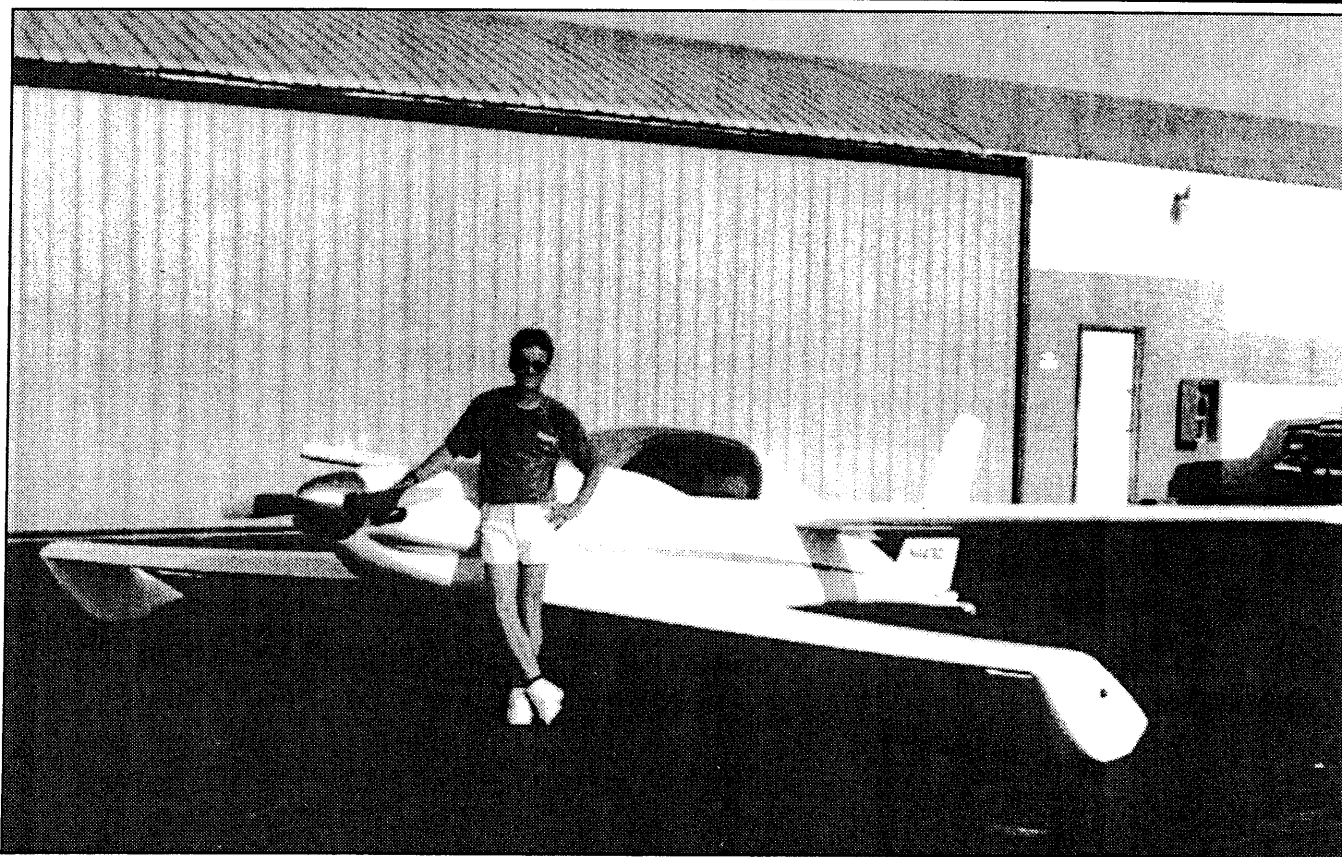


DRAGONFLY BUILDERS AND FLYERS NEWSLETTER

THE OFFICIAL VOICE OF DRAGONFLYERS ALL OVER THE WORLD

VOLUME 79 & 80

SEP-OCT & NOV-DEC 1998



Bruce Dixon's "1998 Best Overall" Mark I Dragonfly

Hello everyone!

Its interesting that the last Dragonfly that I am writing about is one of the first Dragonfly's that I had the opportunity to write about. Which gives me great pleasure to tell you that Bruce was awarded "Best Overall Dragonfly" at this years fly-in.

Bruce's Dragonfly was the first that I had ever seen and touched. At that time it was one of the strongest contributing factors with me getting involved with homebuilding and the Dragonfly.

We are going to take a closer look at Bruce's Dragonfly and his super craftsmanship. Bruce had a goal to shoot for and that was Del Bradley's

Dragonfly, Rex Taylor owned it for a short time, and then Len Griffin of Silver City New Mexico. Len had sent in several articles and photo's to DBFN over the years related to this DF.

Del had incorporated some real innovative ideas that Bruce was able to duplicate on his DF to the "T" (actually Bruce's turned out bet-

ter). Some of those mods are: the forward hatch, rear hatch, oil dipstick access cover and a really neat oil cooler/cockpit heating system.

I know when Bruce finally gets his hours flown off and flies his DF to Oshkosh, it will be one of the strongest contenders for "Plans Built Grand champion" that have come along for a long time.

Congratulations Bruce! Job well done!

Regards, Spud

Good Bye!

Enclosed you'll find a renewal form that needs to be mailed to Viking Aircraft. After the completion of the sale of the Dragonfly to Mike Puhls your funds will be forwarded to Slipstream Ind.

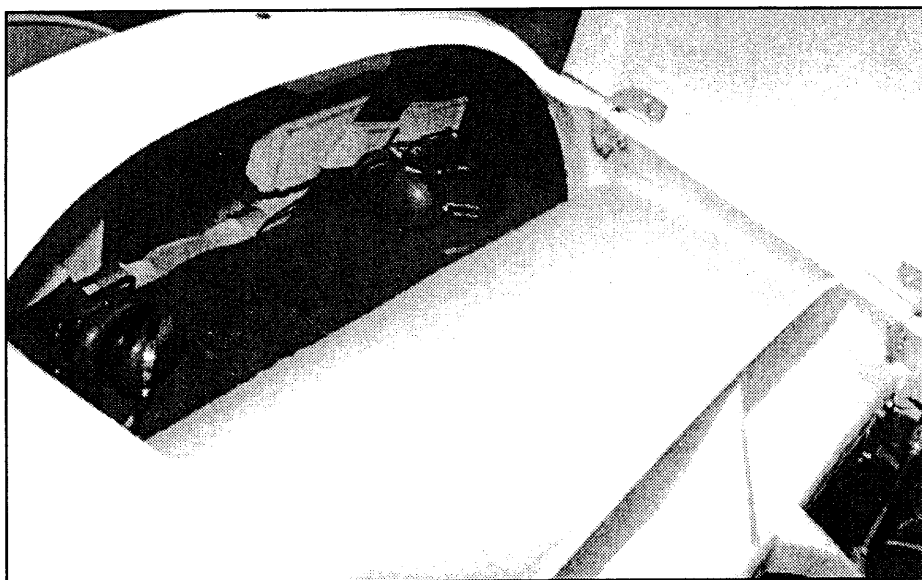
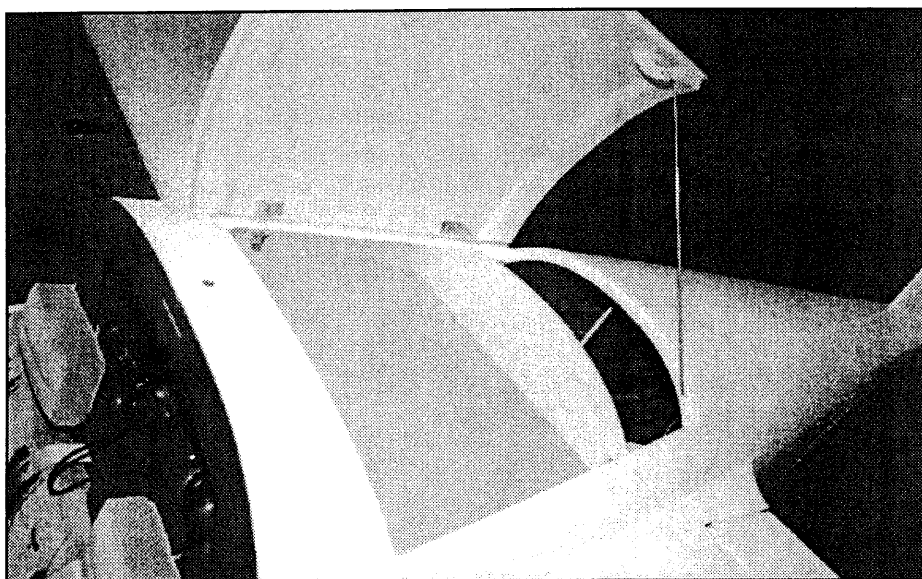
Back issues or entire back issue packages of DBFN will always be available. Also the full size drawings for the hoop gear. Feel free to contact me anytime.

