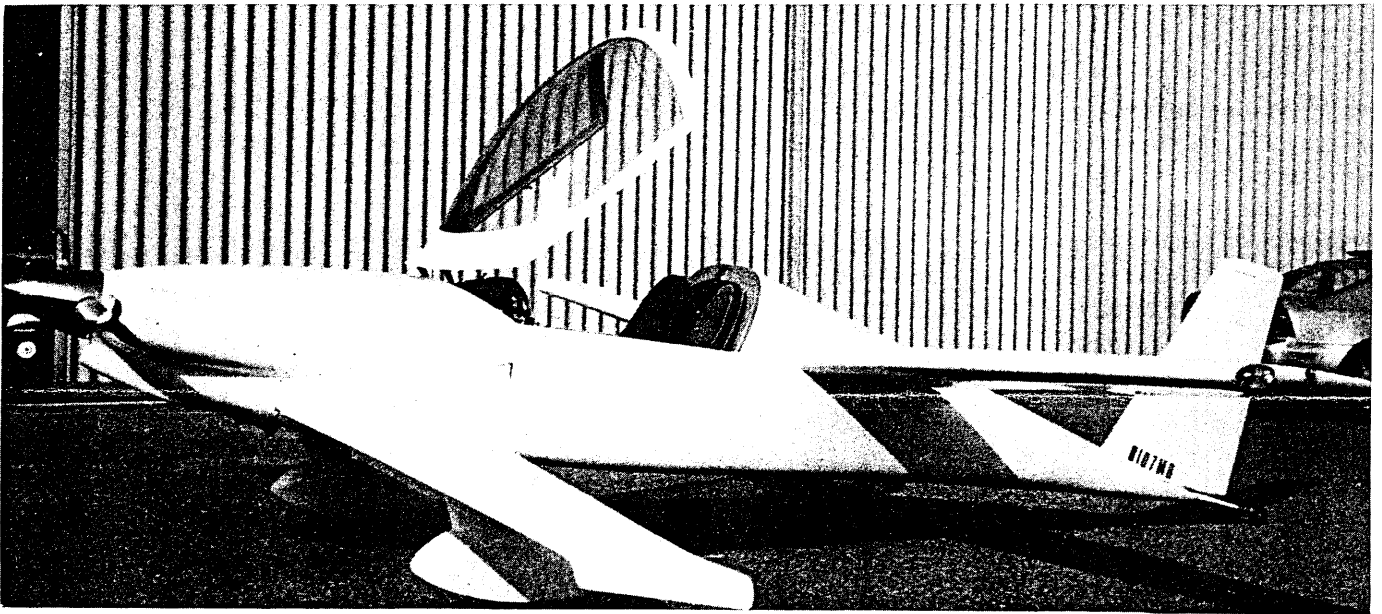


DRAGONFLY BUILDERS AND FLYERS NEWSLETTER

THE OFFICAL VOICE OF DRAGONFLYERS ALL OVER THE WORLD

VOLUME 46

MARCH - APRIL 1993



BOB O'CONNELL OF DANA POINT, CA. DRAGONFLY

Hi Spud and fellow Dragonflyers:

I would like to share some of my experiences with my Dragonfly. I started building my Dragonfly in Oct. 82 and had my first flight on Sept. 28, 1991. The flight was great except for the typical roll and pitch trim problems. The following is a description of my Dragonfly:

Reg. # N107MB; Serial # 508; Empty weight = 750 lbs.; Gross weight = 1225 lbs. Engine = Revmaster 2100 cc with 75 HP with 4 ea. electronic ignitions independent from A/C bus 4 way tuned exhaust; Prop = Sterba wood 54" x 52" pitch Carburetor - Ellison Throttle body gravity flow; Engine Instrument = Rocky Mountain Micro Monitor 2 Nav lights, 2 strobes, 2 landing lights, night flight approved Comm radio - Terra 720 and STS 720 portable for secondary Transpon-

der - Terra TR250/ Mode C; Loran = Ray Jefferson portable and mounted between my legs Roll trim = aileron trim tabs, Pitch trim = screw jack (a must). Max speeds at 5000 ft. was 160 MPH IAS, but typically cruise at 145 MPH IAS at 3200 RPM Stall speed = 70 MPH with the static source on the outside; Stall speed = 65 with static in cockpit air My Dragonfly has been flown in the rain and only some trim was required to keep level.

Some early problems. 1) My roll trim problem was caused by uneven angles on the elevators since I used the wing tips for reference, (bad news). The elevators angle should be measured with a digital level to be equal angles.

2) The nose down pitch trim problem took a while to find, since I kept trying larger springs and changing the trim tab

position. Many hours later I found that I had cut down the elevator spring bellcrank 1" shorter so it wouldn't hit the canard bulkhead. I welded the correct amount back and cut a groove into the bulkhead for the spring clearance. I now have adequate pitch trim. One should weld the bellcrank on an angle so it won't hit the bulkhead.

3) After about 15 hours, while making touch and go's I accidentally switched one of my 4 electronic ignitions off, because the throttle was next to the switches. On my next runup the # 1 ignition was out. I found out that if the switch is turned off at high RPM and left off, the coil in the flywheel assembly will heat up and burn open. The fix is to put 40 ohm/ 50 watt resistors in series with the coils to the ignition switches to ground. This should be a required fix for anyone with a Revmaster engine and electronic ignition.

4) Takeoff & Landing gyrations. I found myself accidentally hitting the toe brakes while pushing the rudder pedals, which caused very sharp maneuvers. This problem was cured by keeping my heels together on takeoff and landings, also one should wear soft tennis shoes while learning to fly a Dragonfly.

Some of the unique things of my Dragonfly. I kept the landing gear legs 2" longer than the plans, inboard gear, which allows more prop clearance. I have a modified MK 1 canard with the tip extensions. I wrote a procedure for the inboard gear mods. if anyone is interested. I have a wide oil cooler on top of the engine, which has kept the oil temps. down even on 100 deg. days. Front hinged canopy with gas struts under front deck. Rocky Mountain MicroMonitor has all engine readouts with alarm set points, gives alot of information for flight testing.

I would like to thank Troy Burris and Jerry Scott in helping me transition to my Dragonfly they were both a great help in learning how to fly the Dragonfly with confidence. I highly recommend a good checkout with an experienced Dragonflyer before that first flight (or fright).

Bob O'Connell 25081 Perch Dr. Dana Point, CA. 92629
714-496-4257

VIKING ADDRESS CHANGE

Patrick and Robin Taylor have settled into their new home in Carson City, Nevada. Patrick was promoted inside the company that he works for but the promotion included a move to the corporate head quarters. Their new address is:

Viking Aircraft
P.O. BOX 20791
Carson City, NV 89721
(702)-884-4716
(702)-883-9158 FAX

JOIN THE EAA

I talk to a lot of people every year about the Dragonfly and love to do it. But I just hung up the phone with about the 10th person that was not a member of the EAA on a national or local level! Now the interesting part is that these people were getting ready to either buy a completed DF, start a DF from scratch or had just purchased a abandoned project.

I advised these people that they were missing the boat big time. The minimum that anyone should be is a member on a national level and should receive Sport Aviation. Most local chapters that I've been associated with in the past have had an excellent mix of available talent.

If we have any DBFN subscribers that are not familiar with the EAA and how to join or don't know where their closest chapter is, give me a call or write. I've got a copy of all the chapters in the USA/Canada and quite a few overseas.

