

Dragonfly Rights Sold

Ownership of the Dragonfly changes hands to Dart Industries.

Dart Industries International would like to take this opportunity to announce that we have purchased the rights to the Dragonfly Composite Aircraft design from Slipstream Industries (in the USA)

We are impressed by the amount of collective knowledge and expertise which has been amassed by the existing constructor community, but most of all we are excited about the potential for this innovative and unique aircraft design, and its potential for sales world wide.

Having spent many months looking at this cost effective, high performance product and its position in the composite market place, it would be a wonder that anyone in the 2-seater composite aircraft market did not buy it. Hence our wish, for the existing constructor community and to the many new plans and kit purchasers, is to guarantee continued sales of the Dragonfly Kits, Plans and Components and to provide on going support.

In order to further promote communications amongst all builders, we envisage providing a web-based forum for the continuous collection and dissemination of all Dragonfly literature. Information will be able to be uploaded and published on demand. We plan an extremely comprehensive site and the URL will be published in the near future via the Dragonfly list.

Jeff Le Tempt, editor of the Dragonfly Newsletter will be representing Dragonfly support and sales in the USA. His intimate technical knowledge of the design and extensive aeronautical qualifications place him in excellent standing to support all Dragonfly interests in the USA market.

While we acknowledge that there is a large builder base in the USA, we also wish to expand on the popularity of the design, and to market it to the rest of the world. This will have the effect of improving the investment value of all existing Dragonfly aircraft.

In conclusion our aim is to further build on the success of the Dragonfly design, increase its popularity worldwide, provide on-going support to the builder community and promote the enthusiasm and commitment of the Dragonfly community.

Dart Industries International

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Dragonfly USA

I am very please to acknowledge that I will be representing Dart Industries as their agent in the United States. As most of you know, Slipstream Industries really never promoted the Dragonfly. When Slipstream bought the Dragonfly rights they were looking to diversify their aviation business, but they were really out of their element with the design.

These are truly exciting times for the Dragonfly community. Peter and Dave (Dart Industries) have some really great ideas and are very open to new ideas. I think we will all be better served by the new owners.

I also have some ideas for the future of the Dragonfly in the US. I have acquired a new Dragonfly MK-IIH from Guenter Kirschstein. Guenter built his plane over a 27 month period and first flew his plane in 1987. The plane has a Limbach L2000 engine rated at 80 HP and a 52 x 49 Great American propeller. Reported performance is 130-135 MPH cruise burning 3 GPH. The plane has some really nice features incorporated like dual brakes (pilot/copilot) with Cleveland stainless steel discs, a central brake reservoir, and a standard aircraft line lock parking brake.



Here is a picture of my new baby—N41GK

The airplane has a slightly smaller header tank that allows the engine instruments to be mounted on the right side of the instrument panel. The NAV and strobe lights are mounted in the removable wing tips. The canard tips are also removable, but I have not figured out exactly why yet.

The sparrow strainers are adjustable and Guenter installed a forward access panel to facilitate maintenance forward of the instrument panel. One of the neatest features are the fuselage mounted rudder pedals. Guenter spent about ½ of the year in Germany and moved the plane from his hangar to his garage quite often. He wanted to make the move as easy as possible.

So why is this new plane such a big deal? I plan on getting my CFI rating and offering Dragonfly transition training. Once I have my CFI rating I will be offering formal Dragonfly check-out training. Currently we are forced to ask a brave Dragonfly pilot if he will give us a few hours of training before we venture off into the wild blue yonder in our own Dragonfly for the first time.

Not only will I be able to offer this training in my MK-IIH, but once I have my MK-III complete I will also be offering it in that plane. At some point in the future I think it would be great to start something like the old Fun Flight Center at Eloy.

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I got the plane back to Missouri, put it all together, and flew it for about 1.5 hours in the traffic pattern. Once I realized that I had a minor paperwork issue that might take a few months to resolve, I decided to take the airplane back apart and do a few modifications. The plane still has the original unmodified elevator control system and glass fuel filters (see page 6), so I will be fixing both of these problems. I am also going to convert the single center mounted control system into dual side sticks and incorporating aileron servo tabs, a reflexor, and better aileron trim system.



