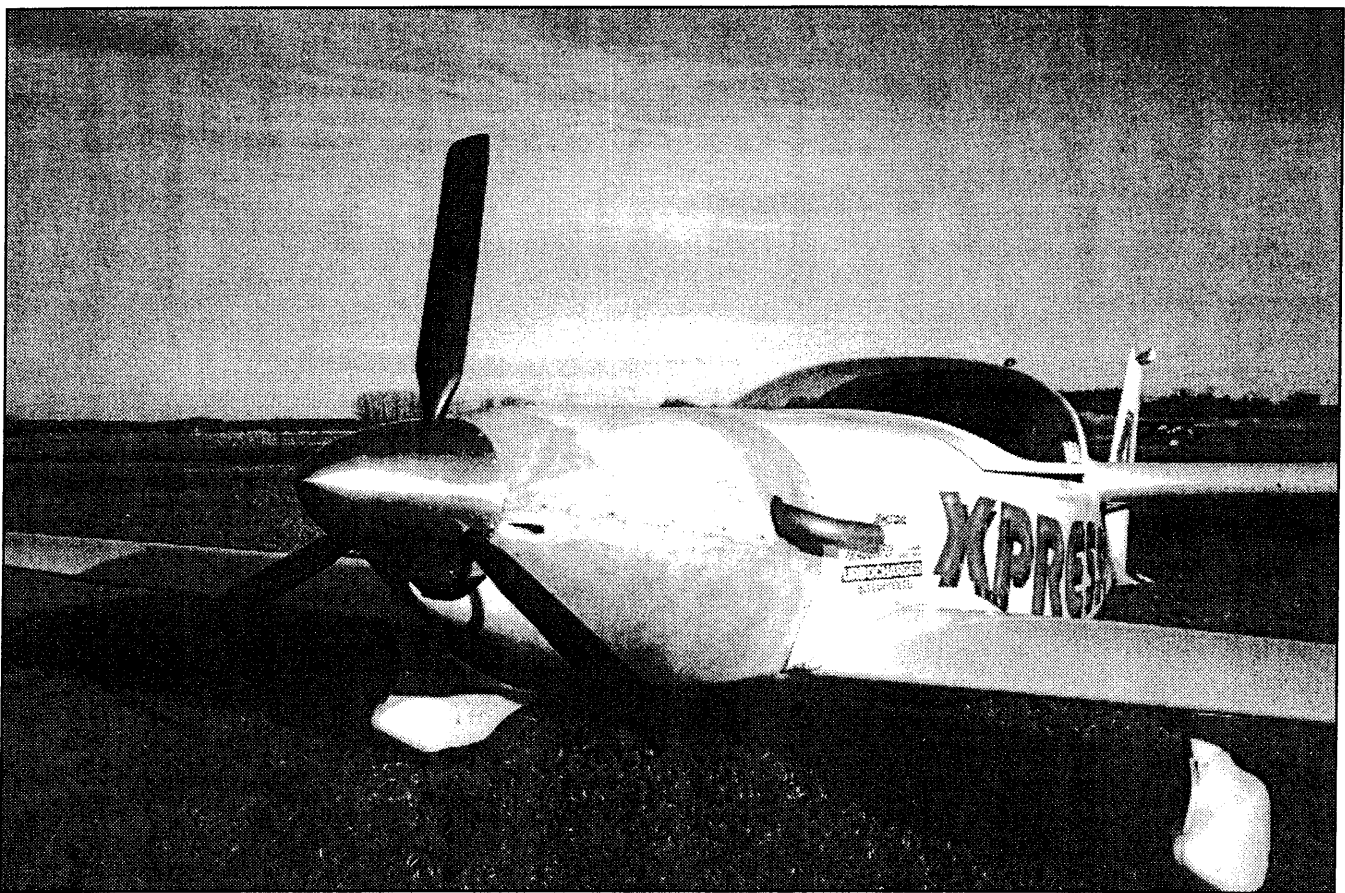


DRAGONFLY BUILDERS AND FLYERS NEWSLETTER

THE OFFICIAL VOICE OF DRAGONFLYERS ALL OVER THE WORLD

VOLUME 77

MAY - JUNE 1998



REG CLARKE AND HIS TURBO LEGACY DRAGONFLY

Hello Spud and DBFN readers,

How's the newsletter business? I know its good because its your "cup of tea" (at least one of them!). We all appreciate all the work you put into it for the group.

