

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

DRAGONFLY BUILDERS AND FLYERS NEWSLETTER



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by Jeffrey A. LeTempt

The 16th Annual Tandem Wing Field of Dreams Fly-In was held at Emporia, KS (KEMP) from 22-24 September 2006. Spud Spornitz hosted the event back in Kansas after a three year break. As usual, Spud went way above and beyond the call of duty and organized a great fly-in. Emporia Municipal has a really nice airport and the staff at the airport bent over backwards to accommodate the group.

No matter how hard you try....you can not control the weather. You (in this case Spud) can plan and plan and plan the fly-in down to the ninth degree, but good old Mother Nature always has the final say when it comes to flying to a fly-in. My plan seemed pretty straight forward (and simple), hop in the Dragonfly about lunchtime on Friday right after lunch and take-off for KEMP. KEMP is only about 270 miles from my home field at Cuba, MO (KUBX), this should be a leisurely 2 hour flight that would give me a couple hours to visit with old friends before dinner.

Bob Moehlenkamp a Dragonfly MK-III owner from Evansville, IN was going to drive over to Cuba on Friday morning and we were going to fly over to Emporia together in my Dragonfly. The weather forecast for Friday started looking pretty nasty on about Wednesday and by Thursday afternoon a flight from Cuba to Emporia on Friday looked doubtful at best. I called Bob on Thursday evening and we talked about the weather forecast and Bob decided to cancel.

I got up on Friday morning and looked at the weather forecast. It looked like there were some pretty nasty storms over OK and KS heading towards MO, but it looked like there might be a gap in the storms late in the afternoon. Jill took me over to the airport at about noon and I got the Dragonfly all packed up. Of course it was raining and windy, but I wanted to go so bad that I just knew the weather was going to clear up any minute.

I called the Columbia FSS to get some planning weather and (hold your breath) file a VFR flight plan. I told the pre-flight briefer that I wanted to go VFR from KUBX to KEMP, I explained to him that I was not real confident that I was going to have the weather to do that, but he was an optimist. He told me that would not be a problem...as long as I was willing to go 1,000 miles out of my way. Apparently he does not know how many comedians are out of work.

After we talked about it for a few minutes he did agree with my earlier observation that I may have a brief window that might allow me to make the flight to KEMP. We decided to head back home and check the weather in a couple hours. On the drive back to my home in Rolla (about 20 miles to the west) we noticed that there were some really nasty black clouds that came all the way to the ground and they were swirling around. Once we got home I sat down at the computer and was immediately welcomed with a chirping weather warning from Weather Bug....it told me that we were under a tornado warning and that a tornado had touched down in St. James. St. James is almost exactly half way between Cuba and Rolla and we just drove through there about 15 minutes ago.

The gymnasium roof was ripped off the middle school and a couple buildings were destroyed, fortunately no one was seriously injured. The radar indicated that once this weather moved through that it looked pretty good out to the west. Sunset was going to be around 1900 so I set a not later than 1700 take-off time so I would get there before it got too dark. I left the house at about 1500 and it was raining about as hard as I have ever seen it rain. I sat in my car listening to an audio book thinking that it might be a better idea if I would have been in a boat.

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The drainage ditches at the airport were completely full and there was about 1" of standing water on the ramp in front of my hangar. Finally at about 1645 it started to slack off a little and the next thing I knew the sun was shining. I called Jill on the phone to have her check the radar for me and she said that it looked clear out to the west so I pulled the Dragonfly out and was able to get airborne at about 1715.