We need to support our sport! Join Today! - Spud

CONFESSIONS OF A SCUD RUNNER

I subscribe to 8 other sport aviation "type" newsletters, the article on the next page came from the RV newsletter called the RVator. The article was written by Richard "Van" VanGrunsven the President and designer of theses excellent aircraft. This article really hit home with me and thought it should be mandatory reading for anyone that flies. I think you'll all agree after reading this honest, straight forward and humorous approach to the subject, I found it incredibly refreshing! I am sure that Mr. VanGrunsven and my intention are the same for presenting this article, we just want everyone THINK, to be safe and enjoy this wonderful sport that we have. - Spud

Van gave us permission to reprint this article here in DBFN and wanted it prefaced with these comments. **" The following (Confessions of a Scud Runner) article was written for the RVator newsletter by Richards VanGrunsven. It voices his opinions and advice based on his flying experiences and may not agree to the letter with safety directives from the FAA and other pilot safety organizations. It was written primarily to cause pilots to think about this particular aspect of flying, not necessarily to provide them with a foolproof guidebook to safe flying"** Sincerely Richard VanGrunsven

CONFESSIONS OF A SCUD RUNNER

Van

We are all familiar with the problems of substance abuse and of the self examination questions addicts must use in identification and treatment of the problem. Let me apply this approach to one questionable flying behavior.

1. Have I ever done scud running? Yes!
2. How many times? Too often.
3. Have I ever pushed too far and scared myself? (is the Ayatolla Islamic?)

Why have I done it?

- a. Anxious to reach the destination?
- b. Macho reluctance to admit defeat?
- c. To prove that I can make it through?
- d. All of the above.

Do I consider myself a good scud runner? Yes, in that I have good control of the airplane and know some tricks of the trade. Good judgement is another issue -- see question 3 above.

Just what is "Scud Running"? Generally it means flying under low and/or indefinite ceilings and visibility; marginal VFR. Even this is difficult to define exactly. I have seen some conditions, primarily over flat terrain in the central states, where ceilings have been very low, less than 500 ft., but where the cloud base is perfectly flat- as flat and consistent as an inverted pool table, and visibility is very good. In other instances, primarily over irregular terrain, I have encountered ceilings which may vary unpredictably between 100 and 800 ft. and similar variations in visibility. This is what I would call SCUD. It is mean stuff, and can close in behind you as unpredictably as it might open up for you beyond the next ridge or river valley. Flying in these conditions requires piloting skill, knowledge of terrain and weather, and luck-- and should be avoided if at all possible.

RULES FOR SCUD RUNNING:

1. Fly VFR only in CAVU conditions, otherwise fly IFR. This idealistic rule is impractical for many reasons.
 - a. In many sections of the country (world) typical weather conditions would severely limit flying opportunities if this rule were strictly applied. Within limits, safe VFR flight can be conducted under reasonably low ceiling and visibility conditions.
 - b. Many sport aircraft are not equipped for IFR flight and neither are their pilots.
 - c. Many times, IFR is not safe in light aircraft because of icing conditions at IFR altitudes. "VFR Underneath" is often possible under these same conditions.
 - d. Some other criteria and limits must be applied to facilitate the maximum flight opportunities. Refer to the following to help establish the rules suited to you and your flying needs.
2. Get the best weather briefing possible. This will often be of limited value because of the dramatic weather changes probable between reporting points.
3. Never fly in limited ceiling/visibility conditions without sectional charts. When you need to know exactly where

you are, the details on a WAC chart just aren't good enough. Keep your finger on the chart as you progress so that you always know where you are. Use LORAN, GPS, or OMNI signals to cross check your position. Have you passenger/co-pilot help with the contact navigation.

4. Fly as high as conditions permit so that you can maximize forward visibility to maximize planning time and minimize surprises.

5. Set absolute ceiling and visibility minimums at which point you will turn back. When you reach these minimums, TURN BACK. Even if you don't reach these minimums and you "don't feel good" about the conditions, TURN BACK!

6. Always have enough fuel to fly back to your point of origin or a alternate airport known to have safe VFR conditions.

7. Fly to the right side of a valley so that the maximum space is available for a 180 deg. left turn. Turning left maximizes pilot visibility in a side by side airplane.

8. When flying under low ceilings and visibility, reduce your flying speed to provide more reaction time-time to analyze the conditions ahead and make a go/no go decision. Reduced speed also permits reduced radius turns when making 180s, etc. The speed should be no less than 2 times stall speed to prevent the possibility of accidental stall. For most RVs a reasonable scud running speed would be around 110-140 mph. **NOTE:** flying at reduced speeds and power settings greatly increases the possibility of carb icing. While the Lyc. 0-320 and 0-360 engines are not normally plagued with carb icing, the above conditions can offer a real trap for a pilot not accustomed to watching for carb icing and now distracted by the rigors of scud running.

9. Don't be tempted by "sucker holes", the bright spots just over the ridge or past the narrow spot in the canyon. If you can't see for sure that VFR conditions exist there, don't go.

10. Seek advice from local pilots familiar with the route you plan to fly. They can often advise of unique localized conditions you might encounter.

General comments:

Weather briefings are often incomplete or misleading. Often the briefers don't have detailed information available for the probable ceiling and visibility variations which you might encounter between points A and B. Sometimes the information is old, and localized conditions can change rapidly. Pilot reports for conditions enroute are very subjective. On the other hand, briefers often advise "VFR not recommended" when conditions are really not that bad. They are required to advise based on "worst case conditions", and if you abided strictly by that advice, you might do a lot of unnecessary waiting for CAVU conditions. Sometimes you have to demand a report of specific conditions, and then proceed cautiously if VFR seems possible. This is where the above self imposed limits and good judgment need to be applied.

HEALTH BULLETIN

1993 CALENDAR

SAFETY- POXY SAFETY BULLETIN

The information to follow was pulled from "The Canard Pusher" newsletter put out by the Rutan Group out of Mojave, Ca.

The Occupational Safety and health Administration (OSHA) has issued a ruling on exposure to 4,4'-methylene Dianilen (MDA). This ruling was published as 29 CFR (Code of Federal Regulations) and 1910.1050 (Applicable to General Industry). MDA is contained in Hexcel's product, Safety-Poxy hardener (2183 or 2184) in sufficient quantities to be toxic to the human liver as well as being suspect as a human carcinogen.

To obtain copies of the appropriate standard from OSHA's national office, call (202-523-9667, or obtain from any regional or area OSHA office.

Fully cured articles made with MDA are exempt from this regulation.

Based on all of the information available to Scaled Composites, it is our opinion that all but a very few manufactures will find the requirements for safe use of the products containing MDA to be so restrictive and expensive as to necessitate the replacement of these products with alternative materials containing no MDA but which serve essentially the same function.

To this end, Scaled Composites has recently tested more than 70 possible alternate epoxies and has found at least one which satisfies all structural, pot life and wet-out characteristics. Fuel compatibility test are now in process. It contains "NO" MDA and all chemicals incorporated in it meet, or exceed, current OSHA requirements for safe use. The resin PR2032 and the hardener is PH3660-2. The mix ratio is 3.2 to 1 (resin to hardener). As you will all be aware, this is not the same as Safety Poxy which is 100 parts resin to 44 parts hardener. Michaels Engineering is working on a method to convert your current Safety Poxy ratio pump to correctly ratio this new epoxy. (we'll try and get a copy of this for the next newsletter).

In order to be able to mix this new epoxy using "your ratio balance scale". you should reconfigure your ratio balance to place the hardener cup at 3.7 inches from the pivot and the resin cup at 13.7 inches from the pivot. This will give an accurate 100:27 ratio, by weight.