My son is a few inches taller than me and his legs were digging into the instrument panel so I am in the process of installing a new instrument panel on the left side. I am also installing a new intercom and completely re-wiring the airplane. Steve Bennett currently has my cylinder heads machining a second set of spark plug holes. My good buddy Joe Anthony will be helping me out with a secondary electronic ignition system. Joe is also going to be welding up my controls for me – THANKS JOE!!!!

I hope to have the plane ready to take back to the airport by about August 1st. I know things always take me longer than I think they will, my only really hard and fast goal is to have the plane ready for the fly-in at Sullivan (see page 9).

I will be conducting business under the name Dragonfly USA. By the time you read this newsletter my web site will be up and running at www.dragonflyusa.com

Jeff

Home Brew Tail Spring

by Joe Polenek

It's surprising that the Dragonfly plans don't actually describe how to make the fiberglass tailskid rod, but merely state that it's available from the Dragonfly materials supplier. Since it's basically just an extremely thick uni-directional lay-up, it is very easy to make. Initially, I was hung up on how to make a mold that had the correct oval shape cross-section shown in the plans, and how to release it from that mold after it's cured. But who needs proper mold shapes or mold release when you have a *table saw*?

METHOD

The basic method of making my tail spring was to lay up the glass into a plywood mold, let it cure, cut off the mold and trim the fiberglass. Here are the basic steps:

(1) Get a piece of reasonably flat 3/4" plywood aprx. 30 inches long (or however long you want the final piece to be),

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and about 5-1/2 inches wide. Cut two more 3/4" plywood pieces, same length but 2" wide each. Glue or screw the 2 narrow pieces onto the wider piece so there it creates a 1-1/2"x3/4"x30" trough.

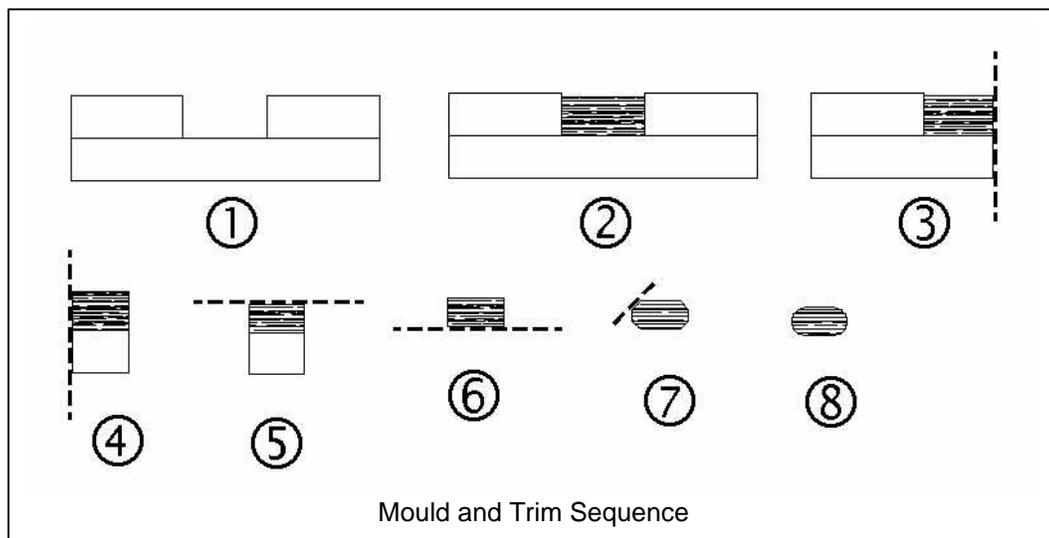
(2) Cut down a squeegee so it fits into the trough. One plus a backup should be enough if you're using plastic squeegees.