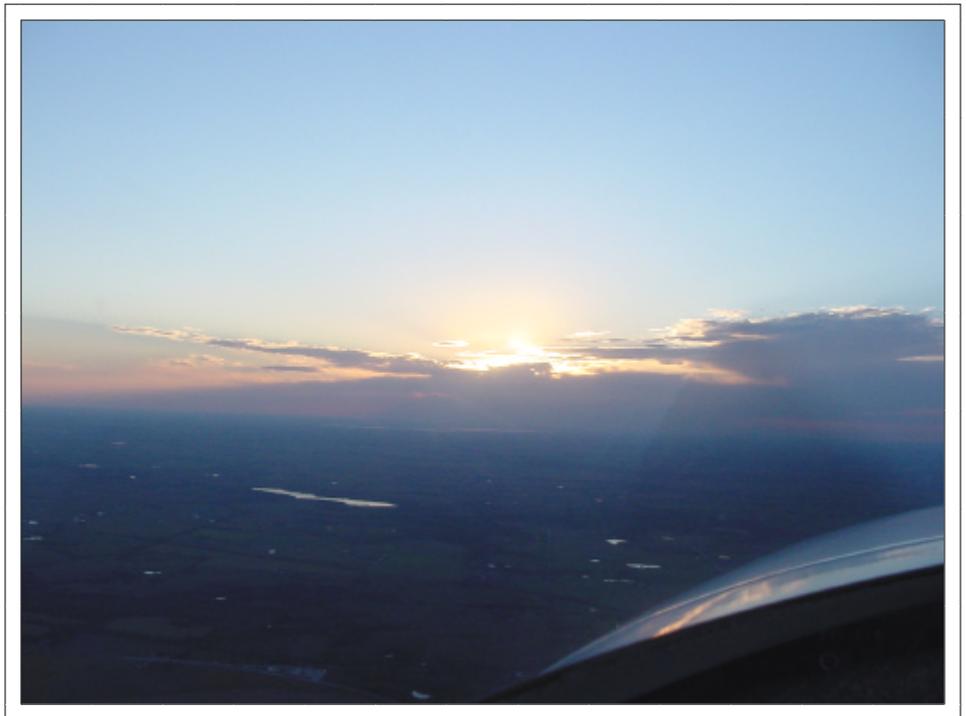
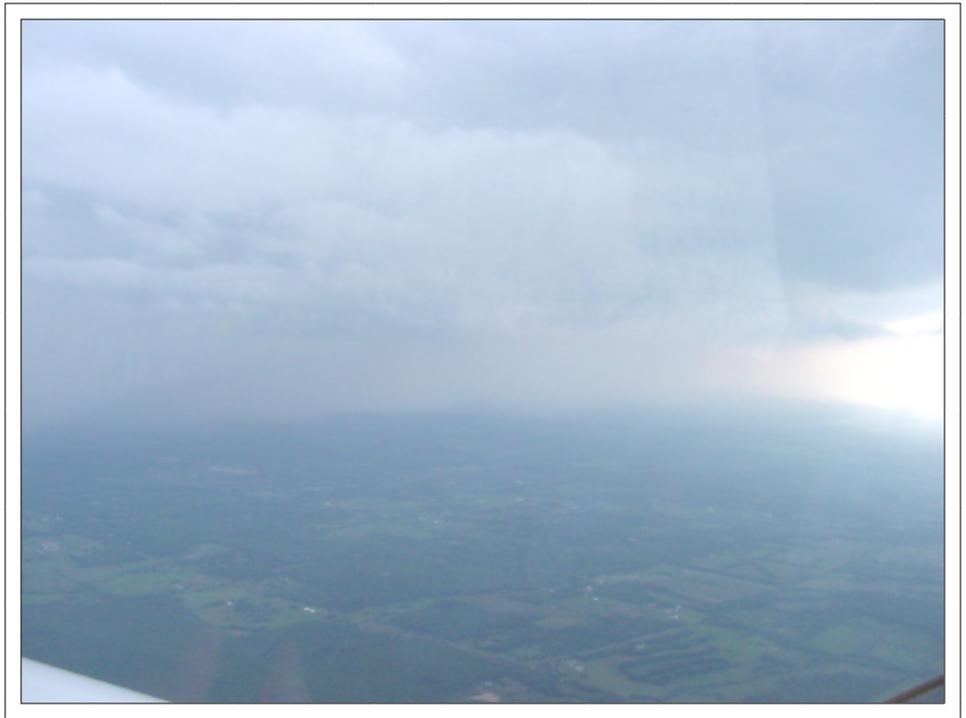
I could see a thunderstorm cell about 40 miles to the west of Cuba so I altered my course about 1 mile north and only encountered about 10 seconds of very light rain (maybe 10 drops on the canopy). I had a little bit more headwind than planned which did not help matters since I missed my no-go take-off time by 15 minutes. I ended up cruising at 3,100 RPM rather than the usual 3,000 RPM and got to Emporia just a few minutes after official sunset right behind Chuck Ufkes in his Velocity.