Aircraft Spruce and Wicks aircraft are presently proceeding to stock this material and should be in stock by the time you receive this newsletter.

Scaled Composites

• *June 11,12 1993 West Coast Dragonfly and Q-2 Gathering Porterville Airport - Porterville, California Contact: Gene Evans (209)733-8358 or Guy Evans (209)732-4601*

• *June 11,12,13 1993 National Gathering for Canard Type Airplanes Johnson County Industrial Airport, Olathe, Kansas Contact: Terry Yake. 8904 West 116th Terrace, Overland Park, KS 66210-1963(913) 451-8904*

• *July 29-August 4, 1993 EAA Annual fly-in and convention - Oshkosh, Wisconsin*

• *September 3,4,5 1993 (labor day weekend) 3rd Annual Dragonfly/Quickie/Q-2/Q-200 fly-in, Ottawa, Kansas Contact: Spud Spornitz (913)764-5118*

FOSTER TRI-GEAR

Hi Spud and fellow Dragon builders

I have had quite a bit of inquiry about my tri gear Dragonfly. I would like to share this information with our fellow builders.

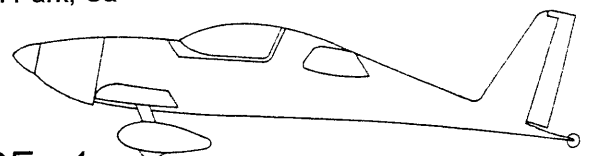
I had the opportunity to fly Mike Quigleys Tri-gear at Eloy one year. Some of the advantages that I found were, very short take off, quiet taxing, ground turning was easy , give it left rudder, a short blast and it turns with out any brake application. excellent over the nose visibility.

The main gear is made out of tempered 1/2" aluminum and was designed to flex 6 inches. If I had to do it again I would use 5/8" material. These plans were engineered by the late Bob Beard. The nose gear is a BD-5 mounted to the engine mount. The nose gear is a hydraulic cylinder swivel trailing type like on Grumman's. Wag Aero out of Wisconsin sell these nose gears.

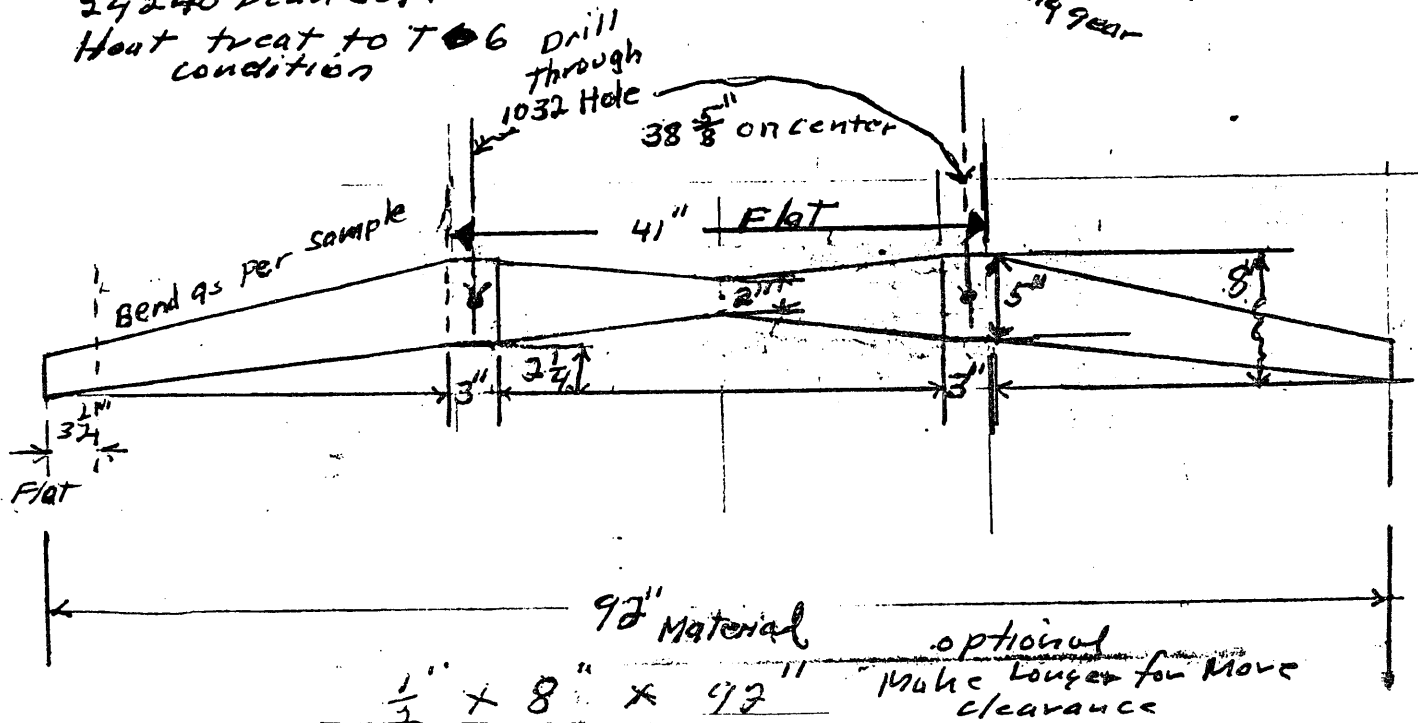
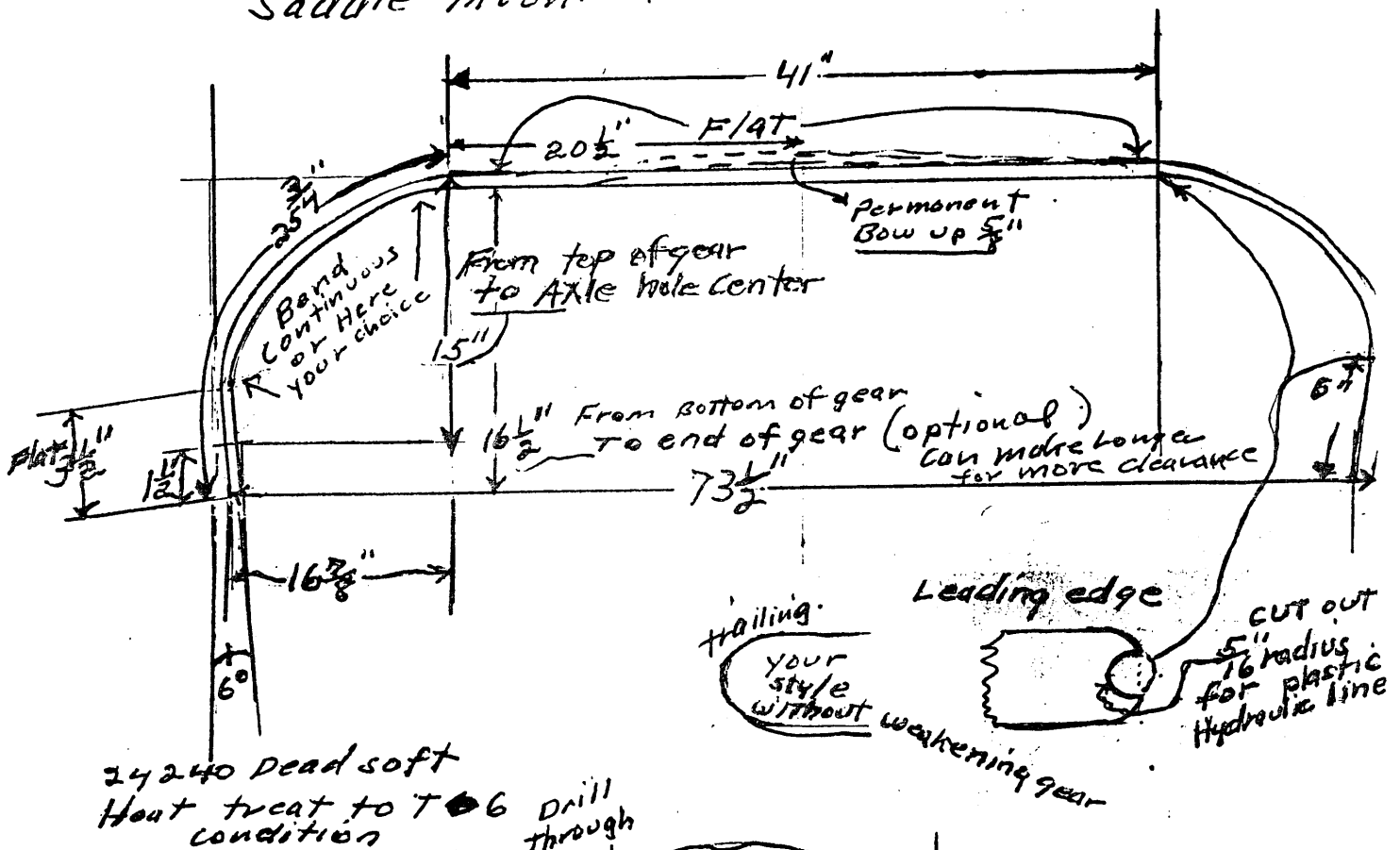
These sketches (on the next two pages) should be self explaining.

