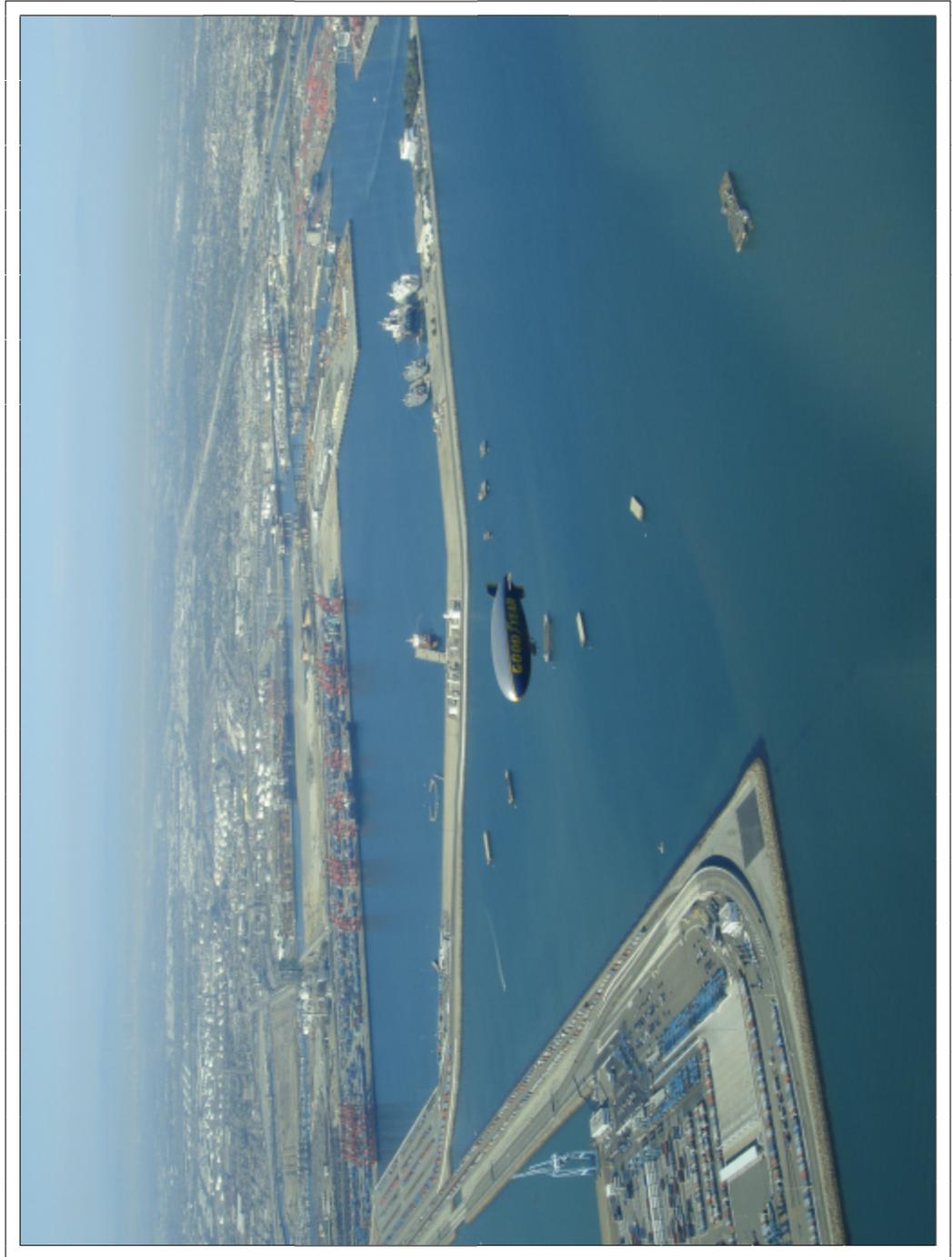


Volume 127

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THE OFFICIAL VOICE OF DRAGONFLY BUILDERS AND FLYERS ALL
OVER THE WORLD

Dragonfly Builders and Flyers Newsletter



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Picture Perfect Day in LA

by *Tim Iverson*

T'was a beautiful day in the neighborhood, picture perfect as you can see. The temperature was in the mid-70s, the humidity was low and the visibility high; very nice weather for Los Angeles. It was Saturday, March 31, 2007, and I had about an hour and a few gallons to burn. Initially I hadn't planned a flight for this day, but as the sky summoned me, I listened to what it was saying to and I jumped into the cockpit and decided to buzz around town in my "vee-dub" powered Dragonfly. My flight would take me back and forth across the blue skies of L.A. and Orange counties, about 100 miles in all. I took many stills of the scenery, similar to how an artist would prepare a landscape.

