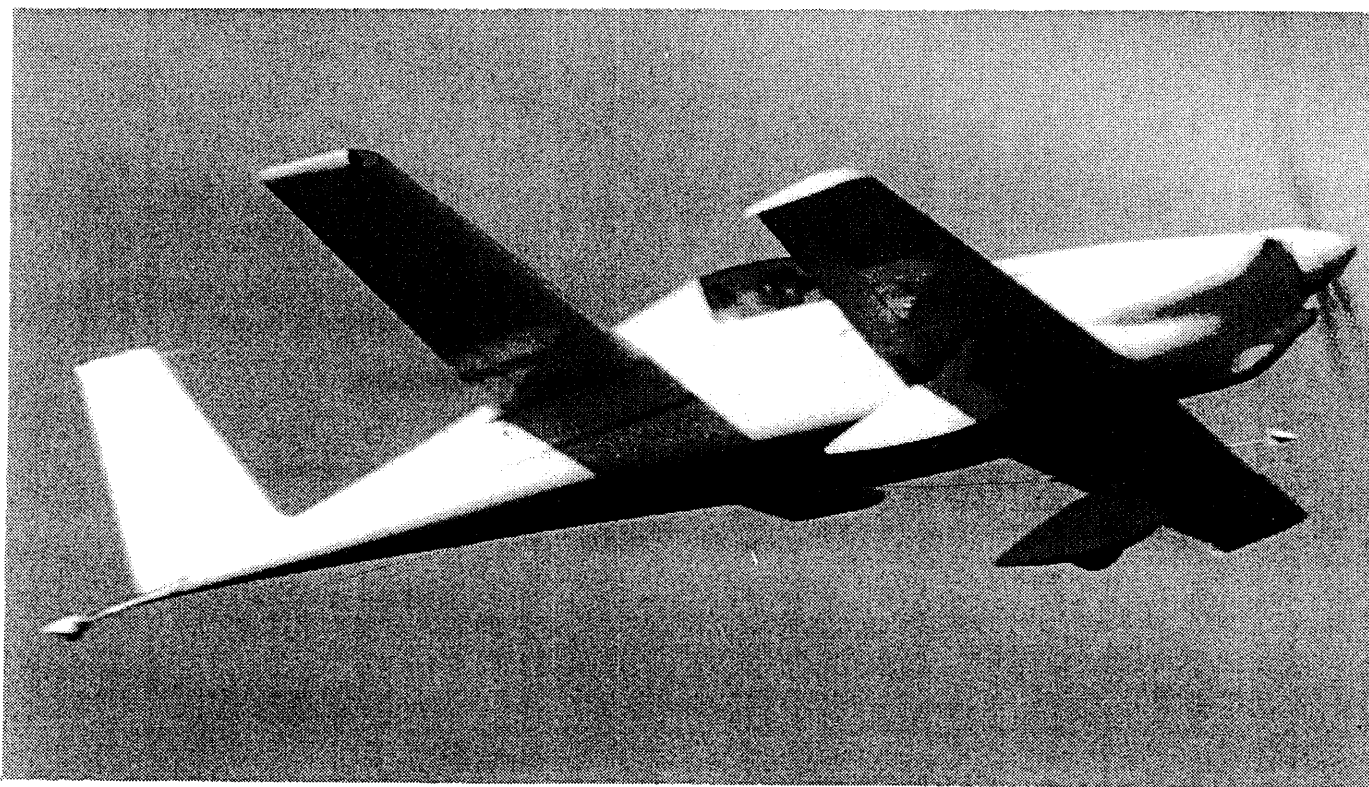


# DRAGONFLY BUILDERS AND FLYERS NEWSLETTER

THE OFFICIAL VOICE OF DRAGONFLYERS ALL OVER THE WORLD

VOLUME 72

JULY - AUGUST 1997



## ***Terry & Cynthia O'Neill's Continental powered Mark II Dragonfly of Carlyle, Illinios***

### ***The Joys of buying and owning a Dragonfly***

Cynthia and I finally worked out an arrangement with Stan to (probably) buy his Dragonfly. First we tried to go to CA to see it... even had airline

tickets, one-way! That fizzled. Also, Stan was worried about my taking off with my wife in a Dragonfly, even after getting checked out in CA by his CFI in a Dragonfly, and charging through the mountains in summertime. So he offered to fly it out to Illinois. I had send some 'earnest

money', and we worked out an agreement to buy/sell, providing everything was as represented. I had a son in L.A. who looked the plane over and made me a video, so we could see what we were buying.

Finally, on the first Sunday in July,

Stan's little Dragonfly buzzed over Salem Airport, made a high speed pass, with a nice, sharp crack to the exhaust, and landed. He and Joye had battled weather in Arizona and New Mexico and finally made it via Kansas City and a visit to his wife Joye's family, on to Illinois.

As he hadn't yet had a chance to have the engine inspected as I requested, at my expense, the first order of business was to look at the engine. I had called my Continental guru friend Tom Rippee who came out this Sunday noon to look-see. I had Stan taxi right up to the maintenance hangar, and we

Louis Airport... back to California. I felt sorry for Stan....but as I kept saying, "I don't want to work on that airplane!" I didn't want to buy a broken airplane. I wanted to work on my own new project.

Friend Tom suggested his friend, Earl 'Skeezix' Adkisson of Atwood, IL, a well-known, super reliable and veteran antique airplane repair guy... dating back to the Big War (WW II)... who Tom said would rather break his arm than lie to you. Skeezix had just annualled Tom's Luscombe. Would Stan want talk to Skeezix? Tom was holding out his flip-phone. Stan

pull the engine off Stan's plane in an hour and a half... and Tom had a shop hoist there in the hangar. Stan said okay, so we did. Then we pushed the engine-less Dragonfly, the engine which was dangling from the hoist, and carried the spare parts, cowl, etc., to my hangar. We cleaned our hands, thanked Tom, loaded Stan and Joye into our car, and drove straight to the airport. In time.....Whew!

The next day I stripped Stan's engine down and loaded it into the back of my CRX and drove it a hundred miles to Skeezix's shop... which I observed had about 10 years worth of antique air-



had smiles, stories of the trip, and our first look at Stan's fast glass airplane. Stan pulled off the cowling top, and I asked about the oil on the engine. My friend Tom walked up and pointed at the left rear of the case, and Stan gasped -- audibly. There was a crack about 4 inches long! Well, there followed a lot of confusion, discussion, and time-compressed decisions.

Because of the weather, Stan and Joye got here a day late, and the Meleski's airline reservations were just a few hours and 75 miles away at St.

would, Tom called. Skeezix and Tom kidded, and finally Stan talked with Skeezix. Stan finally decided to have Skeezix take down the engine, and either replace the case, or Stan would find one and ship it to Skeezix. Then Stan would decide what to do. I told Stan that if Skeezix fixed it, we would buy the Dragonfly.

We figured driving time to the airport. We had about 2 hours before we needed to leave for the airport. Tom said he was sure that Stan, Tom, myself, and my son Timothy could

plane work in various stages in it. Even a LeBlond engine being reassembled. Everything from ultralights, to replica Demoiselle's, to a gull-wing Stinson.