Van Foster

Cameron Park, Ca

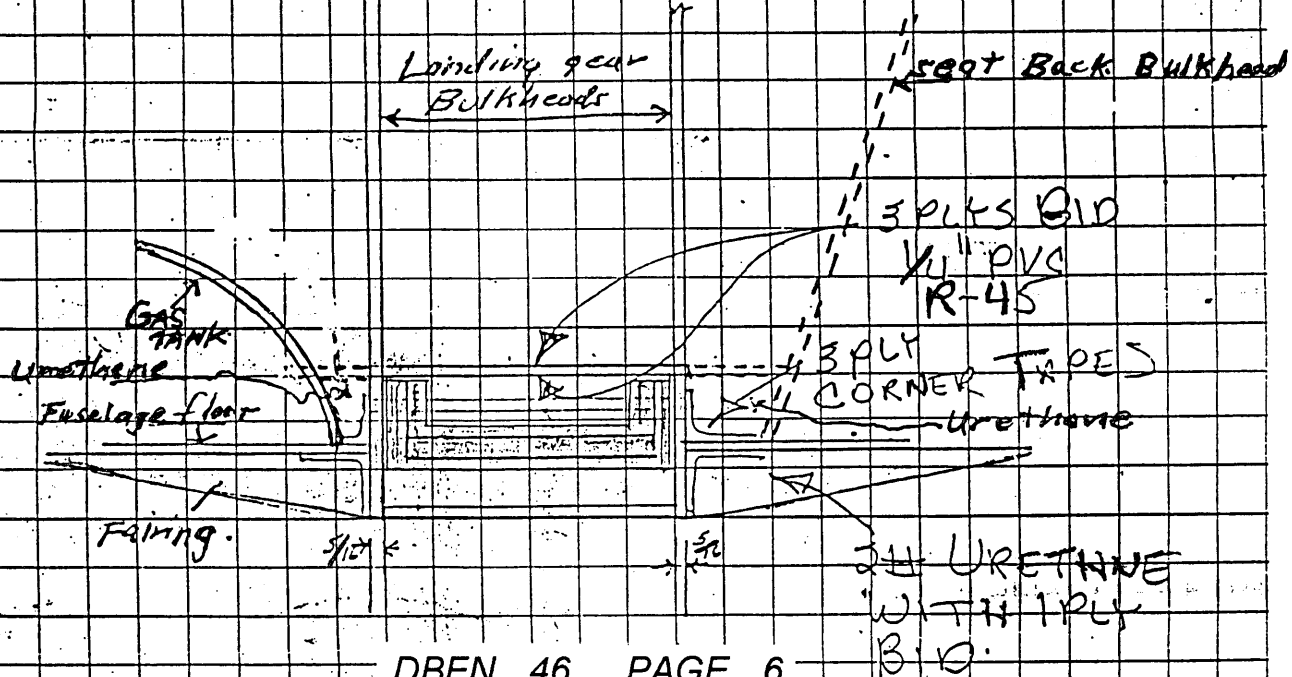
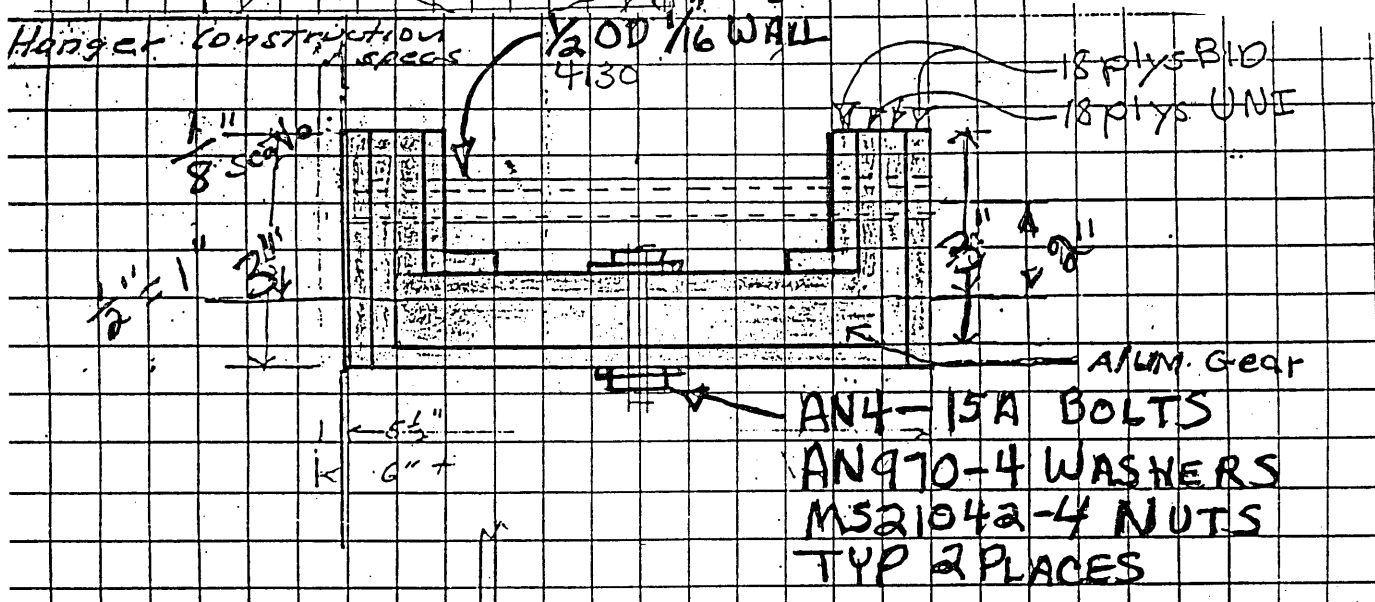
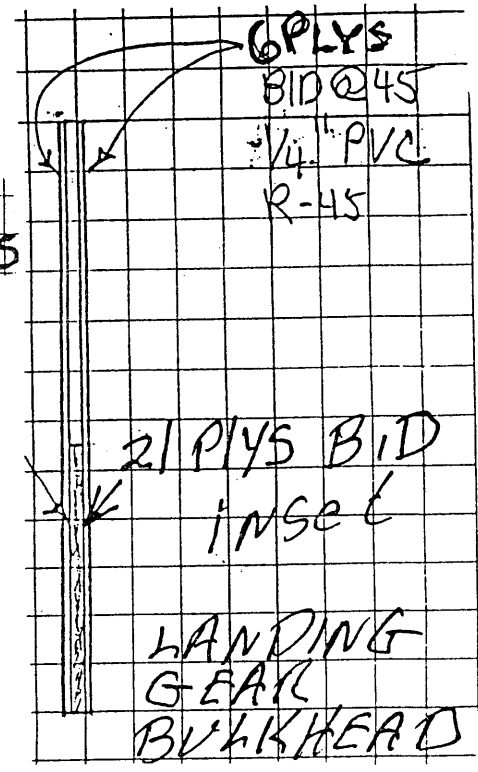
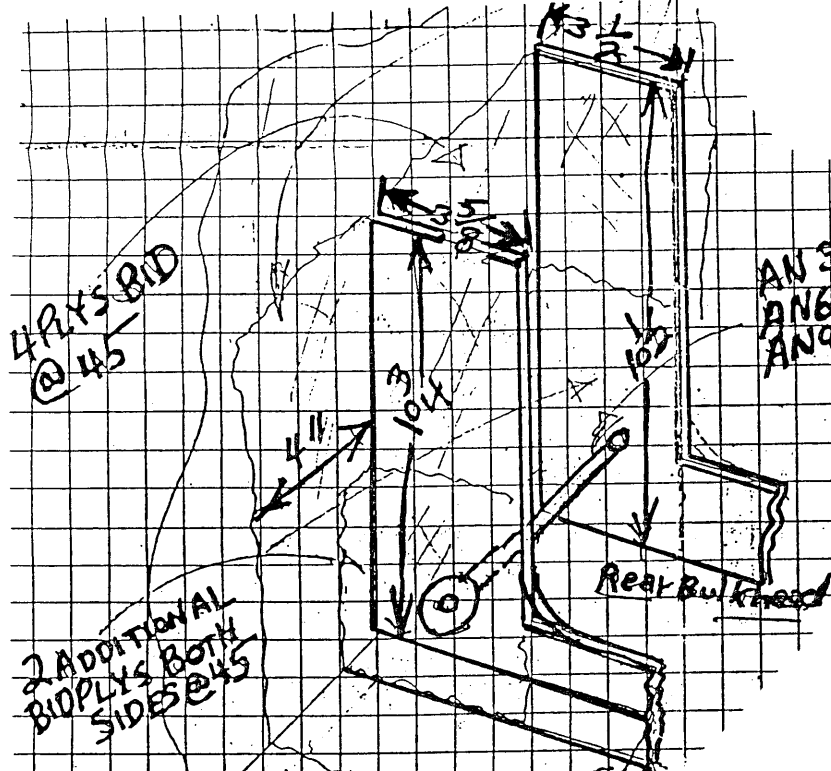