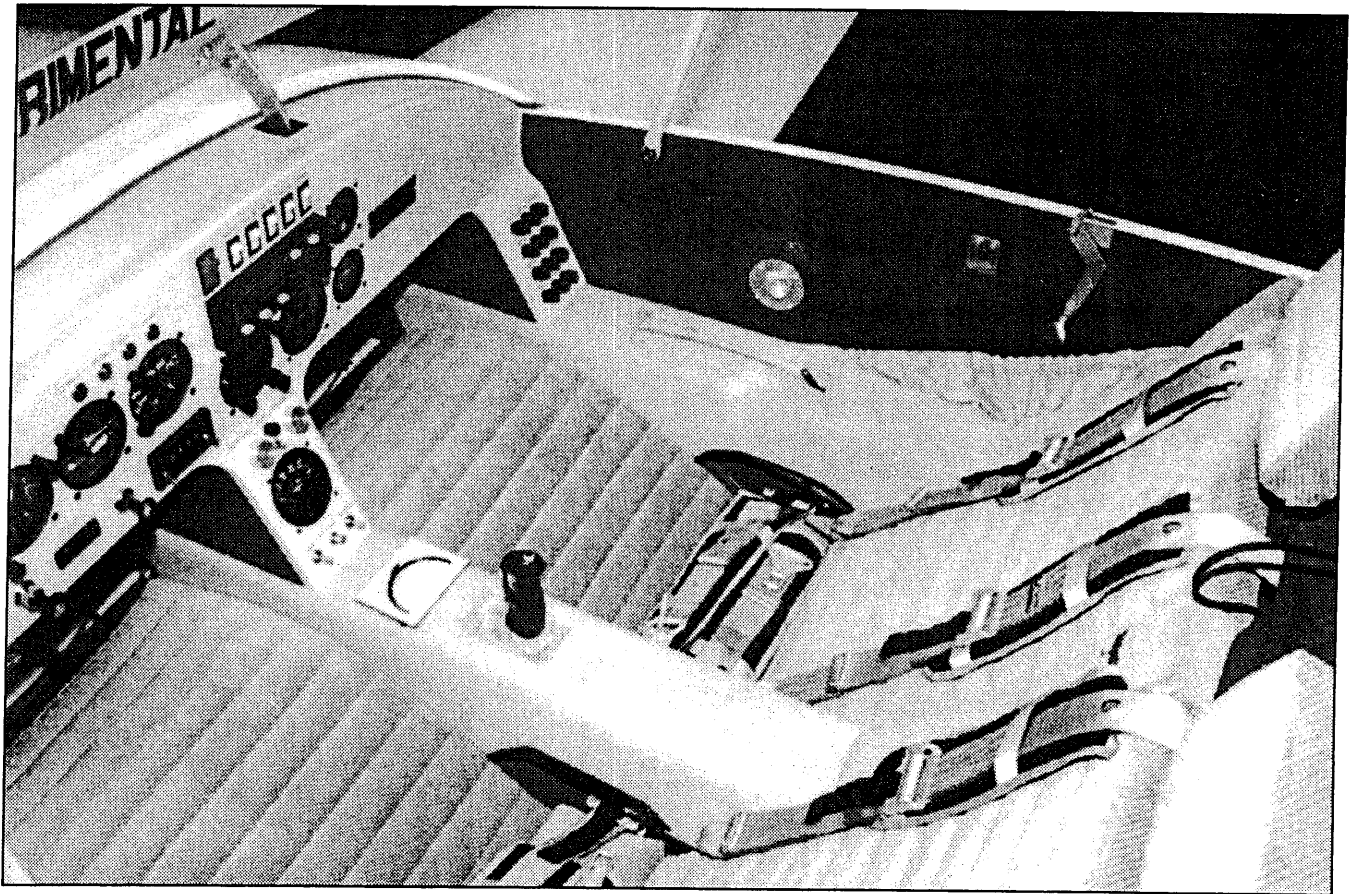
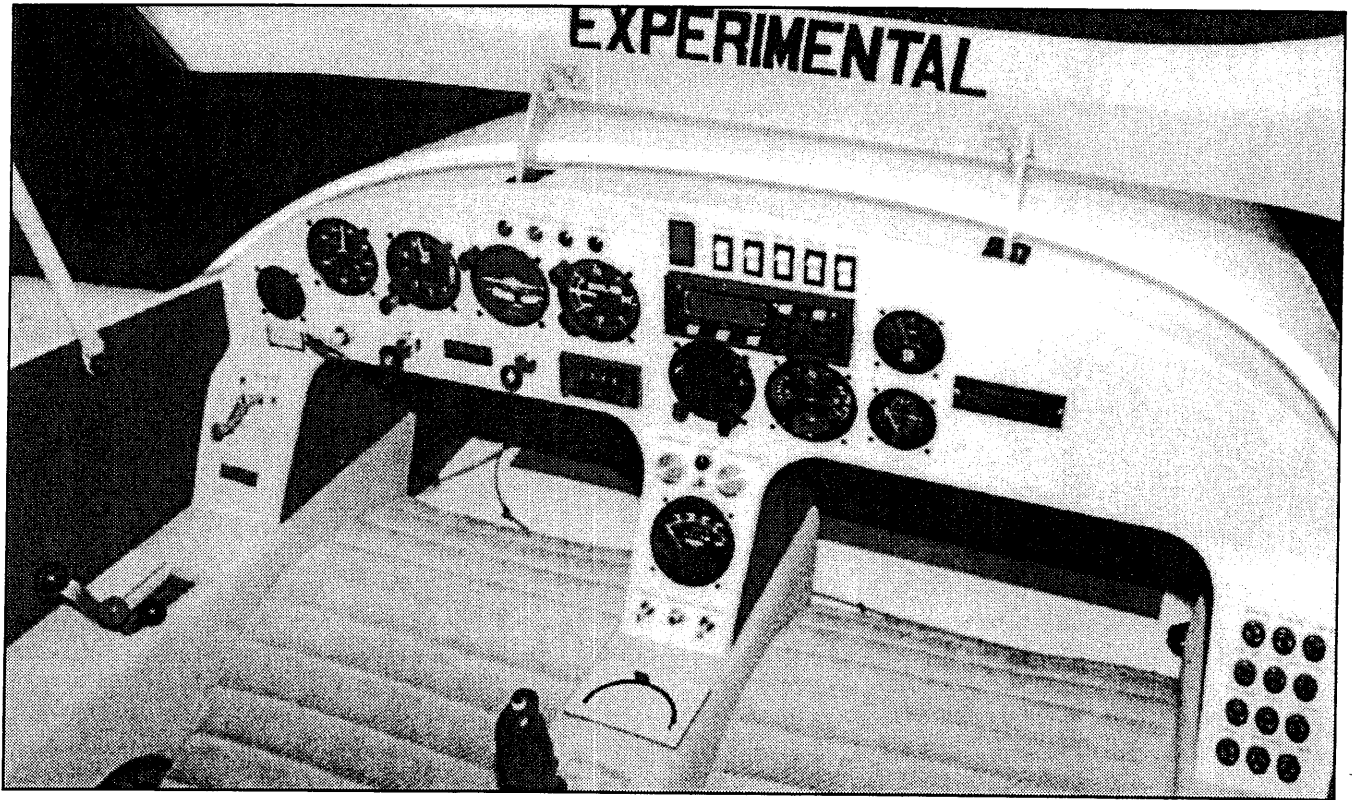
I wish everyone the very best! I am very happy to have had the good fortune to personally meet many of the subscribers over the last 9 years that I've been the editor of DBFN.

