

Field of Dreams Fly-In

by Spud Spornitz

Hello everyone,

I'm Spud Spornitz and I'm your host for this year's 16th Annual Field of Dreams fly-in in Emporia, Kansas on September 22nd, 23rd & 24th. We are approx. 30 days away from the event and we've already got four tandems and nine people already pre-registered (as of 20 July).

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

This year, the Saturday evening awards banquet will 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 preferences 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 will be handling the "Master of Ceremonies" chores with his usual southern wit & charm.

Another area that will really disappoint the girls, there will be NO "Port-A-Potty's". Emporia has ample facilities to handle our group needs.

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.

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Current fuel prices will be discounted from \$4.06 to \$3.75 with a cash discount of .10 cents for cash (Based on today's prices) and they also have auto-fuel at \$3.07.

There is no charge for camping on the airport ground, there is an excellent sight 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.

In this issue of DBFN you'll find the "Schedule of events", "Event Registration", "Motels Listings" and "Photo overview of the Emporia facilities"

For can find additional information on the fly-in at: http://groups.yahoo.com/group/2006TandemWingFly_In/

One more item in closing, this is a pre-registered event as 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@comcast.net or in the evenings at (913)764-5118.

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Olathe, Kansas 66061
(913) 764-5118

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



Motel Listings - Emporia, Kansas

Comfort Inn
(New Motel – Clean)
 2836 W. 18th Ave
 (800) 4choice
 (620) 342-9700
www.choicehotels.com

1 Bed \$79.00
 2 Beds \$89.00

Fairfield Inn
(New Motel – Clean)
 2930 Eaglecrest
 (888) 228-2800
 (620) 342-4445
www.farifieldinn.com

1 Bed \$69.00
 2 Bed \$79.00
 1 King \$79.00

Holiday Inn Express
(New Motel – Clean)
 2921W 18th Ave
 (800) Holiday
www.hiexpress.com

1 King \$89.00
 2 Queens \$89.00

Best Value Inn
(Fair, Looked clean)
 2913 West US Hwy 50
 (888) 315-2378
 (620) 342-7567
www.inworks.com

1 Bed \$64.00
 2 Beds \$66.00
 2 Queens \$68.00

Best Western Hospitality
(Older, but looked clean)
 3021 W. US Hwy 50
 (800) 343-7234
 (620) 342-7587
www.bestwestern.com/hospitalityhouseemporia

1 Queen \$69.00
 2 Beds \$79.00

Budget Host Inn
(Older, but looked fairly clean)
 1830 E. US Hwy 50
 (800) BUDHOST
 (620)343-6922
www.budgethost.com

1 Bed \$34.00
 2 Beds \$37.00
 3 Beds \$49.00

Days Inn
(Older, but looked clean)
 3032 W. 18th Ave
 (800) 325-2525
 (620) 342-1787
www.daysinn.com

1 Bed \$57.00
 1 Queen \$60.00
 2 Beds \$62.00

Econolodge
(Looked rough)
 2511 W. 18th Ave
 (800) 55econo
 (620) 343-7750
www.econolodge.com

\$52.00
 \$52.00
 \$55.00

Motel 6
(Looked a little rough)
 2630 W. 18th Ave
 (800) 466-8356
 (620) 343-1240
www.motel6.com

1 Bed \$46.00
 2 Beds \$49.00

Free Camping at Airport



There is free camping at the Airport. There is no shower facility at the airports at this time (07-04-06), but we are working on setting up a shower unit (4077th Mash Unit style, even with hot water!!). There is 24 hour access to the bathroom facilities (Yes, no Port-A-potties this year!!!)

2006 Event Schedule

Friday Sep 22nd

12:00 Noon	Event officially opens
Noon to 7:00 PM	Open – Greeting to arriving guest, technical discussions, hood-off, Tire kicking, fly-bys, etc.
7:00 PM	Tuck the planes in the hangar for the evening.
7:45 PM	Welcoming Arrival Dinner at the Golden Corral Steak House & Buffet (address) Update & Overview of event for the weekend.