My newly defined mission this day would be to sightsee and take pictures of several landmarks. I began my journey at Zamperini Field, Torrance Municipal Airport (TOA). I departed the field mid-afternoon and flew about 10 minutes south-by-southeast to Los Alamitos Army Airfield (SLI) where, under special invitation last year, I was permitted to land and display my Dragonfly at an airshow. Next I turned my attention, and my aircraft, a few miles to the north and focused my lens on Forest Lawn Memorial Park in Cypress, CA. (This is the final resting place of Troy and Margaret Burriss who both passed away in March of this year, both age 86.

In 1984, being one of first to finish the plans-built Dragonfly, Troy completed my bird and registered its tail as N1941G, for in 1941 he was in class "G" of the Army Air Corps. Troy was from the "Greatest Generation", an aviator and a military man at heart, he was by far the best builder/pilot/A&P/CFI that I ever knew. Troy gave more than 200 rides in 1941G, more than any other Dragonfly, even the prototype. Troy left a lasting impression on the experimental aircraft folks at Chino Airport (CNO) and many Dragonflies throughout the years.)



Troy with N1941G at the Los Alamitos Airshow



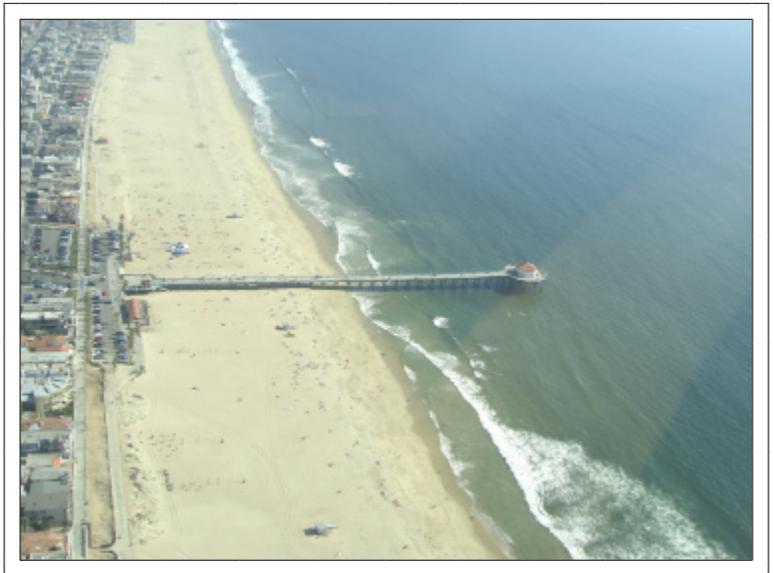
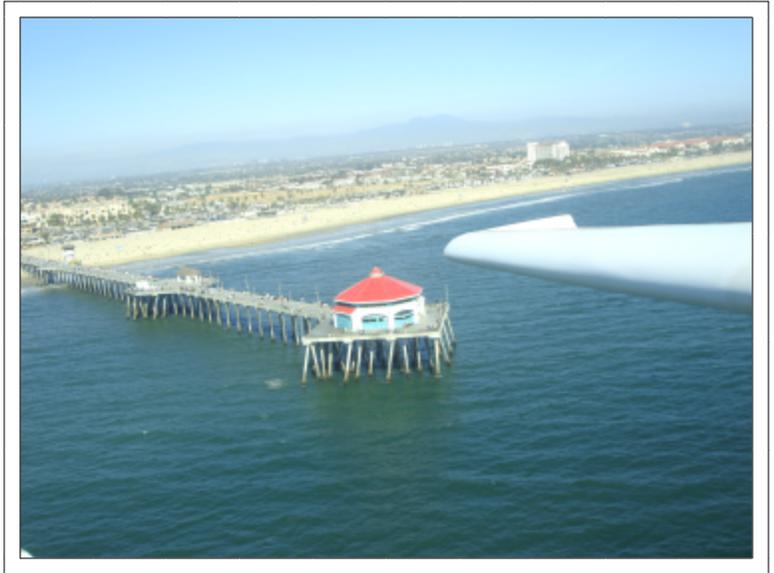
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Next, I changed my course towards Long Beach. I took the next picture with Long Beach Airport (LGB) in the foreground overlooking Catalina Island some 26 miles across the Pacific Ocean. From there I scooted sideways over to the marina where I got a view of the HMS Queen Mary, which has been moored here since 1968. The white dome building next to the Queen Mary is where Howard Hughes' Spruce Goose used to be hangared before moving to Oregon. I continued south along the coast and spotted the Seal Beach pier. The next pier with the red roof at the end is Huntington Beach (the surf capital of the world). Before I was to violate the airspace at John Wayne/ Orange County Airport (SNA), I made a u-turn and headed north-by-northwest up the coast. I saw the Goodyear blimp "Spirit of America" suspended in mid-air so I captured its image floating over the thousands of containers imported from far-away lands to the gateway of the L.A. Harbor.