Remember...

**A
GOAL
is a
DREAM
with a
DEADLINE!**

*Very Best Regards,
Spud Spornitz*





Multicom!

Subscriber opinion...

Dear Spud & Fellow DBFN Enthusiasts,

I've kept a low profile throughout the years during my involvement in this organization since I had little to offer of benefit, not having started construction on my bird. However, I feel compelled to put a few thoughts on paper and hope worthy of publication.

Since our Spud plans to pass the editorialship on to another, I want him and you all to know that I have nothing but praise for the way he has handled everything throughout his tenure (9 years!).

I've just returned from my 8th Annual Field of Dreams Fly-in. These fly-ins were referred to as Swarming in Eloy Arizona where I purchased plans number 985 in 1987. With that high number, one would expect greater participation at the fly-ins. The magnitude of participation does not change much throughout the years. In Eloy it was in the 10's and today in Ottawa in the 20's. Nevertheless, the data and information acquired at these get-to-gathers are invaluable. Although I've not begun construction due to complicated personal problems and responsibilities, I've missed only two fly-ins since 87.

We should be thankful for Rex Taylor's and all the Taylor involvement with the Dragonfly and the unbroken series of newsletters after their stormy acquisition of the rights to this airplane. And again to Spud for his expanded efforts after picking up and carrying the torch with another unbroken, stellar, series of newsletters. And again for his outstanding job in keeping the fly-ins alive with the joint efforts of Jim Masal with his Q's. Now, due to

a last minute glitch prior to our latest fly-in, the team of Jim Masal and Don and Debbie Stewart carried that torch for another super event.

I do not have an exclusivist mentality, so I was pleased with the most recent proposal of expanding our fly-in to include other groups and types of aircraft into the Field of Dreams. This is, of course? In the spirit of EAA's homebuilt movement. This would give us a good opportunity to display our aircraft to others who are airplane wise, while at the same time (in jest) poke fun at their curious looking craft.

I have found, with sparse detail, that there has been a few descending remarks regarding another fly-in merger. Actually, we would show others how to establish a happy home for a once a year gathering. Hey guys! It's airplanes. I thought we were supposed to promote general aviation. It's neither politics nor religion. On the other hand, we might all be a little more cohesive if we had a short aviator's benediction at the banquet before dinner. Finally, we must not cave-in and allow a disgruntled few to mess it up for the rest of us.

In conclusion, I suggest that those who have negative offerings to: back off, find an isolated corner, suck your thumb, then come out when you have something positive to say.

Richard Dudkiewicz
Freeport, Illinois

Info on Great Plains....

In this issue you'll find a current copy of Great Plains Aircraft Supply's "Beetle Flyer". I have been amazed over the last nine years how many of you are not

familiar with Steve Bennett and his company Great Plains Aircraft Supply. Steve will send you the "Beetle Flyer" absolutely free, there is a couple of requirements. You must be planning on using a VW engine in your DF and you have to call, write or E-mail him with your current address. Pretty Tough, Heh!

I highly recommend that you purchase his new 62 page 1999/2000 catalog for \$4.00. First off its much more than just a catalog, it is full of technical information that somewhere along the line your going to need. Almost every page has some type of technical tip, torque specifications, component weights, tune-up spec. scheduled maintenance and annual inspection recommendations. Even valve adjustment procedures!

He sells much more than just VW engine components. He sells several items that are specific to the Dragonfly. Motor mounts and exhaust systems.

Other items that they offer are Stewart Warner and VDO gauges, a complete line of 2 1/4" and 3 1/8" aircraft instruments, strobes, seat belt and shoulder harnesses, brakes and much more.

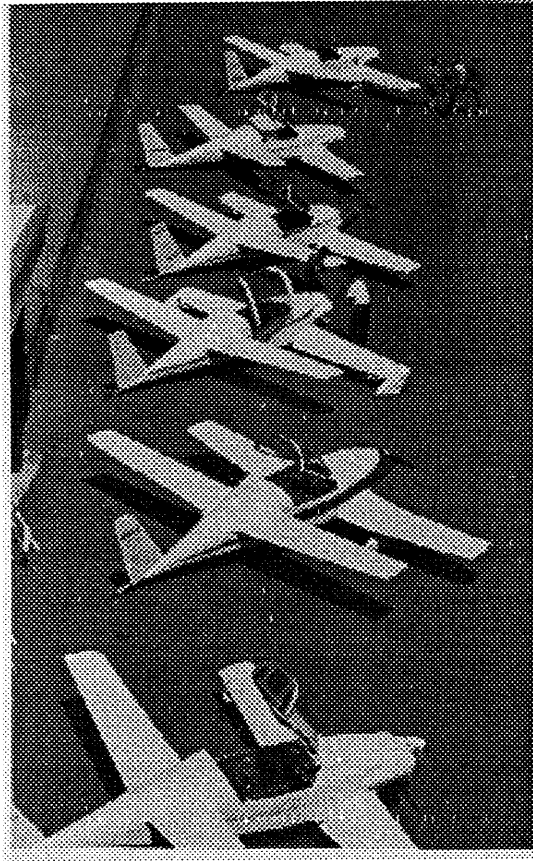
Call Steve and get set-up for the "Beetle Flyer" and order his catalog today.

