

Field of Dreams Fly-In

by Spud Spornitz

Hello Everyone,

Spud Spornitz here in Olathe, Kansas.

It is my great pleasure to be your host for this year's "16th Annual Field of Dreams Tandem Wing Fly-in". The event is being held in Emporia, Kansas on September 22nd, 23rd & 24th 2006.

Emporia, Kansas is 100 miles southwest of Kansas City on Interstate 35. They have a 5000 foot x 100 foot wide north-south hard surface runway and 3900 foot x 298 foot wide east-west grass runway. 100 LL and mogas are both available on a 24 hour basis along with Jet A for those arriving in their King Air or Citation (Grin!!).

There is an over abundance of room for our workshops, forums and lots of room for the girls. You can find additional information on Emporia Municipal Airport at: www.airnav.com/airport/KEMP

Event plans to-date are:

Friday—September 22

The event will officially open at noon.

The traditional welcoming & re-acquaintance dinner is scheduled for Friday evening at a private room at the Golden Coral.

Saturday—September 23

Old friends Bob & Pat Horne will be back handling the On-site chow chores with their "Chuckwagon" (Paul Fisher will be back for sure as he just loves their Cheeseburgers!!).

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A special surprise "Flying event" for attending tandem wing planes and pilots first thing Saturday morning ***(and it's not the performance run—grin)***

We'll also have a full schedule of forums throughout the day Saturday.

The traditional "Performance "Not-a-Race" Run is scheduled for late in the day (with an alternate time of Sunday morning).

The awards banquet will be Saturday evening with a presentation by Mike Huffman on his time at Quickie Aircraft working on the "Big Bird Project" and the T-tail mod. Mike Huffman is a DAR will be giving us an overview on what is needed to prepare your aircraft for sign-off and how to properly work with a DAR and the FAA thru the process.

Of course there will be lots of door prizes along with a couple of grand prizes for the builders only and the special pilots that fly their tandems to the event (Grin!!, I promise as usual it will be good!!!).

The aircraft awards. This is where we can honor the great planes, the pilots/builders that brought their craft to the event.

Not confirmed yet, but possibly the best part of the event is Suzie and Dave Richardson's review and update of their hilarious presentation "You might be a Quickie/Dragonfly Builder if..?". This was worth the trip for me last year; I had tears running down my face in laughter!!!!!! Just what new additions will they have this year? I can't wait!

Sunday—September 24

Final review and goodbyes until next year.

Event officially closes at noon.

Things in the works:

I have a call in to Bob Nuckolls of the AeroElectric Connection to see if he is available to give us one of his famous 2 hour aircraft electrical/electronic forums and bring a bunch of his goodies.

We'll be checking with Steve Bennett of Great Plains to see if he can give a forum/update on the VW family of aircraft engines.

We'll try to have the "Event website" up by the end of March.

Things I need answers to??????

Is there a desire to have a Friday "Construction Training day" in areas such as?

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1. Epoxy/construction techniques? (as in years past)
2. Gas and/or TIG welding metal components?
3. Engine overall - maintenance.
4. Aircraft painting?
5. Whatever else???

I need a lead and a couple of volunteers to head up the Performance run.

I'll be giving a monthly update right here on the groups list and in the Dragonfly & Quickie newsletters.

All suggestions and comments are always very welcome.

You can contact me at:

spudspornitz@comcast.net

Evenings (913) 764-5118

Cell (913) 961-4894



Group photo taken at the 2002 Field of Dreams Fly-In hosted by Spud at Burlington, KS

Dart Industries Update

by Mike Wright

Hi Jeff

Here are some photos of the first factory built DRAGONFLY by Dart Industries. The reason for the factory build is so Dave and his team could learn and then be in a position to advise future builders. This plane is being built for Johan Steyn, and should be off the line for first flight by end May 2006. There have, as with any new business, been a few set backs in the delivery of fittings.

A careful look at this plane will reveal that it is a clone of "XPRESSO 4". Those sleek lines that Reg Clarke obtained on the original XPRESSO are reproduced from molds that Dart Industries bought from Reg and Bud Clark. Dart Industries is now supply these components as an option together with the original DRAGONFLY shapes. So builders now have a bigger choice. These are Xpresso wheel pants, Xpresso cowl gills, Xpresso nose cowl and Xpresso radiator housing/scoop for the under belly.

I (Mike Wright) made a plug for canopies, which is the only one south of the equator, from the line drawings in the plans book. From this Dart Industries can now also supply canopies in three tint variations, Grey, Clear, and Light Blue. The light blue is the same that one sees on the Bell Jet Ranger Chopper, wind shield. The cost of these canopies can be obtained direct from Dart Industries. The canopy shown in the attached photos is not one of my clones, but that of a Q2 made to fit the Dragonfly. I have my canopy at hand now and it is a work of art. Dart Industries is now officially supplying clones of my canopy.

