

DRAGONFLY BUILDERS AND FLYERS NEWSLETTER

THE OFFICIAL VOICE OF DRAGONFLYERS ALL OVER THE WORLD

VOLUME 70

MARCH - APRIL 1997



BEST OF SHOW - Justin Mace of Tucson, AZ Subaru Powered Mark II Dragonfly

We have double coverage on this years Phoenix Tandem Wing Fly-in. The first report in is from my very good friend Jimmy Masal, the head spokesman for the Quickie Group. Then theres our own super Don Stewart from the Dragonfly camp. - Spud

And now here's Jimmy.....

Hello Gang!

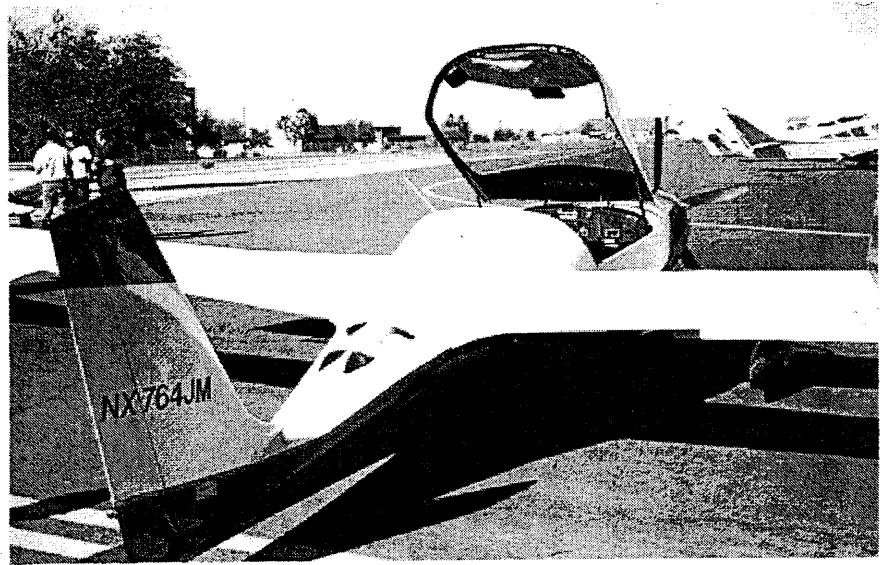
Is anyone wondering how the March 15 Phoenix Fly-In turned out? I was able to make it and here's a first hand report. Weather was beautiful... 85 and a clear, blue sky. Deer Valley airport was an excellent

choice. It has a sport aviation friendly tower and is quite large with a lot of based aircraft of all varieties. Some 50 people registered and seven Dragonfly's showed, 4 of these new to me and some VERY interesting innovations. There was a based Q-2 with a flat so it couldn't be dragged over for display.

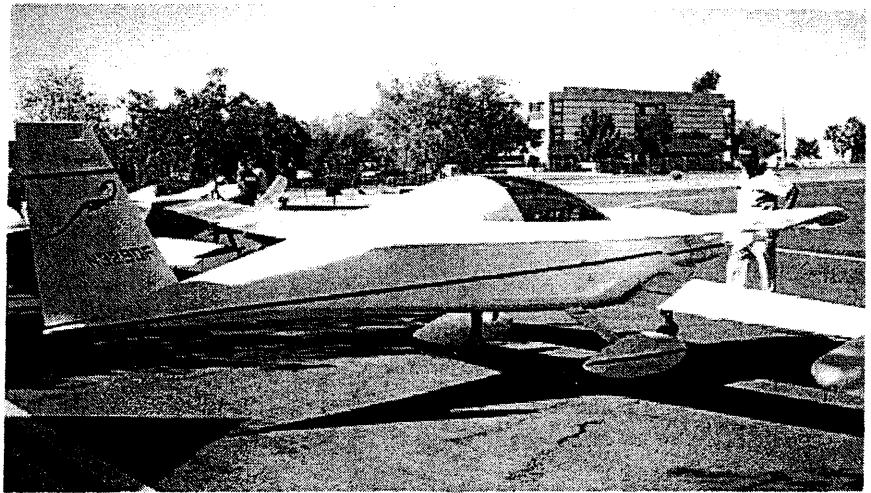
Mini forums were conducted in the open air shade at the end of a covered tie-down row. Surprisingly for me they were only a scheduled 30 minutes in length and presenters pretty much kept close to the schedule. Subjects were generic to appeal to both Quickers and D-flyers alike. They were good; I took plenty of notes and for those to whom writing was a strange, new skill, there were detailed handouts, a new innovation itself for your typical fly-in.

Nate Rambo talked about weight and balance calculations, how to do it and how to flight test it. Matt Gunsch, A&P AI, explained the hows, whys and the details on how to actually do a load test on your airfoils as he did on his Tri-Dfly Steve Parkman (there with a corral full of his Kool Kids) did a show and tell with a Geo Metro 4 cyl engine converted for aircraft use. He's already running a 3 cyl in a JN-4 Jenny replica that was written up in Kitplanes recently. He has formed a company, SWAG, to market these and other conversions that he and his associates have had success with. I was looking at the Q-2 during Don Stewart's antenna presentation but I was told it was as interesting and informative as the rest. These guys had handouts too, so this stuff may show up in print. Stewart, Debbie, 1 each, got the ladies together for discourse on the mental and physical involvement they have with their mate's project. Much appreciated.

The forums ended near 1 for lunch. Doggies, burgers, and a sparkling beverage of your choice (i.e. beer too, but don't tell the authorities). Lots of animated talking and laughing under the trees and shelters in our private picnic corner of the field... and nobody went away hungry. The Arizona Dragonfly Club did an awfully nice job on this event and it wasn't over yet.