I thought it was time for a little

update on "Expresso". The Dragonfly turbo Legacy combination is working great. We have 30 hours on it as of this writing.

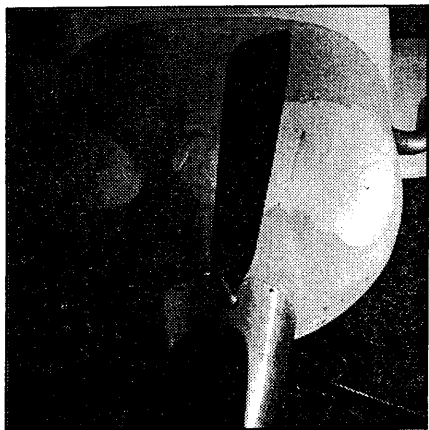
I've been testing and checking different combinations of things. Added 3 more degrees and 9" to the propeller. It loves to fly high and

fast and I just love to fly the Dragonfly! We are still checking fuel burn and its at least as good as the EA-81 combination (I was really expecting more fuel burn) The power has really come up again on this engine. It just keeps on pulling, smoothly and beautifully.

I would recommend this engine in a Dragonfly only after these adjustments and mods:

1. All light and tight controls.
2. Balance all control surfaces.
3. Only use power in smooth air

This engine has the extra power in the Dragonfly and one needs to proceed with extreme caution. It can go very fast, in a big hurry (Totally balance all controls!). On the other hand the Dragonfly flies very comfortably, much more comfortably than most.



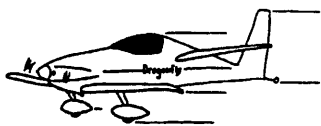
We have only flown up to 7000 feet so far, but the true airspeeds are getting right up there (Look out RV's),

We are looking forward to seeing everyone at Arlington, Oshkosh and Ottawa this year.

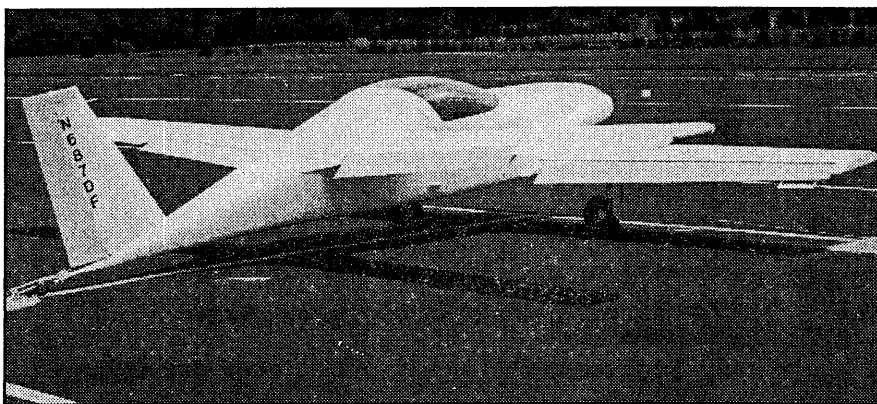
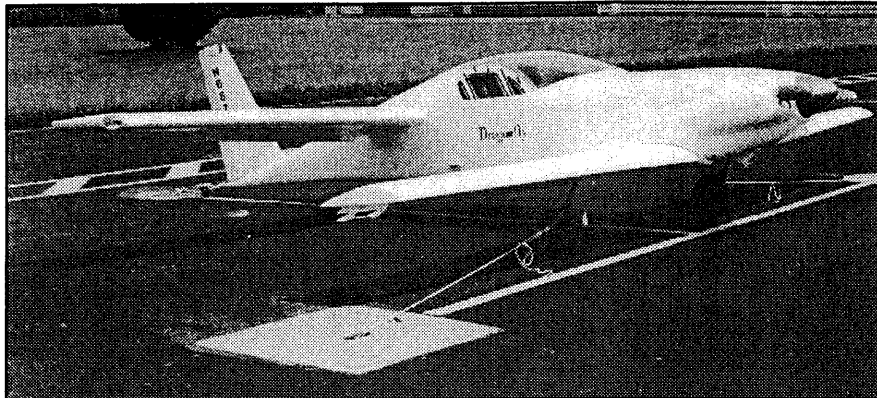
We had an incident with Bud's Dragonfly during testing and we'll be sharing with everyone what we think we did wrong and what we think we could of did. We'll share all of that at the fly-in and in upcoming issues of DBFN.