A week later Skeezix called to give Stan an initial report. Crank and cylinders okay. Pistons okay. One ring stuck, all piston pins were 'blue' and so on. It would cost Stan X-dollars to repair it. I talked to Stan about options.

My friend Tom had suggested that if I worked out a price with Stan, maybe I would want to just run the engine

through a complete overhaul, and then would know I had a good engine, like new,

This is what we finally did, arriving at an adjusted price, which we paid to Stan via a friend in California, a CFI ... whose mother just happened to live near the airport and my hangar in Salem, Illinois!

Buying the engine BEFORE it was repaired was a mistake, however, because as I eventually learned, additional problems of engine condition WILL be uncovered by magnafluxing and tolerance checking during a good repair. It had been Stan's engine, HE would have to pay for those additional problems. But as it was now OUR engine, our cost of repair went up about \$1000. However, we did wind up with a beautifully overhauled engine at a reasonable price and we're happy.

Three months later Skeezix completed the overhaul of our like-new engine, with documented tests and parts costs, etc., and I brought it back to our hangar. The next day the Continental A-80 was hanging on the front of N189SM.

During the three months that the Engine was being overhauled, I was busy modifying the Dragonfly which I'll come back to in a minute.

What else was wrong with the engine, besides the cracked case? The University of Illinois Repair Station Report shows the camshaft gear was cracked, the crank gear worn out, and the oil

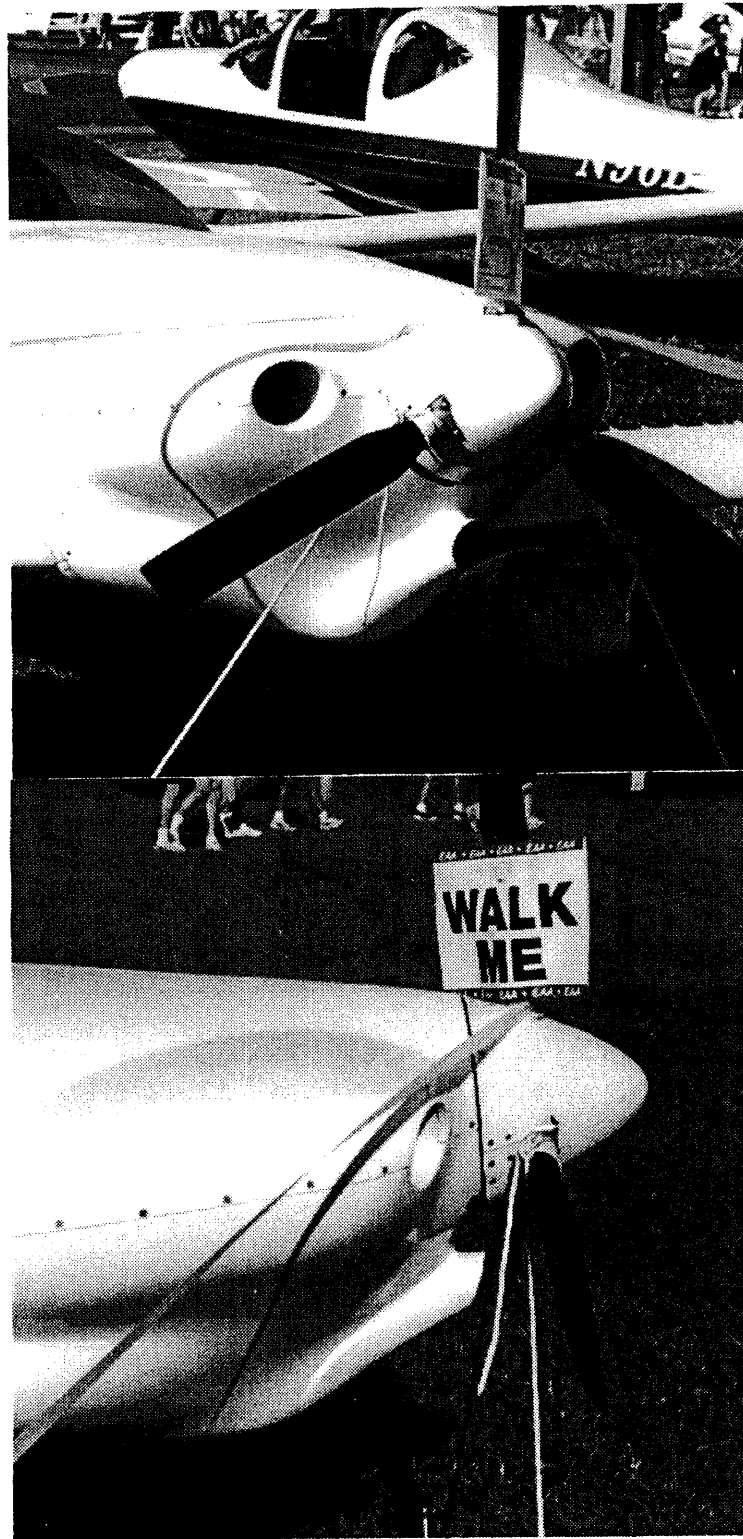
pump idler shaft worn. Threads were pulled on two connecting rod bolts, so we replaced all of them... this indicated the last overhaul guy didn't use a torque wrench... which prob-

were all out of tolerance, so we replaced all of them. The two spark plugs bushings came out with the plugs in spite of all, effort to save them, so we replaced them with next oversize. (Skeezix uses Fel Pro anti-seize C5A #510007.)

So, although Stan believed he had a good engine, the guy who did the last overhaul for the guy Stan bought the engine from... screwed some things up. There's just no way to tell without a tear down, magnafluxing, etc. All info doesn't get into the log. I have learned from this experience, that I should have asked Stan to repair the engine first, and then when it was done, buy the plane. However, now we know we have a very good engine, zero time. We spent an additional \$189. and had it balanced, with and without the new 3-bladed WarpDrive prop, hoping for extra smoothness. So we're looking forward to some traveling, after a careful break-in.

### ● M o d s t o N189SM:

I have added anti-servo tabs which I can adjust with a MAC electric trimmer, to replace both the sparrow-strainers and the crank-spring pitch trim. It looks and works good, mechanically. I have added a G-meter, since its possible to put 4+ Gs on DF's at under 110 mph. I'm using 2 CHTs, on rear cylinders. I took out the bottom Hapi multi instrument (oil temp, press, and



ably contributed to the cracked case. The tappets were ok, but a little worn. The exhaust valve guides

I took out instrument

tech) and replaced that with the electric trimmer with switch and It's indicator. In place of the trim crank over on the left side I put the oil pressure gauge, and put an oil temp where the carb air temp was, on the armrest. I put an AC mechanical tachometer in place of the turn and bank, and moved the T/B over to the Rate of Climb hole, and I deleted the carte air temp and the rate of climb... which I never use.

I'm thinking about (later) making the fuel system automatic, by using low fuel warning switches to activate the fuel pumps on the main and the aux tanks. I haven't decided yet whether to pump the aux directly into the header, or to leave the fuel flow sequence as it now is. One advantage of pumping direct to the header would be to make the aux fuel available in case the main tank's pump goes out. But for now will leave it as is.