I taxied up to the hangar to a crowd of about 25 people, very hungry looking people....man I was glad that I did not do a fly-by or two, they probably would have left for the restaurant without me. Of course Spud took good care of me. There was a good crowd of tandem wing enthusiasts at the

Golden Corral who did not bother to wait eating until we got there :<)) It was great having an opportunity to visit with some old friends over some corn juice. That was about all that was left by the time we got there. Of course I am kidding, there was plenty of food for everyone and the service was first class. No one went away hungry.

My lodging plans had to be modified quite a bit when Bob cancelled. I packed my sleeping bag and mat, but a miscommunication left me homeless (tentless). My 20+ years of Army training paid and I found a very nice dry air-conditioned room in the corner of the hangar that was under renovation. With the help of Bob and

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Charlie Johnson I found a broom to sweep up the paint chips (probably lead based—glad I didn't eat any) off the floor (almost certainly asbestos based—I am glad the corn juice was filling) before I set-up camp. As of Friday night there were two Dragonfly's, one Quickie, one Tri-Q2, two Q200's, two Tri-Q200's, a Velocity, a Cozy, a Pulsar and a very special 150 HP Cessna 152.

The first formal activity on Saturday was a parade of airplanes fly-over of the golf course where several local government officials, including the Mayor of Emporia, were playing in a benefit golf tournament. The Airport Manager thought it would be a great way for us to demonstrate that the airport was really being used. I got to do some great formation flying with Terry Crouch in his beautiful Quickie. I think that we had 10 airplanes participate in the fly-by, it was really a lot of fun.

The problem with KEMP (not really a problem with the airport, it was Mother Nature again) was the single paved runway, runway 1/19. By 0900 the winds were blowing at 15 knots....90 degrees off the runway heading of course. The performance run was cancelled due to the winds and basically that ended the flying for the day except for some VERY high speed fly-by's from the 260+ HP Cozy.

The typical forums were held on Saturday and lots of hangar flying was conducted. I probably spent 5 or 6 hours standing around my Dragonfly on Saturday talking to fellow Dragonfly builders about how or why I did something this way or that way. Sure you can see 10,000 airplanes at AirVenture in one week (if your body holds up), but you will never have the opportunity to sit and talk with a fellow Dragonfly builder for hours about his reflexor or tail wheel or control system. I highly encourage everyone to try to attend the FOD fly-in. If you are building a Dragonfly it would be a very useful investment.



Camp Spudley

| TW Airplanes in Attendance | |
|-----------------------------------|---|
| Name | Airplane |
| David and Diane Bourque | Dragonfly MK-II <i>(Best Dragonfly Cockpit, High Time Dragonfly, and Longest Distance Traveled in a Dragonfly)</i> |
| Jeff LeTempt | Dragonfly MK-IIIH <i>(Best Overall Dragonfly)</i> |
| Terry Crouch | Quickie |
| Sam and Sandy Hoskins | Q200 |
| Paul Fisher | Q200 |
| Dave and Suzie Richardson | Tri-Q2 |
| Ernest and Donna Martin | Tri-Q200 |
| Lynn French | Tri-Q200 |
| Bruce and Joanne Crain | Tri-Q200 |

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Because of the nasty weather, only two Dragonfly's made it to the fly-in this year, me and David Bourque from Louisiana. The awards banquet was held in the hangar this year, which I thought worked out great. This gave us more time to talk about airplanes.



I always enjoy every tandem wing fly-in that I attend. The people are always very friendly and are always very willing to share their experiences. You can potentially learn more about Dragonfly's in one weekend by talking with the experienced Dragonfly builder and flyers than you could in several years of internet browsing. It is a little bit of a bummer that only two Dragonfly's made it in this year, but there were lots of very experienced builders in attendance. I would venture a guess that there was a few hundred collective years of Dragonfly building experience present to talk about their Dragonfly's. Just because there was only a couple Dragonfly's does not mean that there was not a lot of knowledge to be gained.

I can not give enough thanks to Spud for all the hard work that he did with organizing the FOD fly-in this year. There has been quite a bit of email traffic on the Dragonfly and Q email lists as well as a lot of behind-the-scenes discussion about the 2007 FOD fly-in. I do not have any information to put out about the 2007 FOD fly-in yet, except to say that I hope to see you there. I believe that the fly-in will likely be organized by a few committees next year to reduce the stress level put on the organizer by a few notches. I can tell you after organizing the 2003, 2004, and 2005 FOD fly-in that it does take some effort to put together a nice fly-in.