(3) Pre-cut strips of UNI to 1-1/2" wide so they fit in the trough, and about 4" longer than the trough (34" in this case) so they can hang out each end by about 2". (Obviously, the strands of the UNI strips must run parallel to the trough, which, incidentally, is also the easiest direction to cut it!) The 2" overhang will allow you to hold the glass strip with one hand and keep it from sliding, while squeegeeing with the other hand. Cut lots of strips. I can't remember exactly how many I used but it might have been in the order of 50 or more to build up the thin layers of UNI up to a thickness of 3/4". If you're a few strips short, you'll need to cut some more, so have your cloth ready for more cutting as required.

(4) Mix small batches of epoxy so you don't have to rush. Start laying the strips down per the normal glassing procedure. Keep mixing epoxy and adding strips until the 3/4" trough is "full". It took me 2-3 hours to do the lay-up.

(5) This is optional: I "post-cured" the layup by placing it in a large plastic bag and running a hot hairdryer into it. I used a paper tube to run the exhaust air out of the bag and back into the back of the hairdryer. This caused the temperature to rise so high that the bag melted in one spot, so I backed off on the recirculated air a bit. The temperature stabilized at about 60 degrees Celcius (140 deg F) and I left it that way for about 2 hours.

(6) Wait a day or two and then cut the plywood away with a tablesaw. This is where it pays off if you used nice straight cuts of plywood to make the mold. When you're done trimming, you should have a fiberglass bar with square edges that measures 1"x1/2"x30". With the table saw, trim the long edges at 45 degrees to approximate the radius and plane and sand the rest of the way until the desired cross-section is achieved.



FIRST ATTEMPT

My first attempt at making a tailspring taught me a very important thing about working with fiberglass. Before the epoxy cures, the glass has very little rigidity and the fibers will flow wherever the epoxy flows. That's what happened to my first lay-up. After I laid the glass into my mould, before the epoxy cured, I tried to press out excess epoxy by clamping a strip of plywood into the groove where the glass had been laid. Wishful thinking, in retrospect. As the excess oozed out everywhere, so did the glass strands, and the whole lay-up became anything but UNI-directional. I ended up pulling the whole mess out of the mould before it cured. The pictures show how it looked after it hardened.

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SECOND ATTEMPT

On my second attempt, I did everything the same except the pressing. Instead I focused on the squeegeeing to achieve a good lay-up that had just the right epoxy content. In general, I was pleasantly surprised with the quality of the final product that the above method yielded.



Now that is a nice looking tail spring Joe!!! Joe has come up with a very easy way to lay-up his own tail spring that could be duplicated by any of us. This is exactly how I laid up my main gear. Something I found very useful was to wet out the glass outside the mold on the bench. It was very easy to get the glass wetted out and very easy to remove the excess epoxy.

These are the kinds of tips that we need more of in the Dragonfly Builders and Flyers Newsletter. Thanks for taking the time to share your experiences with us Joe!!!