Flight controls: I'm extending the stick up about 3 to 4 inches... as much as feels normal and comfortable... to reduce pitch sensitivity. I think my anti-servo tabs on the elevators will also increase the pilot-feel control resistance per-G, so that should also reduce the pitch sensitivity... we'll see, in some cautious testing. I

also intend to move the CG forward, especially for faster un-stalling, per some NASA Reports on canards.

While the elevators were off, I balanced them with two weights on each side, at the middle hinges, for 100% static balance, to preclude

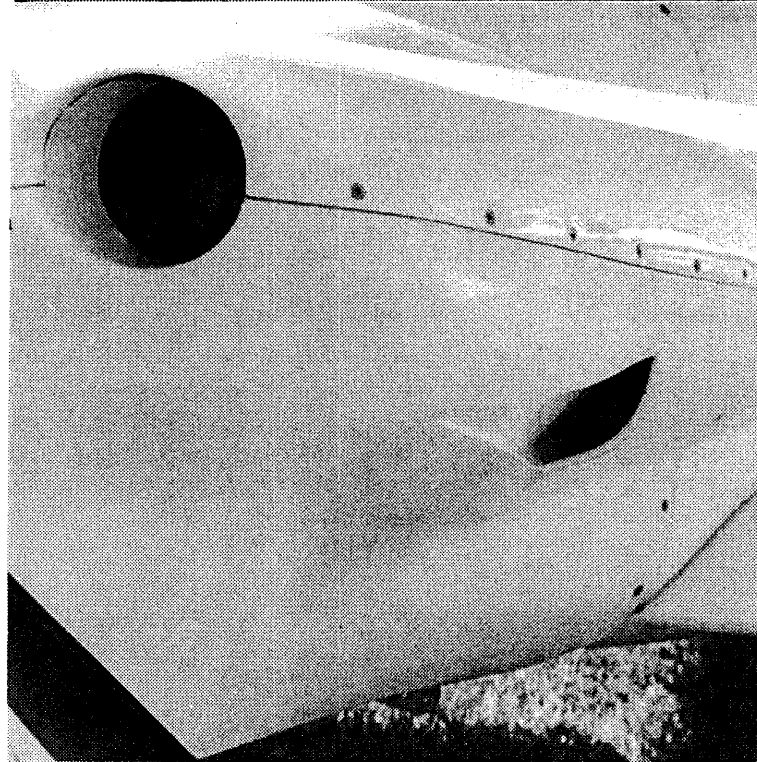
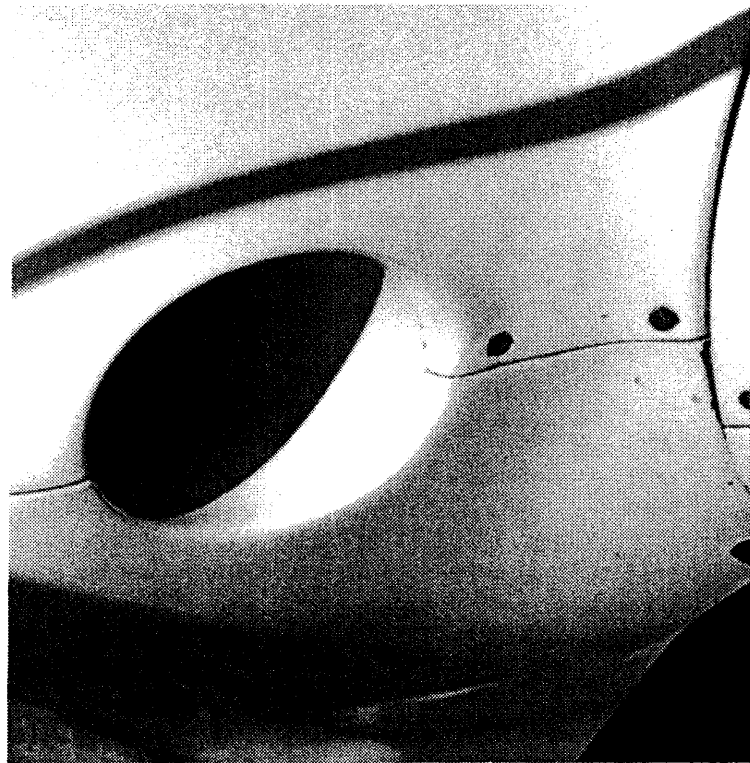
required 100% static balance.

I've put in dual throttles, I used the venier-type which has a very gradual friction adjustment from lock to free. I like a free throttle for approaches. This is a lot more work than the cable-types, and I'll have to build up connecting push-pull tubes and a cross-tube with rod ends, to keep the slop out. But I remember the quadrant throttles in the old Navy SNJs. They could be adjusted for zero-friction, and that made the practice-approaches for carrier-landing (requiring close power-control) easy and fun.

My aero-engineer. son was home last week end and we discussed the Dragonfly prop-strike problem, and went over the Mk II landing gear drawing to see if I might extend the legs an inch or so, to get as much clearance with our new 54" Warp Drive as it had with the 52" wooden prop. Have to pull one gear leg out and look at the fit. The structure and the legs look strong enough. We'll see.

We get lots of hangar visitor compliments on the pretty little Dragonfly. Added a couple of tiny dragonfly decals for a touch of color. Still need to do fairings to enclose the linkage for the new elevator tabs, for where I shortened

the elevators at the root so they can be removed without dropping the canard.



I really didn't want to have to work on this plane, but I guess it will be worth it. Hope to get things done before it turns cold... which reminds me, I still have to make a heating system! It gets COLD here in Illinois.

### Letter # 2

Cynthia and I just returned from our second trip, demonstrating that N189SM is definitely out of the shake-down category, proving the changes I made to Stan Moleskin's Dragonfly Mark II after we bought it a year ago.

We are very happy with it, and get compliments on the Dragonfly beauty at every stop. We also get admiration for the 125-130 kt. cruise we get from the 50-year-old 80-horse Continental, and the 30 mpg. It has given us the performance and comfort we were looking for - - but were skeptical about when trying to decide whether or not to buy a Dragonfly.