Saturday Sep 23rd

7:00 AM	Event opens for the day
7:30 AM	Bob's Happy Trails Chuck wagon open for breakfast
8:30 AM	Pilot briefing for Performance Run
9:00 to 10:00 AM	Performance Run
10:30 to 11:30 AM	Quickie Builders Forum – Host Doug Humble
11:30 to 12:30 PM	Lunch Break Bob's Happy Trails Chuck wagon open for Lunch
1:00 to 2:30 PM	The AeroElectric Connection Forum by Bob Nuckolls Bob will be bringing his knowledge manuals, some product and tools! (Don't miss this one, its awesome!) http://www.aeroelectric.com
3:00 to 4:00 PM	Dragonfly Builders Forum – Hosts Jeff LeTempt & Spud Spornitz
4:30 to 5:30 PM	The Do's & Don'ts of working with a DAR Host - G. Michael Huffman DAR-F830207CE http://www.sportaviationspecialties.com/
6:00 to 7:00 PM	Special Event – All Quickies & Dragonfly's Fly (Grin!! – More details later – Grin!!!!)
7:00 to 7:30 PM	Group Photo Shoot
7:30 PM	Tuck the planes in the hangar for the evening

Please note: The Awards Banquet is being held at the airport.

6:45 to 7:45 PM	Hors d'oeuvre's and refreshments.
7:45 to ????	The 2006 awards banquet and presentation begins.

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Sunday Sep 24th

8:00 AM	Event opens for the day
9:30 AM	Another photo shoot
9:30 AM	Rain date for Performance Run, Special Fly, get the birds headed for home, plans for next year, final good byes, etc. etc.
Noon	Event closes and clean-up

Schedule as of July 7th, 06



SA Dragonfly Accident Update

Most of you have probably already heard about the Dragonfly accident that happened on June 16, 2006 in South Africa, but I wanted to let you all know what I know so far. I am very happy to report that the pilot will make a full recovery. I have always said as an Aviation Safety Officer that we can replace aircraft pieces and parts....we can not replace people.

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June 16, 2006

On Friday 16 June, Dragonfly ZU DYF, formerly the Dragonfly built and owned by Bud Clarke of Montana, was written off on it's first CAA approved flight in South Africa. This aircraft belonged to Dart Industries who intended putting her into service as their demonstrator.

At the time of this writing the details are sketchy, but thankfully the pilot Dave Lentil survived the crash albeit with some serious injuries. Details at hand are that the engine quit 26nm from Durban, and he had to put her down in a ravine. The topography of the area is that it is inaccessible on foot or by vehicle and the pilot had to be airlifted from the crash site. He has broken legs, cracked pelvis and a broken jaw, but Dave Dormer, of Dart Industries, informed me last night that he has come out of surgery just fine and the prognosis going forward is looking a lot better. We wish him a speedy recovery.

The plane was enroute to Durban to East London, my home town , to attend the annual South African EAA National Convention. She was initially grounded on her arrival in SA due to being heavy, grossing out at a figure above the 1300lbs. She was powered by a Subaru EJ22, with the Racetech SDS engine management system, made in Canada. This was the first flight approved by our CAA, allowing her to leave the Durban area, on a special authority. She was limited to single crew and not to exceed a certain airspeed. She had just recently come out of the workshop commissioned by Dart Industries to get her into shape, and to pass the requirements needed for a flight authority, issued by the CAA.

As soon as more reliable information comes available I will put the rest of the Dragonfly community in the picture, as there are a lot of lessons to be learned from this experience.

Sincerely, Mike Wright

June 18, 2006

News in from Dave Dormer is that Dave Lintel the pilot is very ok. He has had surgery and is recovering - already moaning that the nurses are not pretty enough! That is good news. Dave further said to me that the cause of the crash was an engine failure. The engine threw a connecting rod, the result of which speaks for itself. The cause of the connecting rod failure still has to be determined and will be done after the recovery and the plane is returned to the company hangar. He also indicated that the plane can be and will be rebuilt. She needs a new canard, and some other fuselage rebuilding.