saddle mounted Gear



Suggest Drilling your own AXLE HOLES and saddle mount location Hole

Make sure Fabricator Heat treat people can make the Bends you want



WEST COAST DRAGONFLY

AND Q-2 GATHERING

When: June 11 and 12th, 1993

Where: Porterville, California

There will be a gathering of Dragonflies, Q-2 and any other VW powered aircraft at the Porterville Airport on June 11 and 12th. This gathering coincides with the 43rd Annual Moonlight fly-in. There will be plenty of activities going on besides those planned for our group. Local service clubs will provide breakfast, lunch and dinner on these days so food and drink will not be a problem. There will be a dance both nights for those interested.

Camping is available on the airport grounds or the airport will provide bus shuttles to and from several of the city's motels on a scheduled basis. A grassy area will be reserved for our group for camping. Pilots wanting motel reservations should make these on their own. Contact us for a list of available motels. A hospitality tent will be located near the camping area for meetings and swapping lies.

Morning and early evening flights are scheduled at the following times so those who wish to participate may plan accordingly. They are as follows:

Fri., June 11 Engs started and ready to depart at 6:00 PM

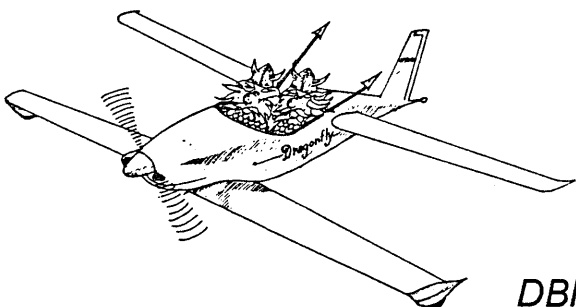
Sat., June 12 Engs started and ready to depart at 7:00 AM

Sat., June 12 Engs started and ready to depart at 6:00 PM

This will be a great opportunity to meet pilots of similar aircraft to yours, do some enjoyable flying together, visit and make new friends as well as participate on one of the oldest fly-ins in the country.

Please RSVP if you are coming and/or for more information contact (after 6:00PM please) either Gene Evans (209) 733-8358 or (209) 732-4601

Porterville airport (PTV) is located 7 miles from Porterville VOR (109.2) on the 330 radial. It has a 6000 X 146 ft runway. Tower frequency will be 126.4 with ground being 121.05. When the tower is not in operation the CTAF is 122.8



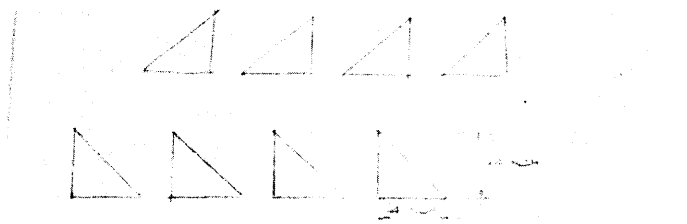
DBFN 46

SUN N' FUN 1993

Sun N' Fun 1993

This was a fast trip for us this year. We were in on Saturday morning and out midday Monday. Gunther Kirschtein of Germany was there with his Dragonfly which he keeps stationed in Boca Raton, Florida. His Dragonfly has several features that I would like to share with the readers. One of the more obvious mods that Gunther has incorporated into his DF was to install the hoop style gear legs. He obtained the plans from Gene Divincenzo of North Lima, Ohio. Gunther installed his gear a little different than Gene did. He has bolted his to the fuselage with four bolts where Gene has flox and laced glass over the gear and fuselage. Next his canopy lifts up and back instead up and forward and it utilizes a single center mounted hatch strut. His canopy latch mechanism is rather simple. It is a door latch, push - pull with 1/4 turn to lock. To assist the lock in staying in position, the locking pin screws down tight once in position. Another feature I really liked was his toe brake arrangement, instead of having a full width brake pedal he has a pivoting arm that comes straight up from the master cylinders (hopefully you'll be able to see what I mean in the pictures) very simple, very effective. Gunther's rudder pedal assemblies do not mount to the canard. He has a separate mounting panel that is attached to the canard lift bulkhead. If there is a need to remove the canard the only thing that has to be detached is the air speed tube. You'll find pictures of Gunther's Dragonfly on pages 8 and 9.