Your Flying Friend,

Reg Clarke
Alberta, Canada



PROGRESS REPORT...



Hello Spud, Here's a progress report on my DF project.

I started building my Dragonfly in 1985. I finally finished building it in June 1998, 13 years.

My airplane registration # is N687DF. I towed my plane, that is the fuselage, on two-wheel trailer. I bought the trailer from J.C. Whitney for \$200.00. The trailer came with 4-foot U beam and tongue bracket. I bought 15 foot 2" X 2" X15' steel tube. Drilled the holes for bolts to mate with the trailer & tongue bracket. Now I have two brackets, one short (4 foot) and one long (15'). The long tongue & bracket to move the fuselage. The short (4') to use for a utility trailer.

To carry the canard & wing I bought ladder racks for my pickup truck. The trailer and ladder racks worked out fine. No problems. I have an appointment to have my plane inspected by the FAA for my airworthiness certification, June 16th. We

me luck!

Enclosed are a couple of photos of my DF. When I have more progress I drop you a line.

AZ Dzinowicz
13 Carmen Drive
Poughkeepsie, NY 12603

**"KUDOS" FOR
STEVE BENNETT &
PAT TAYLOR**

Dear Spud:

Just a note to let you and the gang know that DF#085, N114LP has found a new home. (Sigh)

I spent several years of fits and starts getting my Dragonfly to the point where I felt it was ready for cross country cruising. I bought it as a Mark I which had been beautifully built but neglected by its 3rd owner. I made a hoop style gear for it,

painted it and made many mods to it including the new elevator control system. As weight grew I found that the little 1776 VW didn't have enough oomph. So off to Florida where I bought Chuck Ufkes' 2276 engine. What a jewel! Now I had enough power but too many airplanes.

Trade-a-plane brought me together with a potential buyer up in Truth or Consequences, N.M. He said (after seeing pictures) that if I would fly it up and it was as represented, he would buy it. **Lessee** now, 500 miles in my newly capable dual ignition, dual battery and dual fuel pump beautiful baby? Awright!!

So late one afternoon I blasted off from New Braunfels, TX to get a jump on the smoky, foggy mornings we'd been having and had a beautiful flight to Fort Stockton, TX (about 200 miles West). I spent the night (plus the next 5) in a motel in Ft. Stockton. When I taxied out for takeoff the next morning one ignition system failed to work. I incorrectly diagnosed it as a faulty coil. Guys, you need to know what great people you, as Dragonfliers, get to deal with. I called Steve Bennett of Great Planes for a new coil. He told me to call back in a couple of hours as he didn't have one in stock. He searched until he found one in OK and had it sent to me overnight. Thanks Steve!

After replacing the coil I found the problem was still with me. More testing identified the problem as a bad electronic ignition module. For this I called Pat Taylor of Viking. By this time I was into the Memorial Day weekend. Pat didn't have one in stock and couldn't get one over the weekend. Tough luck right? Wrong! Pat took the dual electronics off his own airplane and sent them to me. Not only that, but not being set up to take credit cards, he had to trust me either to return them or pay him for them. Folks, these are great people.

So bright and early next morning I'm on my way, right? Nope! As I tool down Interstate 10 a few minutes after takeoff, I see my voltmeter at 11 volts heading for 10. Back to scenic Fort Stockton. Back on the ground I find a bad voltage regulator (I expect this is what burned the electronic module out.) A good Samaritan hauled me to NAPA and by noon I'm ready again.