Justin Mace - Tucson, Arizona - Note radiator outlets



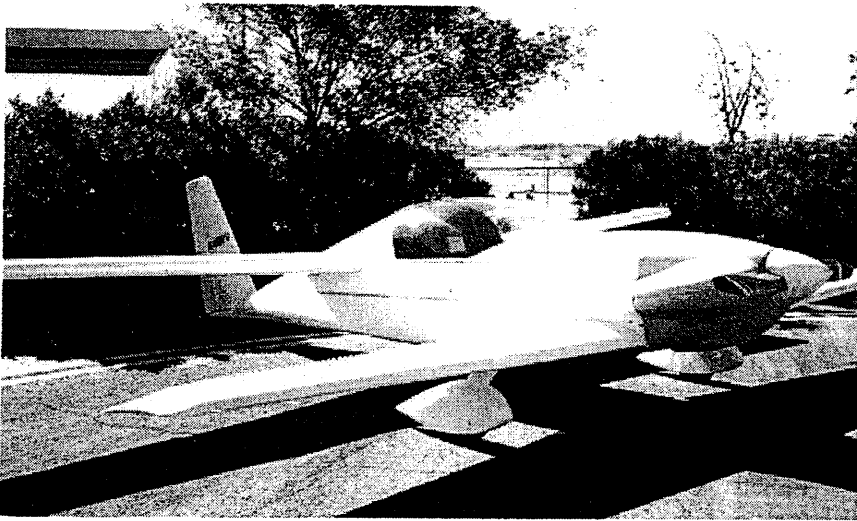
Matt Gunsch - Phoenix, Arizona - Mark III



Jim Masal, Matt Gunsch, Don and Debbie Stewart



Nathan Rambo - Camarillo, California - Mark IIF



Mark Snow - Carlsbad, New Mexico - Mark IIF



Significant Others Forum Attendees

The afternoon was free-form until the informal banquet started at 7pm. It was held in a back room of a nice buffet restaurant called Hometown Buffet. We pretty much tanked up with food for about 8 bucks and then presented awards and a pile of door prizes. I think everyone went home with something in their hands and in high spirits.

Sunday am was to have a departure breakfast at the first-class Deer Valley Airport restaurant followed by actual departures. I missed this due to my own actual departure which became a 9 hour mess of a trip. I was flying stand-by during spring break. Need I say more?

Notable aircraft were Justin Mace's "Best of Fly-In" with his continuous work-in-progress, but successful, Subaru conversion. It sported a new and attractive two-tone paint job. About 10 inlet and exit scoops now appear behind the main wing.

Larry Brown had an eye-catching kinked canard on a MK II. It is reminiscent of a T-18 wing and it really looked sexy. It had been load tested before its several years of successful flight. Larry was building about the time canards were breaking and props were being nicked. He decided to get more ground clearance and then used the Mk 11 gear.

Nate Rambo's "experienced" plane has his own LS-1 canard design and he was very enthusiastic about explaining its design, construction and the whys and wherefores.

There was an attractive gull wing canopy on the line too, but I don't remember the builder's name. And Gene Arthur was there with his clipped-wing, C-85, bow-legged (naturally, it's from Texas!) Drag-onfly with the side-looking landing light ("Well, you can't see over the nose during landing or taxi so why not point the light where you CAN see").

If you couldn't find something fascinating to chatter about for a few hours you either were brain dead or your main hobby interests were boats and steam

engines. Three cheers to Don Stewart and the hard working Arizona Dragonfly boys.

Jim Masal - Dallas, Texas

● **The 1997 Phoenix Tandem Wing Fly-In by Don Stewart**

It was getting to be about 9:30 in the morning. The bunch of us from the Arizona Dragonfly Club were scurrying around putting the final touches on the preparations for the Fly-In. I had hoped that I was alone in noticing that we had only two Dragonfly's on the display line. I went back to work, steeling myself to the fact that two Dragonfly's may be all that we get at this year's Fly-In! The covered tie-down was repleat with comfy chairs. The cooler was packed full of icy orange drink. The public address system had just been screech tested. The handouts were all ready to be handed out.

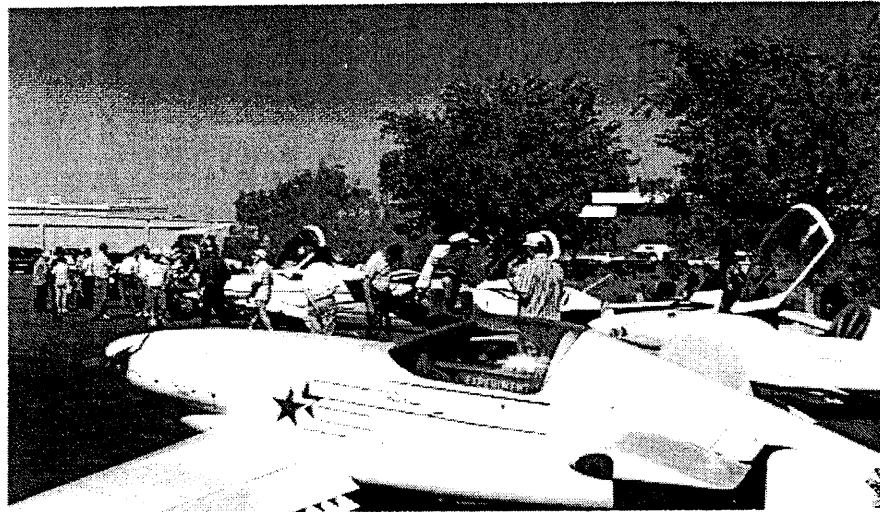
Then from behind me there came quite a racket. I looked up and there were five more of those beautiful Dragonfly aeroplanes taxiing toward the display line. Wow, seven Dfllys. My day, and my attitude had instantly improved.