The below picture is of an information sheet that Rob Kermanj had attached to his canard in front of his vortex generators. Everyone that walked up to his plane found it humorous and "got the point" at the same time. - Spud



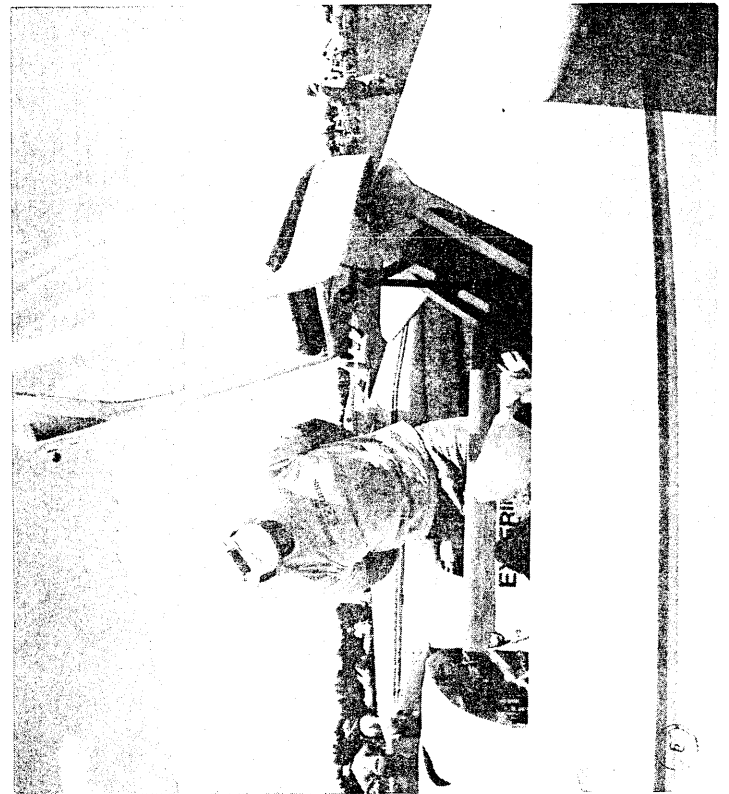
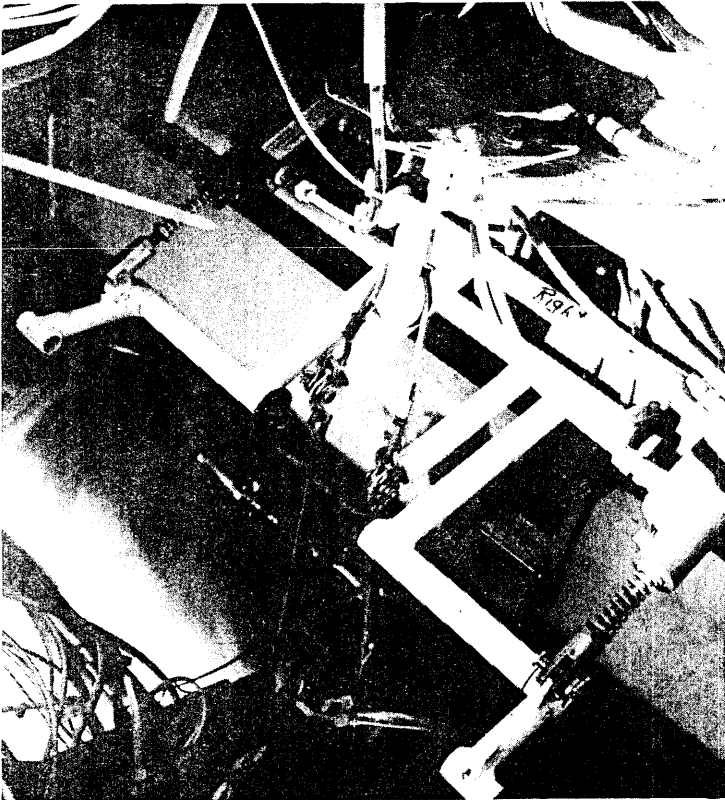
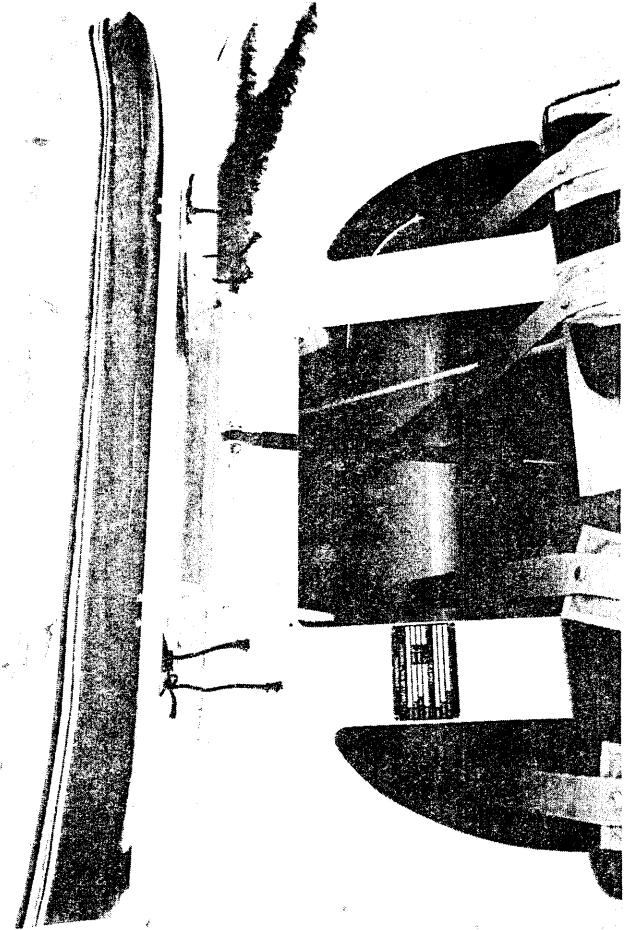
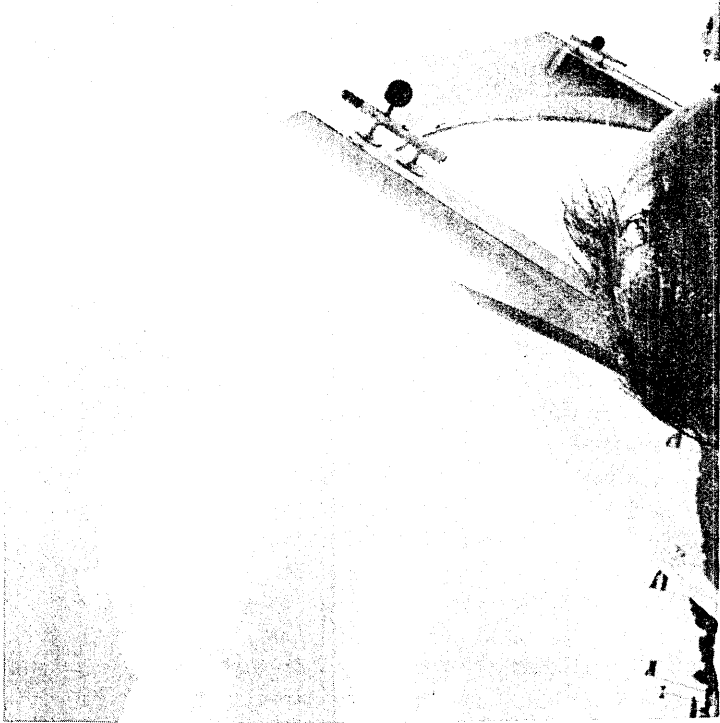
VORTEX GENERATORS