There has been a lot of discussion about moving the fly-in again next year. I personally feel that it is a good thing to move the fly-in around a little, it gives participants to visit another location in the Midwest. Maybe if there was just a PERFECT fly-in location and you had a host willing to organize the fly-in year after year after year, there would not be a reason to move the fly-in....but we do not live in fantasy land.

I just really want to thank Spud (I told you that I could not give enough thanks) for all he has done and will do for the tandem wing community. Spud has spent countless hours organizing the FOD fly-in almost all of the 16 events, not to mention publishing the DBFN for many years. Thank you Spud for your generosity and friendship over the last several years!!!

Jeff



David and Diane Bourque's Dragonfly MK-II



Paul Fisher's Q200



Dave and Suzie Richardson's Tri-Q2



Chuck Ufke's Dragonfly.....I mean Velocity



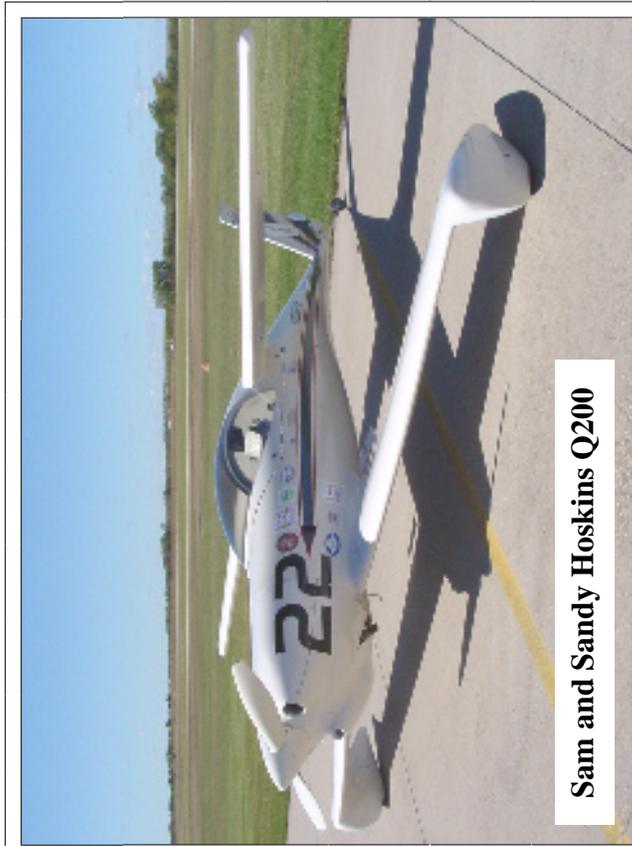
Ernest and Donna Martin's Tri-Q200



Terry Crouch's Quickie



Bruce and Joanne Crain's Tri-Q200



Sam and Sandy Hoskins Q200



Owner Profile—Greg Bruns

My wife, Dr. Madelyn Young (Dr. Mad), and I live in Moore, SC with 5 cats and no kids, unless you count all the students at Converse College where she is a Professor of Economics. I am a Mechanical Engineer from Georgia Tech and design Filling, Packaging and Conveying equipment at Hartness International.

My background is Road Racing Cars. I designed, built and drove Formula Vee (VW) cars for 15 years, then built & drove Formula Atlantic for 1 year. When my utility function from racing went below 1.0 because of the cost, I gave it up & sold everything and started flying lessons. I guess you can tell I'm married to an Economist.

I got hooked on flying before I actually quit racing when I took a ride in an Ultralight. I bought a Dragonfly project that I did absolutely nothing to in 2 years, sold it and bought another in Oregon, trailered it back to SC, & started to fix a few areas on the wings where the paint had bubbled and ended up having to strip loads of filler off. I guess my laziness got the best of me because I sold that plane at a huge loss and bought N43TD in St. Augustine, FL. I built a Great Plains VW 2300 (2276) with a Force One hub and a Sterba 52"x50p prop and installed that.

I am an inexperienced pilot with only 170 hours so I struggle a little, but flying my Dragonfly is a blast! My plane draws a crowd at every airport I go to. A Gulfstream V has trouble drawing as much attention. When I tell people what I spend on fuel, and how fast it goes, they start asking a whole lot more questions.