Editor

Fuel Filters

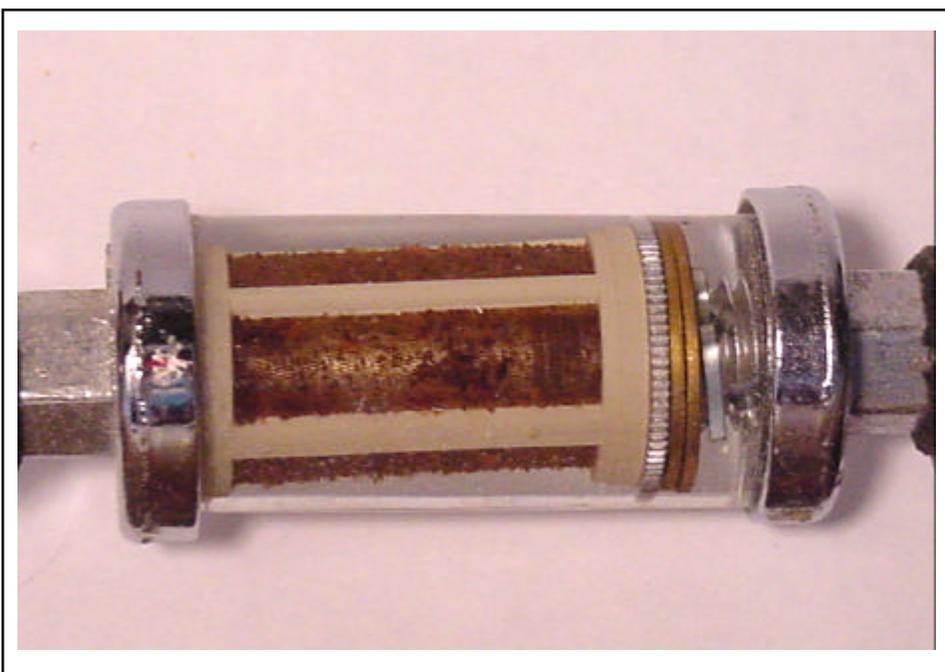
By Jeff LeTemp

I was originally going to fly to Florida on a commercial flight and just fly my new Dragonfly back home to Missouri (see page 2). After some thought, I decided that I would be better off to drive to Florida and bring it home on my trailer. I have quite a bit of experience trailering Dragonfly's, so I was not worried about the 1,000 mile trip. In hindsight the decision to drive was a good one.

When we got down to Boca Raton and first saw the plane I was very happy with the appearance of the plane. It was a Task Built kit and everything looked very nice, but just when I thought all was good in the Dragonfly world I saw 2 little glass gas filters. People have been warning us about those horrible little glass filters for years, I thought everyone would have certainly replaced them by now.....obviously not.

Once I got back to Missouri I immediately sent out a request on the Dragonfly email list for the part number for the gas filter used to replace the glass one. Darrell Doerhoff from KY quickly provided me the part number and echoed the warnings about the glass filters. When Darrell bought his MK-I a few years ago it still had the glass filters and he quickly replaced them once he became aware of the problem.

Here is a picture of one of the filters that was in my new Dragonfly. If the filter element was clean you should be able to see through the filter. I have no idea when this filter was last cleaned, but the plane does have about 360 hours on it. The second filter was just as bad.



There are actually a couple of Fram fuel filters that will work (I am sure there are many other brands that have compatible filters). The Fram G15 is the metal canister version and the Fram G3 is the plastic transparent canister version. They are both sized for 3/8" fuel line. They are almost the exact same length as the glass filters and about 2" in diameter (the G15 is about 1 1/2") versus about 1 1/8" for the glass filter. Unless you have an unusual set-up either one of the Fram replacements should work as a direct replacement.

So what makes the Fram filter any better.....about 100 times the filter surface area. The Fram filters have a pleated paper filter element rather than

the single mesh screen found in the glass filters. If you search the NTSB accident reports for the Dragonfly you will certainly see a trend. There are 26 Dragonfly accidents and at least 4 of them were directly related to clogged fuel filters.

Anyone who has ever built a fiberglass airplane understands how the fiberglass dust gets everywhere. I am always amazed how clean my friends shop is when I visit him....he is building a RV. It would be impossible to get all the dust and debris out of your fuel tanks before you close them up. Sure we try real hard, but I am sure the 4 pilots who crashed their Dragonfly's thought for sure they got all the trash out of the tanks also. One of the accidents resulted in two fatalities.

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Here are my recommendations for you. If you have a flying Dragonfly that still has a glass filter, ground your airplane until you install a suitable replacement filter (like the Fram G3). If you are building a Dragonfly, make sure you install a suitable fuel filter before you even start the engine. I would also suggest that you replace the filter(s) before your first flight and also at every oil change for the first 100 hours of operation. After 100 hours I would change the filter(s) at every annual conditional inspection.



Fram G3 Fuel Filter



Fram G15 Fuel Filter

By now you must be thinking that these filters must be really expensive if they are so much better – right? The little dangerous glass filters currently list for \$15.34 at Wicks Aircraft Supply. The Fram G3 will set you back \$2.97 at your local Wal Mart store. So in your first flying year you spend \$30 on fuel filters. Isn't that better than hauling the remains of your once beautiful Dragonfly to the junk yard on a trailer or worse?