He also just finished updating the the GPASC Type I engine assembly manual (46 pages) which now covers everything from 1600 up through the 2180's

Great Plains Aircraft Supply

P.O. Box 545
Boystown, NE 68010
1-800-922-6507
E-mail gpasc@earthlink.com

Multicom cont'd on 11

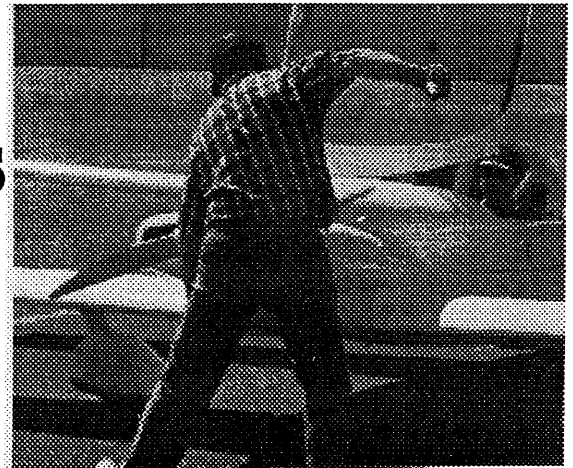


1999 Ottawa Field of Dreams Fly-In

**Fri-Sun, October 8-10
Ottawa Muni Airport
Ottawa Kansas**

For More Information, Visit the Fly-In Website at:
www.si-inc.com/dragonfly/ottawa99/
or call Don Stewart at (520) 778-6988

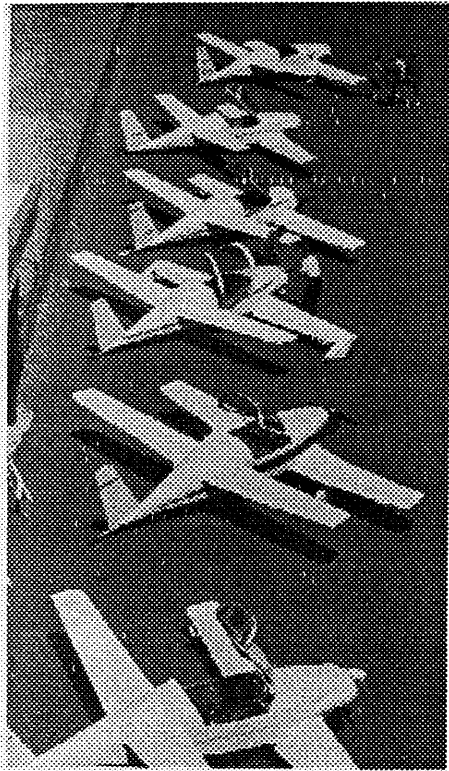
1999 Mountain States Canard Wing Fly-In



**Saturday, March 20
Avra Valley Airport
Tucson, Arizona**



For More Information, Visit the Fly-In Website at:
www.si-inc.com/dragonfly/AZFlyin/
or call Don Stewart at (520) 778-6988



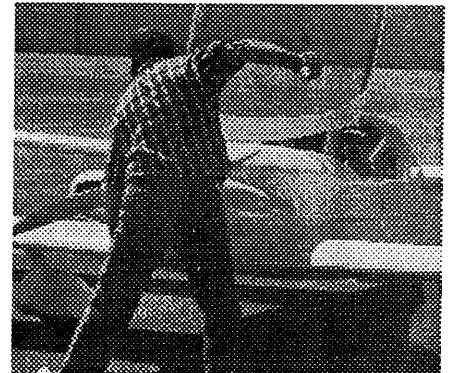
1998 Ottawa Field of Dreams Fly-In Video

6 hours - \$26

Re-live your memories of the 8th Annual Field of Dreams Fly-In at Ottawa Kansas in the comfort of your easy chair.

This video has everything. You get 6 hours of uninterrupted Workshops, Forums, Presentations, Seminars, Q&A sessions, full view closeups of every participating aircraft, as well as all the aircraft in our now famous Photo Fly-By.

You'll be seated front row center for the festivities at the Annual Awards Banquet, where you will be introduced to the Fly-In participants, cheer the Awards presentations by Jimmy, and those 'other' Awards by Don, as well as a recap of the "Significant Others' workshop by Debbie.



6 hours of video for \$26 ppd. What a deal!

Name _____
Address _____
City/State/Zip _____
Phone _____
MC/Visa _____
Expires _____



Mail to:



STEWART INSTRUMENTS, INC
PO Box 11929
Prescott AZ 86304
(520) 778-6988

the original Beetle Flyer

a publication of Great Plains Aircraft Supply, Co.

Boys Town, Nebraska

WINTER 1998



Happy Holidays to you and your family from
the staff at Great Plains Aircraft.

We would like to thank you for your continued support. It has been one year since our last issue of the "Beetle Flyer" and we have lots of news to report to you.

What's new?

Lots! First of all, we are proud to announce that the Great Plains Aircraft "TOP BUG" fully assembled and test run engines are **BACK**. Linda and I concluded the sale of our printing business this spring, which freed up my available time. (Yes, the pleasant voice answering the phone most days is my better half, Linda.)

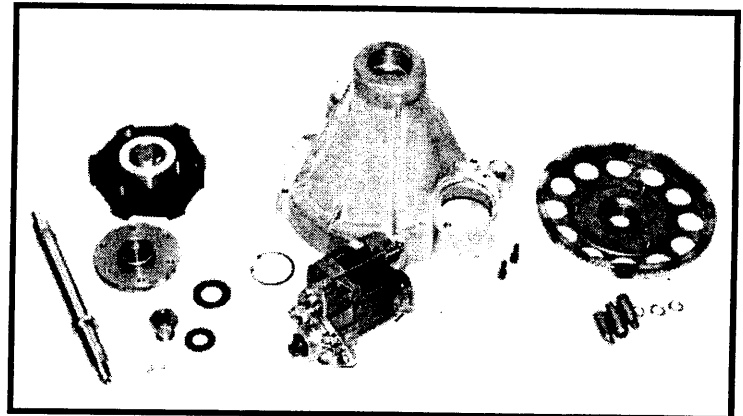
We have also negotiated a fixed fee freight agreement with two different freight companies. So for the lower 48 states we can now offer you an inclusive price for **the assembly, test running, crating and prepaid freight (shipping) engine**. The price is only \$989.00 and remember it includes prepaid freight! We are trying to reduce the waiting period for a full assembled and test run engine from the former 90 days to no more than 60 days - also.

IN THIS ISSUE OF THE BEETLE FLYER

- Rear Drive System Update
- 1999-2000 Catalog Hot Off the Press!
- Hydraulic Brake System Update
- Updated Engine Assembly Manual
- New Designed Sta-Dri Breather

CHECK OUT OUR HOLIDAY SPECIALS!

What else is new?



The most frequently asked question on the phone is, "Is the rear drive accessory kit available yet?" We're finally proud to announce, "ALMOST". We have almost completed our testing. The rear drive system is being tested on our company airboat, built specifically to test the VW engine with a Rear Drive System. Check our web site to catch a photo of our boat (greatplainsas.com). We have almost concluded over 100 hours of actual operation of this unit. (Anticipated release is late January of 1999!)

We plan to test the unit for 100 hours to learn as much as we can about the various components that make the system up. The housing, flywheel, bearing, dampener, drive shaft and prop hub all performed up to expectations during the test. The torque converter however was changed at 37 hours. We initially had a taper lock bushing installed in an aluminum drive hub, bolted to the dampener. At 37 hours, we started hearing a "cheep - cheep" out of the housing. Investigation revealed that the threads in the aluminum drive hub that retained the taper lock bushing were failing.