I took a sip of water, scanned my instrument panel and then climbed to 2,500' to clear the top of TOA's class Delta airspace. I just missed a great opportunity to take some spectacular shots of LAX having come within eyeshot of the field. I made another turn at the shoreline and proceeded southbound along the west-facing beaches, and past the pier at Manhattan Beach. I saw many people on the sand and I noticed that there weren't any of the usual volleyball tournaments taking place. Nor was I able to locate any banner-towing aircraft flying 500' above the water parallel to the coast.

As the saying goes, "Time Flies" and it is never as true as when "Tim Flies" that time passes by so quickly. Ready to turn for home I decided to check ATIS and set my sights for right-traffic to runway 29R. I made the call over Redondo Beach King Harbor. They asked me to transition south along the shoreline and then enter the left downwind for the left runway. A much shorter runway awaited me, and in a Dragonfly that is a concern. However, in the afternoon the sea breeze is usually straight down the numbers at



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10– 15 kts. In a matter of minutes I would set up an approach and be on the ground shortly. After I greased the landing I taxied back to the ‘East Ts’ and called it a day. The last photos are of the Screamin’ Eagle and the time I arrived – 16:35. My mission accomplished, I thought to myself, “What a great day!” and, after all, it was very much ‘*picture perfect*’!



FOD Fly-In Update

by Spud Spornitz

Hi everyone,

I'm your host for this year's 17th Annual Field of Dreams Fly-In at Emporia, Kansas on September 21st, 22nd & 23rd. We are approximately 60 days away from the event and we've already got a very strong commitment of 26 people and 13 tandems so far, not bad for 2 months out!!!!

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A few refresher facts on this years fly-in that you won't find on the schedule of events...

This year, the Saturday evening awards banquet will again be held at the airport. I talked to quite a few of the builders and to the guys that are already flying tandems just what were their prefer-



ences in this area. Even though they enjoyed the off-airport banquets (particularly at the college in Ottawa), they almost unanimously liked the idea of staying at the airport, more fly time, more talk time, just being closer to the planes longer, a more casual less rushed atmosphere. The thing that really allows us to get away with this, is the generous amount of room Emporia is allowing us to use for the event, two huge hangars, empty for the most part will be at our disposal. They have truly rolled out the "Red Carpet".

Also in regards to the awards Banquet, James Masal again will be handling the "Master of Ceremonies" chores with his usual southern wit & charm.

Jeff LeTempt is going to head up the Performance run this year. He needs to have a back up person as there is a possibility Jeff may not make the event...any volunteer's?

There will be no tie-down or overnight hangars fees for any attending aircraft Thursday through Sunday evenings. There is plenty of room for overnight hangar parking for all attending aircraft.

There is no charge for camping on the airport ground, there is an excellent site in between two hangars (at least a mile off the highway) and there is 24 hour access to the bathrooms, pilots lounge, phones, etc. I plan on camping there Friday and Saturday evenings.

