

DRAGONFLY BUILDERS AND FLYERS NEWSLETTER

THE OFFICIAL VOICE OF DRAGONFLY BUILDERS ALL OVER THE WORLD

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Coffey Break 2002

By Spud Spornitz

This was our 12th year of having our "Field of Dreams Tandem Wing Fly-in" in Kansas, but this year was very different from past events. We have found a new home, Coffey County Airport – Burlington, Kansas, just 30 miles southwest of our old home in Ottawa, Kansas.

Thursday night, as I pulled onto the airport grounds at about 6:30, a million things were going through my mind. What did I forget to do? Will anybody show up? Did I remember to call the caterers with the initial head count? What's the weather doing? Did I call in the NOTAM's? Am I having a nervous break down? Well all that went away when I saw

people, lots a people, setting up camp and in small discussion groups. All that went away as I said to myself "IT'S SHOW TIME!"

Andrew Aurigema Jeff LeTempt and Terry Bailey were on the grounds and really had things nicely under control. They had the forum area set up, Drew had the tables and

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Jeff and Drew's collaborative work. Jeff designed and built the fixture, Drew master minded the lay-up schedule. The both of them did the lay-up work.

computers set up for the X-plane classes, and Terry Bailey had everything initially set up for the welding classes. Geez this was so tough with a team like this!

As we were putting the finishing touches to our setting up duties, we heard the distinctive sound that had to be one of the gang, as it buzzed directly over the top of the big hangar at Coffey, which was closely followed up by one of Charlie Johnson's (OneSkyDog) patented 175 mph hot passes down the runway. Charlie later asked, "Doesn't everyone arrive like that?"

Friday morning started off with a surprise from our Coffey County hosts, as they prepared a huge breakfast for all the people that had camped on the grounds, and for those early birds that

couldn't stay away. A huge thanks goes out to them.

This year, in addition to our regular Saturday forums, we added several workshops on Friday, to see what the reception would be for some "hands-on" workshops. Wow! It was such a HUGE success that

this will now be a regular portion of our annual fly-in as, everyone involved just loved it! The workshop topics were gas and TIG welding, the X-plane simulator program, in addition to some composite work. The highlight was of the composite



Terry Bailey

workshop was the removal of Jeff LeTempt's MKIII main landing gear from it's mold. (See Jeff's story at the end of this article). Next year we will definitely be expanding the topic areas to include more composite work and possible some type of "Hands on" engine assembly workshop.

Friday evening, just after the clear orange fireball settled into the west, leaving a pink and purple-grey dusk, we gathered at the Beto truck stop for dinner. Rumor has it that was once honored as the best truck stop

in America. We voted that the seafood buffet was entirely satisfactory. One of the restaurant's claims to fame is its cinnamon buns. Picture this: 8" diameter, 2.5" thick, cooked thru and delicious, about 2 lb. for \$2.49. I had a half roll for \$1.49 and two other people could've been eating it with me. I didn't finish.

Speaking of food, we were pleased that Bob and Pat Home could set up their Chuck Wagon at our fly-in again this year. There were constant lines of people at their trailer, patiently

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With the expert welding done by Terry Bailey, Paul Zimmerman crafted his Corvair engine mount from scratch. Paul attended William Wynne's "Corvair College" earlier this year, where he built his Corvair engine which will some day power his Dragonfly.

waiting to sink their teeth into a tasty breakfast or a juicy hamburger. Their son, Steve, joined them on Saturday for the first time. Paul Fisher gave him a ride in his Q200. He loved it. In fact, he made his parents promise to include him in the plans for the next year. The Homes have become very special friends of the Quickie/Dfly community. One of the ways the family shows their support to our group each year is by donating a cash door prize for the banquet. We certainly appreciate their part in the festivities.

The Saturday forums started off at 8:30, with Drew Aurigema heading up the forum on the X-plane simulator program. Over 30+ people participated in this kick off session, followed by Jimmy Masal in the Quickie forum.

We had an unusual interruption during the Quickie Forum. Lloyd Latch, from the FBO at Ottawa, spoke briefly to the group. Lloyd said, "If it doesn't work out here, the Friends of Ottawa would sure like to have you come back." Jim Masal jumped in and asked "Are you selling much gas at Ottawa today?" Lloyd responded, "No" and moved on to talk with Spud. Several people who drove by or flew over the Ottawa airport said that there was only one airplane, at the most, on the field. It appears that Tony LeMaster, who manages the Ottawa FBO, was playing politics with the local government and we were the pawns. The way I see it, Ottawa and Ottawa Airport lost in the deal. Burlington, Coffey Co. Airport and **WE** came out as the winners.