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The DFBN has been a tremendous help to me. Without it, I would not have met my good friends Lorne Bell & Chuck Ufkes and all the other fine folks of the Dragonfly family, nor would I have gotten all the technical advice. The racing group had a lot of camaraderie, but we were competitors so it was not as friendly as the Dflyers.

N43TD is a MKII, VW2300, Sterba 52x50. I just recently put new gear legs on it because I switched to 500x5.00 from Lamb tires and had some alignment problems. I did the 32 ply build up except I tapered off the upper section to 16 ply. I had never heard of the leg breaking in the upper section and I didn't want it real stiff. Now, it is very soft and forgiving, it's great! I am designing a new panel for my new instruments and avionics and laid out more to my liking. One with more leg room and comes up almost to the canopy, as well as, being removable.



I have an Ellison EFS-2 TBI that I am going to install but it will require a new manifold, airbox, throttle & mixture cable, 2 fuel pumps and modifying or new cowlings. I recently installed Vortex Generators, which made a huge difference, because in some light rain with full power and full aft stick, I barely had 100'/min climb. Stall is down to 58mph from 65mph and only 3mph less top speed. Landing is the big difference with much more of a flair instead of flat attitude. I have flown it in light rain since and not had to move the stick one bit. I need to modify some unfinished wheel pants I bought to include leg fairings to get some speed back.



Subscriber List

I think it is quite useful to know if you might have another Dragonfly enthusiast in your area. There have been a couple of instances where there has been two Dragonfly builders fairly close to each other and they did not know of each other. What you will see below is a list of current DBFN subscribers, their hometown, and the last issue they are paid through. Enclosed with this issue you will find a renewal form for 2007 (issue 125 through 130). All of my supplies (paper, postage, envelopes, toner) have increased in price over the last year, so for the first time in many many many years the subscription rate is going to increase by \$1 per year.

Jeff

| First Name | Last Name | City | State | Country | Last Issue |
|-------------------|------------------|--------------|--------------|----------------|-------------------|
| Norman | Carey | QLD | | Australia | 124 |
| Geoff | Wood | Parkside | | Australia | 124 |
| Hugh | Logie | Medicine Hat | AB | Canada | 124 |
| Patrick | O'Connor | Sarnia | ONT | Canada | 124 |
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| Lawrence | Keating | Newark | DE | | 124 |
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| Fred | Worrell | Decatur | IL | | 130 |
| Bob | Moehlenkamp | Evansville | IN | | 124 |
| Ron | Shearer | Quincy | IN | | 124 |
| Spud | Sporintz | Olathe | KS | | 130 |

| First Name | Last Name | City | State | Last Issue |
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Hard Copy DBFN Archive

Since several people have expressed an interest in the archive, a mass-purchase price is going to be less than I originally quoted. The introductory price is going to be \$120 USD (just 97 cents per issue) plus shipping for all 124 DBFN issues. This introductory price is only good for this initial mass purchase. After this initial offering is complete, the normal price (as of 18 OCT 06) is going to be \$135 plus shipping for all 6 volumes. I am a very trusting guy, but I am not going to go out and purchase these newsletter archives that I have not received payment for. I do not want to spend my money on something that is just going to take up space and collect dust. Please email me at jeffrey.letempt@us.army.mil or call me at work (573) 596-0165 or at home (573) 364-2545 (*before 2030 central time please*) with your address and I will calculate a total delivered cost for you. There are several people who are chomping at the bit to get their back issues so I do not want this to drag out for several months. The deadline for this special offer is going to be 31 DEC 06, so if you want to take advantage of this offer you better not drag your feet. Once I get at least 5 orders I will send off the order to the print shop. Personal checks and money orders are ok. I can not accept credit cards, but I can gladly accept PayPal payments for an additional 2.9% + 30 cents (this is what PayPal charges me). You can use PayPal to pay with your credit card. Of course I would encourage everyone to take this opportunity to renew their DBFN subscription for 2007 at the same time.

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 email lensebakken@telefonica.net



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 1/2 " Clark foam Located at the South Lakeland Airport (X49) in Florida. Pictures and more detail available via email request. (863) 646-2612 or email at 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 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 stiegggrinding@aol.com



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

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