Here is the list of pilot/owners who won my undying gratitude:

- ♥ **Nathan Rambo - Mark II
Camarillo, Camarillo**
- ♥ **Justin Mace - Mark II
Tucson, Arizona**
- ♥ **Matt Gunsch - Mark III
Phoenix, Arizona**



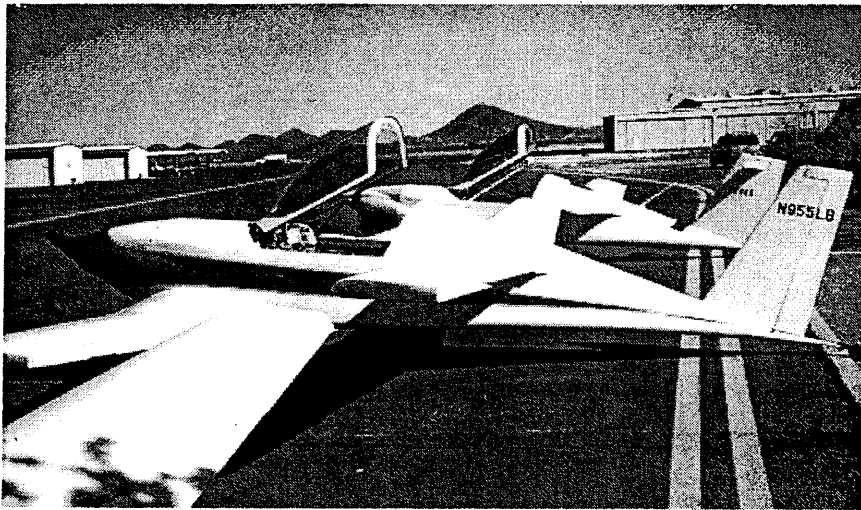
Gene Arthur - Brownwood, Texas - Mark I/H



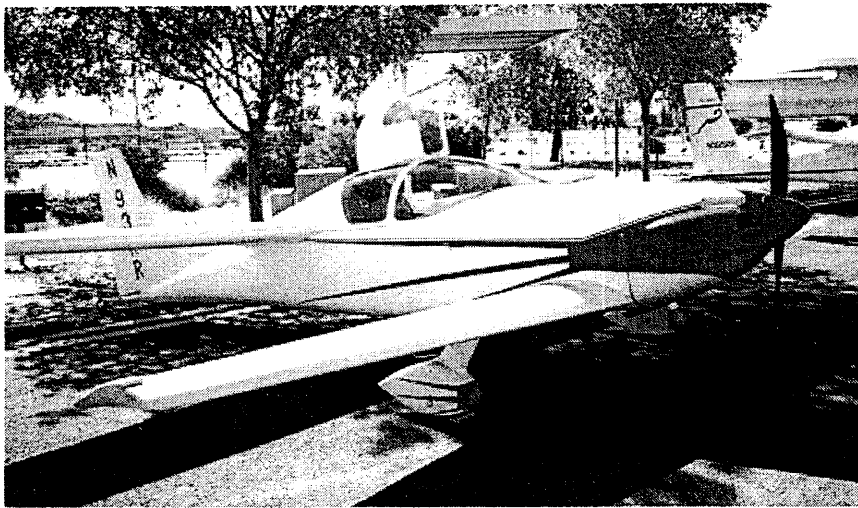
The "Flight Line" with Nate Rambo's in the lead!



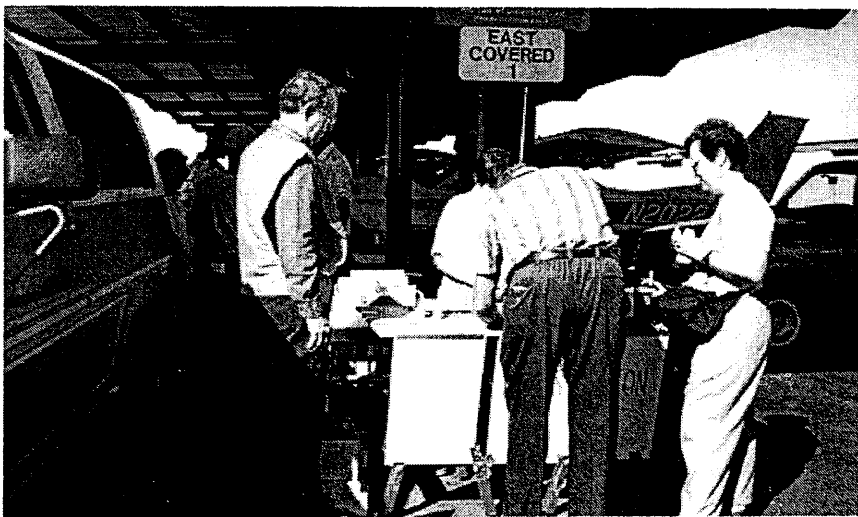
Lot's of good Dragonfly camaraderie



Larry Brown - Scottsdale, Arizona - Mark II



Bob Roe - Story, Wyoming - Mark II



Workshop Registration

- ♥ Larry Brown - Mark II
Scottsdale AZ
- ♥ Bob Roe - Mark II Story,
Wyoming
- ♥ Gene Arthur - Mark II
Brownwood, Texas
- ♥ Mark Snow - Mark II
Carlsbad, New Mexico

There also was a Quickie that got near the event, I'm told, but a flat tire kept it from making it to the display line.

