

Field of Dreams Fly-In

by Jeffrey A. LeTempt

The weather put a little damper on the event this year, but I think everyone who attended had a good time. Even though the weather was kind of nasty, we still had a good turn-out. 10 people flew their TW plane to the event.

- Sam and Sandy Hoskins - Q200
- Dave Davis - Tri-Q2
- Terry Crouch - Quicke
- Lynn French - Tri-Q200
- Bruce and Joanne Crain - Tri-Q200+
- David McConahy - Q2
- Charlie Johnson - Dragonfly MK-II
- Richard Werner - Dragonfly MK-I
- Darrell and Rosemary Doerhoff - Dragonfly MK-I
- Jeff and Jill LeTempt - Dragonfly MK-III

The performance run scheduled for Saturday morning was delayed due to fog and low ceilings. Several people had to head back for home Saturday afternoon to avoid the really nasty weather forecast for Sunday, but 3 people participated in the performance run late on Saturday. I do not have the exact numbers to the 1/1000th of a mile per hour, but here are the numbers within 1 MPH.

- Sam Hoskins - 201 MPH (wide open throttle)
- Charlie Johnson - 138 MPH (wide open throttle)
- Jeff LeTempt - 136 MPH (3000 RPM normal cruise)

The usual awards for longest distance traveled, high time, best cockpit, and best overall. Here are the results:

- Best Overall Q - Terry Crouch
- Best Q Cockpit - Bruce Crain
- High Time Q - Sam Hoskins (1400+ hours)
- Longest Distance Traveled in a Q - Lynn French

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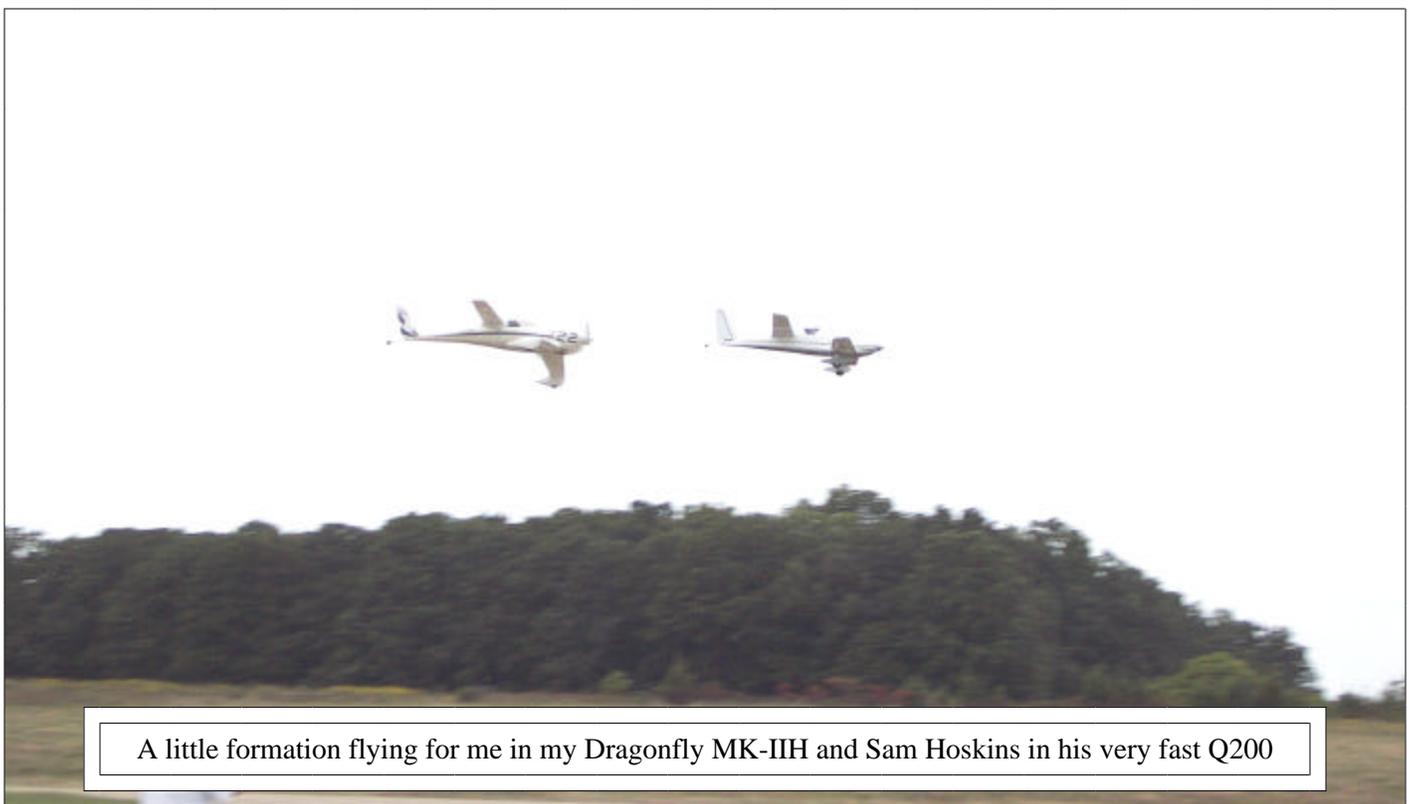
- Best Overall Dragonfly - Jeff LeTempt
- Best Dragonfly Cockpit - Richard Werner
- High Time Dragonfly - Charlie Johnson (829 hours)
- Longest Distance Traveled in a Dragonfly - Charlie Johnson (11 hours in 1 day with a VW powered airplane!!!) Here is a picture of Charlie after he landed at Sullivan.....actually Charlie was just goofing around for the camera.