Raptor Nose Gear Drop Test—Part 2 of 2

By Drew Aurigema

Ok so by now you know that two mechanical engineers should never build one airplane. If you don't know what this article is about, you should go read part 1 of this woeful tale in whatever previous newsletter it got put in.

To recap, Rich (my invisible partner) and I built a new engine mount for the Raptor that did not have a strange little hook in it. The new mount was a thing of beauty and about twice as strong as the old one. (the welder bud is a space hardware rated fabricator and welded the 4130 with Hastaloy W Stainless Steel to increase the ductile strength of the welds and decrease the potential for corrosion is that too cool or what) In any event, the new motor mount was pretty close to the layout of the old one with one major exception, it did not tie to the nose gear.

Now you got to know that Rich and I argued about this way back in the fabrication stage of the new motor mount. But he is the structural engineer and I the lowly aerodynamics engineer so he won the debate. Our new mount was massively beefy but the nose gear tied only to the firewall (which is massively beefy also but nowhere near the rigidity of the motor mount) So the new mount was fabricated and fitted to the firewall and the engine went on it like a dream. I mean it really fit and was straight and even and level and everything Go Team Raptor. Funny how you make something 4 times and eventually you get it right.

Many, many months went by and the Raptor sat on its new nose gear while Rich and I got back into the swing of building airplanes. But I gotta tell you that I never believed him on this cantilever nose gear structure thing and wanted to run

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some pounding test on it. So we ran the Raptor up and down the grass strip and watched the nose gear flex and wiggle. Overall, the gear was a bit too flexible (forward and aft) for my likes but Rich was satisfied. The flex was on the order of ¼ inch or so as the plane was rolling along. I still was not convinced of anything and I am the test pilot.

Pretty much to shut me up, Rich agreed to a drop test. You can read all about that in the other article. The test failed on the 90 degree cycle. So we decided to weld in two lateral supports to tie the gear to the engine mount. This was discussed before the drop test was ever started so we knew that it was a possibility. Engineering note (1) : be ready to fix stuff your test proves is broke.



View of the new support tube welded to the motor mount

The idea of putting in two lateral supports died about 10 seconds into realizing that there were lots of fuel systems right where the right side support would have to be located. So we decided to go with one really beefy support on the left side. This made the bolting of the “ U “ shaped bracket to the nose gear much easier also. So the new tube was cut and shaped and the “ U “ bracket that we cut off the old engine mount was fitted back to the nose gear leg. With me holding the tubing in place and my welder bud on his back, upside down ready to tack the support in place we were all ready. Engineering Note (2) : never get in a hurry to weld anything to your airplane.

Click..... ZAP..... See Drew Fly. See Drew be the electrical ground for the High Frequency TIG arc. See Drew sitting on his butt wondering what happened. Oh yea, its all very funny when it ain't you getting pa-zapped.

Actually, I did not get hurt (and was never in any real danger). It only took my welder bud a second to reset the ground and finish the tack weld but he did not stop laughing about it for hours. The real welding took about 20 minutes and we had a thing of beauty when it was done.

Now we have a massively supported nose gear leg that did not flex at all during the follow on drop test.

Moral of story : There are times to be stingy with materials and weight and there are times to spend the metal and take the weight hit. The nose gear is a massive penalty as far as drag and weight go, but we wanted tri-gear so we had to pay the price.

Field of Dreams Fly-In

By Jeff LeTempt

The excitement is starting to build.....the 14th Annual Tandem Wing Field of Dreams Fly-In is right around the corner. Everything is coming together here in Missouri and I am very much looking forward to seeing you at Sullivan from 24-26 September 2004. The event will once again be held at Sullivan Regional Airport (UUV). Sullivan was the perfect place for the fly-in last year and I am hopeful that it will even be better (if that is possible) this year.