In the air again I rock and roll in the 100 degree Texas turbulence but all the gauges are normal. I land in Van Horn for gas and a coke and depart into air that is rapidly getting rougher. Somewhere between Van Horn and El Paso I discover a new way to stay cool in a Dragonfly. I had my cooler in the seat beside me when I got slammed so hard that the cooler ended up against the canopy and all of the ice water ended up on me. Well, nuff of that. I landed in El Paso and spent a couple of hours letting the wind and thermals die down.

By 6:30 PM I was on my way again. By 7:45 PM I had the Elephant Butte Lake in sight and following instructions I buzzed the shoreline to let the new owner know that I had arrived. On to the airport. I put her on the runway in a gusty 15 knot wind 90 degrees to the runway.

I'm really going to miss my Dragonfly but I have a feeling that the new owner, Bud Lindau is going to be a more active DF'er than I have been able to be. I've put him on to the newsletter and he'll be in touch.

Kudos to Steve Bennett, Pat Taylor and several super nice people at Fort Stockton airport who helped me and loaned me tools. Fly Safe,

Ron Morton
2525 Newning
Schertz, TX 7815

MULTICOM!

Oshkosh Banquet

Over the last eight years I've had the pleasure of putting on, what was first labeled the Dragonfly dinner, then it turned into the Dragonfly - Quickie dinner, then it grew to the Dragonfly, Quickie and KR-2 Banquet (130+ people) This year we'd like to invite some more of the "VW powered gang". Whether you're a Sonerai builder, VP builder, Cygnet, Hummel Bird, In that regards, if your a homebuilder and hungry, your welcome to come hoot it up for about three or four hours with a bunch of airplane nuts just like yourself (Ain't America Great!). This years banquet sign will read....The Dragonfly, Quickie, KR, GP-4, Osprey II, Sonerai, Cygnet, Hummel Bird, Volksplane, Corby, Avenger V, Etc, Etc, Banquet !!!

The banquet is Friday night downtown at the Hilton at their convention center in the "Regatta Room". There will be a cash bar at 6:30 PM and dinner will be served at 8:00 PM with a short program (read that as a few jokes, some stories and few lies) to follow. The banquet (Great food!!!) does need to be pre-paid which is \$15.00 at Great Plains Aircraft Supply (please try to have exact change for Steve if possible)(GPASC is in the new blue building, unit "C" in the N.W. corner) booth no later than High NOON on Friday. Please pay for your banquet as soon as possible as there will be limited seating (200 max.)

See you all there! Regards - Spudley

Multicom cont'd on page 4

**DRAGONFLY
BUILDERS AND FLYERS
NEWSLETTER**

The Official Voice of Dragonflyer All Over The World

Multicom cont'd

1998 Field of Dreams invitational Fly-in

Here it comes, it's only 68 days away as of this writing. This is our eight-year of having the fly-in at Ottawa and I'm very excited on opening this up to some of our other friends that have homebuilts with a gross weight 1400 lbs. or less. We are making Friday a full day starting this year, and as usual, all day Saturday and Sunday until noon. We'll have the early arrivers show up on Thursday. We'll be moving the usual informal dinner at the Sirloin Stockade to Thursday night and still at 8:00 pm. Friday will be a full display and forum day. With a tentative "performance run" which Jon Finley will be heading up (Also we need 6 to 8 volunteers to help Jon coordinate the run - Please call, e-mail or write me, please) again this year is scheduled for late in the day for the 150 mph and faster boys. Also "in the plans" we are working on obtaining a large coach style bus (read that as air conditioned!) to make a run up to Kansas City early evening on Friday to Harrah's or Station Casino's gambling casino and entertainment center (Gang, these are Las Vegas caliber casino's, complete with live entertainment, movies, unbelievable food & beverage and gambling from nickel slots on up!) Jimmy Masal will be your Casino tour guide. I would like some feed back on the Casino run...Yes or No? Saturday has always been the big day. It goes from 7:30 AM until 11:00 PM at night. Saturday is a full day of forums, lots of display aircraft, the performance run for the 140-mph and less aircraft will run. Saturday evening has always been a hoot. The awards banquet is Saturday night at the Ottawa Country Club (don't worry you guys that are flying in, there is plenty of transportation to the banquet) with a cash bar starting at 6:00 PM and dinner at 8:00 PM followed by the

awards presentation and a ton of doors prizes and gag surprises. Sunday morning is casual display day and late morning we say our final good byes and make plans for next year.