You can find additional information about the "Schedule of Events", "Event Registration", "Motels Listings" and "Photo overview of the Emporia facilities" at: <http://www.tandemwing.com/fodfly-in.htm>

One more item in closing, this is a pre-registered event because we need to have a head count for space allotment for Friday night arrival dinner at the Golden Corral, **BUT most importantly** I need to give the event caterers an official head count for the awards banquet on the Monday before the event. Now no one will be turned away, but you might be eating McDonalds (Grin).

I'm really looking forward to seeing everybody again at this year's event. If anyone has some additional questions, ideas or suggestions on the event, you can contact me at: spudspornitz@att.net or in the evenings at (913) 764-5118.

Spud Spornitz
1112 East Layton Drive
Olathe, Kansas 66061

P.S. Mail those registrations early....

Mountain States TW Fly-In

by Patrick Panzera

Hey gang, I'm sorry that I've not contributed to the newsletter since I left the editorship in the capable hands of Jeff. As you may recall, at the same time I left as DBFN editor, I took on the "hobby" of editing CONTACT! Magazine. Although Mick Myal handled it fine on a part-time basis, he's retired, not a small business owner like I am. So needless to say, between family, work, and editing (and promoting) a national magazine, there's not much time left to devote to Dragonfly business. But I digress...

The Mountain States Tandem Wing Fly-In has not been properly reported on since DBFN issue 102 and it's time to do something about that. Issue 102 covered the 2003 event so I'll give a brief run-down of the events that followed, but I also must apologize that I never intended to write about these events so I took little notes and therefore the details may be lacking; for this I humbly beg forgiveness, especially from those of whom I may leave out.

My personal (uninterrupted) participation with this event goes all the way back to the last time it was held at Aura Valley (1999), the year I bought my first Corvair core engine and took delivery at the event. Since shortly thereafter I became thoroughly engrossed in all things Corvair, it was a natural for me to give a Corvair forum, which was a nice way for me to show my progress to those who were "there" when I laid hands on my first greasy carcass. The very next year (2000) the event moved to Laughlin, NV, (Bullhead City) and with that first event at the new venue, we began the first in a series of "Corvair Confabs" as Don Stewart dubbed it. We were able to coax two noted gurus of the Corvair world, William Wynne (of Daytona Beach, FL) being noted for converting them for aviation, and Bob Sutcliffe (of Laverne, CA) the expert of all things dune buggy. Between Bob and William, along with me acting as MC, we pulled off a pretty good show.

From my photo record, I show a total of seven planes in attendance, two of which were Q's with the balance being Dragonflies, three of whom were Charlie Johnson, Allan Tenerelli and Brad Hale. The accommodations and hospitality as provided by the airport were bleak at best and waning. Every year is seemed to get worse and worse. The first year, the award dinner was held at an Italian restaurant that was louder than a bowling alley under the departure end of LAX. Not very inviting to say the least.

For the 2001 event was covered in DBFN #89, which by chance was my very first issue as newsletter editor. The article (written by the event promoter, Don Stewart) detailed once again our successful "Corvair Confab". We were fortunate to have Bob Sutcliffe on hand once again, but by now the Corvair "craze" was in full swing. In addition to another update from me, Charlie Johnson gave a presentation. While many of us were foolish enough to be running around outside in the cold, the womenfolk were smart enough to hang out in the warmth of the "terminal" building. The awards dinner was at the Flamingo, which worked only a little better than the year before. You can read all about the event in much more detail in issue #89.

The 2002 event is also covered in our newsletter. DBFN #96 has another great article written by host/promoter Don Stewart. The accommodations at the airport were about the same, but it was getting more difficult. The FBO who was basically "hosting" us could not commit (until the last minute) to the use of a hangar for our forums. This was very uncomfortable for Don to handle, but he did a fine job anyhow. Later that evening we all mustered in the two-room suite Don rented (for his stay) and we ordered in pizza for the awards dinner. The Corvair Confab was once again a raging success with more interest than ever before and more participation from other enthusiasts. You can read all about the event in much more detail in issue #96.