So, we made a new drive shaft that is 100% steel, and we also made the prop hub and nose of the drive shaft with a spline fit versus a shrink fit. We must add here that just like a standard prop hub, if you ever have a prop strike, we will insist that the shaft and hub be replaced - period.

Continued Page 2

Rear Drive System (Continued)

A little history, the test engine is a 2074cc engine featuring a poor quality cast crankshaft, dual EMPI carbs, piss poor hydraulic lifters, belt drive alternator, full cooling fan and shrouds, leaky external oil filter and lines, external oil cooler and one 56 x 26 prop and one 44 x 22 prop mounted 60 degrees apart.

OK, so now your asking, "What's the big deal Bennett"? Well the rear drive system will let the homebuilder use other than wood props. It also does not transmit thrust and very few torsional loads back to the crankshaft. The engine can be built for less money! A stock ignition system can be used, an automotive alternator is used, stock fuel pump, no machine work to the crankshaft or nose of case, a less expensive prop hub etc...

To go along with the RDS (Rear Drive System) we have also added to our new catalog two different engine kits. We have two new engine kits, 1835 and 2180cc that are put together specifically for the RDS. As with all of our engines, you can order them in kit form for "homebuilder assembly" or you can order them assembled by Great Plains Aircraft. All the details are in our new 1999-00 catalog available for \$4.00.

The RDS will currently fit all Type 1 engines and will fit Type 4's in months to come. In conjunction with developing the RDS, we will soon have a new top mounted intake manifold that fits the Ellison EFS-2 only. We might add that with the dampener doing the driving, it makes for an extremely smooth running, powerful engine.

What's New? 1999-2000 Catalog!

Literally hot off the press is our new, completely updated catalog. It features a new line of flight as well as engine instruments, the new Rear Drive System, the new Hydraulic Brake System, Sta-Dri Breather, new engine kits for the Rear Drive System, complete details on our inclusive price for assembling, testing, crating and shipping for engines, as well as many other new and updated components. Price is still only 4 bucks U.S. and Canada, and 8 bucks for the rest of the world!

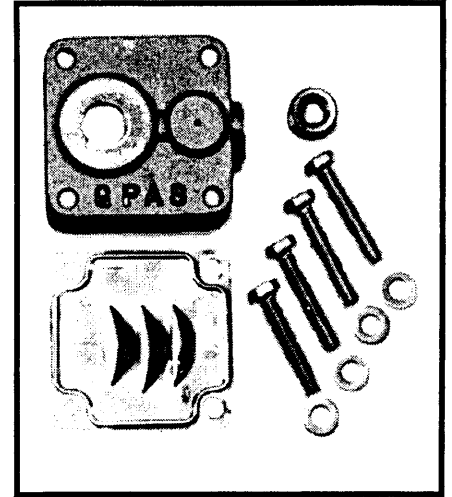
Check Out Our Web Site!

We have made some updates to our web site. We will continue the update of the current site, until it is complete. The next project is to start uploading the new catalog and installation instructions. Check it out at: greatplainsaa.com.

What's New? Sta-Dri Breather!

We first introduced this product in last years Beetle Flyer. Testing was completed over the winter and spring, and it is now for sale.

The concept is very simple, it just took a long while to get there. The breather is a square box about 1.5" tall. Inside it has one



baffle. The baffle is located about 3/4 of an inch from one side of the box and extends down to within about 1/8" of the base. The air deflector (in gasket kit) is used to force air to the low pressure/high volume side of the breather, it then separates by gravity and accelerated to the high pressure/low volume side of the breather. It features a 1/4" pipe thread for breather outlet and a 1/2" pipe thread for oil fill on top. If your engine has leaking rings that currently cause your engine to puke lots of oil, this is not a cure remember, replace your rings or cylinders! It has eliminated the oil drippings that our old style breather provided sometimes at the base of the breather. Cost is \$29.95 plus freight.

What's New? Lower Height Secondary Ignition System Housing!

The unit is basically the same. Same coils, same trigger, wire, plugs etc... The difference is the housing. We now have the housing and cap cast. In doing the redesign, we were able to reduce the height of the housing by a full 1/4". I know it doesn't sound like much but it's like a 15% reduction in height or "A big deal". Also by going to a casting we were able to keep the cost of the secondary ignition system the same. (Machine work prices for the former billet aluminum housing were going to go up.) A note to simply pass on: Some builders mistakenly have the coils hooked up when timing the secondary ignition unit. This is a no-no. After only 5 minutes of having power to the coils with out discharging them, you will (emphasis on you) destroy the coils. The coils are air cooled and each one should have a minimum 3, 4" diameter blast tubes aimed right at them.

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NEW FAX NUMBER!!
402-493-3846



The Great Holiday Beetle Flyer Sale Order toll free at 1-800-922-6507

Hint: Circle a few items and just leave this laying on the coffee table. Maybe Santa might just order something for you!

Beetle Flyer Holiday Sale prices good November 16, 1998 through January 15, 1999.

The price of individual items on sale cannot be subtracted from long block engine kits or accessory kits. Prices do not include shipping or crating if applicable.

1. Deduct 10% off any Long Block Engine Kit and Accessory Package(s) when ordered together. (Cost of assembly if required, not included in discounted price. Yep, you need our new catalog to figure this. Includes FREE Engine Assembly Stand on U-Assemble engine orders.

2. New Sta-Dri Breather. List is \$29.95 - introductory price is \$24.95 plus freight.

3. Deduct 15% off any complete spinner set, 10" or 12". (Spinner, front & back plate.)

4. Slick 4316 magneto \$498.00. You get the harness free!

5. 3 pack of 12 Volt Strobe Lights. A \$98.85 value. Only \$83.95 plus freight!

6. Complete Secondary Ignition System. Retail is \$379.75 - sale priced at \$329.95 plus freight.

7. Our High Torque Starter. Almost don't need the engine! List \$149.95 - sale priced at \$119.95.

8. NEW Hydraulic Brake Upgrade System for Azusa wheels. Includes two each calipers, disc and mounting brackets. List is \$289.95. Introductory priced at \$219.95.

9. Complete 5" Wheels with either 5/8" or 3/4" bearings, Tires & Tubes, and NEW Hydraulic Brake Set. A retail value of \$414.00 - sale priced at \$349.95 for everything!

10. Shrink Fit Prop Hub Kit. Includes hub, face plate, bolt and washer. Note: our new hubs do not require a seal as they have reverse threads turned on the hub. List price is \$144.95. Sale priced at only \$119.95.

11. Single Magneto Adapter Kit. For the lightweights among us... List is \$239.95. On sale at \$199.95.

12. Great Plains X-Casting Kit. Contains X-casting, flywheel end piece, magneto drive and alternator. List price is \$469.80. Sale priced at \$399.95.

13. Take 15% off any SONERAI I, II OR II STRETCH Cowling or Gas Tank.

14. Sonerai Plans. Sonerai I, Sonerai II or II Stretch. \$99.95 regular price - now on sale for \$79.95 + \$4.00 postage.