I had lots of great help at the event. Special thanks to Dave and Susie Richardson, Spud Spornitz, Doug Humble, Terry Devine, Justin Mace, and Alan Thayer. Everyone was more than willing to help with anything necessary. It was great to see many old friends and make many more new friends.

There were several things that stood out in my mind about this weekend. I thoroughly enjoyed Dave and Susie's "you might be a tandem winger if" and "you might be a tandem wingers wife if" comedy act at the awards dinner. I thoroughly enjoyed giving Dragonfly builder Fred Worrell his first Dragonfly ride. I thoroughly enjoyed the look on Valentine Boehm's face after he got a flight with Sam. Valentine bought a Q2 kit in 1981 and has not worked on it since 1984. He told me Friday evening that he was not sure if he wanted to cut the project up or finish it. I am very confident that Valentine will start working on his Q project very soon.



Charlie Johnson—aka Gangster Dog in his Dragonfly MK-II



A little formation flying for me in my Dragonfly MK-IIH and Sam Hoskins in his very fast Q200

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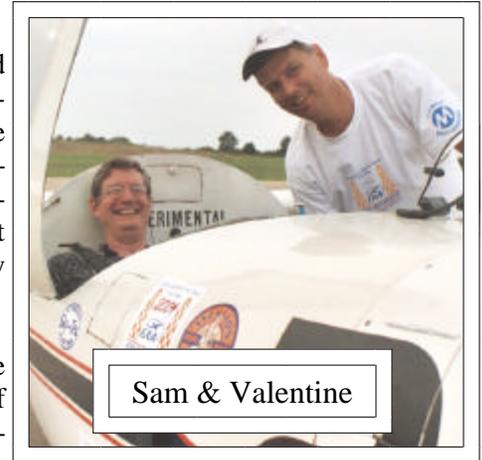
While I was giving Fred a ride and Sam was giving Valentine a ride we linked up for a little formation flying. Obviously Sam's Q200 is faster than my Dragonfly so I asked Sam what kind of speeds he wanted me to fly and he told me whatever I could get. I was at full throttle coming into the traffic pattern maintaining about 160 MPH. We lined up down the runway at about 75' off the runway at 165 MPH when Sam told me to maintain my heading. I radioed back that I would stay on the left side of the runway and the next thing I knew he blew by off my right wing like I was sitting still!!!