Next up was the Dragonfly forum headed up by Pat Panzera and yours truly, followed up by one of the best forums I've been fortunate enough to attend at any fly-in. Bob Nuckolls

Planes and pilots in attendance

Charlie Johnson, Ogden, Utah	- Dragonfly Mark II 1835cc VW
Terry O'Neill, Carlyle, Ill	- Dragonfly Mark II A-80 Continental
Steve Larabee, Charleston, Ill	- Dragonfly Mark II 2000cc Limbach VW
Les Laidlaw, Manhattan, KS	- Dragonfly Mark II 1835cc VW
Wayne Ulvestad, Volga, SD	- Dragonfly Mark I 4 cyl. Jabiru
Rich Goldman, Northbrook, Ill	- Dragonfly Mark II Norton Rotary
Sam Hoskins, Murphysboro, Ill	- Q-200 O-200 Continental
Jerry Kennedy, Sioux Falls, SD	- Q-2 2100cc Revmaster
Paul Fisher, Taylor Ridge, Ill	- Q-200 O-200 Continental
Terry Crouch, Bettendorf, IA	- Q-1 20hp Onan

of the AeroElectric Connection <http://www.aeroelectric.com/> put on an extended 2 hour plus forum. I've never seen such a high level of audience interaction, with questions and answers going both ways. Just excellent!

During the Q forum, Drew used his templates and a digital level to check the relative angle of incidence of everyone's wing and canard. Although his methods were was anything but scientific, it was an

eye-opening exercise, and did help to show that the better rigged aircraft were the better performers.

The Coffey County Republican newspaper sent reporter Becky Reeves to do a story on the fly-in. She interviewed Sam Hoskins about building and flying his plane. Paul Fisher gave her a ride in his Q-200 in an effort to obtain some aerial photos. To be able to aim and focus her camera, she had to shoot across

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Drew measuring Terry O'Neil's wing incidence, with a group of interested onlookers. Using a digital level and a CAD template, he checked the incidence of every DF on the field.

Paul while he held the plane in steep left-banked turns. If you are reading this as a classic recipe for motion sickness, you are right. Thankfully she said something to Paul about feeling a little queasy and they landed immediately. There were varying descriptions of the reporter's shade of green as she exited the plane. Let's just say that Paul got them on the ground in the nick of time. Despite her near "Sick-Sac" experience, she wrote a very positive account of the event.

We then went into a 1.5 hour engine forum, hosted by **CONTACT! Magazine**. <http://www.ContactMagazine.com/> where we discussed all the engine-families and their fit in our category of aircraft, with all the pro and cons being discussed. The engine forum

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Reporter Becky Reeves dons a pair of David Clarks in preparation for a memorable Q-200 flight with Sam Hoskins.

By Becky Reeves

They built it and they came. Experimental plane builders and pilots from across the country were drawn to the Coffey County Airport Friday, Saturday and Sunday for the 12th Annual Field of Dreams Tandem Wing Fly-in. These hobbyists are especially driven about their pastime, spending years to build planes in their own garages.

Not only did this event cover a full spectrum of builder and pilot concerns and how-to's, it offered topics ranging from Quickie/Dragonfly construction and flying techniques to discussions about several types of engines. The event focused on aircraft with an original designer gross weight of 1,400 pounds or less. One gentleman, Paul Buckley, came as far as Cheshire, England.

The event opened Friday morning

with two hands-on workshops that lasted throughout the day. The first class gave instruction about the X-plane simulation and the other included a welding workshop for gas and TIG motor mount. A display of the experimental planes was set up throughout the day. That evening, more than 60 enthusiasts gathered for a group dinner at Beto Junction's buffet to exchange more stories and to gather tips and ideas to improve their planes.

Saturday, the group enjoyed more classes, all put on by the best in their field. Drew Aurigema, Oakhill, Fla., spoke on his Raptor and the X-plane. A Quickie Builders Forum and a Dragonfly Builders Forum followed. Others spoke about aviation electrical systems and the VW aircraft engine. Pat Panzera was present from Contact Magazine to present "The Auto Engine Forum." The afternoon finished with a per-

formance run that allowed the pilots and builders to measure and compare engine, prop and airframe efficiencies.

An awards banquet was held Saturday evening at the airport. Door prizes and awards were given to builders of the attending aircraft in several categories. Dragonfly winners were: Best Overall – Wayne Ulvestad, Volga, S.D.; Best Interior – Dr. Rich Goldman, Chicago, Ill.; Long Distance – Charlie Johnson, Ogden, Utah; High Timer – Wayne Ulvestad, Volga, S.D. Quickie winners were: Best Overall – Terry Crouch, Bentendorf, Iowa; Best Interior – Paul Fisher, Taylor Ridge, Ill.; High Timer – Sam Hoskins, Murphysboro, Ill.; Long Distance – Jerry Kennedy, Souix Falls, S.D.

Next year's fly-in will be held in the later part of September at the Coffey County Airport.

was brought to an end with the arrival of Rich "Doc" Goldman out of Chicago in his Norton rotary powered Mark II Dragonfly. This was a very special event for Rich, (me too!). You see Rich is one of the old-timers as he has been attending this event since the very first fly-in way back in 1990. Its very rewarding to see someone reach their goals. I listened to Rich every year as he would say "I'll be here soon!" Rich, super congratulation from everyone!!!