Until Dart Industries releases the official accident findings I will keep all informed as Dave feeds me the information. The Subaru is still the Dart Industries engine of choice, especially the EA81, and they will stand by this. Dave confirmed this with me when I spoke to him 20 min ago.

Regards, Mike Wright

July 31, 2006

Attached is the report Dave Dormer sent me for inclusion in the newsletter.

Regards, Mike Wright

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From Dave Dormer at Dart Industries:

I have just been part of a 7 hour forensic investigation by the CAA incident inspector and AP and have the following to report initially.

The big end bearing on piston 2 broke/lost a bearing shell bolt. The bearing shell rapidly came away by breaking off the opposite side from the con rod. The now free con rod was punched through the top of the engine by the rotating crank shaft, breaching the block and water jackets. This resulted in rapid engine failure, both liquid constituents running over the canopy restricting visibility for a safer approach. The associated bearing journal was devoid of the white metal bearing shell and very black and had been pounded by the free con rod. The bearing had not seized as the neighboring bearings were in perfect order. The oil filter was perfectly clean when stripped for analysis.

No other faults were found, nothing to aggravate a situation was found. The bolt either snapped or just came loose. The parts are with metallurgy at present for further analysis. This could have happened to any engine and possibly does everyday somewhere sometime.

Kind Regards,
Dave



Here is a picture of Mike with Bud's old MK-II Dragonfly

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I was provided two photographs of the accident site and I am always amazed with how crashworthy the Dragonfly is. It is apparent from the photographs that this was not an ideal location for an off-field landing. It would appear that the pilot did a fantastic job just surviving the accident. I suspect that the airplane is damaged beyond economical repair, but as with a few other Dragonfly accident photographs that I have seen it is truly remarkable how intact the cockpit area seems to remain. This is a testament to the structural strength of the fuselage.

Jeff



AirVenture 2006

by Jeffrey A. LeTempt

I am not going to use up a lot of space in the newsletter to tell you all about AirVenture 2006, but there are a few things that I found to be noteworthy. I had kind of decided that I was just going to skip AirVenture this year due to a lot of things going on at work, but pretty much at the last minute I decided that the work stuff would just have to wait. I left Cuba, MO on Friday morning in my MK-IIIH and stopped in Galesburg, IL for fuel just as I did last year. If everything went off without a hitch I could make it without stopping for fuel, but as soon as I did that I would end up holding for an hour waiting to land at OSH. Besides, my rickety old back could use a break after a couple hours in the Dragonfly and it gave me an opportunity to get my cockpit in order for the OSH arrival.

The flight from Galesburg to Oshkosh was uneventful except I was unable to receive the OSH ATIS until I got close to Fisk. Arriving late in the week was a piece of cake, it was no busier than my sleepy little airport back in MO. I think there were only about 3 or 4 airplanes at a time between Fisk and OSH, but my landing at OSH was not a very good one. Maybe it is a stage fright kind of thing. I know there are several thousand people watching (scoring) my landing and what do I do but bounce it on.

Dragonfly attendance was slim again this year. Patrick Hildebrand was there in his Subaru powered MK-IIIH early in the week, but he left before I arrived. Of course I met several tandem wing friends at the Q forum on

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Friday afternoon. It would sure be great to see a bunch of Dragonfly's at AirVenture....maybe next year. Not Dragonfly related, but I was impressed with a few things that I saw at AirVenture this year. Seeing the ultra-sleek Nemesis in person was really cool. That plane is so smooth and beautifully finished, this picture does not do justice to this amazing airplane.



There was some discussion at the Q forum about a diesel powered Quickie....yes you heard me right. A single seat Quickie powered by a 6 cylinder direct injection diesel engine that is under development. The airplane has not flown yet, but the 130 HP (I think that is the estimated power that was quoted) 115 pound FWF weight should make for some impressive performance. The designer says that they are not planning on marketing this engine that it is just a proof of concept design. An engine like that could be used in a wide variety of experimental airplanes if the cost could be kept down.