I thoroughly enjoyed landing my Dragonfly on runway 06 after the performance run and making the first turn while Gene Knapp was standing in the middle of the runway trying to take my picture (obviously he does not remember my landing show last year). According to my calculations the first turn is about 1690 feet from the end of the runway. I thoroughly enjoyed flying formation with Sam, even when he blew right by me about 50 MPH faster than me.

Charlie and Sam both got weathered in on Sunday. Sam and Sandy got a ride back home with Gene and Vickie Knapp. Sam's cell phone was breaking up a little when we talked, but I think he told me to just go ahead and fly it for a few days until he was able to get back to Sullivan to pick it up. Hope it is ok that I told the FBO to put the fuel on your tab :<))

Charlie spent the night with us and Jill drove both of us back to Sullivan to fly our planes back home Monday morning.....Charlie had about a 1200 mile trip and I had about a 12 mile trip. I landed on runway 36 at Cuba and with a little more aggressive braking I could have made the first turn which is about 1050' from the end of the runway (my landing distance was about 1200 feet).

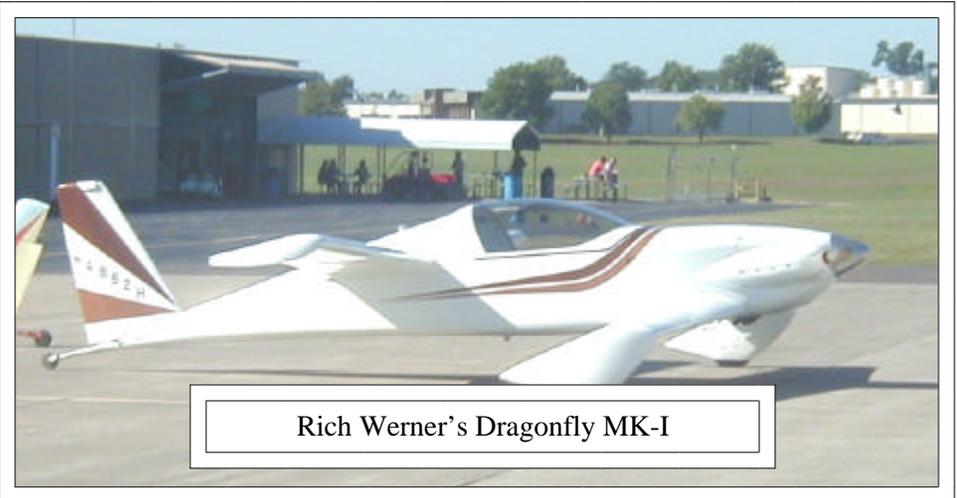
Since some of the guys had to head home early due to the weather, there was plenty of food at the awards dinner. The extra hour at the dinner was needed. I finally had to run off Steve Jackson and Valentine at about 2220. I had to throw the penalty flag when I heard them talking about motorcycles rather than airplanes.



Sam & Valentine



Darrell Doerhoff and his Dragonfly MK-I



Rich Werner's Dragonfly MK-I

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All in all I think it was a great event. You can plan the event for months and months, but a day or 2 of bad weather and things come to a halt. I hope everyone who attended had a good time. I really do feel that attending an event like this (I know I have said this before) is a very cheap investment if you are building a Q or a Dragonfly. I only wish that I had more time to visit with everyone. It makes for such a long weekend getting up at 0530 and not getting home until after 2300 several days in a row.

We might move the fly-in back to Kansas next year. I think it is good to move the fly-in around once in a while to possibly attract new people. It will continue to be held in the Midwest and I think (for Charlie's sake) that it will not move any further East than Sullivan. No matter where it is held, I can tell you that it will be FUN!!! See you next year!!

