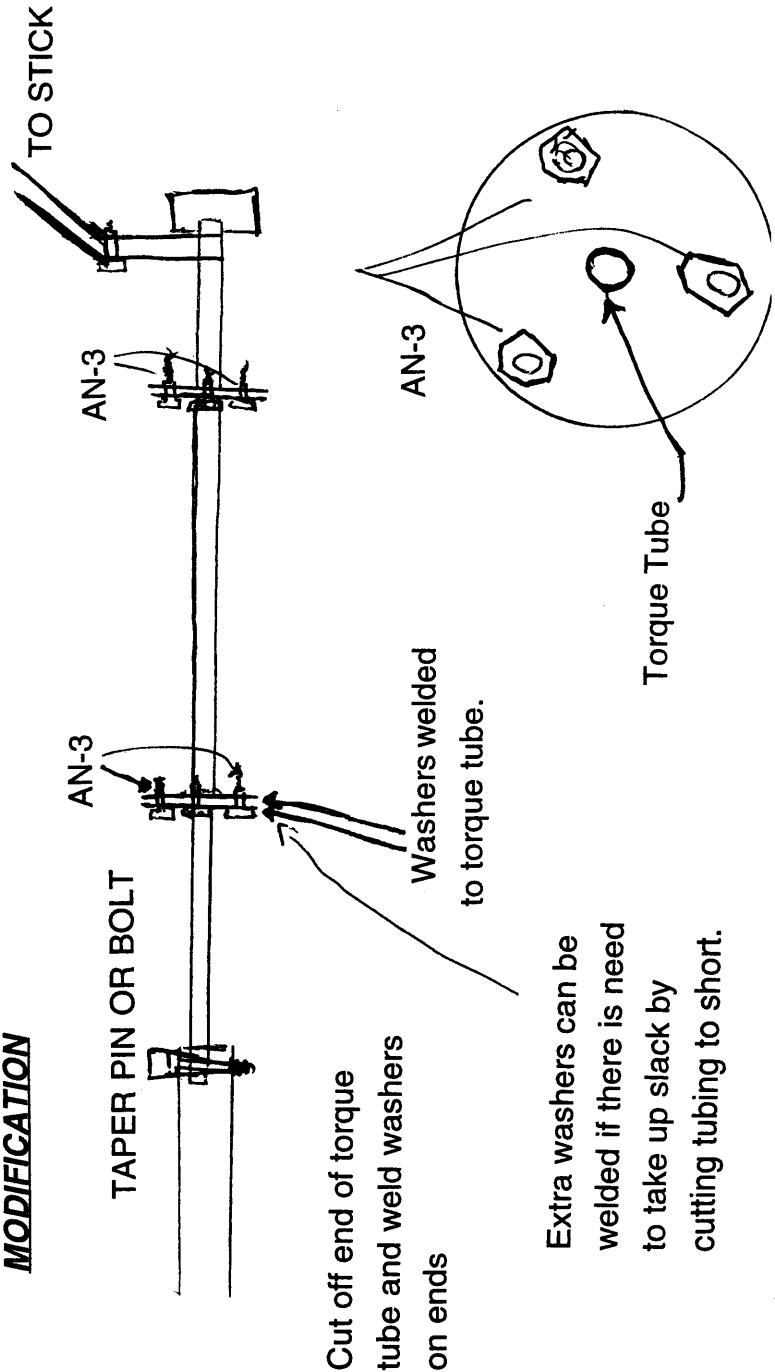
Gail Stafford

Arvada, Colorado

ORIGINAL



MODIFICATION



GREAT PLAINS AIRCRAFT SEMI-ANNUAL SUPER SALE !

**LIMITED TIME - SALE PRICES GOOD
THROUGH DECEMBER 23RD, 1994 ONLY!**

Great Plains's 1995 - 1996 new catalog is ready for shipment! Expanded to 60 pages and still only \$3.00

Deal #1 Order any short or long block engine kit and get an extra 10% discount.