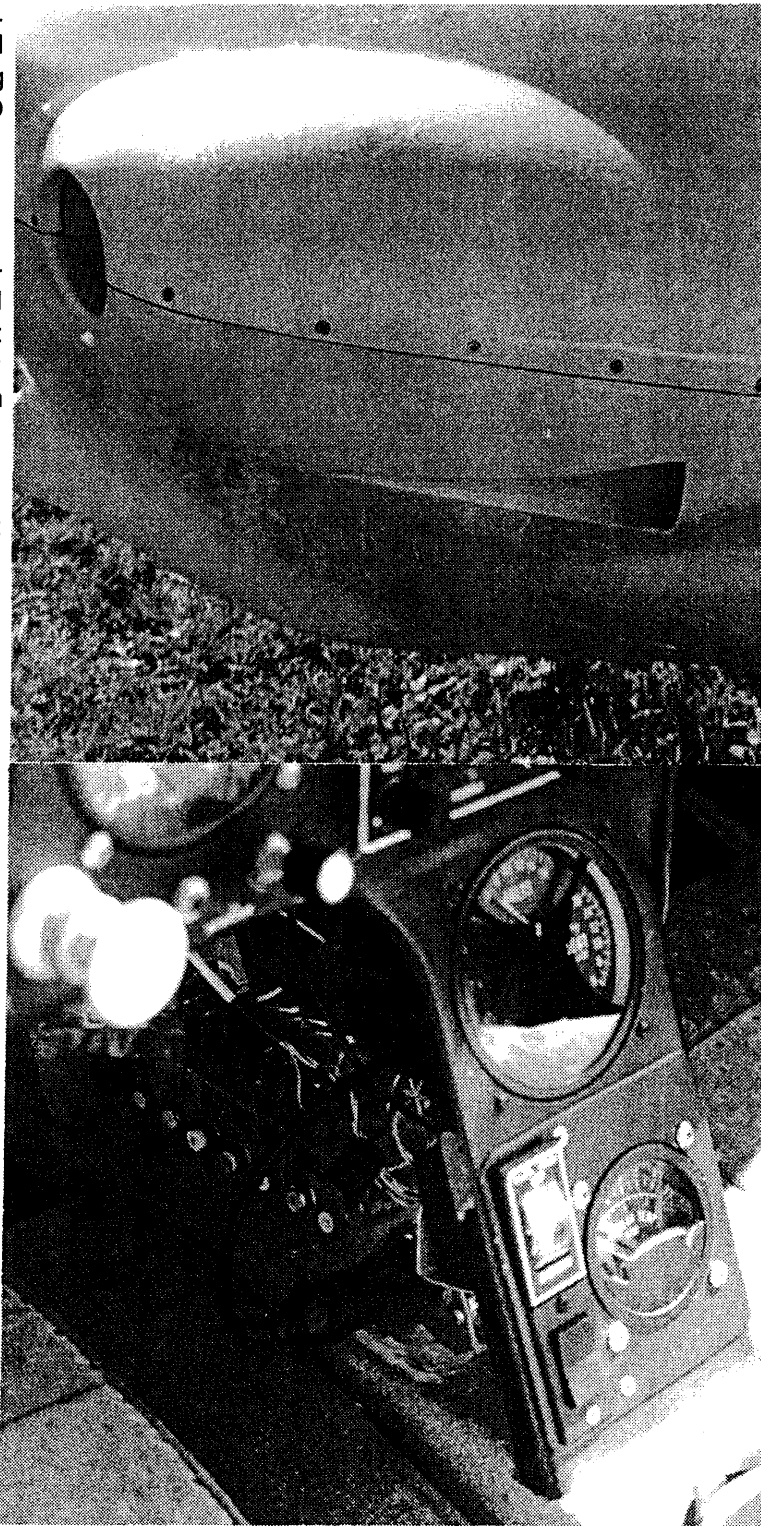
Our first trip was this Spring, using a borrowed Sporty's GPS, we flew from Salem IL to Fort Worth, TX, via Springfield, MO into a 25 kt (!) headwind--took us about 8 hours; then to Gainesville, TX. and on to Fort Worth to visit our son, Frank; and returned three days later, same route.

We're flying legs of about 3 hours with an hour reserve, and using less

than 5 gal/hr. with about 21 gal. capacity. The Continental A-80 has about 60 hours on it, and set up about 24"/2400rpm or a little more,

Here are some additional mods we've made to N189SM.

Added an ELT, and made a copper-



ribbon bi-polar antenna for it. Designed a cabin heater, using the oil-cooler-heated external-air and running it through a modified Cessna firewall gate... works fine. Installed a left and a right-side wing-to-wing angle indicator...i.e. a stall indicator or Angle of Attack indicator, one on each canard, to avoid stalls. Removed the canard, to get the elevator off, in order to replace the 'sparrow-strainers' with a combination pitch-trim (electric MAC unit) and anti-servo tab, with indicator and control on the console in front of the stick... works perfectly. Took out the crank-spring-cable pitch trim stuff. Static-balanced the elevators, using two internal ballast weights, each side, one near each of the outer elevator mount brackets. Moved the landing springs an inch further out of the slot, for a little more prop clearance. After flying with the wood 2-blade, we installed a 3-blade WARP DRIVE prop... which had a harmonic vibration problem at 900 and at 2300 rpm. Was able to swap the blades for a set of thinned-tip blades from Warp Drive, which eliminated the problem.

Tried pitch settings from 18 degrees (lumps off the ground like an ultralight, but spins too fast in cruise) to 24.5 degrees for 2600-rpm cruise... but

or equivalent MP/RPM, for 70-75% (or 55-60-hp) cruise.

holds the engine down to 2200 rpm for takeoff. This engine is rated at 80-hp at 2700-rpm. Added a manifold pressure gage. Changed to an AC mechanical tachometer. Removed the loran which didn't work, and installed an AIRMAP195 GPS. Also had the transponder checked and set. Removed the two bald and underrated tires and installed two Lambs with tubes. Drilled two drain holes behind the auxiliary gas tanks, for spills. Moved the numbers down to the fuselage, from the tail. Replaced the hard tailwheel with a softer one. Replaced the aileron servo-assist pushrods with similar ones, but using steel tubing and silver solder; and relieved the aileron near the pushrod hinge so the rods can be straighter, less bent. Had the alternator completely overhauled after it failed... no one knew what vehicle it was from, not even the builder. The day after it came back to NAPA, a customer brought in an identical one for repair... from a Kubota tractor! Now I know where to get a replacement, next time. I checked the geometry of the airplane which wanted to turn right, and found the airframe is perfectly straight; but the aileron tab pushrod was bent!... so I redid them. It then flew perfectly straight. Added vortex generators... tried to buy some, but the seller (after 4 months) had my

\$60. and had sent nothing. I finally made my own VGs from aluminum, and complained to the Post Office. Of course two days later the VGs

