

Cross Country in a Dragonfly



My Journey – Cross-Country Flying in a Dragonfly

by Tim Iverson

You know, I finally figured it out. I really do have something in common with Charles Lindbergh. His journey began on May 20th. Seventy-seven years later, on May 20, 2004 I began a journey of my own. Although his flight was non-stop, trans-Atlantic, and significant for the world, my flight captured just the latter characteristic; and only for me. I had planned a semi-transcontinental flight from Torrance, CA (TOA) to Fort Smith, AR (FSM). Hardly a soul knew what I was doing or where I was going. I was neither to become famous nor written about except by the stroke of my own pen. No

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one would greet me, or mon *Demoiselle*, as countless thousands did with Lindbergh and his *Spirit of Saint Louis* at Le Bourget Field in Paris. The only folks to know about *My Journey* would be the subscribers to the Dragonfly Builders and Flyers Newsletter (DBFN) and a few select EAA members, and they would only read about it several months after the fact. Lindbergh and other early pioneers of flight – revolutionaries like him – are my heroes for they paved the way for me to enjoy my hobby as an aviator, an avid weekend pilot.

I decided to write this story; not the whole enchilada mind you, just a brief glimpse into this particular flight. I had never before attempted a trip of this distance and magnitude. In the past I had made several two- to three-hour jaunts to places like Laughlin, Livermore and Phoenix but nothing this challenging. I laid out my plan, prepared every detail, and made the commitment to venture to those places I had only previously dreamed of visiting. I had an incredible time flying there and back, and here is my story. But first, a quick look at the history of Dragonfly 1941G.

Many of you may know the story that 25 years ago, Bob Walters (Viking Aircraft, Ltd.) created the idea of an airplane that would set the stage for things to come. A few months later at Oshkosh he delivered the goods and received the “Best New Outstanding Design” award. That was 1980. Then a couple of years passed and Rex Taylor/HAPI engines acquired the Dragonfly rights. Much interest was generated within the homebuilding community and a gentleman named Troy Burris stepped forward and bought a set of plans in 1982. He began construction in early 1983.

Troy spent the next 22 months building the Dragonfly. (He would have finished sooner; however, he made many modifications, built the nav/com system, went on two vacations and did all of his gardening during this time.) His Dragonfly first flew from Chino Airport (CNO) in February 1985. For the first ten years, Troy flew on average of 50 hours per year and the last seven years he flew 100 more. He and his Dragonfly went to Alabama in 1986 as a MKI and to Oshkosh in 1991 as a MKII. Troy gave more than 200 rides to the fortunate few over the years. It wasn't long ago that Troy was known as the “guru” of all Dragonflies.

Troy is still around town to lend a hand. He provides technical support, performs annuals and signs-off on flight reviews. A CFI and an A & P, Troy has been dreaming aviation since he was a four year old boy on a farm in Conway, Arkansas in 1924. He and his brother would watch the planes depart the local field and they both knew then that they would be pilots someday. They began building a plane of their own design but never finished it; WWII claimed them both as pilots. They both enlisted in the Army Air Corps pilot training program in 1941. Jay enrolled in class “B” and Troy was in class “G” in Barksdale, LA. The tail number that Troy selected for the Dragonfly was 1941G. It is a reminder of his military training days. After the war Troy returned to active service and flew 163 missions for the Berlin Airlift (1948-49). I salute Troy for his service to our country. He is a true hero and a proud American straight from the “Greatest Generation”. I am happy to call him my friend.

I first met Troy in January 2001. For many reasons, we did not have our first flight together until December 1st of that year. That gave me time to acquire some knowledge about this plane, get my private ticket and a tailwheel endorsement. In May 2002, I purchased 1941G. I had no homebuilding experience; I just had a passion for flying. I worked for Northrop as a composites fabricator for seven years so I do have an idea of what it takes to build one of these bird shells. There I laid-up graphite plys on bonding jigs; vacuum bagged the skins and placed them in autoclaves and/or ovens for curing. With two outer skins completed, and the honeycomb cores cut, I made assemblies that were used for the aft section of the F-18 Hornet (I worked with graphite on the Hornet at the same time as Troy was working with fiberglass on the Dragonfly). It appears that another Dragonflyer, OneSkyDog, worked for Northrop around the same time as I did before he migrated to Utah.