I really learned a lot about hosting a fly-in last year and think a slightly different format will make this event even better this year. We learn the most about these great little airplanes by talking with the builders and going over the planes with a fine tooth comb. The forums are useful, but sometimes they are almost a distraction. My theme this year is going to be "less is more".

As of this writing (subject to change of course) Friday is going to kind of be a free for all open discussion time. Our good friend Drew will be there and he will be prepared to discuss anything and everything about tandem wing airplanes. If someone is interested, I think I can get us a good set of accurate scales to knock out a weight and balance or two.

Last year on Friday at the fly-in we had a hands-on composite construction class. The demand for this class a few months before the fly-in was almost non-existent, but a few weeks prior to the fly-in the demand actually exceeded our maximum class capacity of 20. If there is enough demand for a similar hands on composite construction class, I will gladly set it all up again. I just need to hear from you very soon if you are interested.

Last year there was a \$20 fee per composite class participant to pay the materials used in the training. Wicks Aircraft Supply graciously donated some foam and fiberglass cloth last year and I am pretty sure they would do it again this year, so I would anticipate the cost for the class would once again be \$20 per participant. If there is enough interest in this class we would probably start it a little earlier this year, maybe at 1200. We ended up running a little longer than I thought we would last year.

There will be fewer forums, but they will be longer in duration. What I experienced last year was during a 1 hour and 15 minute forum we just got to touch on a few things and then the real conversations took place in side bar discussions. If we dedicate more time to the forums, maybe we can tackle a few particularly challenging topics and everyone can benefit.

We will once again have the truck stop dinner on Friday evening. They have a pretty good sea food buffet or you can order from the menu. I just need to know if you plan on attending the dinner so I can let the restaurant manager know how many people to expect.

I need a few volunteers to help me out at the fly-in. The three of us who took care of the performance run timing last year should all have flying planes participating in the run this year, so I will need two people to handle the timing of the run. I also need a few guys who would be willing to serve as airplane judges. In a perfect world I would like to have 3 Q guys judge the Dragonfly's and 3 Dragonfly guys judge the Q's. Please contact me if you would like to help out.

Now a few words about the cost of the event.....you all know how inflation works – right? Last year the event registration fee was \$7.50 and the dinner on Saturday evening was \$12.50. With the continued generosity of the Airport Manager at Sullivan and a little penny pinching on my part, the costs to attend this year's event have gone down!!! Event registration fees will be \$5.00 and the awards dinner on Saturday will be \$12.00.

If you fly your Dragonfly or Q bird to the fly-in, you will be treated like a King!!! No registration fees and no han-

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gar/tie-down fees. All you have to do is pay for your meal at the awards banquet!!! Thanks for flying your tandem wing aircraft to the event!!!! Last year we were able to park all 19 tandem wing planes (and one Long Eze) inside a hangar for overnight storage. I can not promise we will be able to get 25 planes in a hangar this year, but I bet that we can.

I have a fly-in web site at: <http://www.fidnet.com/~letempt/index.htm> Listed on the site are detailed driving directions, information about lodging in the local area (5 hotels within about 1 mile), and a wide variety of other useful bits of information. If you do not have internet access, go over to a friend's house or the library and spend 30 minutes on the computer....it will be time well spent.

I welcome you to join the Tandem Wing Fly-In email list on Yahoo Groups if you would like to provide input about the event. The group is located at: http://groups.yahoo.com/group/TandemWingFly_In/

Now you just need to sit down and fill out the registration card.....and get it back to me. You can fill out the registration card contained in the newsletter and mail it back to me with your payment or if you prefer you can email me the information and pay with PayPal.

Last year we had 19 tandem wing planes (20 if you include the Long Eze) and about 10 conventional airplanes that flew in for the event. I think we could see 25 tandem wing planes show up this year if the weather cooperates. If you have any questions about the event you can email me at:

jeffrey.letempt@us.army.mil or call me at (573) 364-2545 before 9 pm CST.