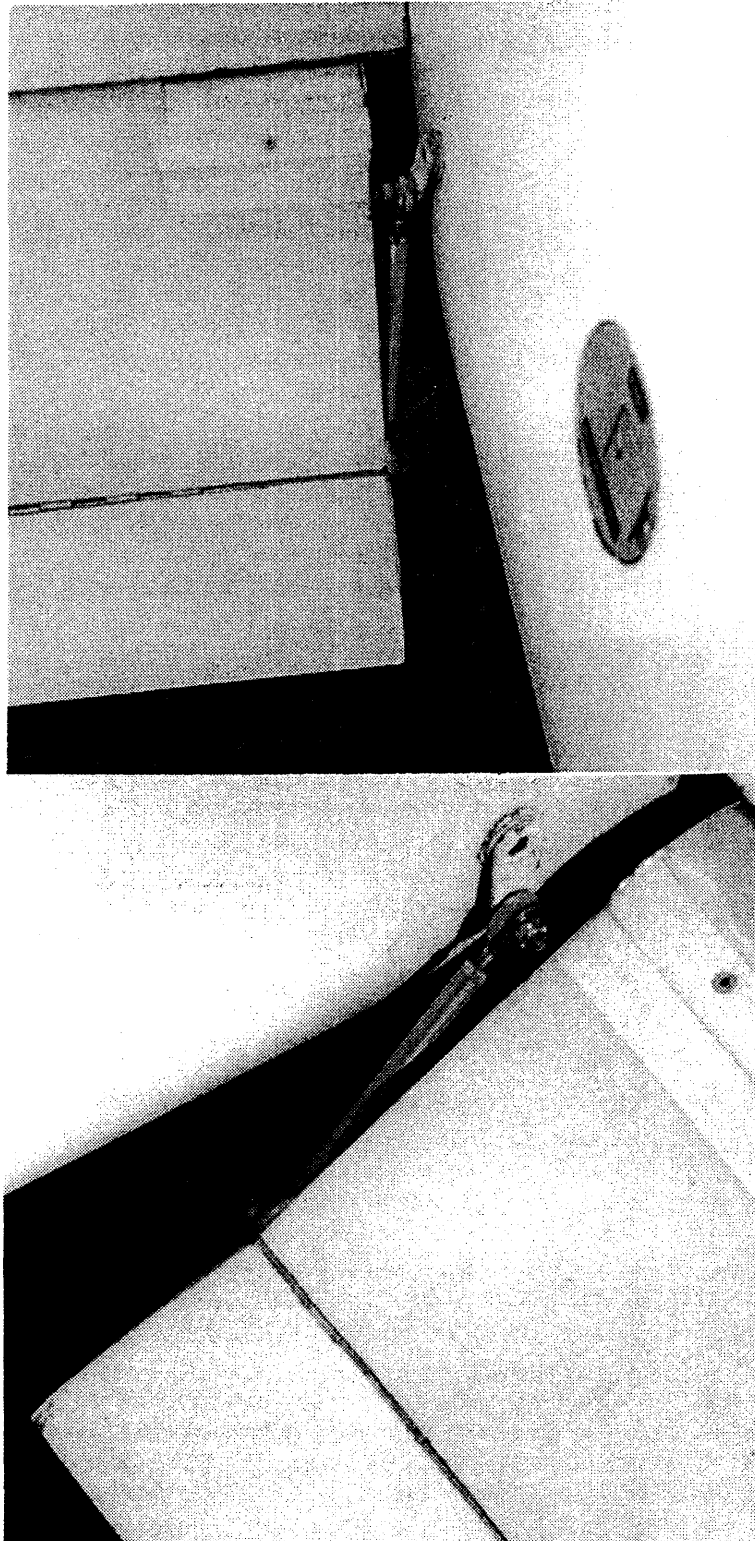
installation indicated there weren't enough VGs to do the canard... but I referenced Hoerner's Fluid Dynamics, and found his spacing was wrong... so I'll put them on soon. Not that I've had any lift-loss problem yet... but read many reports of same, so just wanted to avoid any problem.

The handling is quicker than Cessna or Piper, but not 'over-sensitive', like a KR-200 was that I flew before we bought the Dragonfly.

The performance is revealed by our last trip.

We flew from Salem, IL, to Longmont, Colorado (el. 5052), in three legs, stopping at Trenton, MO., and McCook, NE enroute. Our airspeed was about 130-kts, and GPS ground speed about 105-110 because of the headwind. We left IL at 11:00 a.m. and arrived in CO at about 7:30 p.m., slipping through the 30-mile veil at 6700 ft., some 1500 ft. above the ground. Daughter Lucia picked us up 15 minutes later for our visit. Three days later we took off for Rapid City, SD, to see Mt. Rushmore, and flew about 8500 n. most of the way, having to go around a few big clouds, but enjoying flying in the Big Sky country, visibility 30+ miles! After three days in SD we added a quart of oil, and headed south across the VAST

un-populated part of eastern CO, stopping at Wray for gas. Then through a sky full of big thermal



'bumps' handled easily with the Dragonfly, around a colossal big boomer thunderstorm raining on the Texas panhandle, and landing at Borger, TX near Amarillo, where the temp on the runway was 99 degrees! And on to Fort Worth, TX, boring through the sky at about 7500 ft.

Finally, on this last leg, the thermals and the headwinds died, and we had a comfortable flight into/under the TCA to land at Hicks Airport, 30 minutes before sundown, where we met a friend who happened to be at his hangar, and let us tie down on his grass apron. Son Frank picked us up shortly after, for a TX visit. Three days later we put in a half-quart of oil, and at 9:15 am flew out of Hicks, and on up to Neosho,

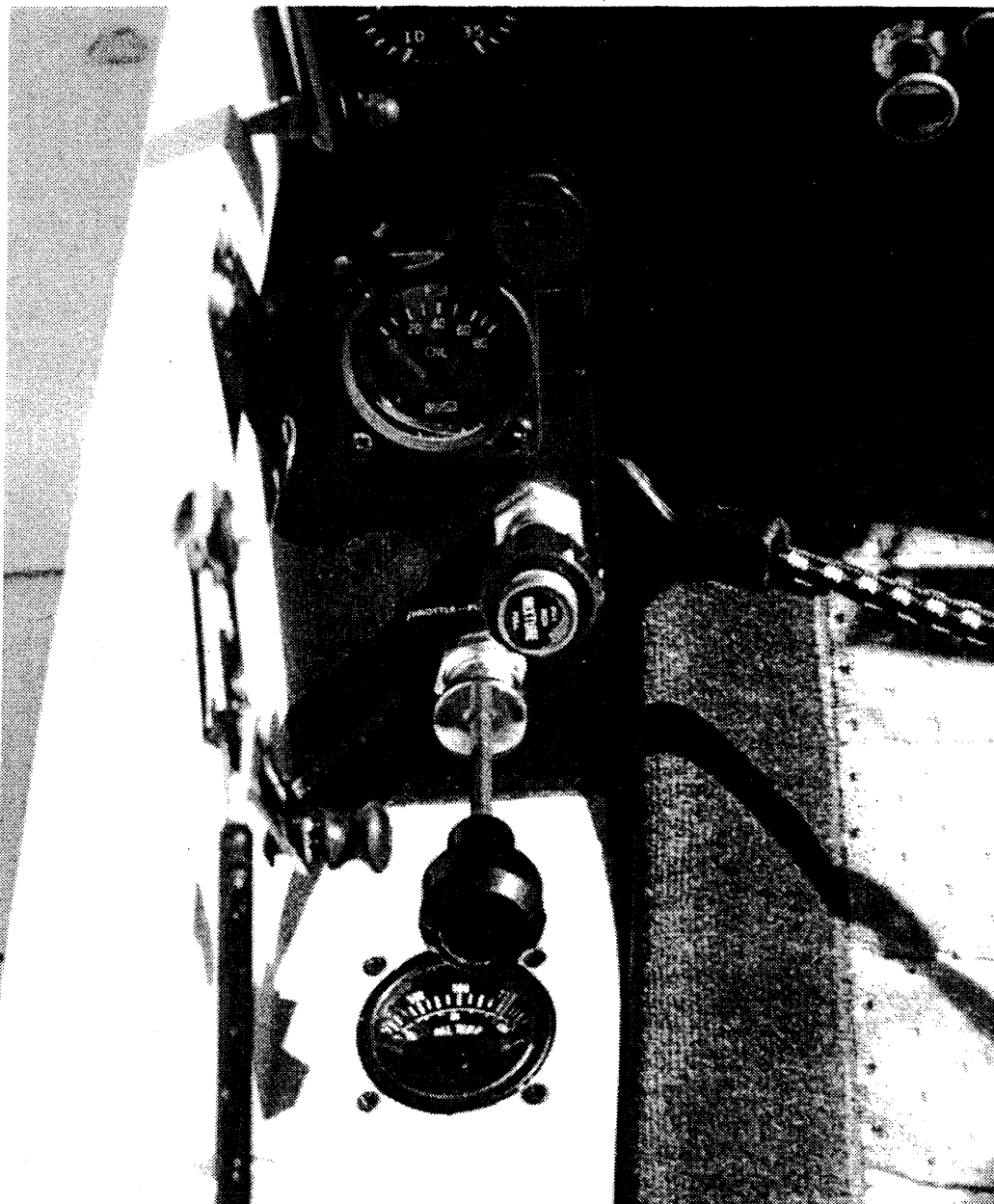
MO for gas and a snack; and then climbed as we flew eastward toward home, up to 13,000 n. to clear the highest clouds, where only 18" MP was available (40-hp) and then back down a little, cruising smoothly and cool, in the middle of July, on back to