Well, let's talk about the trip, shall we? After two years and 200 hours flying Dragonfly 1941G, I was ready for a challenge. It came so discreetly in the mail; it was an invitation to my friend's son's high school graduation in Oklahoma. I thought that I should take a week off of work to go see them, and then squeeze in a visit to see my family in Arkansas. I promised Jeff, our newsletter editor, that I would visit him in Missouri, but due to poor weather, that visit didn't happen. I had to echo the same excuse to my brother in Houston. On this trip I would spend more hours checking weather at the library, the FBO, and also by viewing The Weather Channel than I had in the last two years flying in California, seriously.

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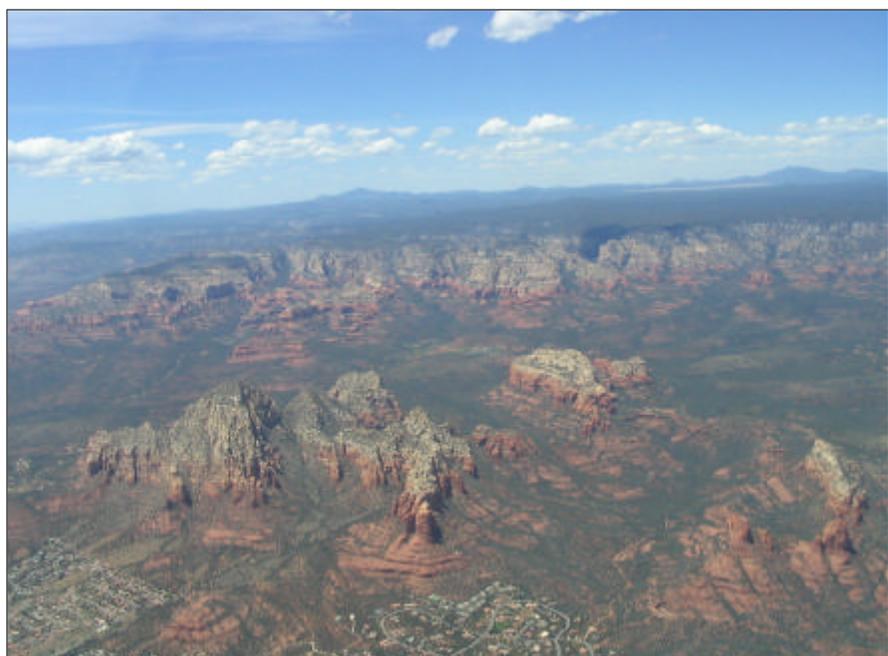
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The day had finally arrived and we were ready – *Viking Voyager* and me. I had planned carefully what to bring with me and what would stay behind. A partial list of what I included were a handheld radio, tools, oil, spare tube and tire, fuses, flashlight, batteries, first-aid kit, all of the necessary charts, Western States' Pilot's Guide, canopy cover, camera, camcorder w/ tripod and my trusted pool cue (I could not leave home without it). I also included a change of clothes (four actually), rice cakes and some water. It took about 45 minutes to carefully pack the bird and I was ready; the weather was not. It appears that no one told anybody that I was on a mission. Fortunately, I was cool, calm and collected. I wanted to make it to Tucumcari, NM that night, but I had heard over and over again that if you want to get somewhere in a hurry, don't fly yourself. The good thing is that I had built in so many schedule interrupts that I hadn't any concrete expectations to be anywhere at any given time.

About two hours after I had originally planned to leave from TOA I saw a slight opening in the overcast. I decided to investigate. I flew 10 miles south over the Pacific Ocean towards Catalina Island (which is 26 miles away) and popped right up above the 'soup'. It felt good to be up and on my way. The next 80 miles towards Palm Springs was just solid cloud cover. My first stop was Lake Havasu City (HII). It's located next to the banks of the Colorado River near the California/Arizona border. About 20 minutes before arrival I was being tossed around like salad. From that point forward, and for the next eight to 10 hours, I had true and quartering tailwinds of 25 – 35 kts. My groundspeed was approximately 155 to 160 mph most of the way, and boy, what a rollercoaster ride it was!