Jeff





Photograph Captions

Page 4: Upper Left—Bruce Crain’s Tri-Q200++, Upper Right—Dave Davis’ Tri-Q2, Middle Left—Sam Hoskins’ Q200 (photo taken at AirVenture 2005), Middle Right—David McConahy’s - Q2, Bottom Left—Lynn French’s Tri-Q200, Bottom Right—Charlie Johnson making a low pass in mis Dragonfly MK-II.

Page 5: Upper Left—the unruly crowd during one of the forums, Upper Right—Me and my Dragonfly MK-IIIH (photo by Gene Knapp), Bottom—Justin Mace and Spud Spornitz trying to figure out how they could squeeze into Terry Crouch’s *BEAUTIFUL* award winning Quickie.



Dart Industries Update

by Mike Wright

Who and What are DART INDUSTRIES?

This is the question I found myself asking earlier this year when it became public knowledge that SLIPSTREAM INDUSTRIES had sold their interest to the intellectual property rights to our beloved DRAGONFLY. The news that this take over was in progress was in my opinion just another non event in the daily lives of strong knit community who are quite self supportive of each other, no matter where in the world these builders/flyers find themselves. After all we continued to build and fly without FACTORY SUPPORT for the past three years – we survived!

Having only spoken to one of the new owners Dave Dormer, over the phone about their plans to bring the production of DRAGONFLY to South Africa, and to revive this grand airplane design, I was looking forward to April, as I was off to



Dave Dormer
Dart Industries

our South African EAA version of OSHKOSH where it was arranged that I would meet Dave and his partner Peter Dale at the DART INDUSTRIES Sales booth. I arrived by commercial airline, and headed straight for the exhibitors stands, armed with my builders log and photographs. I was going to show these two chaps that I was “Mr. Dragonfly “, In this part of the world. Well I must say I was really impressed by the sight that opened up in front of me. There in the corner of a tent were these two guys selling the DRAGONFLY to a small, but very interested group of South African EAAers.

They had no experience whatsoever about the design except for all that they had read from promo material they obtained from SLIPSTREAM, and from what they had learned by talking to Jeff Le Tempt, Spud Spornitz, Justin Mace and a few others of the USA flyers and builders, they certainly had the attention of their audience. I must from the outset say that Dave and Peter pulled no stops. They were there to sell their business and that was getting folk to seriously consider the DRAGONFLY as the preferred choice of aerial transport. They had a huge billboard, and marketing pamphlets, that had all the salient information needed to attract attention. This task of pulling potential owners was easily accomplished, as nearly all the folk that walked passed the stand, stopped to chat about this strange looking airplane. Needless to say my builders log and photo album were welcome sales support material. We chatted like excited teenagers when there was a break in the attention being shown to the design, and soon found common ground which has since grown into a firm friendship. By the end of the tiring four day week-end Dave and Peter had achieved their goal. They had **SOLD** their first DRAGONFLY.

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This was where they were later to find out that they would be, very busy in a very short time as they now had to deliver the first DART DRAGONFLY and as yet production of kit parts had not yet begun. Dave and Peter have been longtime friends, and Dave tells me they were both in the IT industry before buying DRAGONFLY. Until recently, from what I can make out, Dave worked with his brother Mike in the family electronics business, and he also develops automation systems for other industries. Peter runs a roof thatching business in CAPE TOWN, and he also owns and runs a private tarred airfield just north west of the city. These guys are passionate about this design and have to date poured in huge sums of personal funds to get the production of kits on the go.