home port at Salem, IL. By 3:15 p.m. we were in our car, leaving the airport for home in Carlyle... from Texas to Illinois in less than 6 hours, including a stop for gas. We flew this circuit in about 23 hours, total, with no stiffness or aches or cramps... a comfortable ride... and we're 'S-

TCA, looking westward at those beautiful Frontal Range mountains... we would really like more power for takeoff and climb in the mountains, which seem to grow higher right in front of you... something like Reg Clark's turbo-soob would be nice... or maybe a supercharger added to

the little Continental to 'normalize' it? Something to think about. We have two other offspring, one in Seattle and one in Los Angeles, who we want to visit... and a daughter 500 miles north of Seattle, in British Columbia.

Next week we're heading north to Oshkosh, about 2.5 hours, weather permitting. I think we'll see more airplanes in the air, there, and some more Dragonfly's.



eniors' with a lot of miles. We only saw two other airplanes while cruising in the air... so what is this 'crowded sky' baloney?

One thing became obvious to this 'flatland' pilot as we took off from Longmont CO, under the DENVER

**Terry and Cynthia O'Neill**  
**Dragonfly - N189SM**  
**Carlyle, Illinois**  
**E-mail " troneill@accessus.net "**

*Look very close at this Dragonfly everyone. Stan Meleski did a very nice job on making & fitting up this cowling for the Continental. - Spud*

**● Another newsletter**

I've started another newsletter. The name of the newsletter is VW Aviation News or VWAN for short! Over the last nine years that I've been doing the Dragonfly newsletter I've notice there is quite a few of other groups didn't have a newsletter or if they did have a newsletter the submissions were minimal. Also over this time frame I have had quite a few people contact me in regards to doing the newsletters for their groups. Well my first love was the Dragonfly and always will be. And yes, I have full intentions continuing the Dragonfly newsletter with out fail. The more and more I watch everything that was going on in all these groups, the more I found that there was a TON of information that could be shared back and forth. After some strong prodding from my friend Steve Bennett of Great Plains Aircraft (Steve said this newsletter was long overdue.....Looks like he's right again!) we did some small mailings just after Sun N'fun to the groups that didn't have a newsletter in place or if they were listed as owning or building a aircraft type that used a VW based engine for power. This included the "Low and Slow" and the "High and Fast". Well to my very pleasant surprise (read that as shocked!) the subscriber base to this new newsletter is now well over 200 So if you are like me and just can't get enough information. You are more than welcome to join us! We are publishing 5 issues this year for \$16.00. Make and mail your checks to: Bill Spornitz - 1112 East Layton Drive - Olathe, KS 66061. Any question contact me at (913) 397-0518 or dbfnspud@aol.com

**● Howard Hardy Memorial**

As most of you know, late last month a very noteworthy Q-Bird guru passed away. I have organized a fund to put Howard Hardy's name on the Memorial Wall at Oshkosh. Many of you have already sent me your donations and for

*continued on page 10*

Here comes Our Tandem Wing Fly-in number #7! This is our seventh year at Ottawa. It's only 21 days away as of this writing. I've got to tell about something thing I've been up to..... No Good of course. I've pondering and pondering what can I do to make this annual event even bigger or at least better.....I thought long and hard. What do we come for? Hmmmmm. We'll we come for the airplanes. Builders come for their annual injection of building boost, learn what's new and maybe to see just how some else did their plane or special little item. Some come for the rides, to see if the Dragonfly is the project for them or a little bit of training for the ever so important day in their own Dragonfly. I figure it this way, my job is to get the airplanes to Ottawa and if I get the airplanes to Ottawa, then the people will come. It's sorta like the our own little "FIELD OF DREAMS". So I set a goal - 30 tandems wing airplanes at one time at the field, surely this would be a record of all records. My super good friend Jimmy Masal said right Spudley, what you been smokin! I asked Jimmy if he would like to bet again. He said no sir! I've already kissed you rump one to many times betting with you on plane count at Ottawa - No thank you. So just was how was I going to reach this all time goal..... hmmm.....What would be the incentive for the tandem wing guy to fly their plane to Ottawa, especially the guys that are farther away on the west and east coasts. I got it! We're going to give away a Garmin 89 GPS to one of the pilot of a tandem wing airplane. This is how it will work. For ever 250 miles the tandem wing pilots home base is from Ottawa, Kansas he or she will get a serialized ticket "dropped in the hat". Example if you 900 miles away you'll get 3 tickets, if your 1400 miles away you'll get 5 and so forth. Your odds will be excellent. Let's say we have our 30 airplanes and the pilot say get

an average of three tickets, that's 90 tickets. Think of it you tandem wing pilots. You'll have a 1 in 90 chance of winning the Garmin 89 GPS to fly home with. Now this drawing is for the attending pilots. It's our reward to them for completing their plane and bringing it to us at Ottawa, Kansas. Now I can't guarantee that we'll be doing this in the future, but we will be doing it this year! A few rules apply: **1.** You must be a fully paid attendee of the overall event and awards banquet. **2.** Must be a current subscriber to the appropriate groups newsletter, DF's = DBFN and the Quickies, Q-2's & Q-200's = Q-talk. **3.** Distance measurement will be in statue miles and direct line (point to point). So there you go ladies and gentleman, I hope I've set the stage hopefully for our largest turn out ever. Mark those calendars and send in your registration today!

We have a couple of details still up in the air in regards to this years banquet. The folks at the country club had double booked us with a 200-250 people class reunion with a band. I can assure you that this would not work! We will be having the event back at Ottawa Universities banquet facility "Mowbry Hall" which many of you are already familiar with.

We've already had some Dragonfly pilots pledge to be at this years fly-in, they are: Justin Mace in his Subaru powered MK II DF, Mark Snow in his Continental Powered O-200 MK II, Kimbul McAndrew in his O-235 Lycoming powered Q-235, Terry & Cynthia O'Neill in their Continental powered Mark II Dragonfly, David Bourque of LA in his MK II DF and many many Quickies, Q-2's and Q-200's!

The event is Friday August 29th, Saturday August 30th and Sunday August 31st.