Deal #2 Secondary ignition upgrade. Includes 2 new heads machined for 92mm cylinders and dual ignition, 23 ohm coils, secondary distributor housing, sensors, plugs, wires, pinion gear and complete instructions. Regular price \$678.65, on sale for \$585.95

Deal #3 New Type I engine case AS21 material machined for 92mm cylinders. Supplies limited. Regular price \$395.95 on sale for \$349.95

Deal #4 Rocker arm assemblies- complete. Retail \$70.00 On sale for \$49.95!!!

Deal #5 Force One prop hub kit. Includes hub, plate, bolt, washer, pin, seal kit and bearing. A \$314.85 value. Sale priced for the holiday season at \$267.62. Add \$10.00 for Type IV kit.

Deal # 6 And this one is a Super deal. New Slick 4316 magneto. Current retail price is \$498.90, We bought a ton of them. Sale priced at only \$398.90 outright. No core needed!!!!

Deal # 7 Slick M2266 Ignition harness. Regular price \$107.00, on sale for \$85.56

Deal # 8 Complete book set. Four books in all! Includes "How to rebuild VW's", "Auto Math", "How to hot rod VW Engines" and our own "Great Plains VW aircraft engine assembly manual".

Deal # 9 Super priced! Gascolator with drain outlet. (Does not include Curtis drain valve). Regular priced at \$28.95, sale priced at only \$19.95!!! No limit! Curtis drain valves also available for \$13.95.

Deal # 10 Electric fuel pump (small square type, per Dragonfly plans) Regular price \$33.00, on sale for \$26.95

Deal # 11 Bench mounted engine stands, Sale price at only \$25.95

Deal #12 All Dragonfly spinners - 15% off there regular price

Deal # 13 Our most popular sale item. Our super HI-Torque starter. Imitated by many, equaled by none. Regular priced at \$150.00, on sale for \$119.95

Deal # 14 Try a bearing combo. Includes main bearings, rod bearings and cam bearings. A retail price of \$38.85. Sale priced at only \$29.95

Deal #15 VW props. Regular price \$250.00, sale priced at \$219.95. (Note: Props at this low price are used as fill in orders, not regular production orders. A lag of 12 weeks is normal for BF props.

THE CLASSIFIEDS

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. EL Reno style oil filter adapter - \$100.00. Full set of three Viking Dragonfly construction videos - \$45.00. Chuck (508) 668-4784 days, (508) 668-5285 eve. EST

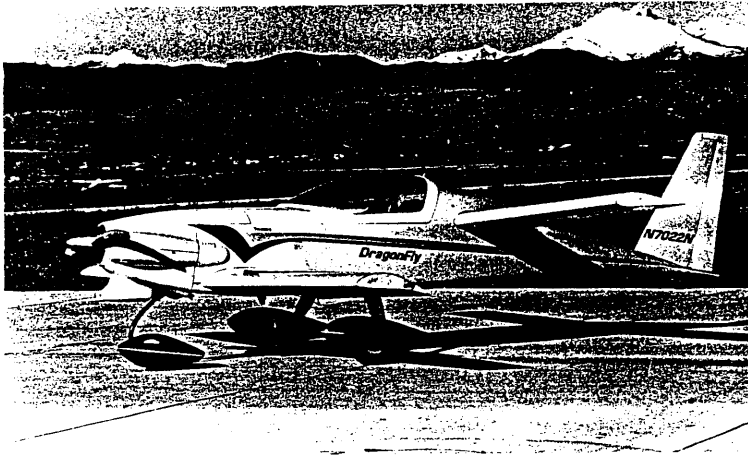
Free Jigs: I have the forward and rear turtledeck jig/molds forever whom wants to pick them-up free. I got them from Paul Zimmerman on the condition that I would pass them on. David Morris - Garland, Texas (Dallas/FT. Worth area) (214) 414-7006