15. Order 4 books and get the Type 1 Engine Assembly Manual Free!

16. Sonerai Style Intake Manifold Casting for dual port heads. List \$95.95 Sale priced at \$81.95.

17. Order 5 "VDO" Engine Instruments and take 15% off the total! Need the cat!

18. Sonerai Spring, Caster and Tail wheel. \$153.00 value. Out the door for \$129.95.

19. 69mm Crankshaft and Connecting Rod combo! \$180.00 value - get powered up for \$149.95!

20. Rocker Arm Set. \$69.95 value - out the door for \$49.95!

21. Oil Cooler and Adapter Plate Combo. A \$99.90 value - under your tree for \$84.95, plus shipping!

Personal checks will delay delivery for 10-14 working days. Master Card and Visa accepted. Prices does not include shipping or sales tax, if applicable. Sale items may not be mixed or matched with other sale items for additional discounts. All prices based on our new 1999-2000 catalog.

Sun & Fun 1999 Update...

We have been asked to again sponsor our VW Engine Tear Down Workshop. And we have agreed to do it again. If you have never assembled an engine, you should plan to attend! The Second Annual KR NET and our Customer Appreciation Cookout will be held on Monday, April 12 at the airfield. Stop by the booth and we'll tell you where.

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Want to continue receiving our Beetle Flyer?

Give us a call at 1-402-493-6507, fax us at 402-493-3846 or E-mail us at gpsc@earthlink.net and let us know if you wish to continue getting this great flyer. We need to clean up and update our file! If you don't tell us you still want it, you will be dropped!

Great Plains

Aircraft Supply Co., Inc.

P.O. Box 545 • Boys Town, NE 68010



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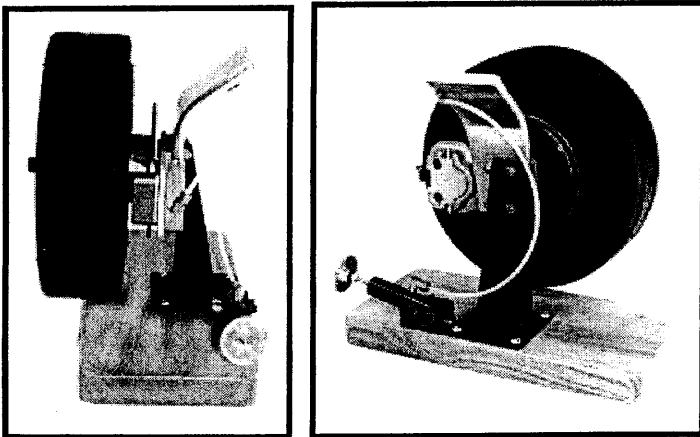
OMAHA, NE
PERMIT NO.

Information 402-493-6507 • Orders 800-922-6507

Fax 402-493-3846 • E-mail gpasc@earthlink.net

<http://www.greatplainsas.com>

What's New? Hydraulic Brake System!



Our new hydraulic brake system looks like a smaller version of a production hydraulic brake. It will fit either 3/4" or 5/8" standard axles, or we put enough material around the caliper retainer that you can machine it out for a 1" or 1.250" aircraft style axle. It is made to fit Azusa 5" or 6" wheels but can be adapted to other bolt patterns. This is a true double sided caliper that grips the disc from both sides. The retrofit kit consists of two discs, two calipers, two disc

spacers and two caliper holders. The caliper, by the way, is an industrial caliper. Point being, it doesn't matter if Great Plains is here or not, you can still get parts for it (not that were planning on going anywhere). The above set up retails for \$289.95. We can also supply the wheels, tires and master cylinders if needed. For master cylinders we have individual, a single push lever (controls both brakes at the same time, hand operated) or a dual control - push levers that control the brakes individually. We will still offer replacement pads and "o" rings for the Heager style brakes we sold prior to the HBS.

What's New?

Engine Assembly Manual!

Well, we thought we had two cases left! To our surprise when we opened them up, the contents were 1996 catalogs! The manual has been completely updated (text only) cover to cover to reflect the changes in past years concerning engine assembly. Cost is only \$9.95 + 3 bucks for the postman (U.S.) & \$5.00 overseas.

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More Multicom

Hi Spud,

Awards Winners for Ottawa '98 were

For the DF's:

Best Interior - Wayne Ulvestad

Best of Show - Bruce Dixon

Longest Distance - Alan Perkins

High Timer - Gene Arthur

—
The Ottawa KS Fly-In Video. It should be finished by Xmas for shipment before New Year. Cost is \$26 ppd in the US, extra \$10 to ship to Canada.

The info on next year's Ottawa Fly-in:

Ottawa '99 will be on October 8-10. Sat/Sun Morning Forums, afternoons for static displays, flying and jawing. Fall Sunset Tent BBQ Awards Dinner Saturday evening at airport! One price for forums/dinner (to be announced). Static displays are free to general public where donations are cheerfully accepted. Several GPS's and Radios at dinner drawing. Watch the '99 Ottawa website for details as they develop at: <http://www.si-inc.com/dragonfly/ottawa99/>

Info on the Mtn State Canard Wing FlyIn:

The Mountain States Canard Wing Fly-in will be held on March 20/21, 1999 at Avra Valley Airport, north of Tucson Arizona. Saturday Forums and BBQ Lunch by donation, check-rides and rec. flying, Awards Dinner. For more details, see the Mountain States Fly-In Website at: <http://www.si-inc.com/dragonfly/AZFlyin/>

Don Stewart

Mountain States Canard Wing Fly-In

Tucson, Arizona March 20, 1999

<http://www.si-inc.com/dragonfly/AZFlyin/>

siinc@gwi.net

520-778-6988 voice

520-445-3781 fax

PO Box 11929

Prescott AZ 86304

A letter from Viking Aircraft

For some time now we, Robin and I have seen a need for Dragonfly that we have been unable to meet. Dragonfly and Viking Aircraft when we started back in 1981 was a combined effort of both the Taylor families'. We all had different areas that we operated in, and for many years we made a great team. When the split-up occurred a number of years ago the void left by Rex Taylor and Phyllis leaving became extremely evident. You couple that with moving around the country to re-establish myself after a loss of HAPI, it was all we could do to keep Dragonfly alive, meeting our customers needs and builder support. During this time we were not able to add any refinements or develop any new innovations for Dragonfly.

After a great deal of thought we decided to start looking for someone to take over in our place. So at this past Oshkosh we started actively looking. We wanted to find someone with the desire and enthusiasm combined with the ability and backing to take on Dragonfly and not only keep it going but to advance the design and make it better. To make a long story short, we think that person has been found. If all goes as planned Mr. Michael Puhl of SlipStream Industries should be taking over the Dragonfly on the 15th of January 1999. No one at this time expects any problem, but as we all know from life's experiences "It ain't over until it's over". So Robin and I will continue to meet your needs as they arise until an orderly transition has been made.

Robin and Patrick Taylor

An Introduction to SlipStream Industries...

I am very pleased to announce that SlipStream Industries has reached an agreement with agreement with Viking Aircraft to acquire the rights to the Dragonfly, and will assume responsibility for publication of the newsletter with the very next issue.

Hi, my name is Mike Puhl and I am the president of SlipStream Industries, which is currently 50 SSW of Oshkosh. The Dragonfly aircraft has had a proud heritage, and a well deserved reputation, as one of the finest aircraft to come about as a result of the experimental community to the performance and excitement of a design that has stood the test of time and still turns heads!