I departed Lake Havasu for my next intended stop of Winslow, AZ (INW). I was distracted enroute when I witnessed and experienced the beauty of Sedona, AZ. I circled Sedona for about 15 minutes and took quite a few pictures. I also recorded video and was talking like I was a tour guide. The awe-inspiring scenery was breathtaking with its varied terrain and brilliant colors; I was mesmerized. Finally, I broke away and not long after, prepared for landing at Winslow-Lindbergh (Charles was here in 1929 to establish Transcontinental Air Transport). I noticed that the winds were high – *not winds-low* – 170° @ 28 kts. I flew the left downwind for runway 22, then I turned base, and within five seconds, I had overshoot the runway by half a mile.

Ok, so now I am on a modified approach, crabbing all the way. As I prepared to land, I remembered what Troy had often told me. He said that this Dragonfly was a very good crosswind landing aircraft. He certainly was right. I aced the landing and taxied carefully over to the FBO. I was greeted by a crew member who helped me tie-down the plane. She also helped me retrieve my shoe as it started to blow down the ramp. They were very good to me at Winslow. They gave me a loaner car for two hours so I could grab a late lunch in town and told me about the tourist traps that sold "Route 66" and "Standing on the Corner" memorabilia. I decided that my flying was over for the day so I checked into a room and headed straight for the jacuzzi to relax and enjoy the rest of my first day away.



The next morning I fueled-up, as I did on all of my stops, and I high-tailed it out of there. A few hours later I approached Tucumcari (TCC) and made the call for landing. Before I could touchdown they asked me if I needed fuel and I replied, "Yes, I do need a couple of gallons". I was greeted by the whole town of two at the fuel pump. I asked for an update on conditions and one-half of the town replied by informing me that 50 mph winds were expected in two hours. This time I did not hesitate. I said my thank yous and good-byes and split town – next stop, Altus, OK (AXS). Enroute,

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about 20 miles southeast of Amarillo, TX the weather changed dramatically. No longer did I see the arid desert landscape. I was now entering Tornado Alley. It was humid and clouds were everywhere. I tried to climb over the 'fluff' as I did in California the day before, but my efforts were futile. The next couple of hours I flew around 2,500 MSL until I reached Altus. I looked at my watch and it was 3:00 PM local. I had arrived exactly when I said I would; I was elated, now I had something to write home about! My friend had promised to pick me up and take me to the BBQ that he was hosting. I was ready to eat something other than rice cakes. The cook-out was delicious and a well-deserved meal for this hungry traveler. Then the graduation followed. The next morning my 'bud' took me 20 miles north to a wonderful resort where we ate breakfast. Then I received a tour of Altus AFB where he had accepted the job as Chief of the Fire Department one year earlier.

In the early afternoon, I departed for my final leg to Fort Smith, AR. I flew over the resort where we ate breakfast and it looked twice as nice from the air (as do most things). I thought about what I had been through to get this far and what lay up ahead. (It wasn't very long ago that I was a student pilot with limited resources, and now I was well on my way to realizing my dreams. With places to go and the means to get there, I was now in command of my destiny – I am liberated and I am free!) The scenery became more beautiful as I flew alongside the Canadian River. I read my GPS and the numbers told me that there were less than 60 minutes to go; then 45, 30, 15 and, before I knew it 'Voila', I had arrived! (Three days and 12.7 hours eastbound did not seem that long after all.) TAC Air, the FBO at FSM, greeted me and gave me a place to store my airplane in their hangar. They provided me a loaner car as well. It was much nicer than the ride at Winslow, but I needed to return this one within one hour. That seemed like a good deal to me because I had failed to tell my mom, sister, niece or nephew that I was coming; so, I was ready to surprise them. I shocked them all, one at a time. I got my mom good as she was standing out in her front yard talking to her neighbor when I drove up videotaping the entire scene. I spent the next six days hanging out with them and catching up on stories. I was able to give my niece and two nephews a couple of touch and goes around the airport (one right and one left pattern) with a high-speed pass for each passenger straight down the runway. We thoroughly enjoyed that part of my visit.