US customers have a few options when it comes to canopies. You can purchase a canopy from Aircraft Windshields in Los Alamitos, CA. Their phone number is 562-430-8108. Todd's Canopy has also provided canopies for a few Dragonfly's. Todd has a web site at <http://www.toddscanopies.com/> or you can email him at BSILVER05@aol.com or call him at (954) 579-0874. At some time in the future canopies may be available from Dart for US customers, but currently shipping cost would make this cost prohibitive. People from other parts of the world might request a quote from Dart as they are closer and shipping should be cheaper.

Hope this is sufficient info for this next news letter. My next submission for you will be pictures and narration of how I built the canopy plug and how the finished product turned out. The next after that will be how I rebuilt my EA81T Xpress 100DT from Clarke manuals.

Cheers for now
Mike

Mike Wright
mike.wright@sanlam4u.co.za

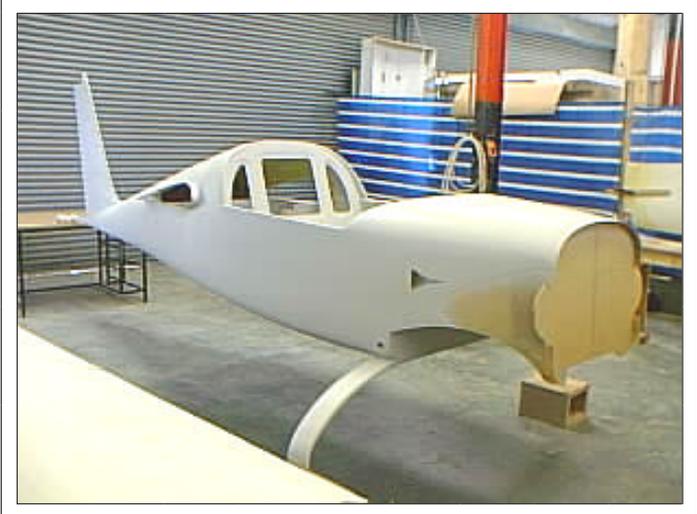
.....and from Dave Dormer of Dart Industries

Hi Mike,

Thanks for the call and for your continued input.

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The manual is being “Freshened up” initially. A complete rewrite is not being done at present due to time-to-market restraints. We will be incorporating the errata, inserting addendum for modifications, fleshing out some of the processes to make them clearer up-front and inserting all new photos and drawings. The drawings will be redone for clarity. Please note that this will be our interim work as we see a need for a complete rebuild of the manual. This is not to say that the original work is not of a high standard, it is just old in its presentation and much testing time has passed for changes to be made for easier interpretation of the ample verbiage and specific procedures.

So that only a smallish hole is required to insert the single-assembly elevator torque tube assembly, the out-board elevator bell crank is cut off at a predetermined point and then reattached with a 2” x 2024-T3 slug machined and inserted into the tube and bolted up with 2 x AN3 bolts, nuts and washers. This will remove the

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Dragonfly Builders and Flyers Newsletter

Renewal / Subscription Form for Issues #119 Jan/Feb 2006 through #124 Nov/Dec 2006

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slop possibility whilst giving the constructor an easy way of inserting and removing the assembly without cutting and access large enough for the entire bell crank.

Keep it light. Many Dragonfly's are coming out heavy after construction. It is vitally important that all attempts to keep weight down to a minimum must be made. There is no easy way to lighten up a heavy composite aircraft as there is no single component that can be reworked or removed to buy back payload capability. Rex Taylor continually stated that if the ounces are kept out then the pounds do not find their way in.

As a constructor you are encouraged to stick to the plans. There is no need to modify the Dragonfly in a way that adds additional weight. The original design is complete in all aspects and only mandatory modifications need apply. There are many engine options that are only marginally heavier than the prototype VW, their power output is much greater and these are the options that should be considered first. The Dragonfly does not

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require massive power up front and special aspiration considerations only need be made where the predominant operating conditions are demanding on the performance.

Instrumentation need not add weight if additional facilities are desired. Choose smaller profile instruments, clustered instruments, small form factor communications/transponder modules and if possible choose a solid-state breaker solution. This will reduce wire harness weight and complexity. Keep it light, keep it safe.

I hope this helps. Photos of Snoopy attached.