Matt Gunsch started off the workshops with a neat explanation and handout detailing the process of stress testing his canard. His handout is so good, I've asked Spud to include it in an upcoming newsletter.

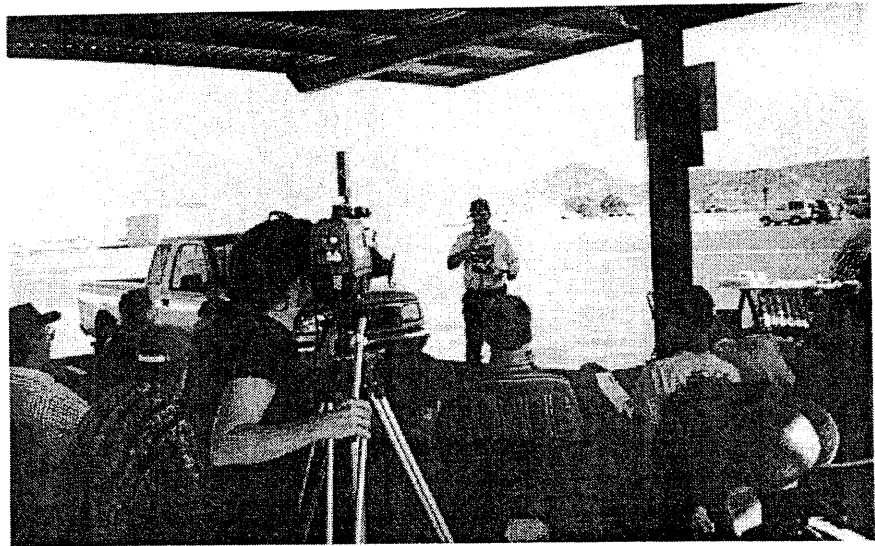
Nathan Rambo took a half hour to talk about the serious nature of weight and balance on our canard wing aircraft. He too had a spiffy handout for everyone who attended his workshop.

Steve Parkman of SWAG Automotive surprised everyone by lifting his super lightweight Geo Metro aircraft engine by himself. It is equipped with his own design Electronic Fuel Injection. And Steve introduced his novel 2:1 light chain redrive design for 80 and 130 hp auto conversions.

Nathan Rambo had the floor again to discuss his Laughing Canard. It's his own design. He wanted a canard which would not exhibit the pitch change tendency of the standard Dfly canard in rain, and one that would test out at higher strength. All this in a package which would not cost more than the standard canard to fabricate. The details of the design are not yet ready for release. One more prototype has to be built from the plans and successfully flown before release.

I closed up the workshops by dem-

onstrating some of the antenna techniques developed by Jim Weir at RST Engineering in Grass Valley CA. His embedded 'tape' and torroid designs have been used by a lot of folks as a way to get really quality nav and com antenna's in their composite aircraft. So, using a scrap piece of foam, I showed how some of these antenna's might be constructed. I also built the infamous 'J-Pole' com antenna and demonstrated it using a cheap receiver. Pretty impressive for \$7 worth of hardware store parts.



Matt Gunsch's forum on stress testing his canard

Meanwhile, the 'Significant Others' forum was being guided by my wife, Debbie. I think she has explained what this forum was all about in another part of this newsletter. This is really a nifty idea that came out of some of the discussion at Ottawa about involving the wives and significant others of the pilot/builders. Debbie will also be hosting another one of these forums at this year's Ottawa Fly-In. Wives, if you've been missing Ottawa because there didn't seem to be anything for you, then this Forum (which may well consume most of the day) is for you. Debbie likes to aim this for the 'newbies' who haven't any idea about this composite building stuff that their husbands or boyfriends have gotten into.



Doggies, Burgers and Sparkling Beverages

The picnic lunch, hosted by the Arizona Dragonfly Club was a huge success. We bought enough burgers, dogs, and accouterments to feed 50 people pretty well, and didn't have a whole lot left over after the bbq's were shut down for the afternoon.



While the Judges (Dragonfly Club President Al Cultreri, Fly-In Committee Chairs Don Stewart and Matt Gunsch, and Special Guest Q-Talk Editor Jimmy Masal) paced the display line, examining each aircraft,

continued on next page

More Flight Line

the owner/builders took the opportunity to talk to attendees about their aircraft. Because of the warmth of the day and the workshops, checkrides were difficult to schedule. Next year we definitely will develop some mechanism for checkrides, I promise. However, it needs to be mentioned that all who did attend, in fact, witnessed that Nathan Rambo was able to SMOKE all the other aircraft at the event. Wow, what he can do with that VolksWagen engine! There's got to be more to his recipe than just the Laughing Canard.

By late afternoon, folks headed back to their hotel rooms for a shower and a nap before the Awards Dinner. We took over the restaurant's meeting room and while finishing desert from the all-you-can-buffet, we made some presentations. The award for the 'Best of Show' went to Justin Mace for his brilliantly painted, Subaru powered Mark II Dragonfly.

The next morning, Matt Gunsch host a Fly-Away breakfast at the Deer Valley Airport restaurant. After farewells, four of the Dflies took off in formation, followed by Nathan Rambo's Dfly leaping into the sky. They circled the airport and headed off their separate ways, capping a successful and safe Fly-In. Folks, don't miss the Phoenix Fly-In next year. We hope to see you.