Fast forward to Friday, May 28th and there is a slight break in the weather. It's now time to pack up and return home. I shall flee the scene but not without a fly-by! My sister lives on a hill, next to many communication antennae, so her place is easy to find. I spent several minutes circling and doing a personal airshow for them. They were impressed, I guess; I know I was. I chose to return to Altus, to retrace my steps and keep it simple. About ten minutes before I arrived I lost a sparrow strainer due to increased turbulence. I landed and I searched my stock for a replacement part. I had brought a couple of sparrow strainers but they were not fabricated. I reached for the sandpaper and the five-minute epoxy and I switched roles to that of a builder – well, sort of. I phoned my friend for some primer and he arrived in a few minutes with the goods. Because of the humidity in Oklahoma, there was more than a five minute waiting period for the curing of this epoxy. I had opened a new package and mixed equal amounts but it remained tacky for a long time. I wondered if this was going to work, to be the fix that I needed. I waited and waited. I inspected the plane from nose to tail and found that my carbon-fiber spinner had a bit of play in it. I removed the screws and discovered a crack in the aluminum backplate. That's gotta come off. Now for a few phone calls. I lined up all of the usual suspects – Troy, Brad, Richard, Allan, Jeff, Patrick. Thanks for your help guys. I soon discovered that I didn't need all of this extra weight in the front. I thought to myself, life is good; this is not a problem. I began to wonder what else could be removed and thrown away. I decided to spend the night once again at my friend's home. I could not wait for the next day to arrive. I was ready to continue *My Journey*, my big adventure.

Saturday morning of this three-day Memorial Day weekend and I'm headed west from Oklahoma, back to New Mexico. The same winds that helped me travel east – farther and faster are now hindering and holding me back as I advance ever so slowly to the west. I now strained to do 110 mph and the big hole in the nose of four-one-golf is not helping (what a drag!). I struggled and finally made it to Tucumcari. Greeting me was the same guy, same fuel, same winds, different day. After Tucumcari, I decided that I must land near Albuquerque on the way back because I did not want to attempt Winslow due to my slow airspeed. I wanted to stay clear of the big field (ABQ) and class 'Charlie' airspace so I chose to fly to Double Eagle II (AEG).

On the way there an MD-80 reported moderate turbulence. My thoughts were that this guy is about a half a million pounds heavier than I am. I wondered what he would be thinking had he been in command of this 676 lb. insect that

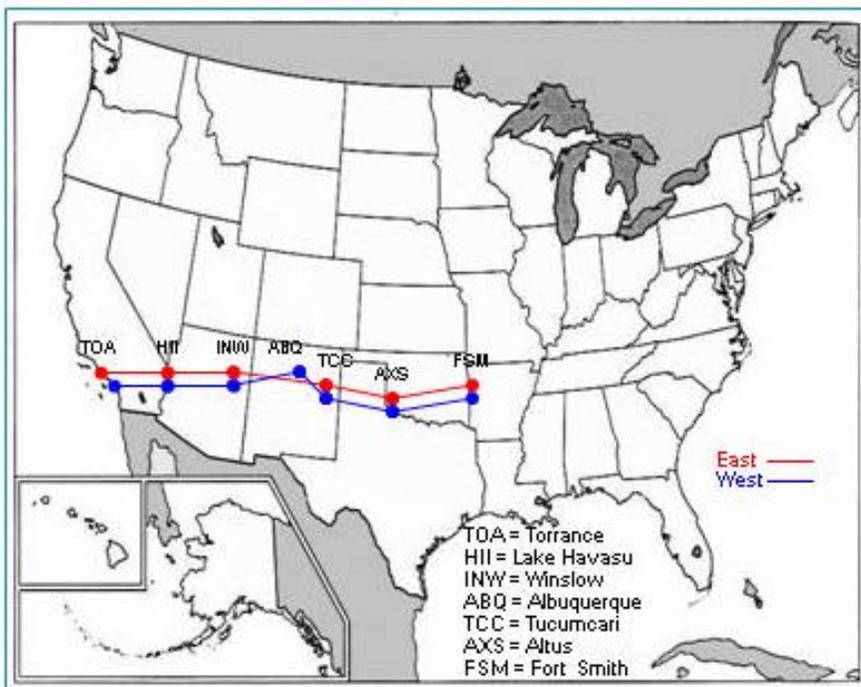
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they call a Dragonfly. I decided that flying through the pass where I-40 leads would not be the right thing to do so I went around to the north of the Sandia Mountain range. As I approached the 5,800' MSL field at Double Eagle II, AWOS reported 8,300' density altitude. I was five miles out and slightly low so I gave it full throttle. We did not climb at all. A red flag appeared. Funny, I don't remember packing this item! I made a quick decision to fly south to Alexander (E80) where the field is 5,100'. I am now a wise man, I thought. As I got closer, I checked the weather on the field and Alexander was reporting winds of 290° @ 36 kts. Not too good when you are looking at landing on runway 21. I thought back to the story of Mark Beres' trip which he reported about in DBFN 108. I envisioned a crosswind landing mishap so, without hesitation, I changed direction and headed straight for Albuquerque International (the most logical choice for this situation). With sustained winds directly on my nose, I landed long and proud like a hot-flying flea on a big Afghan hound. I then taxied a good two miles to the FBO. My flying day was finished early. Forget the rice cakes, I'm headed after some real food and much needed R & R. I would plan for an early start in the morning.