Peter has been running the marketing side of the business and, has to date sold four kits into the South African market with enquiries coming in thick and fast from both local SA and International buyers. Dave has been responsible for getting production on the go. He really has his heart and soul in this operation and I regularly communicate with him, with question and answers pertaining to builder support. These guys in my opinion are going about this revitalization program very sensibly, and have pulled in relevant expertise from all over SA to enable them to deliver a classy product. The intellectual material pertaining the design parameters of the DRAGONFLY, after passing from BOB WALTERS to VIKING to PAT & ROBIN TAYLOR to SLIPSTREAM, seem to be, non existent. There are no engineering facts or figures, there are no rewritten plans as promised by SLIPSTREAM, but rather just a pile of metal parts, part patterns for the bulkheads, all the old TASK made production molds and one TASK made fuselage kit. A lot of ground work has been done by Dave to get the first DRAGONFLY delivered, but with this there has been quite a few setbacks.

While the first factory plane is in manufacture it was decided to buy REG CLARKE'S XPRESSO, which would tour the SA air show and exhibitors circuit as the factory demonstrator. Sadly this deal fell through, so another deal was struck with BUD CLARKE and his super turbo EA82 powered DRAGONFLY was bought together with molds and tooling to produce parts to obtain the sleek lines REG developed for XPRESSO.



Mike Wright with Bud Clarke's EA82 powered Dragonfly MK-II

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A large consignment of airframe component parts were bought from AIRCRAFT SPRUCE for the production facility and these were to be delivered, so as to be included in the 40' shipping container containing BUD'S DRAGONFLY. Unfortunately something went horribly wrong and the container missed the boat. This set Dave back about 4 months, in getting the factory built plane to it's new owner. Finally the container has arrived, and over the last 5 weeks Dave has pushed forward, working to meet his delayed deadline.

BUD's DRAGONFLY has also been assembled and was due to attend it's first exhibition down in CAPE TOWN, but was grounded due to excessive weight and balance and a few other minor snags. This bird is HEAVY, coming in at an all up gross of 1460lbs. This revelation together with the constant debate on the internet, as to the best engine choice for the DRAGONFLY, spurred a local AERONAUTICAL ENGINEER and COMPOSITES DESIGNER, to offer his services to DART INDUSTRIES. This means that we will soon get to know just how strong that canard really is, as the SA authorities will require full engineering specifications before awarding BUD'S plane her SA "Authority-to-fly Certificate".

I flew up to Durban for this inaugural flight, but also to sit down with Dave to discuss matters I see as important for the DRAGONFLY community at large. I felt that they were neglecting their international market by focusing on the local SA deals. This I based on requests for information I gleaned from the daily postings on the DRAGONFLY BUILDERS LIST, and urged Dave to recognize that DART should not neglect to service the needs of the world market. He readily accepted that there is a gap in this area, but due to logistics of getting the factory up and running, he simply did not have enough capacity to get to servicing this market. Well this has now been rectified, with myself being appointed the task of being responsible for liaising between the parties involved. Now we all know that Jeff Le Tempt will be heading up the distribution channel in the USA, and that he is currently doing a fine job with the newsletter. My main area of responsibility will be to disseminate information the international markets via Jeff and a regular column in the newsletter. I will be assisting Dart, in getting the builders manual updated with fresh photos from my collection as well as with what Dave has collected during the build of his first factory produced bird.

To date production has one DRAGONFLY in the final stages of assembly, one kit freshly out of the mold in alignment jigs on the floor, and the next one ready to begin lamination. Sales have increased to four firm orders, at the time of writing, and work is progressing on selection of engines to power the design. The Canadian builders have shown good progress with the turbo EA 81 direct drive, and this work is being recognized as a serious contender for the SA market as the engine of choice. The venerable VW will always remain in the list as will the newer work on the CORVAIR engine which will be mainly used by the US market. DART have further put money into getting a diesel powered DRAGONFLY flying and this should be ready in about four to five months time. This will also be for the international market but, development was begun due to the scarcity of AVGAS in areas of Africa north of SA. Ongoing news of these developments will reach us all, via the newsletter, as will the findings of the new work to be done on the engineering analysis pertaining to the wing and canard. Also shortly, an on-line parts catalog will go live, and builders/owners will be able to buy all DRAGONFLY components 24/7-365. Amongst others, the components for a sleek DRAGONFLY XPRESSO clone will be available, as are the hoop gear bows.