Don Stewart - Prescott, Arizona

Don and Matt have done a fantastic job on this fly-in. Don, Matt and all the others involved from the Phoenix Dragonfly Club can be proud of their efforts. We have two events a year now. Phoenix in the early spring and Ottawa in late summer to gather and learn more about our tandem wing aircraft, the Dragonfly and the Quickie. I'll be there for sure next year. - Spud



● Internet Whoops.....!

I placed the wrong listing in the last issue off "Who's On-line". I pulled a old, old listing and pasted it in. I've had quite a few people E-mail me with their correction. Please check your listing in the next issue and contact me if it is wrong. I am sorry if I have caused any undo frustration. Also I've had several calls in regards to the "Who's On-line" listing. We will run this listing on an occasional and space available basis, but not necessarily in every issue. If you want to be listed in this column you must let me know at "dbfnspud@aol.com" Thanks for your understanding " Fat Fingers Spornitz".

● Dragonfly Gear Configurations

Spud, Here's a naming convention I use. We might like to adopt these as a group. Dragonfly configurations:
Mark I - plans canard tip wheels.
Mark IIF - Inboard fiberglass legs.
Mark IIS - inboard steel legs.
Mark IIH - Hoop style gear legs (fuselage mount).
Mark III - Tricycle gear.
"R" - suffix is for retractable!
Keep up the good work!

Al Culteri - Arizona Dragonfly Club defacto Prez.

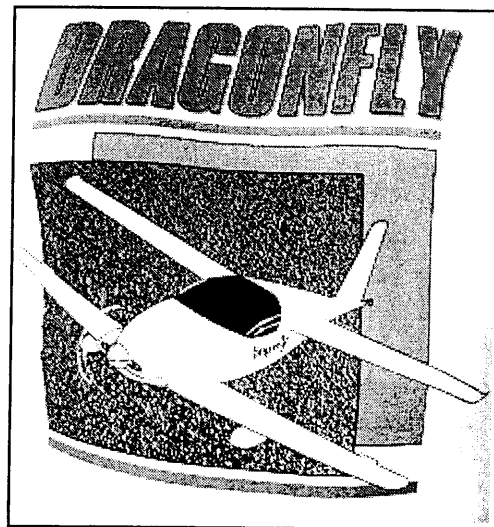
What a great idea! Let's all try to adopt this in the future! Good Job Al! Now we know why they pay you the **BIG BUCKS!** - Spudley

● T-Shirt Time!

Ok gang, here comes summer and it's T-shirt time.

It's also very important that everyone understand that we need to

"Pre-sell" these. That is we need to know sizes, quantities and the payment needs to be made at time of order. We will not be running any extra's! So please don't count on us having any at Oshkosh or at the Ottawa Fly-in. Also everyone needs to get their orders in as soon as possible and don't drag their feet. We had quite a few people that missed out last time because they took their sweet old time. If everything goes smoothly and everyone gets their orders in promptly, you'll get your shirts in 6 to 8 weeks. It looks like we'll be making these T-shirt runs every other year from this point forward



Here's a picture of what they look like. I surveyed several people and they prefer this design vs coming up with a new design, they said people were very complementary about the design and the colors. Also last time we offered colors, we are going to simplify things a little bit by staying with white only!. The shirts will be "Fruit of the Loom" 100% preshrunk cotton or equivalent.

Pricing will be as follows; T-shirts - \$12.00

Make checks payable; **Bill Spornitz, Mail to: 1112 Layton Drive, Olathe, Kansas 66061.** Shipping charges will be \$4.00 for the first shirt and \$1.75 for every other shirt after the first one Canadian charges will be \$6.00 for the

first shirt and \$2.00 for every other shirt after the first one. Overseas is expensive! They will be about \$9.00 or more. If more I'll write or E-mail you back. We have included a handy order form to help expedite things in the ordering department

I've also have 8 "Emblemed Dragonfly Wings" left at \$16.00 each. Call or E-mail me to check for availability prior to making out your check for these wings. If you call or E-mail prior to mailing your checks, I'll mark them sold in your behalf and save them. - Spud

● Oshkosh 1997

Everybody should please take note that Oshkosh has been bumped up one more day starting this year. The event runs Wednesday through Tuesday. August 30th through August 5th. We have the Dragonfly - Quickie Forum setup for Thursday night at 8:00 PM. The Oshkosh Dragonfly -Quickie Banquet will again be held at the Hilton Friday evening (August 1st). Cocktails at 7:00 p.m. Dinner at 8:00 PM. The Banquet is \$16.00 and must be paid at the Great Plains Aircraft Booth no later than 12:00 noon on Friday. This event at Oshkosh has turned out to be a lot of fun and please plan on attending.. We will no longer have the builders meeting on the front porch of the Homebuilders Headquarters Building that we usually have on Saturday morning. It to much of a hassle, we seem to be constantly competing for the space with the Parade of flight boys, Mr. Faux, no chairs and trying to talk over departing warbirds - "Put a fork in me, I'm all done" - If you want to talk Dragonfly's it will have to be at the Thursday forum, The Friday Night Banquet, or the Tandem wing area on the flight line or even better yet, at our fly-in at Ottawa, Kansas.

● A MESSAGE FOR THE GALs

The Year of the Gals

At the recent Phoenix Canard Wing Fly-In, there was a special rap session for significant others (a.k.a. "the gals") to let the spouses/girlfriends get to know each other and share their feelings (the good, the bad and the ugly) about

their guys' projects and passion (obsession?) with flying. We had a GREAT time, sharing lots of stories and laughs.

If you've been reluctant to ask your gal to attend the Ottawa Fly- In, or if she has not wanted to go in the past, please let her know that there will be a very special program for all of the women this year that will include a rap session like the one held in Phoenix.