**So What Are You  
Waiting.....Mail Your  
Registration Form Today!**



## OSHKOSH 1997

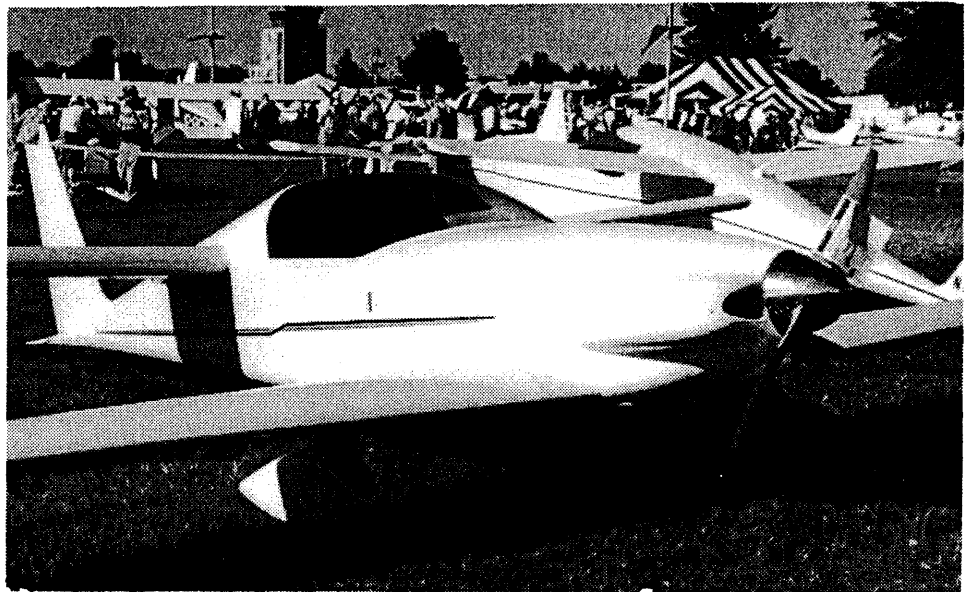
### ● OSHKOSH REPORT by Matt Gunsch

Well another Oshkosh has gone by the wayside and we are already looking forward to next year. The Dragonfly and Q-birds had some problems with parking this year, like we were kicked out of our normal area and scattered around the home-built area. It seems that Van's RV series took over our area and no one thought about those groups that got displaced, the Kitfox parking was threatened but was saved by one of the builders who refused to move his plane.

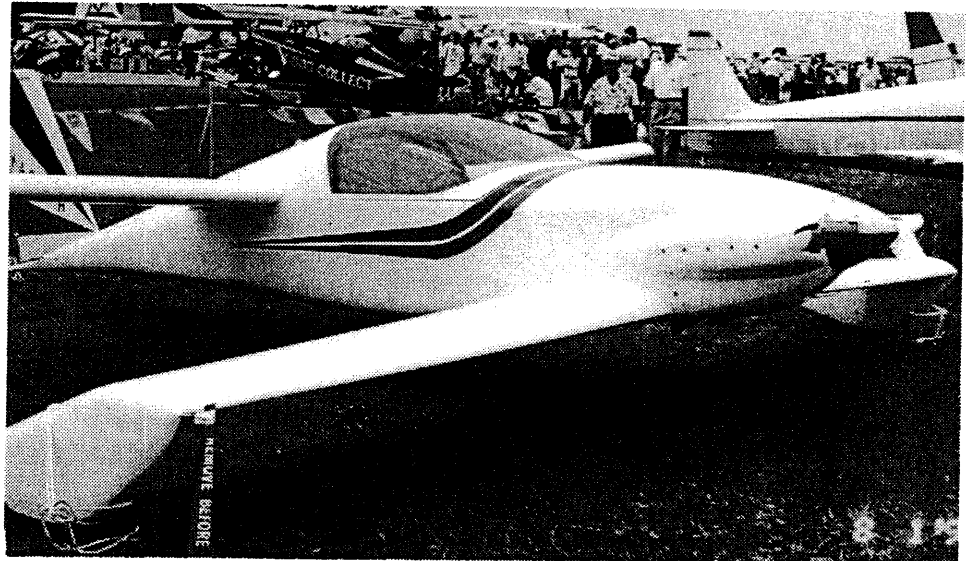
We had a good turn out of planes and builders: Planes: Terry O'Neil of ILL, Roger Enns of Ontario, Canada, Rich Werner of StL, Mo, Bud Clarke of Helena, Mt. Brad Hale of Chino Ca, The Arizona contingent had a good attendance as well, those attending were: Bob & Jo Boydston, Justin Mace, Jim & Betty Ohlin and myself Matt Gunsch

Spud announced a new newsletter that he's producing that is geared to the Volkswagon engine in aircraft, contact Spud if interested in this new newsletter. Steve also had on display in his booth a new VW engine for aircraft use, it uses a reduction housing with a prop flange on the transmission end of the engine and a alternator drive pulley on the other end, just as it is installed in the cars. He hopes this will allow more power and reduce the chance of crank breakage, Steve also has a new catalog out this year.

The Dragonfly - Quickie forum was Thursday evening and we had a good turn out again this year with 80+ attendees both builders and lookers, but the Banquet was even better with over 150 attending. This year we were joined by the KR



*Brad and Beth Hale of Chino, CA's Mark II*



*Richard Werner of Chesterfield, Missouri's Mark I*



*Roger Enns of Ontario, Canada's Mark II*

series builders and fliers. The KR's were celebrating their 25th year and we welcomed them as the KR has much in common with the Dragonfly and Q-birds. It was enjoyable to be able to put a face with a name to alot of those I talk with on the Dragonlist and from the newsletters.

That's all for now Matt Gunsch,  
602-252-4720 E-Mail: N329DF @ AOL.com

### ● A comment from Spud

Oshkosh continues to get bigger every year and this year was no exception, but I don't know if I can say its getting better! It seems like it's becoming so commercialized and it seems that the little guy is getting squeezed out. Now I don't have the answers to this problem other than maybe its time for an "Oshkosh Alternative" for the little guy. I'd like to here everyones thoughts on this issue and we'll talk more about it in up coming issues of the newsletter.