Some of the neat scheduled things and people scheduled so far for this year's event. Steve Bennett of Great Plains Aircraft Supply has an excellent weekend planned for us. Steve will be bringing one of his complete VW based aircraft engines with him. He'll have two forums, the one on Friday will entail a complete engine tear down / re-assembly and Q & A period. On Saturday he'll have a full forum, Q & A. Also on Saturday Bob Nuckolls of the AeroElectric Connection out of Wichita will be join us again to educate us with his incredible knowledge on aircraft electrical wiring. You should be very familiar with Bob's articles that have appeared in Sport Aviation and Kiplanes. Quite a few people that attended last year said it was the best forums they have attended anywhere at any fly-in and it alone may it worth the trip to Kansas.

A reminder to all: This fly-in is a self-funding event by us. There is no out side support other than door prizes for the awards banquet. The need of pre-registration very important for several reasons, but the most important is for the planning of the awards banquet and awards plaque preparation and secondly the need of head counts for chairs, tables port-a-potties, concessions, and forum preparation.

Bring your tie-down equipment-we're Oshkosh style! There is NO guarantee at all that there will be any open hangar space available - PLEASE BE PREPARED!

Camping reminder: Camping is free to all attendees on the airport grounds, but there are no shower facilities on the grounds.

More in the next issue. Pass the

word to your fellow builders and flyers that may not be on the mailing lists. We will also be updating the registration form schedule in the next issue.

Mark those calendars and see you there!!!!

Spud Spornitz

A new column joins us.....

I am very pleased to announce a new column starting with this issue by the name of "The Best of the Internet". The Best of the Net will be the cream of the "discussions from the net" that are applicable to the Dragonfly. I've wanted to do this for over a year but just couldn't find the time and patience to filter through all of the tons of information, duplications and yes! Plenty of major "bull crapp-O-la". Dave Morris of Garland, Texas is one of are fellow Dragonfly builders, and computer software and Internet guru professional by trade (Has a hell of a Web page, but more on that in future issue). Dave is living pretty intensively on the Internet on a daily basis and has graciously volunteered to roll-up his sleeves and take on this major chore for the group. There are a lot of people in the group that don't have computers with Internet access, there are many that got on, got their fill and got off. And then there are the plenty folks that just have the time to collect the usable information. So Dave, from the entire group and myself thanks in advance for some great future reporting from the net.
- Spud Spornitz

Oshkosh Forum

I don't have this schedule firmed up yet. Please check at the Dragonfly / Quickie display area or the Great Plains Aircraft booth in Building "C". The tentative is for Thursday night at 7:00 pm or at the Homebuilders Headquarters building area in the new meeting tent on Friday or Saturday. - Spud

THE BEST OF THE INTERNET

Dave Morris Garland, Texas

PPSEL, Dragonfly, CAF, EAA

Overheard On The Internet

Over the past few months, a number of people have contributed significant information about Dragonfly construction and flight either through the DFList, in E-mails directly to me, or via the World Wide Web. These are pretty significant issues, generally not discussed in the plans. In compiling these, I will be sometimes paraphrasing the source, editing only for length, spelling, punctuation, and clarity. *Dave Morris - dave@davemorris.com*

Two-Stroke Engines

(The discussion was whether the 2-stroke engine, with its higher HP-to-weight ratio, would be a suitable engine for a Dragonfly)

Jon Finley comments: I had a ton of fun with my Rotax 503 Quickie. It was a blast in the pattern, straight up - straight down. My record was four touch-and-goes while a 152 did one. It was NOT a fun cross-country airplane. It ain't fun cruising at 6000 rpm, constantly playing with the throttle, trying to mix oil in a tank already full of fuel, hoping you mixed the oil thoroughly enough while on climb-out (I didn't once), de-carbing the top end every 50 hours, playing with jets every time you land at an airport more than 1000' different than home or with temp changes more than 20 degrees. Some of these items can be avoided (oil injection, etc) but the fact remains that it is a two-stroke. If you don't have lots of hours behind a two-stroke please don't imagine that it isn't a big deal. I switched the 503 for an 1835 VW and absolutely love it. No, the 503 wasn't the worst thing in the world, I would still recommend one for the dude that wants a pattern/small area ship.