A special invitation is extended to women like myself, who were not particularly thrilled with the whole idea of flying, but have come to understand, accept and even participate in their husband's new endeavor.

If you're a significant other, we'd really love to see you in Ottawa. More info will be available in the next newsletter, or you can stay informed by checking out my husband's DFly Website at <http://www.si-inc.com/dragonfly>. See you in Kansas! Debbie Stewart - P.O. Box 11929 - Prescott AZ 86304 (520) 778-3747

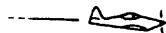
● Aviation Poems

I must admit that I've been remiss in not telling everyone about this gentleman a lot earlier (Read that as years!). You see we have quite an aviation writer among us. It's Johnny Taylor Jr. of Silver Creek, Mississippi. Now Johnny has more talents than writing, he can build airplanes too. He's flying Mark I Dragonfly that he built years ago when he lived back in Alexandria, Virginia.

Johnny has published a 45 page book of Aviation poems. I found this book of poems to be a refreshing, light hearted break from the norm. I guess I can relate to what Johnny is describing in his poems because we share a lot of the same thoughts of all the people who have the quest to fly.

We have a sampling of one of Johnny's poems on the back cover.

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by
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Johnny is selling his book of poems for a modest fee of \$6.00 including postage. I highly suggest to those people that would like to take a little mental break with an aviation twist should take a moment to slip Johnny Taylor a check or money order for \$6.00. Mail to: **Flight Lines, RT 1 Box 1372-A, Silver Creek, MS 39663**

● Ottawa 1997

Our 7th Annual Tandem Wing Fly-in is set. Mark those calendars!!! Friday August 29th, Saturday August 30th and Sunday August 31st. The goal for this years fly-in is 30 airplanes!!! Plan to make it to this one everyone. I'm working on a nice little incentive/surprise for the DF & Quickie aircraft owners that is sure to draw them to this years event from all parts of the United States. I don't want to let the "cat out of the bag" until I get it firmed up. **BUT** I can assure you that all the Tandem Wing pilots that have said its just to far to fly to Ottawa in the past.....Will be plotting a course to Ottawa, Kansas. Old Spud here will get them to raise there eyebrows with this one!

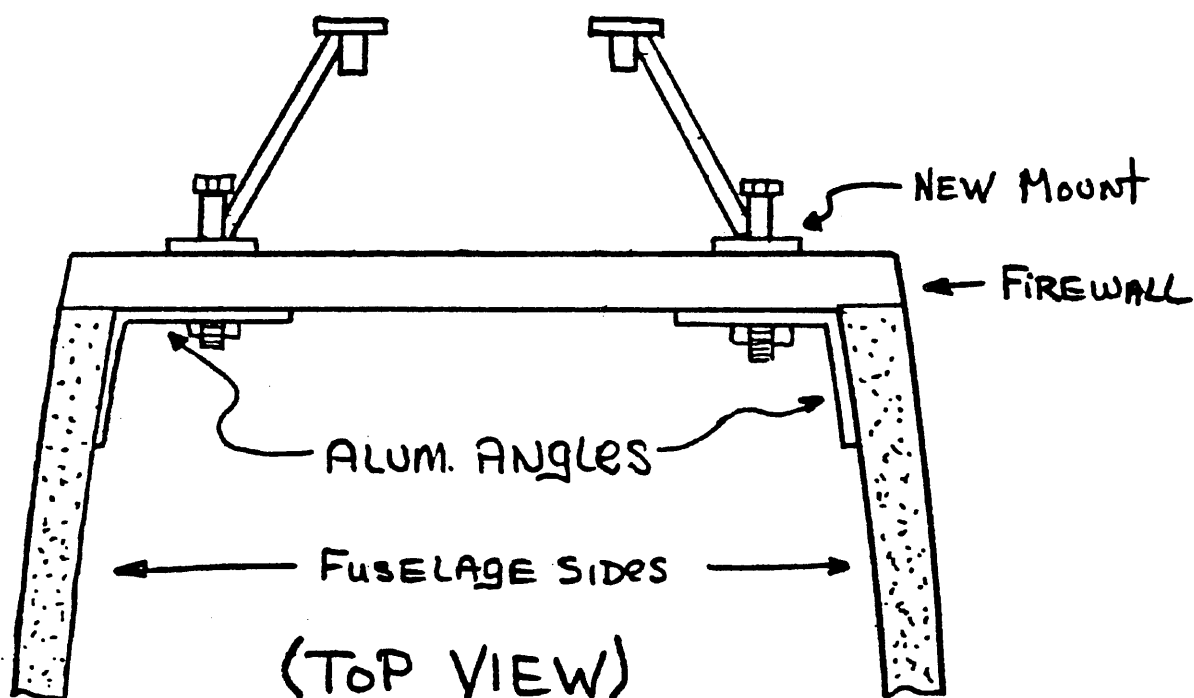
From Spudley-do-right Shunk works!

New Style Motor Mount Revisted

Over the last couple of years more and more builders seem to be unknowledgeable (who, what and where!) of Viking Aircraft's "Optional - New Style Motor Mount" and the aluminum "Motor Mount Support Angles" that are to be used with this mount. I feel it would be a good idea to review this improved style mount. It is much, much easier to align the

the top longeron. Cut 2 each 7 plys of 10 oz. BI at 45 degrees to make 7 1/2 X 1". Wet out on a piece of paper, fit this pad in the corner between the firewall and the fuselage side from the top longeron down 16", remove the air bubbles and clamp the angle in place over the pad.

forward corner. The foam only is counter bored for the lower horizontal bolts so that the heads bear on the longeron and not the foam. Two bolt sizes are required, the upper bolts are AN4-11A and the lower bolts are AN4-14A. These bolt sizes may vary depending on how tight you clamp the 7 ply pads. Substitute the proper bolt if necessary.



engine assembly using this set up. I also feel if one is using a heavy engine installation (Subaru or O-200 Continental) this should be considered an "highly recommended" modification to help support and transmit the load to the airframe.