We think we have some promising ideas for the Dragonfly including an even faster "Snap" build kit, but welcome input from builders as well. For practical purposes we will not close on our transaction until mid January so all calls before the 15th should continue to be made to Viking Aircraft. Patrick and Robin have graciously offered their expertise and assistance with those tough builder questions, as well as to help make for a smooth transition.

The next issue of DBFN will provide additional information as our upcoming plans, and perhaps a sneak preview of some of the ideas currently on the drawing board. I look forward to meeting as many of you as possible during this upcoming year!

Mike Puhl

Ottawa 98 From The Quickie Perspective

Reported by Jim Masal

OTTAWA '98

... Or to put it in a term coined by Coloradan Terry Sickler: OTTA-WOW' An apt description for if the weather gods didn't smile, they were at least grinning down upon us. It shouldn't surprise anyone paying attention that the country's midsection has gotten the hot foot this year as no year in recent history. Ottawa had the best of both worlds: not only hot but humid too. You give a little, take a little. The flying weather was excellent... and that permitted a high plane count this year.

Most of the gang was in position by Friday evening, but with a couple of late arrivals on Saturday 22 tandem canards made this gig. The split worked out to be some 17 Q-birds (2 Quickies among them) and 6 Dragonflies.. A few further statistics: the forums drew just over 100 participants, there were some 30-40 local visitors and about 85 of us were on hand for the banquet at the country club Saturday night.

Who brought their planes? Well we had but a Zodiac to represent the other groups originally invited. He was welcome but lonely among these:

Crouch	IA	NI4TC	Quickie/Onan
Peck	KS	N21PR	Quickie/Onan
Malechek	TX	N870BM	Q200
Moore	TX	N321TM	Q200
Kloutz	GA	N39LK	Q200
Hildebrand	MO	N93PL	Q200
Martin	NC	N479E	Tri-Q200
Marstall	NC	N222RR	Tri-Q2/Rev
Spackman	MT	N131PS	Q2/Rev
Farnam	CA	N200QK	Q-200
Fisher	IL	N17PF	Q200
Crane	OK	N96BJ	Q200
Hoskins	IL	N202SH	Q200
Carlson	AZ	N39425	Q200
Hilton	MN	N170R	Q2/Rev

Here are our Dragonfly pilots who flew in:

Perkins	MI	N192AP	MK 1
Snow	00	N48RV	MK II
Ulvested	MN	N69DF	MK I
Wiebe	IL	N561W	MK 2
Arthur	TX	N29KK	MK 2-ish
Dixon	KS	N447BD	MK 1
Larson	NE	N340TD	MK 2

As you can see, all types of configurations were available to be poked, prodded, probed and photographed. And as usual, the builder/pilots were all close-by and eager to talk. If you had a burning question that needed an answer, this was the place to get it. This sort of a turnout can not be found at Oshkosh or Sun N' Fun, the two biggest shows in the land.

Fate intervened to prevent 2 additional arrivals. Jon Finley had a fender bender in his VW Quickie on his way from MN. An off runway excursion did some healthy but repairable damage to the canard and tail section. Pilot fine, eventually arriving by 4 wheeler. Dave Hudak got stopped in Nebraska due to some general cantankerousness of his Revmaster. I didn't see it but another Q. N200AL slipped in and out briefly on Friday headed somewhere else.

Jon Finley and his crew of able volunteers conducted the performance rally on Saturday. Our schedule was full of forums that day so the gang planned to go in the early am. We woke to ground fog hugging the landscape. By 10am the fog had burned off and since only Q's had signed up for the Rally, it was decided to launch during the Dfly forum so as to get it done before the air got too rambunctious. It was a SAFE event. Participants launched in order of anticipated speed, fastest first. Ideally no one would be passing anyone else out on the course. Aircraft departed one minute apart and flew a triangular course with 2 turnpoints. As expected' Malechek and Moore roared across the finish 1 and 2. Finley will have a detailed report on the other results.

Somewhere around 8:30 I got started on the Q forum and an hour later was relieved by Spud Spornitz conducting for the Dragonfly guys. Following us came electrical guru Bob Nuckolls who is really a special treat. Not only does he know the ways of electrons, but he is a practical man. He explains aviation electrical devices for the small plane pilot who wants the best and safest electrical gear without emptying the bank. He does this forum very well.

Imagine a very experienced VW engine man showing up at your garage on a Saturday morning with an engine in tow. And then he spends several hours with you taking the thing apart and reassembling it in front of you all the while explaining pitfalls and tips to the care and feeding of the thing. What is the likelihood that could happen to you? Not likely? Well here at Ottawa this is what happened. Steve Bennett hauled an engine down from Omaha in his Tri Pacer to do it for us. Bennett is an outstanding and generous wizard of grass roots sport aviation His audience was paying the

strictest of attention for some 3 hours. Steve probably had to peel eyeballs off the engine case when he finished the concentration was so strong.

And whilst all this was going on... in a hot hangar area, Debbie Stewart had about 15 ladies holed up in the air-conditioned airport manager's office chatting about aviation and aircraft building from a woman's perspective I need to sneak a spy in there because it always seems they are having such a good time when they come out for air.

A portion of the afternoon was freed up for flying and I know quite a few rides were given. Bruce Crain's hangar mate even gave me a ride in his RV-6. Quickie driver Keith Welsh left a sick bird at home and came to Ottawa in his Cessna 170. It didn't take much to talk him into a photo mission over the field so I could get an aerial of all the activity the tarmac. No sooner had we started out pass over the field when 2 quickies called wanting to make a formation photo pass. Then Fisher's Q200 pulled up for a glam shot and Crain started lurking off the wing too. I got some good shots which I hope you will see. And then it was time for a pre-banquet nrappe for me.

The banquet was once again a high point It was held as once before at the Ottawa Country Club which unlike the University is able to have a cash bar. This is very refreshing after a long day on a hot ramp. We will only briefly mention the one table that hit the sauce in earnest and nearly had to be tied down with gags and ropes. You know who you are! We are bringing in pit bulls next year.

The meal was very good and there was plenty for seconds or thirds. Nobody goes away hungry except deliberately.

Post chow we gave awards to Terry Crouch for best Quickie, Bob Malechek for best two placer and Bob Farnam for best interior. Malechek collected High Timer award with way over 900 hours and Farnam picked up the Longest Distance award, having come from Livermore up near San Francisco.

Door prizes seemed to go on forever: Radios, GPS's, Aeropoxy, cooler bags, gift certificates, AOPA watch, headset bags ad nauseum. I can't remember them all, but I do remember I was calling numbers just as fast as claimants could pick up their gifts. We had wonderful support from many aviation businesses (including Stewart Instruments) who were generous in donating their products for our door prizes.

And speaking of Stewart Instruments, a world leader in TelepPromPTers equipment, principals Don and Debbie S. Videotaped the bulk of all the above activi-

ties and an edited 6+ hour tape will be available later this fall. How DOES he do it?

It's confirmed: planning is underway for next year, same setting, cooler time. Ottawa '99 will be held over the Columbus Day weekend next October. Save your pennies to get there if you can. You'll smile from ear to ear for a long time.