Last day, last leg and it's now Sunday, May 30th. It's been ten days since *My Journey* began and I was ready to leave at 6:00 AM. I contacted Ground and the controller told me that I had the option for an intersection departure if I so desired. I said to her, "Thank you, I'll consider" and then I intentionally taxied all the way to the beginning of runway 26, all 13,300' of it. I got myself comfortable and enjoyed the sunrise as it began to peek its brilliant face from behind Mt. Sandia. I arrived in time to observe a 747 takeoff. Then I performed my run-up procedure. Always aware of density altitude, I wanted to calculate my takeoff numbers: the time and distance of the rollout, point of rotation, climb rate; you name it, I was attentive to all of the minute details. Ready to depart, I set the camcorder in the 'record' position. I knew that Albuquerque and Winslow were the last critical pieces to this puzzle. I began to wonder that if I had more ground-speed I might attempt to reach Deer Valley, AZ. Not much field elevation there, just rough terrain all along the way and definitely a four-hour leg. I decided that Winslow was the smart move. When I arrived there the DA was 5,800' and when I left 20 minutes later it was 6,200'. I had some very shallow climb-outs at these high-density airports (next time I will bring more than 60 old horses with me). I was not alarmed, just thankful that I did not include a passenger in my list of things to bring. For the first time I realized that I had it made in the shade (that reminds me, to remind you, to bring along plenty of sunscreen for these trips). I returned to Lake Havasu, saw the London Bridge and then headed for home. I encountered a little traffic running through Palm Springs and more just southwest of Chino, some 15 minutes before arriving home. Flight Following gave me a collision alert for which I took evasive action with a turn-and-dive maneuver (some 'yahoo' from Fullerton was flying blindly and directly at me). It was cool though. I had made it back safely, to fly yet another day, and as Ringo sang once upon a time, "I get by with a little help from my friends".

Well, that was some adventure! For those of you who have stood the test of time and read all of this nonsense, *Bravo* for you! Now get back to having fun building your dreams. I hope that you are enjoying whatever stage of building or flying you are in right now. The Dragonflylist is an excellent support group and I encourage you to use it as there are many benefits to be had with this network. Folks with common interests who come together to share ideas and help one another achieve their dreams of building and flying experimental homebuilt tandem-wing canard composite airplanes – that's a very cool thing! One thing's for certain; Mr. Charles Lindbergh never had it so good!