This information was gleaned from the original Viking information. I hope this helps - Spud Spornitz.

Make 2 angles from .093 6061 T3 as per drawing. The angles will be installed with the top edge even with

After a thorough cure the angles should each be drilled in 4 places for the AN-4 attach bolts. All holes may be drilled from the angle side, in other words, the drill bit is able to start in the aluminum. This is true for all the holes since the floor is not in place yet. The upper wood longerons must be counter bored so that the bolt heads are flush with the outer surface of the wood, this is because when the outer surface of the fuselage is rounded the 1/2" foam is removed right down to the wood longeron in the extreme upper

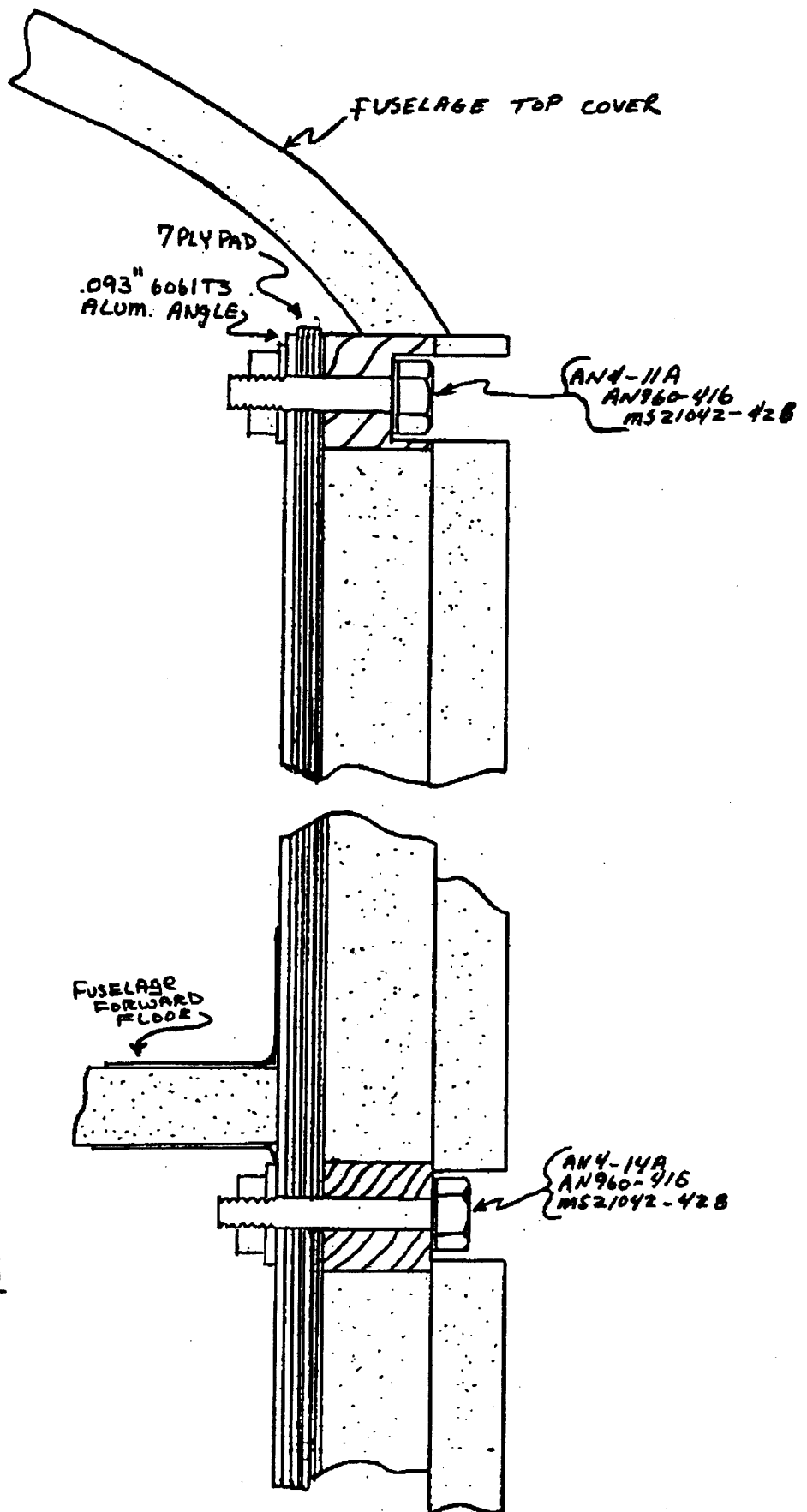
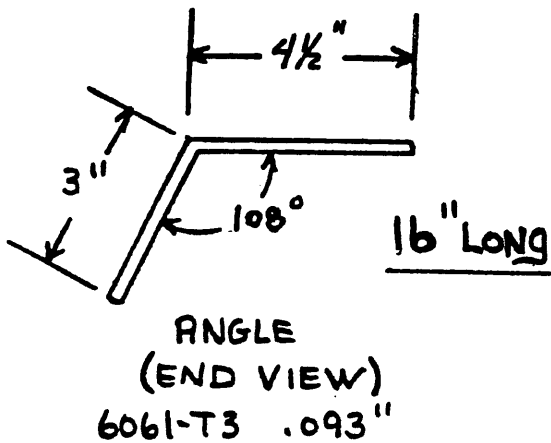
Mount engine onto motor mount, then attach mount onto firewall temporarily using C-clamps on all four motor mount corners. Align thrust line, side thrust, and up & down thrust as necessary. Then drill mount holes through firewall. Note: This should be done before installing floor for ease of attaching motor mount to firewall.