Chris Barber comments: Two-cycles are: 1) Thirsty, 2) Take a lot of space for a good tuned exhaust 3) Finicky as to prop load and torque 4) Powerful on a HP per pound basis. They make great engines for "interceptors" like the Q-1 but don't get it for "transports" and "utility" planes like the DF. For terrorizing the local skies 2 cycles can't be beat for the power to weight. The little buzz bomb was a blast, especially in climb. I am sticking to a type I VW, which seems to be a very good all around match for the DF.

John Spurling comments: (via telephone): I put a Hirth 2-stroke engine in my Q-2 after the Hirth people promised me they would help me get the tuned exhaust to fit into the cowl. After many months of aggravation trying to get the engine to run upside-down so it would fit, and having nothing but problems, I asked them to take it back, and now they are reneging. I was always a proponent of their engine, even to the point of passing out flyers at the Ottawa Fly-in to help promote the engine, but now I feel they have been less than honest with me. I am looking for a Continental engine to put in my plane. Because the 2-stroke has a narrow band of torque and power, every time you advance the throttle, the engine revs up too high, and when you pull back the throttle, it slows down too much, so you are always chasing it around. Every pitch change is a major hassle with the throttle. You can't just set it and leave it. My recommendation is for Q-2 or Dragonfly builders to stay away from Hirth or other 2-strokes. (Photos of John's engine are at <http://www.davemorris.com/dave/dfly-links.html>)

Phenolic Bearings

(The discussion was whether or not to replace the phenolic bearings in the consoles with ball bearings or nylon or brass bushings, or something more

sophisticated than phenolic.)

Tim McCoy comments: You need to use a material called phenolic grade LF (or LE), which stands for "linen filled". Not paper, or glass filled! What actually happens, when the bore is cut in the material, the fibers are exposed, acting as a low friction bearing. A lubricant may also be used, though not always. Also, consider that Nylon (and other plastics of that ilk) like to cold flow, which makes for a high maintenance part. I would be not inclined to use this sort of plastic. I won't even comment on brass bushings. Wear on any Nylon or brass would be awful. Most production aircraft use 4130 steel tube for push-rods, not aluminum. Great care and precision would be needed in welding, or fastening the fittings to the aluminum tube ends. Also, column loading would require a larger diameter, and increased wall thickness over steel, which may not be much of a weight savings, considering the increased need for inspection for cracks. If you use a fixed bearing to guide the tube, the slightest misalignment will cause binding. (Tim McCoy is a pilot, registered professional engineer with 30 yrs experience, and a friend of Geoffrey Willis.)

Dave Morris comments: Make a note in your plans, if you haven't performed the activities in Chapter 7, pages 1 and 2 yet: The sentences on both pages where the plans say to "protect the hole with modeling clay", should be modified to read: "protect the hole with modeling clay and squeeze it out to cover the entire area around the hole where the flange will later run against the phenolic. Knife trim so there is no fiberglass or epoxy in the flange area. This will prevent an undesirable change in thickness of the bearing when you assemble the tubes and will prevent the flanges from rubbing against fiberglass instead of phenolic!" If you don't do this, you will have binding and undesirable forward-and-aft movement of the torque tube.

Peel Ply and Epoxy Bonds

(The discussion was how to improve epoxy bonds and what role peel-ply plays in that versus sanding.)