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...and now for the numbers:

Fuel Expense							
Date	Arrive	Hobbs	Flight Hrs.	Gal Used	Fuel Exp (\$)	Gal/Hr	Price/Gal (\$)
20-May-04	TOA	795.6	-	-	-	-	2.989
"	HII	798.0	2.4	8.30	22.83	3.46	2.750
"	INW	800.2	2.2	6.70	18.43	3.05	2.750
21-May-04	TCC	803.5	3.3	9.50	26.60	2.88	2.800
"	AXS	805.8	2.3	6.00	15.54	2.61	2.590
22-May-04	FSM	808.3	2.5	9.49	26.76	3.80	2.820
		Subtotal	12.7	39.99	110.16	3.15	
23-May-04	FSM	809.4	1.1	4.07	11.47	3.70	2.820
25-May-04	FSM	810.0	0.6	2.78	7.84	4.63	2.820
		Subtotal	1.7	6.85	19.31	4.03	
28-May-04	AXS	812.7	2.7	11.00	28.49	4.07	2.590
29-May-04	TCC	815.5	2.8	10.00	28.00	3.57	2.800
"	ABQ	819.0	3.5	11.00	40.92	3.14	3.720
30-May-04	INW	821.8	2.8	7.46	20.52	2.66	2.750
"	HII	824.1	2.3	7.30	20.08	3.17	2.750
"	TOA	826.4	2.3	8.58	25.71	3.73	2.989
		Subtotal	16.4	55.34	163.72	3.37	
		TOTAL	30.8	102.18	\$293.13	3.32	\$2.869

Sincerely,

*Torrance Tim Iverson with
Dragonfly 1941G*

P.S. Congratulations to the good folks of Spaceport Mojave (MHV), Burt Rutan and Mojave Aerospace Ventures/Scaled Composites (www.scaled.com), for launching the *Tier-One Private Manned Space Program* and their pilot/now astronaut Mike Melville into suborbital flight in *SpaceShipOne*. Eleven thousand people, including myself, witnessed history in the making on June 21st. To send an individual 100 kilometers into space as they did is, at this time, a phenomenal achievement.

As we enter this new and exciting age, beginning the second century of heavier-than-air flight, I can say that this is its first colossal story – it's a great time to be in aviation. Stay tuned as we will have an Ansari X-prize winner in early October, I'll be there, how 'bout you?



German Dragonfly

Gotthilf Groezinger purchased plans number 293 from Bob Walters back in 1981. Over a nine year period Gotthilf worked on his Dragonfly and he flew it for the first time in 1990. The plane was built as a MK-I and unfortunately Gotthilf had a mishap during landing in 1993. He visited with Guenter Kirschstein at Sun-N-Fun in 1999 and though his setup was the way to go, so he decided to build a new MK-II canard and a hoop gear for his plane. As you may recall I now own Guenter's MK-IIH and I really think the hoop gear is the way to go.



Gotthilf attended the 2004 Experimental Aviation of Switzerland (EAS) fly-in and while he was there he met Peter Flueckiger. Peter is a DBFN subscriber who is building a Dragonfly and he showed him some recent newsletters....I would like to welcome Gotthilf as a new subscriber. Gotthilf is looking forward to flying his plane as a MK-IIH in the coming year. He is getting close to completing all the work, only the electrical wiring remains. We all look forward to a flight report and some pictures of his plane.

Peter Flueckiger lives in Hohenrain, Switzerland. Switzerland is just beautiful!!!! While I was stationed in Germany with the Army I had an opportunity to travel quite a bit. I visited Switzerland in 1991 and I can tell you that this farm boy from the flat lands of Illinois was most impressed.

Peter sent me this picture taken from his DR107 earlier this while flying over Switzerland. Of course he sent his sincere apology for missing the vertical line. He gave me some kind of lame excuse about holding the line while taking the picture. Of course I am just envious of his great flying ability over such beautiful scenery!!!

Jeff



Subscriber List

I have received several request to publish a list of current DBFN to find out if there are any Dragonfly builders near their home town that they were unaware of. A perfect example of this existed in little Washington, MO where we have three Dragonfly guys within about 20 miles of each other and one of them did not know the other two were there. I enjoy visiting other builders and stealing, I mean borrowing, their great ideas. If you have to be traveling somewhere you could probably arrange for a visit with a fellow builder.

The next step, in my mind, is to re-energize the Dragonfly support network. We can publish a list of Dragonfly guys who would be willing to help out a fellow Dragonfly pilot who was flying cross country. The help could be as simple as a quick visit at the airport during a fuel stop or even a free place to stay the night and a home cooked meal. If you are interested in being a part of the Dragonfly support network let me know and I will put a list together.