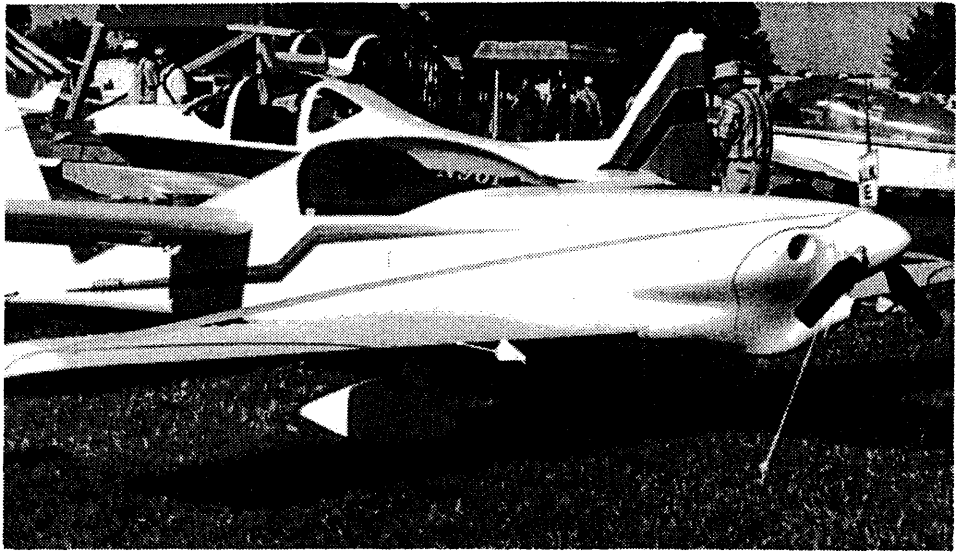
Very Best Regards -Spud Spornitz

### "Multicom" continued

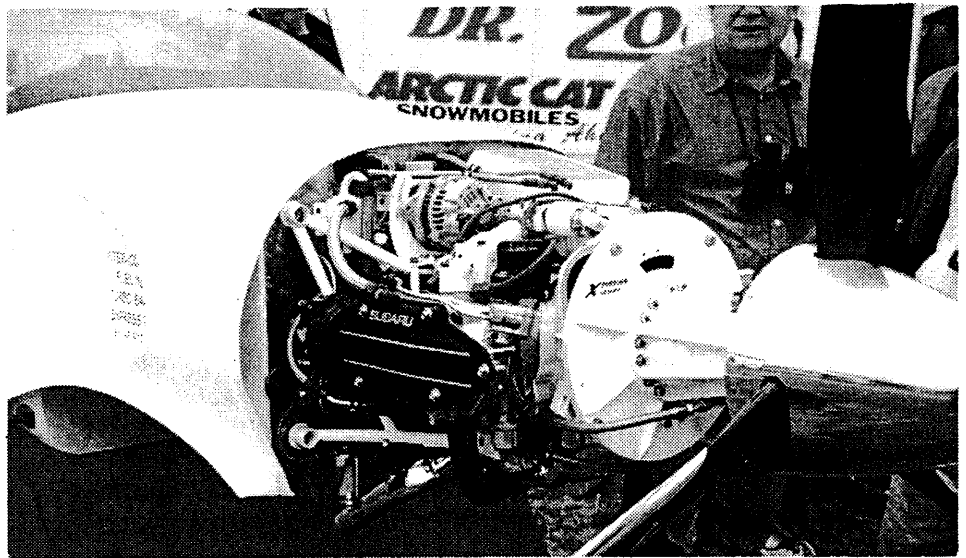
that I thank you each from the bottom of my heart.

I am still a little short of funds and would like to send the order forms in as soon as possible. Would each of you who committed to donate and have yet to find the proverbial "round-to-it" please locate said circular object as soon as possible.

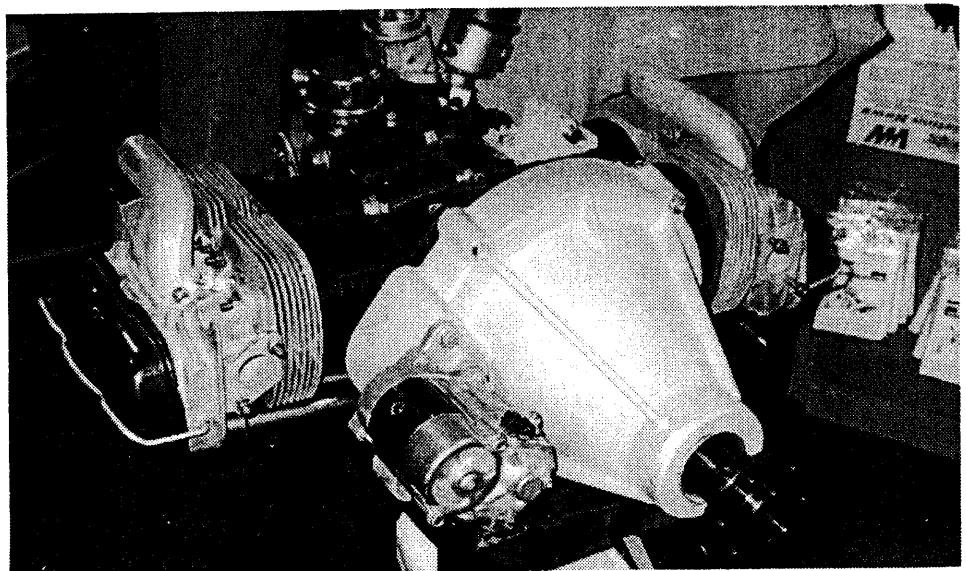
For those of you have not had the opportunity, I would like to extend a warm welcome to participate. I set the target donation at \$20, but any amount would be truly appreciated. If you so desire, you can prepare a check made out to the "EAA Aviation Foundation" and send it to me at 998 Pleasant View St, Castle Rock, CO, 80104. I will be submitting the application to EAA at the end of August. Thanks to all, Terry Sickler



*Terry and Cynthia O'Neill of Carlyle, Illinois's Mark II*



*Bud Clarke of Helena, Montanna's Turbo/Subaru Mark II on Display*



*Great Plains Aircraft "New" Flywheel End Drive System*

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**For Sale:** Dragonfly Mark I, 68 HP Linbach engine with mechanical fuel pump, Sterba Prop, 4 gallon header tank, forward hinged canopy, Hurst/Airheart disk brakes, 5:00 X 6" tires, Whelan strobes, Escort Nav/com, Loran, Elec. turn coordinator & R.O.C., True airspeed and chronometer. Will only sell to experienced DF pilot. Make reasonable offer and/or will consider for Ultralight, boat or travel trailer. Ron Price, Schaumburg, IL (847) 925-9251

**Wanted:** Looking for a Canadian based Dragonfly project. The project should be somewhere between 50 % and 99%. We do not need any type of power plant or prop. Please contact Daryl Larson, Box 428, Killam, Alberta, Canada T0B 4C0. Phone (403) 385 3568 E-mail :larson@agt.net

**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. \$2,000.00 Ed Page, P.O. Box 510094, St. Louis, MO 63151, Phone (314) 846-9008

**For Sale:** Dragonfly Mark II, 100 hours

total time. No engine or prop. Complete airframe \$3000.00 Gary Sheets, 621 Shelby Street, Shelbyville, IN 46176 (317) 398-6967

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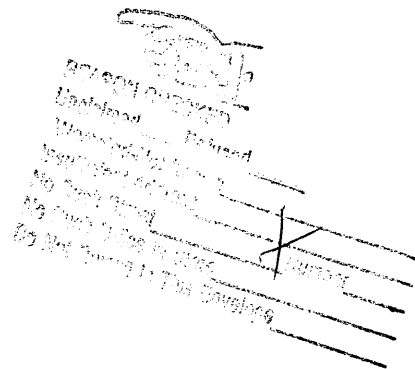
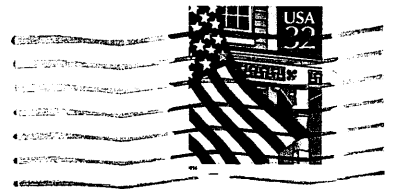
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**DRAGONFLY  
BUILDERS AND FLYERS  
NEWSLETTER**

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*Bill "Spud" Spornitz - Editor/Publisher*

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