After a long absence in participation by the previous owners of the DRAGONFLY, I truly believe that there will now be a resurgence of the design in the world aviation circles, especially here in SA, where up until recently there was only myself building my "AFRICAN DRAGONFLY" and two non flying DRAGONFLY'S. To this end I would urge you all, builders and flyers alike, to promote your DRAGONFLY'S and to support DART where you can by referring potential owners to Jeff Le Tempt, or to the DART INDUSTRIES web site. The intention is to have a stock of all components and a complete kit with Jeff Le Tempt early in the New Year, for US distribution.

So there we have it folk, with a committed new company, and a faithful supporters group, we will hopefully see our beloved DRAGONFLY aircraft reach new levels in popularity the world over.

Until my next attempt at writing for the newsletter, safe and happy "DRAGON-FLYING"

Mike Wright
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2005 Subscriber List

Once a year I publish the current subscriber list. This actually accomplishes a couple thing: it lets you know if you have someone interested in Dragonfly's near you and it also lets you know the status of your subscription. The table below is sorted by location and the last issue column indicated the last issue of your current subscription.

The subscription rates will remain the same for 2006. The electronic only newsletter is very popular and that option will continue for 2006 at a rate of \$15 per year. The hard copy rates are \$21.00 per year in the US, \$22.50 per year in Canada, Alaska and Mexico, and \$27.50 per year (US funds) per year for foreign subscribers. Send remittance to and make payment payable to:

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Rolla, MO 65401

I will gladly accept PayPal payments for subscriptions, please add \$1 to the total to cover the PayPal fees. My PayPal ID is letempt@fidnet.com



First Name	Last Name	City	Last Issue
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Philip J.	Tinlin	Daleville, AL	118
Bob	Boydston	Sedona, AZ	118
Jeanne	Sticht	Mesa, AZ	118
Fred L.	Wiebe	Phoenix, AZ	118
Gary	Bradshaw	Fontana, CA	124
Buck	Buchanan	Groveland, CA	94
Rene	De Lathauwer	Oceanside, CA	118
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Richard J	Terry	Walnut, CA	118
James	Williams	Fresno, CA	118
Thomas	Cheatham	Basalt, CO	118
Lawrence A.	Keating	Newark, DE	118
Andrew	Aurigema	Oak Hill, FL	999
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Craig	Steffen	Champaign, IL	118
Fred	Worrell	Decatur, IL	118
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Brenda and Jay	Stewart	Elko, NV	118
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I hate to waste space in the newsletter so I have thrown in a few pictures that you might find interesting. The photo on page 9 and the top photo on this page are of my Dragonfly taken at Fort Leonard Wood after World Fest 2004. I thought the contrast in size between the C-130 and the Dragonfly was pretty cool. It would have really been cool to fly in formation with the Hercules. The center photo on this page is of the floor used to secure my rudder pedals (note—you can also see one of my fuel filters). The bottom photo is of Darrell Doerhoff's canopy strut with a Schrader valve installed so he can change the pressure in the strut. He carries a small CO2 cartridge that a bicyclist would use for an emergency tire repair.

Editor Ramblings

by Jeffrey A. LeTempt

As Winter is here, my flying opportunities are more limited. It was great last Winter when I had my airplane just 100' away from my desk at work. When I got off work I could just roll the plane out of the heated hangar and fly for a few minutes until it got dark. My airplane is now hangared at Cuba, MO which is about a 1 hour drive from work or a 25 minute drive from my home. I now have to plan my flying time in advance like the common folk :<))

The weather the last few days has been just great here in Missouri. I managed to get 2 flights in over the last couple of days and things are working great on the Dragonfly. I have a little work to do to get things perfect, but she sure is flying nice and I am feeling very comfortable flying her.