In the meantime, here is a list of subscribers and where they live. If you need additional contact information give me a call (or email) and I will get you linked up.

Norman Carey—Mareeba, Australia	Lee Myers—Seal Beach, CA
Geoff Wood—Parkside, Australia	James Williams—Fresno, CA
Gerry Price—West Sussex, United Kingdom	Jeffery A. Price—USAF Academy, CO
Gotthilf Grozinger—Weissach, Germany (115)	Lawrence A. Keating—Newark, DE
Dobeli Franicois—Lamoura, France (111)	Robert Wood—Okeechobee, FL
P. Flueckiger—Hohenrain, Switzerland	Andrew Aurigema—Oak Hill, FL
Mike Wright—Republic, South Africa	Charles Vancey—Zephyrhills, FL
Patrick O'Connor—Sarnia, ONT Canada	Chris Gentry—Mulberry, FL
Joe Polenek—Guelph, ONT Canada	Charles Ufkes—Ocala, FL
Philip J. Tinlin—Daleville, AL	Bryan M. Knox—Des Moines, IA
Dave Richardson Jr.—Trussville, AL	Craig Steffen—Champaign, IL
Mark Beres—Gulf Shores, AL	Fred Worrell—Decatur, IL
Patrick Hildebrand—Edmonton, AL Canada	Terry Devine—Jacksonville, IL
CanadaJorge Huston—Camp Verde, AZ	John Eagles—East Moline, IL
Bob Boydston—Sedona, AZ	Douglas J. Schiller—Oregon, IL
Thomas D. Hall—Tucson, AZ	Terrence O'Neill—Carlyle, IL
Fred L. Wiebe—Payson, AZ (Ottawa, IL)	Richard Dudkiewicz—Freeport, IL
Raymond Ross—Oakdale, CA	Ron Shearer—Quincy, IN
Pat Panzera—Hanford, CA	Spud Sporintz—Olathe, KS
Gary Bradshaw—Fontana, CA	Tom Stallings—Garden City, KS
Randy Hamilton—Murrieta, CA	Owen Strawn—Wichita, KS
Richard J. Terry—Walnut, CA	Rick Hartly—Linn, KS
Tim Iverson—Torrance, CA	David Hawks—Glendale, KY
Van Foster—Cameron Park, CA	Frank L. Hilliard—Slidell, LA
John Mason—Orange Cove, CA	Richard C. Jones—Millis, MA

Claude Woods—Rapid City, MI	Bob Williams—Coudersport, PA
Greg Sexton—Jordan, MN	John T. Bombard—Trenton, SC
Jim Olson—New Prague, MN	Greg Bruns—Moore, SC
Joseph Anthony—Foristell, MO	Wayne Ulvestad—Volga, SD
Philip W. Schloss—Pomona, MO	Randy Reil—Watertown, SD
Risk Sisk—Washington, MO (118)	Ron Kordik—New Tazewell, TN
Jeanne Sticht—Seeley Lake, MT (Mesa, AZ)	Ted Forringer—Longview, TX
William Henze—Busby, MT	Dave Morris—Bedford, TX
Steve Wilson—Cairo, NE	Jim Masal—Carrollton, TX
George Wagner—Flanders, NJ	Bart Morgan—Waxahachie, TX
Dan Palmer—Tijeras, NM (111)	Paul Zimmermann—Garland, TX
Henry J. Roden, Ph.D.—Anthony, NM (111)	Mark R. Cooley—Amarillo, TX (118)
Hal Stockman—Elko, NV	Frank Crowther—Ephraim, UT
Brenda and Jay Stewart—Elko, NV	Charlie Johnson—Ogden, UT
Philip M. Williams—Henderson, NV	Bob Johnson—Ogden, UT
Richard W. Hoch—Angola, NY	S. M. Reed—Monroe, WA
Raymond Parker—Loveland, OH	Roger Hurd—Mount Vernon, WA
Dave Richardson—Stow, OH	William Chapman—Covington, WA
Ron Wise—Napoleon, OH	Bob Van Valkenburgh—Snohmish, WA
Terry Schubert—Olmsted Falls, OH	Ken Hayward—Lynden, WA
John Kunz—Owasso, OK	Doc Mosher—Neenah, WI
Jeffrey M. Peterson—Milwaukie, OR	Fred Keip—Franksville, WI
Fish Fischer—Warrenton, OR	

This kind of brings me to my next point about subscriptions. I understand that people get busy with things and our Dragonfly plane building may get put on the back burner, but I know that you all look forward to getting the latest DBFN (either in your mail box or electronically). I hope that you have seen by now that I am trying very hard to provide a quality newsletter, just like the editors before me did. I would ask that you sit down today and renew your subscription for next year.