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For the 2003 event I offered to assist Don in finding a suitable venue for our award dinner, which ended up being held in a private room at a local Perkin's diner on the Bull-head side of the river. It was quiet enough that we could have normal conversations, the food was more than adequate and it was away from the hustle-and-bustle of the casino side. The whole story is written about by Don Stewart and published in DBFN #102. The Corvair presentations I was making was gaining momentum. People were attending our gathering just to hear about the Corvair. By now I had a running engine



mounted to a trailer that we could tow from show to show. Not many people had ever heard a Corvair run and although it might be hard for some of you to believe, it was quite thrilling and inspirational to many new Corvair "converts". The absolute highlight of the event was when we "drove" the Ford Explorer around the hangars powered by nothing but a Corvair engine swinging a prop. Even though it was a serious hoot to drive the Explorer around like we did, the highlight of the Mountain States Fly-in for me is the stick-time I usually get with Jim Patillo (on the right in the photo below) in his Q-200.

This year we flew formation with Dragonfly owner Tim Iverson and I was able to get the cover shot of him for issue #102. Later that year I caught up with Don Stewart at the Livermore gathering and we spoke at great length about the future of the Mountain State event. By then I was in full-swing with CONTACT! Magazine and I was seriously considering starting a fly-in centered around alternative engines in experimental aircraft. That is to say, the event would be for and catered to anyone and everyone interested in alternative engines, from tiny little single-place planes with, single cylinder engines all the way up to fire-breathing four and six place monsters.



Don and I concluded that we could pool our resources and conduct one event together that could cater to both the tandem wing gang and include alternative engine people, especially in light of the fact that this is kinda what was happening naturally with the interest in the Corvair that I was bringing to the table.

2004 saw us again at Laughlin, but this time with double-billing. It was the Mountain State Tandem Wing Fly-in, but it was also the CONTACT! Magazine Alternative Engine Round-Up. Don hosted and MC'd the tandem wing stuff and I hosted and MC'd the engine stuff...as usual. The only difference this time was the size of the crowd and the variations parked on the ramp. The tandem-wingers by far outnumbered any single "type" of aircraft, but interspersed between the Q's and DF's were the likes of Sonex, Long EZ, a couple of RV's, and a few Blackhawk helicopters.

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The engine forums were top-notch. Rather than the usual ratings of a lunatic Corvair fan (me) the gang was treated to the likes of Klaus Savier Founder and President of Light Speed Engineering, Jess Meyers of Belted Airpower, Joe Horvath of Revmaster Aviation, and a few others. As usual, a great time was had by all, but there wasn't anything specifically tandem wing about the event other than the fact that we outnumbered everyone else and that the awards banquet was all tandem, with the exception of the long-distance award, which was up for grabs for anyone in attendance. Unfortunately, I don't remember who that was.

2005 was pretty much the beginning of the end for Laughlin/Bullhead. The airport was expanding; they had already been using the "upper" runway since before we came along, but the lower section, where we had been meeting, was sold off and all the hangars were as well as the entire infrastructure was gone. No one could even give us a hint if a hangar would become available for us to use as shelter from the sun, so I ponied up and rented a tent. That was a disaster. Winds are usually pretty bad in the desert, and in the spring in particular. Apparently the people who erected the tent didn't know that, and as such, we ended up tying the thing down to our bumpers.

We had another great turn-out of planes. From my photos it appears that there were at least five Dragonflys and four Q's. Again we had a wonderful awards dinner at the local Perkin's. Some face changes from the previous year's Alternative Engine Round-Up included Paul Lipps who gave a very educational forum on his outrageous propeller design, and Scott Casler of Hummel Engines who showed us the nuances of his ½ VW engine, as well as his full VW conversions. Also representing VW was John Moyle, the associate editor of CONTACT! Magazine, who graciously stepped up for Joe Horvath who's wife fell ill and the two of them were unable to attend. Representing Corvair was yours truly once again, but this year we had a representative of the 1/3 Corvair enthusiasts.