Cheers

Dave



Editor Ramblings

by Jeffrey A. LeTempt

Things just seem to come up, I guess that is just life. I am sorry that I am late with the last issue for 2005. I will try to get back on track, but I do need your help. I need your articles, ideas, lessons learned, great flight articles....no one just wants to hear just about my ideas. The subscribers want to hear from you, their fellow builder or flyer.

I do not need long detailed articles, just a few paragraphs about what you have been up to with your Dragonfly. A few paragraphs and a couple pictures and I would be very happy. I would be happy to edit the article for you. As the DBFN editor it is like I am living from paycheck to paycheck, I never have excess articles. I would be much better about getting the newsletter out on time if I had more article contributions.

I have received several subscription renewals for 2006, if you have not renewed yet I have enclosed a renewal form. The electronic subscriptions have become very popular, especially with the overseas subscribers.

Last year at the Field of Dreams Fly-in we had a comedy act perform at the banquet for entertainment. Dave & Suzie Richardson with help from Jerry & Nancy Marstall & Joanne Crain came up with a Jeff Foxworthy style "you might be a redneck" routine with a tandem wing twist. A couple of these are specifically directed to the Quickie guys, but I am sure you will get a kick out of them anyway. It went something like this.....

If you have ever you might be a Tandem Winger!

Got an MEK buzz from cleaning your epoxy pump ...

Tested your magneto by hand on the bench only to find out up close and personally what they mean by high voltage ...

Tightened your \$28 spark plug just a little too far and sheered it off at the electrode ...

Seen your single place Quickie being overtaken by a kid with a kite ...

Danced on the rudder peddles like the double-time Cha Cha to keep from hitting that runway light ...

Looked in your wallet and saw you have a more recent picture of your airplane than any member of your family ...

Had to think fast when your wife asked "Have you seen my hairdryer?" ...

Fixed the lawnmower with AN bolts ...

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Heard your wife or significant other refer to your beautiful airplane as that "Fiberglass Bitch" ...

Got sucked in by a Popular Science article saying it only takes 500 hours to build ...

Found your garage in the winter to be hotter than the rest of the house ...

Proposed marriage at a fly-in ...

Sent Christmas cards to the order takers at Aircraft Spruce ...

Thought that nothing says "Happy Anniversary" like a new transponder for your wife ...

Moved to a new home and all your moving boxes say Aircraft Spruce on them ...

You treat jock-itch with microballoons instead of talcum powder...

You file your fingernails with a sanding block...

Your grandson comes home from football practice in a fiberglass leg cast and you say, "Why didn't you call me son? Hell, I could've made that for you."...

Your grandchild's' bicycle training wheels are attached to the end of a canard which is bolted to the front forks...

Your private library consists of two volumes, Wicks and Aircraft Spruce...

Your wife comes up to you with that sultry look and says, "would you like a Quickie big-boy?" "Are you serious"? (She winks approval) "You must have been reading my mind, I just saw one for sale on Ebay."...

When your husband is asked whether his wife likes airplanes too, his reply is " Well, my FIRST wife didn't"...

Flew or drove to Sullivan Missouri to spend a weekend with some of the best people on the planet ...

Everyone really enjoyed this and I must admit that more than one of these directly applied to me. I am pretty sure they will be back by popular demand next year. Send me your ideas and I will make sure they are included!!

Jeff

Classifieds

For Sale: NACA Flush Inlets designed for 1/2" sandwich structures. These make a good looking functional inlet to replace the hand carved per plans ones. Inlets are \$40 per pair, plus \$4.00 shipping. Note: Spinners no longer available. Contact Charlie Johnson, 2228 East 7875 South, Ogden UT 84405 (801)-479-7446 or email: OneSkyDog@aol.com

For Sale: Polystyrene Blue Foam For Sale – Make offers – Some of the foams have already been professionally hot wired - canard, wing, rudder, elevator etc. Some are blank/uncut. Also have ½ “ Clark foam Located at the South Lakeland Airport (X49) in Florida. Pictures and more detail available via email request. (863) 646-2612 or email cgentry12@msn.com

For Sale: Dragonfly Fuselage For Sale -- \$600 Firm -- This includes fiber glassed sides, bottom, front and rear turtle decks, fuel tank/seat, engine cowl, motor mount and bulkheads. This would be a good start for someone. Just start putting it together. Located at the South Lakeland Airport (X49) in Florida. Pictures available via email request. (863) 646-2612 or email cgentry12@msn.com

For Sale: Dragonfly Type 1 converted to hoop gear. Porsche 1800 engine (big VW) converted to 2400 with parts from Great Plains. Airframe complete & wings & control surface mounts are finished. Cleveland wheels & brakes. Ed Sterba prop. Very nearly complete. Asking \$10,000. Call 815-397-1533 or email stiegrinding@aol.com



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