Almost everyone's subscription will expire with issue number 112, November/December 2004. If you have a number after your name in parenthesis that indicates your last issue. I provide the newsletter free of charge to the previous Dragonfly Builders and Flyers Newsletter editors and I exchange newsletters with a few other aircraft newsletter editors.

I enjoy being your newsletter editor and I am trying real hard to provide you with a quality product. Due to some changes in the printing format I have been able to keep the costs down a little so I am happy to report no price increases for 2005. Attached to your newsletter you will find a subscription for 2005 (issues 113-118). Of course I also need your article contributions. This issue was lacking on the technically oriented articles that I promised you and I will do my best to make that up to you.

Thanks for supporting YOUR newsletter!!! - Jeff

Rick Dyer—Dragonfly MK-I N58WH

Wanna see a very pretty new Dragonfly? Of course you do!!! I have not heard from Rick in about 2 months, so I am sure he is out of his flight restriction period by now. As of the end of May 2004 he had 25 hours on his baby. Here is a quick note that he sent me.....

Jeff,

How have you been? I finally got the bird in the air!!! I have 25 hours on it and am waiting out the weather to get the final 15. The cooling plenums work great - oil runs a tad low at 175 CHT is 325 -350 and that is even when I am in the pattern doing T&Gs. If you get by a VW dealer their "Driver" magazine has an article on the plane and I. It was pretty cool, they sent out four people for the photo shoot.

Cheers

Rick Dyer

Rick—how about an update on your Dragonfly? Rick is from West Kingston, RI and was chosen to fly the Rhode Island State Flag to Kitty Hawk for the Centennial of Flight Celebration. Unfortunately Rick did not get to fly there in his Dragonfly.



Editor Ramblings

First off I owe you all an apology. I made each of you a promise that I would try my very best to get the newsletter out to you by the 15th of the month after the period covered by the newsletter. In this case that should have been before 15 September, but things kind of got out of control around my house. My daughter was married in August, I was trying real hard to get my MK-IIIH back in the air before the fly-in (which I did), and I was very busy organizing the 14th Annual Tandem Wing Field of Dreams Fly-In. Additionally, if you are interested.....my back is no better after being treated like a pin cushion and having one surgery.

I flew my MK-IIIH for the first time on September 22, 2004 after doing three months worth of modifications. The plane flew well on the first flight and to date I have about 10 hours on the tach. Expect to see some details about my modifications in the next DBFN.

Jeff



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 O-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

(Continued on page 12)

(Continued from page 11)

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: 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 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.

For Sale: Complete Corvair Engine Kit. All of William Wynn's parts, 10/10 crankshaft w/safety shaft and studs, assembly manual, Aero Carb, Heads rebuilt, dual ignition distributor built by William Wynn w/box enclosure and coils/points/resistors/wires/etc, also complete engine mount for the Dragonfly by William Wynn. All Parts cleaned and ready to put together, Assembly tapes I,II,II,etc. Sold Dragonfly, Have \$3,500 invested will sell for \$3,000 OBO plus S & H. Contact Fish Fischer @ 503-861-7034 or fishhole@pacifier.com

For Sale: HAPI 1835 VW Engine with prop. Dual ignition engine is complete with a brand new Revflow carb, wooden 52x42 prop (EC) & 12" spinner, 20 amp alternator in accessory case, Lycoming bushings, headers, oil cooler & filter, sheet metal baffling, engine was removed from my recently purchased Dragonfly. \$3150 OBO, Call 864-590-7499 (cell) or 864-587-7767 (home), Greg-Bruns@charter.net



Subscriber's Information

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