For Sale: Q-2 250 hrs. TTAF, Continental C-85-8 with 14 hrs TT SMOH, Carbon Fiber Spars, Reflexor, roll trim, \$9000.00 or best offer. Also a Q-2 kit with major components, materials, plans, Carbon Fiber spars, fiberglass, etc. \$2000.00 or best offer. ask for George (408) 373-0961 8

For Sale: One pair of Viking Mark II gear legs cut to a overall length of 23 1/4" - \$225.00. Hapi accessory case with voltage regulator - \$75.00. I will make the new fuselage mounted bow style gear, 60' stance inside of axle - \$500.00 (303)421-8934

CONTINUED ON NEXT PAGE

For Sale: Tri-Gear Dragonfly "Tweetie", 100 hp Continental, Sterba prop, 130 TT on airframe, basic day VFR panel, STS hand held radio (built -in), King KT76A transponder with mode C, reflexor, Cleveland brakes, needs just a little TLC, reduced wing area, 145-150 mph cruise. Will deliver within 500 miles of Denver. \$15,000.00 Butch (303) 278-8064



For Sale: Dragonfly elevator, aileron and rudder hinges cut from .100 4130 steel. Precision cut (Very Nice!) to 1/32 in. by computerized plasma cutter. Complete set, regular price \$120.00, Introductory price \$100.00 Call George (504)758-7540

For Sale: Have C-180 fever! Must sell all toys. Dragonfly project, all components built, canopy mounted, alum. gear mounted to fuselage, Cleveland brakes, wheel pants, professionally built zero timed C-85-F, engine mount, Warp drive 3 blade prop, Alum. spinner, gauges, all hardware to finish except for epoxy + much more. Will give away for \$9000.00 US, Would entertain selling separate, Talk to me, Dean (604)743-4916

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

Wanted: Looking for small DF parts for my project. Still in early stage. metal, canopy, etc. Hopefully in Colorado/Kansas area. Send list to Tom Lapointe, 760A Century Place, Monument, CO 80132 or TOML170056@aol.com (e-mail)thanks!

For Sale: Dragonfly Mark I, 30 to 40% complete, Wicks kit, VW dual port engine ready for conversion, work table, hot wire saw, many small parts. Have all newsletters and

complete plans, \$3000.00 Love the airplane but my schedule will never permit me to finish it! Charles (404) 382-5656

For Sale: Mark II Dragonfly, 79 TT AF & E, Hapi 1835VW, dual ign & fuel pump, Zenith float bowl carb, Terra 760 com, Terra 200D Xpndr w. Mode C, also included misc. Type IV parts, another fuselage in the boat stage, rough out wing. Ask for Dan (616) 979-3951

For Sale: Mark II Dragonfly, excellent workmanship, 25 hrs TT airframe & powerplant, 2100 Revmaster with Great Plains cylinder heads, no radios or electronics', Cleveland brakes, extra prop, \$10,500.00 will supply photo's on request. Chuck Kelly 512-376-5343

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MY DRAGONFLY

Sometimes I sit and wonder what it might
be like
To view the mountains from atop without a
grueling hike.
I often gaze into the clouds with curious desire
While the need for freedom burns my soul like
wildfire.
I stare at the soaring eagles with love and
jealousy.
How my eyes cry one chance to know just
what they see.
I hear the wind rush past me, beckoning my
name.
Causing my existence to fall prey unto it's
game.
And before the moment is gone I am happy in
the sky.
Sailing, soaring, flying high, flying in my
Dragonfly.

*Brandy Johnson
Ogden, UT*

Most of us can build an airplane, but very, very few can write about it like this
Super Thanks Brandy!



1112 LAYTON DRIVE
OLATHE, KANSAS 66061

FIRST CLASS MAIL

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You have paid for issues through DBFN #_____. Submitting \$_____ for _____ additional will complete your 1995 subscription. I appreciate everyone's immediate attention to this renewal.