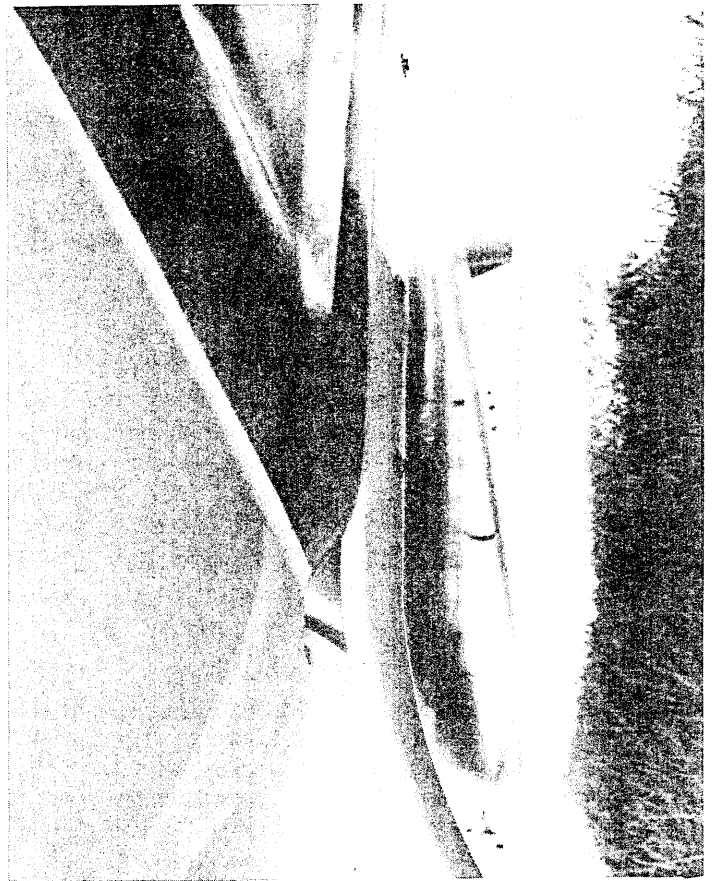
Vortex generators are modifications that improve the effectiveness of the flying surfaces. Their placement helps to reduce airflow separation downstream and re-energizes the air flow. The shape and the location of these Vortex Generators were duplicated from the Voyager, the aircraft that flew around the world non stop. In addition to the Voyager, Vortex Generators are found on many airliners, twin aircraft including the canard configured Star Ship.

You are welcomed to stare at them, photograph them, hypnotize them, talk to them but.....

DON'T TOUCH THEM!!

PAGE 7





MULTICOM

Proper household insurance: John Huston of Rosehill, Kansas found out the hard way. John's Dragonfly was complete less painting. A fire broke out in his shop/garage, everything burnt to the ground, no one was hurt. John was shocked the following week after the fire to find out his DF was "NOT COVERED" under his regular insurance. John wanted to warn everyone of this potential disaster. He checked around with several other insurance companies and found the same to be true with all of them. To be properly insured the project must be listed on what it is and its replacement value on the policy. Some companies want it insured as an airplane and have at least its ground coverage in force. This is true for anything you have in your garage/shops that is not the norm. Most insurance policies do not cover much past the structure, minimal tools and sometimes not even the vehicles. - Spud

Butch Hernandez has a good DF maintenance tip. He has been involved with closely checking out about 5 Dragonflies. What he is finding is sloppy/loose control surfaces. What he has found on several of these DF's is that the little bronze bushing that is in elevator/aileron mounting bracket is popping out of the hole in the bracket. The bushing stays on the pin, but the bushing is not in the bracket hole. If the bushings was to pop out of 2 or 3 of these brackets the control surface would become very sloppy and could possibly cause a flutter problem. If the alignment was perfect during construction of the plane the back flange that holds the pin in position would hold the bushing in. None of us is perfect! What Butch found on these planes is a variable up to a 7/16" to 1/2" inch. The bushing are less than a 1/4". What Butch does to fix this is to get bushings with a longer body (shank) 1/2"+ and then put on slide on/one way lock washer. A couple of other ways one could use to secure the bushing are; safety wire the flange or put a flox filet between the bushing and the back of the bracket. This should be considered by all people that have planes under construction. This should be checked now on all flying DF's and should be part of every annual after that. - Spud

Couple of Flying tips from the master - I've been following the newsletter and I have a couple of tips for the gang. Let's say your inbound to a airport and your heavily bugged up or it's raining. You wonder how this is going to effect the stall speed of the plane. That's easy! Before or as you entire your downwind, reduce power, slow the airplane up and find the stall speed. If the stall speed shifts from 60 to now 65. simply add that 5 mph to your normal approach. **Best climb speed** - I've flown in a lot of Dragonflies, 60 to 82 hp and have experimented with high angles, fast speeds, etc. You'll find that the Dragonfly will give you the **best rate of climb** at 110 mph indicated (at sea level).

Even though the DF doesn't seem to have a very high nose attitude at this speed, The DF is going up at the highest rate of climb. Raising the nose and allowing the speed to go below this will decrease the rate of climb. -

Rex Taylor

THE CLASSIFIEDS

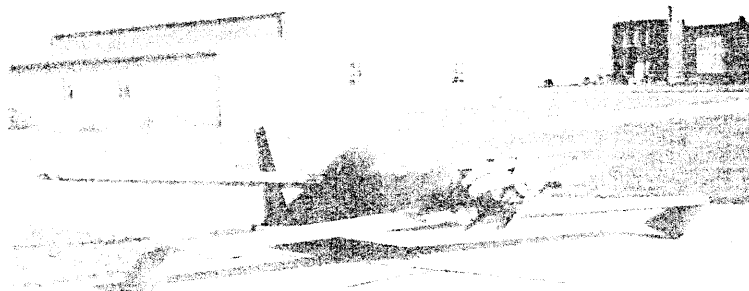
SEE SUBSCRIBER INFO CENTER FOR RATES

For Sale: A canard with with elevators (just canard, not entire plane) it's a Mark 1 style canard with Hapi hydraulic brakes(extra set of pads),wheels, master cylinders and 6 ply McCreary tires. Canard has recommended added carbon fiber in spar and 2 plies of 6oz. over entire canard, excellent paint, flown for 210 hrs. - \$1600.00 call: Rich Werner, St. Louis (314)458-0279

For Sale: Warnke Almost Constant Speed Prop 56"D X 52P with leading edge protection, performance is 160 mph at 2950 rpm using a 70 Hp Revmaster in a Q-2, used only 18 hours \$250.00 - Revmaster oil pump - 165 hours \$20.00 contact Kimbulla McAndrew (403)254-2883

For Sale: Unused Dragonfly plans with DBFN's #32 to #41 inclusive plus 18 Dragonflyer newsletters. Lost medical \$150.00 Call Blair Gaffney Carlsbad, NM (505)887-1181 days

For Sale: Dragonfly Mark I, primed, not painted, always hangared. Hapi 60-2DM engine, New. Located in central U.S. Specs and pictures available (402)463-2588 (photo)



For Sale: Subaru 1800 EA82 single port fuel injection engine with S.W.A.G. R/L control unit, high output fuel pump. Gary Sheets, Indpis, Indiana (317)862-2617

For Sale: "Dragonfly Mark II project" first inspection by M.O.T. Canada, all hardware, canopy, cowling, gear legs and wheels. Fuselage ready for assembly. wing provisions for lights. home: (519)979-3377 work: (519)257-4136 fax: (519)257-4159

For Sale: Brand new unassembled 2167cc VW engine, split port heads(Scat), Revmaster accessory case, exhaust manifolds and prop. \$4400.00 invested in 1986 dollars, have receipts. \$2500.00 for everything. Call Chuck Kaplan - Walpole, Mass. (508) 668-4784