24 September	
1300	Event Officially Open
1300-1700	Tandem Wing Open Discussion - tandem wing aerodynamics, X-Plane, GU canard issues, weight and balanceyou pick what we talk about!!!
1800	Dinner at the truck stop
25 September	
0830-1030	Performance Run
1030-1230	Q Forum
1300-1500	Dragonfly Forum
1500-1600	Group Photo
1600-1700	Fun Fly
1800	Awards Banquet
26 September	
0900-1200	Fun Fly
1200	Event Officially Closed

Editor Ramblings.....

First off I would like to welcome and thank our new newsletter subscribers.

Jim Williams—Fresno, CA
Jose Garcia—Spain
Geoff Wood—Australia
Greg Sexton—Jordan, MN
Ron Kordik—New Tazewell, TN

I am very pleased to be bringing you this issue of the DBFN!!! My charter was to provide you with a technically oriented newsletter and I think that is starting to come around. For those of you who have contributed to the newsletter—THANK YOU VERY MUCH!!!!!! For those of you who have not sent me a newsletter article—get busy and send me something. Without your contributions it would just be me rambling and I do not think anyone wants that.

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4130 Plate Steel

There seems to be an extreme shortage of 4130 plate steel around the USA, especially for the thinner thicknesses. I buy all my 4130 at a place in St Louis called Shapiro Supply Company. I drove over to Shapiro's on 2 July to pick up some steel for my updated control system. I had heard about the 4130 plate steel shortage and fully expected to come up empty handed on my request for .050 and .063 plate, and I was surprised to find they had plenty of 4130 plate in both A and N condition.

The great thing about Shapiro Supply Company is there is no minimum purchase requirement. It is pretty easy for me to drive (about 1 hour and 40 minutes) and pick up what I need, but they are very happy to ship you what you need. They have a web site at: <http://www.shapirosupply.com> or you can call them at (800) 833-1259 or (314) 382-7000.

Newsletter Contributions

If you have any ideas for the newsletter.....please let me know. I would love to get more articles for the newsletter. How about sending me some pictures of your project!!! I would love to see what you are working on and I am sure others would also. Thanks to all of you for supporting the newsletter. Some exciting times are just around the corner with the Dragonfly!!!!

Classifieds

For Sale: 2 Dragonfly Projects. 1st unit (pictured) is 80% completed Task Research fuselage, All controls installed w/latest mods to include tail- wheel steering mod (DBFN 107), hydraulic toe brakes, servo tabs on elevator & ailerons and electric trims on both, electric reflexor unit, interior package in (light tan leather & cloth), fuel tanks installed, Lycoming 0-235 C2A W/ 1157hr. since NEW. Jeff Rose dual electric ignitions, light weight starter, Air Wolf remote oil filter/cooler system, Terra Digital 760 Com and 200 Nav W/G.S, Terra 840 Intercom w/3 light MB, Terra electronic CDI unit with GPS or Loran input display and auto pilot output, Morrow 618 (round) full data base loran, Narco AT 150A Xponder w/encoder, Whelen tail/nav/strobe kit, 6ea Ray Allen electric servos, PC700 vertical card compass, and 25 year collection of engine instruments, wheels and brake units, etc.



2nd project is a standard Dragonfly built from plans. Fuselage sides & belly pan and bulkheads done, wing completed, and all foam for rest of plane is cut ready to glass, all glass to finish and carbon fiber included, nearly complete Ken Brock metal control kits, Fiberglass hoop gear, wheel and tires, brakes, + more,

Take all for \$16,000 or best offer. Philip Tinlin, 17 Andrews DR, Daleville AL 36322, E-Mail pc.tinl@juno.com Phone: (334) 598-2287 or (334) 379-9410

FOR SALE 54" 3 blade Warp Drive Propeller. 3 hrs static and taxi time only. Set up for direct drive Subaru. Blades have been balanced to within 1 gram. High RPM modified by Gary Hunter Composites in Houston. Gary is the crew chief for Pushy Galore the race plane. Good to 4400 RPM. Includes hub and crush plate. Would cost near \$1000.00 to duplicate. Will sell for \$650.00 plus shipping. Contact Bart Morgan at (972) 938-3881 or bartmo@joimail.com