continued on next page

Mount cont'd

Cut and fit a 1/2" urethane foam sheet to act as a floor in this area between the canard lift bulkhead and the firewall. It will be glassed in place so that its lower surface is 1/8" above the upper edge of the lower longeron. Refer to the fuselage side view. Notice that the "floor" will interfere with the nut plates for the canard lift fittings, so cut away 3" diameter - semi-circle in front of each fitting and make a glass to glass type edge like you did for the typical bulkhead edge. Also cut cut as required for "floor" to clear aluminum angles and 7 plies in the front corners. Glass both sides with one ply of 10 oz. BI and peel ply as necessary. Carefully position the floor and glass it in place using 2 ply 4" wide 10 oz. BI 45 degree tapes. The two ply tape is used on all four sides both on the upper surface and the lower face.

I hope this brings everyone up-to-date on this excellent improvement for the Dragonfly - Spud



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For Sale: Snap-Dragon fuselage, assembled except bulkheads which are included. First \$600.00 Can be hauled on a boar trailer (if you have one!), located central in Michigan. Also have a project needing canopy and smaller items. \$6000.00 (517) 539-6260, call or write: Al Hocking, 2073 Charles Drive, Harrison, MI 48625

For Sale: Complete set of Dragonfly plans with construction videos plus extra copies of DBFN. Also includes a separate index to DBFN. \$1750.00 Call Bill Kehr at (801) 943-7822 evenings.

For Sale: Complete Dragonfly scratch built materials kit (no instruments). Cowling, canopy, all foam, all fiberglass cloth, Cleveland brakes (used, off a Cessna 172), front turtle deck mold, small wing jig female jigs, engine mount, tailwheel assembly, some small stika spruce pieces, all metal bellcranks. Ed Page, P.O. Box 510094, St. Louis, MO 63151, Phone (314) 846-9008

For Sale: Mark I, 1835 dual ignition w 85 hrs, props inc 52X42, retractable mount for handheld com/nav, GPS, turbulator tape installed on canard, cruise 145/stall 60. \$10,000 (317)-398-0439

For Sale: 95% Completed Dragonfly for Sale. 2-3 hours taxi time, Revmaster 2100 engine. Builder passed away. Asking \$9000. The project is located at Clow Airport, Naperville, IL (see Tony). Please

call Dorothy at home at 630-510-2798 (70-71)

Wanted: I'm looking for a pair of "un-used" Mark I wheel fairing halves from a Task Pre-fab kit. Also looking for a canard bottom fairing piece. Must be reasonably priced. Ask for Mark Carroll at (502) 759-3135 work or (502) 759-4740 home

For Sale: Tri-gear Dragonfly, Terra com radio, transponder, encoder and Loran. Cleveland brakes. 90 hrs total time on airframe since ground strike. Selling less engine and prop. \$8000.00 VHS tape available.. Refer to issue #50 of DBFN. Dave Bastion (810) 659-7228 (69 & 70)

For Sale: Dragonfly Mark 1 kit w/Hapi 1835cc dual electronic ignition. many extras. Very close to completion. At least 85% More details available online at the Dragonfly web page. Call after 5:00 PM EST 207-324-6072 \$9,500.00

96 OTTAWA FLY-IN VIDEO: Over 7 1/2 hours of workshops, interviews, Fly-bys and the Awards Banquet. VHS. \$26.00 (FREE SHIPPING). DBFN INDEX: 84 pages, 8-1/2x11", spiral bound. Index of ALL DBFN newsletters to date, sorted by Subject, Author, Type and Issue #. Over 5000 entries. \$15.00 (FREE SHIPPING). Checks: Stewart Instruments.; P.O. Box 11929; Prescott, AZ 86304 MC or VISA: (520) 778-6988

For Sale: Dragonfly project, Hoop style tricycle configuration. Just at taxi testing stage. 2276cc VW engine, ICOM radio and transponder, basic VFR instruments, ready to fly. Going to larger four place aircraft. First \$13,000.00 takes it. Ask for Tom Harper - Home (813) 886-3842 office (813) 530-0714

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HANGAR FLYING

Have you noticed pilots possess a common trait, That they all walk with a self-assured gait? Doesn't matter the certificate in their hand, Private, commercial, multi-engine sea or land, They all have been challenged and taken the test Making them among the finest; above the rest.

Have you seen several of them in verbal intercourse, When others gathered round to hear the discourse? There's none of that stereotyped hand-in-flight animation Portrayed as pilots describing flight in conversation. But, theirs are serious, descriptive, pertinent remarks Highlighting flying events as clear as bright sparks.

Now, at times there might be some slight embellishment On a few minor points, but with no intent of devilment; For a pilot gets excited when describing low penetration Executed on partial panel due to no electric generation, And may fail to remember the problem wasn't all gray Considering his emergency instruments were working OK.

There's no doubt hangar flying will always take place Where two or more gather, be they student or ace; For it's natural as sin to exchange daring adventures Which are as common to pilots as bankers with debentures. It's through this media that heroes' praises are sung, And it's the best method known to keep old airmen young.

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