Continued on page 6

"The best of the net" cont'd

One Sky Dog comments: You cannot tell if your surface is contaminated so keep all glass and foam wrapped in poly film visqueen except to cut and lay-up. Do not peel off peel-ply until just before bonding. Cleaning with reagent grade methyl alcohol on a damp lint-free wipe, lightly sanding, and cleaning again, air drying for 20 mins will give the highest bond strength. But just ripping off the peel-ply and bonding will give good bonds, too. Just keep the dust and fingers off it. When you rip the peel-ply off you fracture the epoxy, exposing bond sites on a molecular level to which the new epoxy bonds. Sanding does the same thing but is harder. Either way works, but don't take the peel-ply off until just before bonding. 1 or 2 hours is fine, but more than one day and I would sand it, too.

Aileron Torque Tubes

Justin Mace comments: I originally ran 2024 aluminum tubing per plans. Rex Taylor wanted to check the system out. We went flying and at 140 mph, Rex told me to look back and see if I could see the aileron come up when he bumped the stick. Well, he more than bumped the stick; he slammed it to full deflection and back in an instant. I told him I didn't see the aileron move. He said that he was afraid of that. The aluminum had "torque wind-up". I replaced the aluminum with 3/4" .058 wall 4130 steel. We did the same test and this time I did see the aileron come to the top. Needless to say I have got a new perspective on the DF control system. Install whatever you like, but my choice is 4130.

Dave Morris
Garland, Texas

**DRAGONFLY
BUILDERS AND FLYERS
NEWSLETTER**

The Classifieds

Great Plains Aircraft Supply
Quality Aircraft Parts, Excellent Service & Support at Reasonable Prices Since 1982 - We have a full line of assembled and tested VW based aircraft engines, short or long block component packages - assembled or in kit form. We have individual components, quite a few replacement parts for HAPI and Revmaster engines, props and many accessories. The 64 page catalog and technical manual still only \$4.00!! Send for yours today. Our business hours are Monday through Friday 8:00 AM to 6:00 PM and Saturdays 8:00 AM till NOON Great Plains Aircraft Supply P.O. Box 545 Boys Town, NE 68010 Phone (402) 493-6507 Fax (402)333-7750

For sale: Balanced 2180 VW engine package—Not yet removed from aircraft. May be flight tested prior to May 15th. 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 lined barrels, extra heavy heads, force one prop hub, Dragonfly task cowling, engine mount, hydraulic lifters, and a chrome spinner and Great American prop. This is a bolt on and fly program...E-mail Phone—209-626-4991 Price—\$ 4500.00 Reason for sale is—I am installing a very special Cont. C-85 engine (more power and speed).

For Sale: HAPI 60DM (firewall Forward)Engine Mount included. This engine was new when purchased and I had Great Planes Aircraft tear it down and check it out in 1995. He replaced the crank and gave it his OK. I would like \$3,500.00 for it and it has less than 1 hour on it (taxi tests, etc) E-Mail

address is alfitz@computer-concepts.com My phone is 308 389-3569

For Sale: 2180 VW "O" time (X-great Plains) Complete w/ Ellison carb \$6000.00 Contact Dave Bastion (810) 659-7228 (Michigan) (76&77)

For Sale: HEALTH FORCES SALE - Dragonfly MK II project with HAPI 1835, 1 mag & 1 electronic ignition, prop spinner, all instruments, hand held nav/com headset, GPS, custom dolly for fuselage, custom built trailer for highway transportation. All for \$8,500 Phone for more details (509) 935-8461 Rex Barrans, Box 348, Chewlah, WA 99109-0348

For Sale: HAPI 1835 cc W/new float bowl carb (60 HP @3200 RPM), complete with motor mount & 56X28 wood prop w/flange.67 hrs recorded on engine log. Make an offer to Ron in Virginia 804 693 5186 or E-Mail phantom11@juno.com

For Sale: Builder deceased - Dragonfly project 75% complete, wing and canard are glassed HAPI 1835cc engine, Hydraulic disc brake kit, swept tip prop, New style hoop gear and wheel pants, a few instruments, construction videos, project available for inspection. Make reasonable offer - no tire kickers - serious inquires only please - Contact Aileen Rawson at (941) 763-3315 - 8333 NW 189th Ave., Okeechobee, FL 34972-9687