Over the last 15 months that I have been flying N41GK I have not had any significant problems, but there has been one area that seems to be a little troublesome.....my wheel pants. The original builder did a great job building the airplane and everything was done top notch. He installed high quality components and built the airplane so that it could be maintained, but it almost seems like the wheel pants were an afterthought.

During one of my early flights back in September of 2004 I lost the right wheel pant during deceleration after a high speed taxi test. As the airplane slowed through about 20 MPH I let the airplane shudder sideways just a little bit, nothing serious at all, but it was an awful site when I saw the wheel pant depart the airplane. I had to turn the airplane around on the runway, set the parking brake, and depart the airplane to retrieve airplane pieces parts.

The clearance between the tire and the wheel pant was apparently insufficient and when the tire flexed sideways a little it made contact with the wheel pant and off it came. I removed the other wheel pant and went out and flew it. The wheel pant was pretty busted up, but I was able to fix the damage, but I left it off for several months. Before I flew over to the Tandem Wing Spring Fling I put some primer on the wheel pant and re-installed them. I increased the side clearance on both of the wheel pants.

My airspeed increased maybe about 5-8 MPH, it was significant enough that I had to adjust my sparrow strainers and elevator trim system. Things were working great until I noticed on preflight that the left wheel pant was sitting a little different than normal. Further investigation revealed that the mounting bracket on the gear came loose. The mounting bracket consists of an aluminum plate with a few nut-plates installed. The bracket is held in place with a couple inserts that you might find imbedded in wooden furniture that will accept a fine threaded 3/16" bolt. The imbedded inserts pulled out of the epoxy/flox mix.

I cleaned up and leveled the thick fiberglass ledge on the gear leg with coarse sand paper and then did the same to the aluminum bracket. I drilled out the hole where the imbedded fastener was and mixed up some epoxy and flox. This time I glued the aluminum bracket right to the ledge on the gear leg and re-floxed the imbedded fasteners. This had to be stronger than it was before. Last month on a normal smooth landing I noticed a slightly different noise on roll-out. I did not think much about it, I thought it was just the shopping cart tail wheel making noise.

When I climbed out of the plane I noticed the right wheel pant was rotated forward and the nose of the wheel pant was the victim of road rash. It had some pretty deep scratches, a rip or two in the fiberglass, and the aluminum mounting bracket was torn. I took the primered wheel pant off and of course my speeds are down and I need to make a trim adjustment.

One of my projects this Winter is going to be to engineer a new method of mounting my wheel pants. I have a completely different set of wheel pants that I might try to use. If anyone has any ideas about how to mount the wheel pants on a MK-IIH I would certainly be interested in hearing about them.

Jeff

Classifieds

For Sale: 1836cc engine complete from prop spinner to firewall for a Dragonfly. All new engine with four hours run time. Dual ignition (one slick magneto and one electronic). Exhaust system complete with heat muff and carburetor heat box, Hapi ultra carburetor, Spin on oil filter, hydraulic lifters. The engine cowling also goes with this, so you will have a complete firewall forward for a Dragonfly. A&P built. \$3000.00 OBO. Call Joe Anthony at (636) 398-6211 or email hjoe@acer-access.com for pictures or additional information.

For Sale: Continental PE-90 engine (a rebuilt GPU engine) 0-315. This engine has been started to be converted to aircraft use, dual plugs, oil tank and intake started but not finished welding. One magneto, all continental accessories will fit this engine. \$1500.00 Call Joe Anthony at (636) 398-6211 or email hjoe@acer-access.com for pictures or additional information.

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 e-mail: OneSkyDog@aol.com

For Sale: Dragonfly Type 1 converted to hoop gear. Porsche 1800 engine (big VW) converted to 2400 with parts from Great Plains. Airframe complete & wings & control surface mounts are finished. Cleveland wheels & brakes. Ed Sterba prop. Very nearly complete. Asking \$10,000. Call 815-397-1533 or email stiegrinding@aol.com



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