For Sale: Mark I Dragonfly 840 hrs. TT. 525hrs on 80 Hp Limbach engine. Cleveland brakes, Aileron reflexor, Vortex generators, Quality workmanship. \$11,000 less radios, \$13,500 with Terra digital Com, King transponder, Narco encoder, David Clark intercom, Apollo Flybuddy loran and ELT. Ask for Rob, evenings (407) 395-9267

For Sale: New Viking Mark II gear legs, Hapi wheels and brakes \$350.00 Chuck Kaplan - Walpole, Mass (508) 668-4784 -

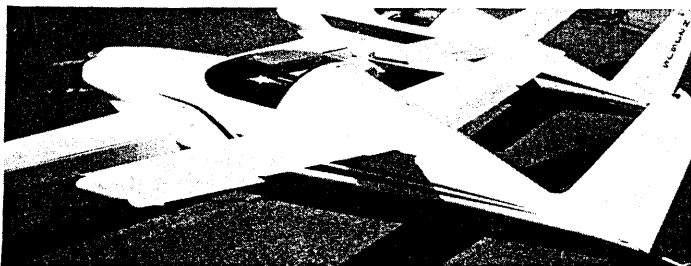
Wanted: 0-120mph airspeed indicator, altimeter, panel mount compass, call Steve Parkman - Tucson, AZ. daytime #(602) 323-1200

For Sale: 240 hr. Dragonfly less canard and engine, plans built. Call Kenny for spec's at (402)593-9492 after 6:00 CST \$4500.00

For Sale: "Zero Time" rebuilt Continental O-200 - 100hp complete with Mags, harness and carburetor with log books - \$6500.00 outright no exchange. New Cessna 150 prop \$1200.00 ask for Gene after 6:00 PST (209) 733-8358

Wanted: Mark II gear legs only or entire gear leg kit, Must be very inexpensive. Ask for Spud after 7:00 PM (913) 764-5118

For Sale: Dragonfly MKII - Beautiful pearl paint with red trim and matching interior. Has all the good mod's available at time of construction. Empty weight 663 lbs. Reworked 2100 Revmaster with performance heads, hyd. lifters, Ellison carb, Ed Sterba prop, Terra 920 Nav/Com, audio panel for handheld with 10 amp amplifier, Narco 150 transponder with encoder, King 8002 Loran, nav lites, landing lites, Strobes, reflexor system, servo (boost) tabs, Aileron trim, Rosenhan brakes. - \$19,000.00 A award winning aircraft! Jerry Scott, Corona, Ca. (909) 736-8418. (PHOTO)



For Sale: Dual port - dual spark plug heads from Revmaster \$250.00 for the pair, firm. Light weight dual strobe unit - \$150.00 firm. Instrument cluster - (Piper) includes 2 fuel level, cyl head temp, oil temp, oil

pressure - no senders, measures 2 1/4" X 9" - \$150.00
Jerry Scott, Corona, Ca. (909)736-8418



Subscribers Information Center

Dragonfly Builders & Flyers Newsletter (DBFN) is currently published Bimonthly at a rate of \$3.00 per issue/\$18.00 a year U.S. & Canada, \$29.00 (U.S. funds) per 6 issues to foreign subscribers. Send remittance to: DBFN, 1112 Layton Drive, Olathe, Kansas 66061. **PLEASE MAKE CHECKS PAYABLE TO: BILL SPORNITZ**

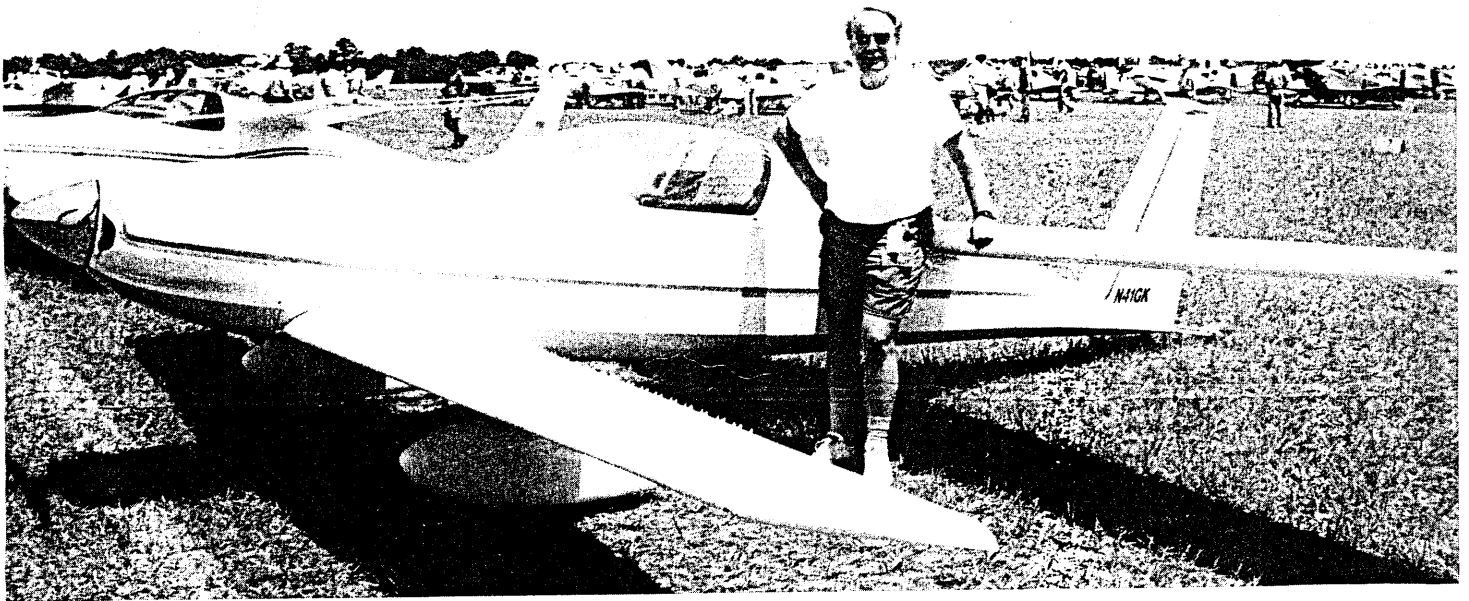
Ideas and opinions expressed in DBFN are solely those of the individual submitter. This information is for educational purposes only! Application of these ideas and/or suggestions contained in DBFN are the sole responsibility of the experimental aircraft builder at their own risk, which could result in builder/pilot personal injury or death. DBFN does not imply or suggest in any way their usage.

Letters, Pictures and computer supplied data submitted to DBFN are subject to final screening by DBFN / Bill "Spud" Spornitz and may be restricted, deleted or revised. Material returned by request only.

Classified advertising; (non-commercial) for current subscribers may place an ad of 50 words or less for \$6.00 per issue, with one photo a additional \$12.00. Back issues of "DragonFlyer", "Dragonfiles" & "DBFN" are available at \$3.00 each. If purchasing less than 5 back issues add .25 cents each.

The use of "VW" by DBFN is for the sole purpose of application and description only and is not intended to infer or imply a direct connection between DBFN and Volkswagen.

PHONE (913) 764-5118



**GUNTHER KIRSCHTEIN OF BOCA RATON, FL. AND HIS
MARK II DRAGONFLY**



**1112 LAYTON DRIVE
OLATHE, KANSAS 66061**

FIRST CLASS MAIL