Next thing that impressed me was a couple of LSA's in attendance....neither had even flown yet, but other airplanes in their company have been very successful. I am talking about the Cessna LSA and the Vans RV-

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12. The Cessna LSA looked like it was a completed flying airplane, but the RV-12 was clearly not done yet. The RV-12 on display was a proof of concept, not even a production prototype. The RV-12 will be powered by a Rotax 100 HP engine and has a cockpit width similar to the other side-by-side RV's. Vans expects to have the airplane flying within a couple months.



The next thing I want to share with you is not even aviation related.....well it does have an airplane engine on it. It is a motorcycle with a radial engine. This baby had quite a crowd around it when I was there. It certainly is unique. I overheard the builder (I think) commenting that he had been to lots of motorcycle shows and all they ever really do is put paint jobs and chrome on the bikes. He wanted to try something totally different....and he did.



Camping with my Dragonfly was once again a mostly enjoyable experience. The homebuilt camping area is in a great location and the facilities (shower and portapottys) are very close. On Saturday morning the sky was really black and it looked like it was going to storm in a serious way, but it just kind of went away. On Sunday morning I was woke up by some airplanes making an early departure so I thought I would unzip the tent and see what was going on. The sky was really black this time and we were not as lucky as we were the day before. The winds kicked up to about 60 MPH and it rained hard for quite a while. The wind was blowing the rain up under my tent's rain fly and the fine mesh cloth turned the rain into a very fine mist. Everything except my dirty laundry got wet. Oh well...I had a great time and can not wait until next year when I will make sure and pack everything in plastic bags. *Jeff*





Classifieds

For Sale: Dragonfly MK-IIIH. Engine: Modified HAPI/VW with pulley driven alternator, Airflow performance fuel injection, etc. Engine and airframe 170 hrs. The aircraft is located in Norway, all ways hangared and in good condition.

For more information, pictures etc. contact Torvid Lensebakken via E-mail at lensebakken@telefonica.net



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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: Composite spinners for the Dragonfly \$180.00. Call Tim at 310-386-8354 or email dflypilot@yahoo.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 cgency12@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 cgency12@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



Subscriber's Information

Dragonfly Builders & Flyers Newsletter (DBFN) is currently published Bi-monthly at a rate of \$3.50 per issue / \$21.00 per year in the US, \$3.75 per issue / \$22.50 per year in Canada, Alaska and Mexico, and \$4.60 per issue / \$27.50 per year (US funds) per year for foreign subscribers. Send remittance to and make payment payable to:

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

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

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2006 Quickie/Dragonfly Field of Dreams Annual Fly-in Registration

Name(s) of people attending _____

Address _____

City _____ State _____ Zip _____

Phone _____ E-mail _____

Are you flying into the event in your Quickie or Dragonfly? Yes _____ No _____

What aircraft are you building or restoring????? _____

Number of people attending overall event _____ X \$9.00 = \$ _____

Number of people attending Awards Banquet _____ X \$12.00 = \$ _____

Grand Total enclosedTotal = \$ _____

Personal checks are just fine, sorry no credit cards)

(Note: The Awards banquet is optional, fees are non-refundable after Sept 15th)

Will you be attending the welcoming dinner Friday evening at the Golden Corral Steak house & Buffet? (No fund need to be sent for this event, this is for head count only to secure proper seating.

Yes _____ How many? _____ No, I will not be attending _____

I need your funds/registration for the awards banquet by no later than September 15th for the people food/banquet caterer's. Thanks in advance!

A few notes for attending pilots in Dragonfly & Quickie aircraft. There will be no fees for over-night inside hangar parking or out side tie-down. We have room for well over 20+ tandem wing aircraft. Camping is free for all event attendees.

If you have any questions, please don't hesitate to call in the evenings or weekends at (913) 764-5118 or anytime by e-mail: spudspornitz@comcast.net

**Please mail your registration and check or Money order to:
Bill Spornitz – 1112 East Layton Drive, Olathe, KS 66061-2936**