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For Sale: Dragonfly MK II

N142JE, total time 775 hours. Airplane is hangared at KVIS Visalia Muni Airport, CA. VW 2180 cc engine balanced with hydraulic valve lifters and Ellison TBI carb. Too many features to list here. To see detailed photos (more than 30),



<http://homepage.mac.com/jwmason/PhotoAlbum2.html> For further questions and price contact John Mason at (559) 626-4991 or e-mail John at jmason@lightspeed.net

For Sale: 1836cc engine complete from prop spinner to firewall for a Dragonfly. All new engine with four hours run time. Dual ignition (one slick magneto and one electronic). Exhaust system complete with heat muff and carburetor heat box, Hapi ultra carburetor, Spin on oil filter, hydraulic lifters. The engine cowling also goes with this, so you will have a complete firewall forward for a Dragonfly. A/P built, \$3500.00 Call Joe Anthony at (636) 828-8015 or email hjoe@acer-access.com for pictures or additional information.

For Sale: Continental PE-90 engine (a rebuilt GPU engine) 0-315. This engine has been started to be converted to aircraft use, dual plugs, oil tank and intake started but not finished welding. One magneto, all continental accessories will fit this engine. \$1500.00 Call Joe Anthony at (636) 828-8015 or email hjoe@acer-access.com for pictures or additional information.

For Sale: Dragonfly MK 1 Project. I have a once flying, EAA award winner referb project that is well on it's way to completion. Rebuilt Magnum 82 VW conversion, new prop, canopy, cowl, instrument panel, radios and lots more. Move forces sale. A real deal at \$10,500 firm. Contact Walt Ireland - located Uniontown, OH. Telephone: 330-305-9893 or email wireland@autopkg.com



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

Wanted: Longtime Dragonfly builder Bob Boydston from Sedona, AZ needs some SureFire II dual electronic ignition parts built by HAPI several years ago. N12BB was inspected last year, but has not been flown yet due to ignition problems. Bob would like to hear from anyone who has any of these parts they would be willing to sell. Phone (928) 282-6468.

Subscriber's Information

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Jeffrey A. LeTempt
1107 Murry Lane
Rolla, MO 65401
(573) 364-2545
letempt@fidnet.com

For issues #1 through #88 and #107 and newer, send \$4.00 for each issue to Jeffrey A. LeTempt at the above address.

Issues #89 through #106 are available from Pat Panzera for \$4.00 each.

Patrick Panzera,
PO Box 1382
Hanford CA 93232-1382
(559) 584-3306
panzera@experimental-aviation.com

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14th Annual Field of Dreams Tandem Wing Fly-in Sullivan, Missouri

(Previously held at Ottawa, Kansas and Burlington, Kansas)

Friday - Sunday, September 24th-26th, 2004

Name(s): _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ Email: _____

What type of experimental aircraft building, flying, restoring, rebuilding?

Driving in? Yes _____ No _____ Flying in Commercially? Yes _____ No _____

Camping at airport? Yes _____ No _____

Flying in general aviation or experimental aircraft?

Yes _____ No _____ Type aircraft : _____

If you fly your Dragonfly or Q bird to the fly-in, you will be treated like a King!!! No registration fees and no hangar/tie-down fees. All you have to do is pay for your meal at the awards banquet!!! Thanks for flying your tandem wing aircraft to the event!!!!

People attending overall event: _____ X \$5.00 ea. = \$ _____

People attending Awards Banquet: _____ X \$12.00 ea. = \$ _____

Kids 6 & under attending the banquet are free!

If paying with PayPal please add 3% plus an additional \$.30 \$ _____

Grand Total: \$ _____

Mail your check or money order and this form to:

Jeffrey LeTempt, 1107 Murry Lane, Rolla, MO 65401 or you can use your credit card or PayPal account to pay your registration fees. Just go to <http://www.fidnet.com/~letempt/registration.htm> and click on the "Buy Now" icon.