April 2006 saw a complete change for the Mountain State Tandem Wing Fly-in and the Alternative Engine Round-up. I was just fed-up with Laughlin so I asked Don if we could move it to Jean, NV. I paid the airport a visit, checked in with the airport manager and the rest was history. Don and I agreed on a date and on April 28-30, 2005, we owned the joint! Again the tandem-wing gang outnumbered all other types, but I believe that there were more "others" than us this go around. Through promotional efforts we even enticed KITPLANES to send a writer. Ed Wischmeyer came, saw, partook and ended up writing an article on our event and featured Jim Patillo's plane. I was fortunate enough to be in the right place at the right time and went up with Ed in his straight tail C-182 and kept the plane flying while he shot Jim from his window. Afterwards, Jim took Ed for a flight.

Another significant change this year was the complete absence of Don and Debbie Stewart. A few days before the event, Don called to say that he just wouldn't be able to make it this year, but he sent along the usual award trophies. The two of them were certainly missed more than they may know.

The forums were very civilized. Contrasting the previous year's tent fiasco complete with porta-potties and the years before that where chairs were at a premium and the best we could hope for was a dusty, hot hangar, we were now in the total lap of luxury. Carpet, air-conditioning, padded chairs, a kitchen, tile bathrooms with a shower, ample parking and camping. It was awesome. Best of all, there was no tower, no airport closure, we could come and go as we liked. And for me, the best part was that it was absolutely free! Since CONTACT! Magazine is a bonified 501(c)3 non-profit educational resource, the airport manager waved the insurance requirement. I showed up on Thursday and picked up the key and the place was ours throughout the weekend. They even sent a county employee out to check our trash cans and bathroom conditions, regularly, even on Sunday!

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Saturday was the traditional rides and other flying demonstrations. Although we had engine forums all day long, people felt free to come and go as they pleased. Just outside the door of the forums room was a nice covered (and elevated) patio from which a panoramic view of both ends of the runway was available. More than once it would become "standing room only" out there with people visiting one another while watching high-speed low approaches and glider operations on the parallel runway.

Saturday evening's dinner was a major hit with everyone. We catered a BBQ dinner with all the trimmings and set up tables right there in the building. One feature of the Jean airport is that it's literally within walking distance of the hotel/casino. Any pilot who flew in did not have transportation issues. We had one-stop-shopping. A landing strip, a multi-purpose building, a campground and a hotel. For extra curricular activities there is a bar and casino, all on the same grounds.

So now we are up to the Mountain State Tandem Wing Fly-in, 2007, which took place just a few months back. For me it was extremely difficult as my daughter Angela was killed in an automobile accident only weeks earlier. Some of you may remember her from the last Avra Valley gathering. She and my wife accompanied me to the event. Angela left behind two little ones, Alex and Andrew who I love dearly. Alex (7) who's impending birth I announced at the first Laughlin event, now lives with my wife and I on a full-time basis. Andrew (5) on the other hand, whom we also raised from birth with Angela, has been removed from our home and his brother so that he can live with his natural father, who chose to leave for the first four years of his young life, only to return and demand his "rights" with no concern for the boy's connection or loss.

But although my heart and soul were other places (and for the most part, still are), I followed through with my commitments and obligations and the event went off without a hitch. A great time was had by all; we had a great cross-section of speakers for the forums, including another visit from Paul Lipps and Jess Meyers, and a few others.

Dinner was provided by the volunteer efforts headed up by the gracious Sam Kittle. As stated earlier, the facilities are complete with a kitchen, but I didn't mention that there are also two gas-fired BBQ pits. Sam cooked up some awesome hamburgers and bratwurst with all the trimmings. Donations covered the costs and from my estimation, people seemed to appreciate it more than the more "formal" dinner the year before.

We are looking forward to keeping this tradition alive and I could certainly use some help from the DF and Q community. Although my interests are not wandering away from tandem wing aircraft, my desire to grow CONTACT! Magazine are all encompassing. I'll continue to build the Alternative Engine Round-Up, and I'd really love to keep them together, but the tandem group needs some bolstering. Don did such a great job with that and I don't think I can do both nearly as well as he did the single task of promoting and hosting the Mountain States Tandem Wing Fly-In.