For Sale: Prefab Dragonfly Kit - \$5,500.00. Fuselage assembled with tail fin, rudder, fire wall, motor mount angles, upper-lower seat back, intercostal-tail bulkheads, fuel tank & consoles installed. Pre-cut canard and wing cores, fiberglass cloth, some carbon fiber, engine cowling, Mark I wheel pants, some hardware. Wayne Ulvestad,

Classifieds continued

Volga, SD work (605) 627-9291 home (606) 627-5365

N4422K is still for sale! This well constructed bird has been flown about 69 hours, and needs only fairly minor work to get back in the air. Asking \$8,900 but must sell soon, so all serious offers will be considered. For more information, you can call John at (415) 604 - 5384 or send e-mail to jbunnell@mail.arc.nasa.gov (73)

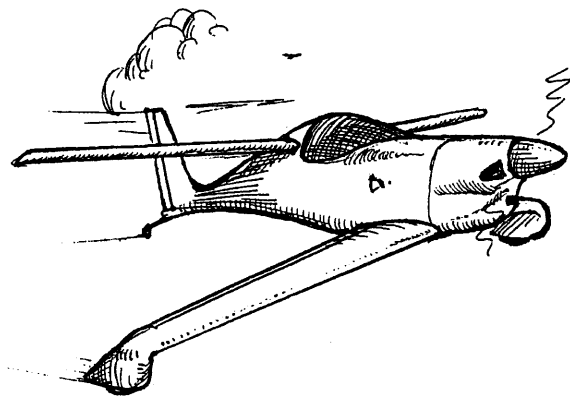
For Sale: Parting out flying Mark I Dragonfly, wings – fuselage, canard with wheels, engine. Complete aircraft or in parts. Ed Dassow, 233 Butternut St., West Bend, Wisconsin 53095 Phone (414) 334-5912

For Sale: 1991 Dragonfly Mark II, N64TM, VW 2165, 471 HRS TTAF, 014 HRS STO, 3 blade Warp drive prop, Terra Com, Mode C, '94 Best Overall Dragonfly. Bill Masons' original DF \$16,500 OBO (or best offer) (512)-749-4230 (73)

Inboard Mark II "Hoop Style" Gear Plans - **Full size hoop** gear template drawings for making the mold and instructions on how to mount to the fuselage. \$14.00 (\$18.00 outside of U.S.) Mail your checks to: Bill Spornitz, 1112 East Layton Drive, Olathe, Kansas 66061-2936

Wanted: Your extra materials, looking for canopies, 5" carbon fiber (for spar caps), bi or uni cloth, blue foam, Instruments, etc. Spud (913) 764-5118

For Sale: Dragonfly Mark 1 kit w/HAPI 1835cc dual electronic ignition. Many extras. Very close to completion. At least 85% More details available on-line at the Dragonfly web page. Call after 5:00 PM EST 207-324-6072
\$9,500.00



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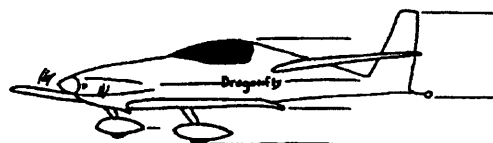
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24 hour Phone & Fax

1-913-397-0518

E-mail DBFNSPUD@AOL.COM



Avid Airplane Homebuilder

Did you hear the one about...? Joe, who was one of the most avid airplane homebuilder ever seen on the face of the earth? He spent every spare moment working in the garage shop or at the hangar, and most of the time in between thinking about building airplanes. One night before he was scheduled to leave to go to world renowned Oshkosh fly-in for a 10-days, his wife snuggled up to him and asked, "Do you love me more than you do your flying?" There was a short pause, then Joe asked, "Certified or Experimental?"

You're a Redneck pilot if.....

You know you're a Redneck pilot if you call to the traffic controller as "Good Buddy!"

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The Official Voice of Dragonfly All Over The World

Bill "Spud" Spornitz - Editor/Publisher

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FIRST CLASS MAIL

DRAGONFLY BUILDERS FORUM
*****OSHKOSH 1998****
THURSDAY EVE - 7:00 PM
FORUM AREA - TENT #10