Jim Masal

**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: Complete Mosler 82 hp 2180cc VW conversion. The best of everything, Great Plains Force One prop hub, true dual ignition (one mag, one electronic), external alternator, gear reduction starter. Only 7 hours! Complete firewall forward package from a Dragonfly, engine, manifold, carb, exhaust system, DF cowling, Motor mount, First \$3700.00 contact Spud Spornitz (913) 764-5118 after 7:00 CST.

For Sale: MKII airframe 85% completed, Hapi 1835 O time eng. W. mount and exhaust. 1 mag, 1 elect. ign. float carb. Cleveland brakes wheels and tires. Maleski pants, cowl and canopy. (not Installed) Terra radios, Arnav Ioran. Foam and glass to finish. Medical forces sale. call for more info. Tom Sulas 714 968-2094 \$8,000 OBO.

For Sale: I have a Dragonfly Mk1 kit for sale. all foam, fiberglass and carbon, old epoxy, canopy, engine covers, Brock hardware, seat cushions, etc. Need to sell fast. Moving. Will make someone a hell of a deal. Joe Carter, 2322 Grace Lane, Alpine, CA 91901, (619)445-4485 email: jocar@cts.com

Wanted: New or gently used Dragonfly canopy and/or frame. Please contact Mark Jones at (414) 542-9561 (after 6 pm central time) or 2710 Meadowbrook Rd. Waukesha, WI 53188

For Sale: 1991 Dragonfly MkII, 380TTA&E, 75 hp Revmaster, Ellison TBI, dynamically balanced 3-blade NSI Cockpit Adjustable Prop, MAC electric pitch trim, pitch & trim on MAC G-7 joystick, night VFR-equipped, RMI 12-function engine monitor, stereo intercom & headphones, Magellen moving-map GPS, Terra comm & Mode C encoder. \$17,500 negotiable. (619) 467-0558.

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: Dragonfly Mark III tri-gear, 95% complete. Most materials to complete, on gear, motor and instruments mounted, wheel pants, prop, seats, plans, and over \$11,000.00 in receipts. Asking \$11,500.00. Ted Walden Kentucky (502) 487-8440

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

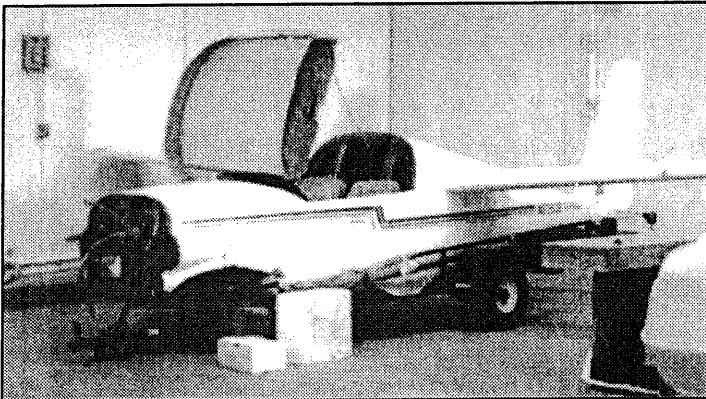
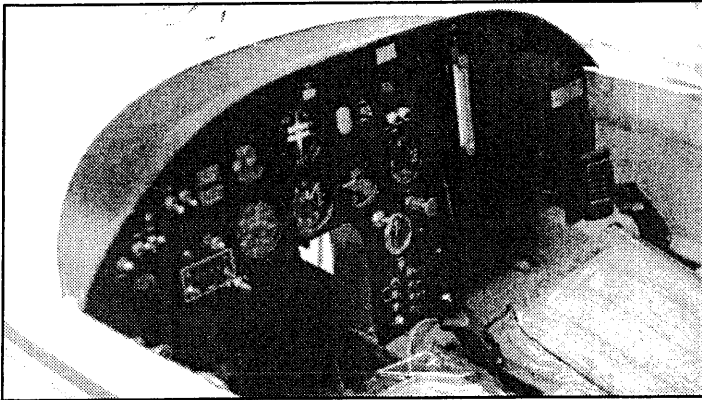
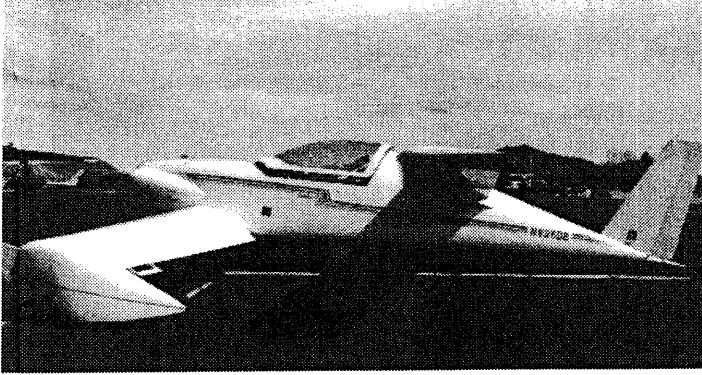
For Sale: Prefab Dragonfly Kit - \$5,500.00. Fuselage assembled with tail fin, rudder, fire wall, motor mount angles, upper-lower seat back, intercostal-tail bulkheads, fuel tank & consoles installed. Pre-cut canard and wing cores, fiberglass cloth, some carbon fiber, engine cowling, Mark I wheel pants,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

For Sale: Dragonfly MIII, 87 hours total. FAA approved. new engine 2180 (115 hours) great plains built. comes with spare engine 1835 (turbo) with 87 hours on it. Was in process of putting new engine in and ran out of time & interest. . Equipped with New wiring harness, new radio / transponder. new cushions, new wheel pants. Excellent workmanship. Make offer with or without radios. Will PART OUT if right offers come. Re-engine 95% complete. All it needs is new throttle / mixture cables. Call 509-624-7207 Todd or E-mail at b40dash8@aol.com

For Sale



For Sale: Del Bradley's (and Len Griffins) Mark I Dragonfly. 120 TT. VFR, Transponder with Mode C, dual controls, ELT, forward and rear hatch, nice interior. Needs canard, wheels and brakes of choice, Cowling, engine and prop of choice. Minor fuselage repairs. Get a head start! Save 1600+ hours \$6,500.00 with transponder or \$5,700.00 without transponder. "N#" has been decommissioned and is being sold as "Pieces". For more details on this aircraft Contact Spud Spornitz after 7:00 PM CST or weekends. (913) 764-5118

Subscribers Information

Dragonfly Builders & Flyers Newsletter (DBFN) is currently published Bimonthly at a rate of \$3.50 per issue/\$21.00 a year in U.S. \$3.84 per issue/\$23.00 a yr. in Canada, Alaska & Mexico. \$5.00 per issue/\$30.00 a yr. (U.S. funds) per 6 issues to foreign subscribers.

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In This Issue Dragonfly Builders and Flyers News

***Viking Aircraft has been sold. New owner
slated to take over January 15th.***

***The final issue of DBFN by Spud Spornitz.
1998 Dragonfly-Quickie fly-in.***

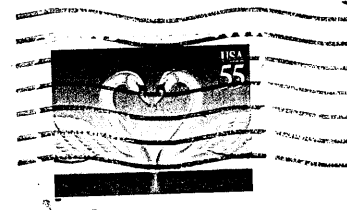
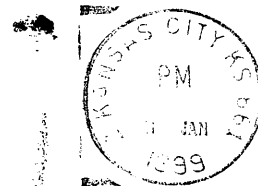
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