For me, I'd like to take the Alternative Engine Round-Up to much higher levels. I envision it being something on par with the larger EAA regional fly-ins, but w/o the commercialism and with keeping the focus on EXPERIMENTAL AVIATION. With that I have a few ground rules that I'd like to keep throughout it's expansion. 1) No one who flies in to the event in an experimental aircraft, for the purpose of displaying and sharing ideas will ever pay for anything. 2) No Airshow, ever. 2a) No closure of the field for an airshow. 3) Food vendors will not be charged to attend and their prices will be negotiated to be on par with what we'd pay out in town. 4) No non-aviation related vendors (no ladders, no cookware, no mops, etc) 4) Although the locals will certainly be welcome, we will not advertise to draw their participation. It's an event for aviators, by aviators.

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Anyhow, that's all I have for now; I apologize for not having a lot to say about Jean '07 and for not having much in the way of photos. Suffice it to say that the venue is unparalleled for convenience and overall comfort, there's plenty to do and/or not do, and if you'd like to help me keep the tradition alive I'd really appreciate it and I'm sure that those who have come to enjoy the spring jaunt to warmer climates every year will appreciate it too.



Three Dragonfly's in Attendance at the 2007 Event



TW Spring Fling

by Jeffrey A. LeTemp

The Tandem Wing Spring Fling Fly-In was held this year at Iowa City, IA (K10W) from 18-20 May. Greg Zimmerman was our host for the event and he did a SUPER job. He and his wife Rosemary thought of just about everything to make this informal gathering of tandem wing enthusiasts a huge success. We had sole use of an old airline hangar and lodging was available right on the airport at the Alexis Park Inn. The Alexis Park Inn is an aviation themed hotel owned and operated by pilots. The owners welcomed us with open arms!!

We had a GREAT turn out for the spring event....but I was the only Dragonfly in attendance :<(There were 9 tandem wing airplanes, a couple non-TW experimentals, and 3-4 spam cans that flew to the event from as far away as North Carolina and Wyoming. There was A LOT of flying that took place on Saturday afternoon, I was only able to give 1 ride to Phil Christiansen. Phil is a Dragonfly builder from Oronoco, MN who flew to the fly-in in a Piper Warrior (Look for a builder profile article about Phil in the next DBFN). Ilya Beyder, also a Dragonfly builder, drove down from Milwaukee, WI and me, Phil and Ilya talked about practically every detail on my Dragonfly MK-IIH for several hours. That is the really great thing about these type specific fly-ins, you can literally talk for hours about the details.

You should really try to include the TW Spring Fling on your calendar next year. The airport facilities were very adequate, the lodging is right on the airport, and there are great places to eat within walking distance (of course the hosts and people who drove-in were VERY generous with rides and loaning their vehicles). We need more Dragonfly's next year!!!



2007 TW Spring Fling Participants	
Sam Hoskins	Q200
Ernest Martin	Tri Q200
Paul Fisher	Q200
Terry Crouch	Quickie
Lynn French	Tri-Q200
Greg Zimmerman	Tri-Q200
Paul Spackman	Q200 (with a Jabiru 3300)
Kevin Boddicker	Tri-Q200
Jeff LeTemp	Dragonfly MK-IIH

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, phone (801)-479-7446, or email OneSkyDog@aol.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. Contact Chris Gentry at (863) 646-2612 or email cgentry12@msn.com

For Sale: Dragonfly MK-I 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. Nearly complete. Asking \$10,000. Call 815-397-1533 or email stiegginding@aol.com



For Sale: Dragonfly MK-I completely built and assembled. All controls installed, light weight factory built honeycomb fuselage, servo tabs on ailerons & canard. Electric Ray Allen servos on all tabs and reflexor. LYC 0235 engine 800 HR since major, Jeff Rose dual electronic ignition, remote oil filter, light weight starter. Complete Terra radio system 760 Com, Nav w/loc and G/S ELT, Narco TR-50 transponder. 2 Lorans; one Fly/Baby and one 360 round, both with full databases. Heated pitot w/angle of attack orifice. Hyd toe brakes, engine instruments, and 25 years of aviation parts etc. Price \$16,000. Contact Phil Tinlin, 84 Panuard Ln. Hartsel, CO. 89449, phone (719) 836-0213, or email pc.tinl@juno.com

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Jeffrey A. LeTempt
1107 Murry Lane
Rolla, MO 65401
(573) 364-2545
jeffrey.letempt@us.army.mil

For hard copy back issues send \$4.00 for each issue to Jeffrey A. LeTempt at the above address.

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

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