The wives and significant others gathered on Saturday afternoon in one of the air-conditioned rooms above the FBO. They produced a very creative scrapbook with photos of past Kansas' fly-ins, under the leadership of Vickie Knapp and Jill LeTempt, in the absence of the originator of the idea, Kathy Aurigema. Although Kathy dearly wanted to attend the fly-in with her husband Drew, she fell ill at the last minute, and was in no condition to make the road trip from sunny Florida.. Vickie brought fancy scissors, hole punches, paper, stickers and markers from home to complete the job. The girls enjoyed getting to know each other and creating a book of memories. Well done, Vickie, and get well wishes to Kat.

The banquet was held Saturday night in the community hall, about 3 miles from the airport. The catered food was very good indeed. Once the cheesecake forks were laid down, Jimmy Masel and I began the proceedings with the traditional introductions, optimistic projections of completion dates, and "Best of" awards and door prizes.

Pat Panzera announced that I will be the returning as the editor of the Dragonfly newsletter at the end of 2002, as Pat will become the new



Rich Goldman's Norton rotary powered Mark II Dragonfly drew interest from the moment he arrived, till the moment he left.

editor of a magazine called Contact! As part of this new venture, Pat hopes to use the "Not for Profit"

status of Contact! to satisfy a need he has seen in the aviator/

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Rich has one fully loaded panel. Everything in his plane is first rate. We hope to get an article from Rich for future publication.



The flight line, with the main hangar and FBO in the background.



Inside the main hangar, engine forum, Wayne Unvestad presenting his 2200 Jabiru installation.



The awards banquet, Saturday evening



homebuilder community, allowing pilots to help pilots. He has created a process where the spouse or family of a deceased builder or pilot (i.e. Fallen Aviator) can get assistance in liquidating project materials and airplane parts at a fair rate, to see that the families are not taken advantage of, or accidentally sell off a project or plane at a substantial loss, due to the lack of knowledge. We wish you all the best Pat.

In the attendance department we had 82 builders/pilots registered for this

year's event with 68 in attendance at the awards banquet, Saturday evening. There were 10 attending aircraft for this year's event, and for the first time in a great while, the DF's outnumbered the Q's! There's a list of aircraft and pilots on page 3

Visitors included a Swearingen SX-300, a Long-EZ, Pulsar, tri-gear KR-2, Lancair, RV-6A and several factory aircraft. Fred Wiebe's MK II has not recovered from last year's cracked case, as he is converting to Corvair power.

Throughout the entire weekend, everyone felt at home at Coffey Co. and appreciated the FBO's warm hospitality. If you were unable to attend the fly-in this year, start saving your pennies for 2003 because it will be sure to please.

Very Best Regards and I look forward to seeing everyone next year!

Spud Spornitz



Jeff LeTempt's Mark III main landing gear, Part I

Jeffrey LeTempt of Rolla, MO earned his private pilots license in the day after his 19th birthday in 1981. He then went on to earn his A&P and went to work at Perryville Municipal Airport in Perryville, Missouri (the same airport where he learned to fly). This is where he had his first exposure to the Dragonfly, witnessing the first flight of a locally built project.

In December of 1984 Jeff was off to US Army Warrant Officer Flight Training, in Fort Dix, New Jersey. He graduated

flight school in 1986 as a honor graduate finishing 2nd in his class. Close to retirement now, Jeff has almost 18 years of service under his belt. Jeff married his high school sweet heart, Jill Pierce, and had have 2 terrific children, Jessica 18 and Justin 14.

Jeff has flown observation helicopters his entire career. Started out in the OH-58(C) then transitioned in to the OH-58(D) then the OH-58(D)(I), OH-58(D)(O), and finally the OH-58(D)(R) Kiowa Warrior, including service dur-

ing Desert Storm. He has bragging rights with his immaculate safety record as an Army Aviator, with 3,500 hours in helicopters.

Fulfilling a dream, a few years back he bought Norman Fanning's basically completed Dragonfly, which he's modifying to his liking. One major mod is the conversion from a MKI to a MKIII. Jeff is also the owner and moderator of our Dragonfly email list. His email address is texasquadj@prodigy.net Web: <http://dragonflyjeff.tripod.com/>

By Jeff LeTempt

I just wanted to give you all a brief update on my MK-III main landing gear progress. I plan on sharing all of my planning and design work that I have come up with in future DBFN articles. First I want to thank Drew for all his help with my modifications. Without his assistance my crude ideas would almost certainly fail. After all I am just a big dumb chopper boy – right Drew?

Many hours were spent designing the gear and its attachment.....jump forward in time. The gear was designed and the attachment was mostly built; now it was time to build a mold. I have some decent wood working skills and had a mold design in my head. I wanted to make it strong enough so it would not be destroyed when the gear was removed, in case I ever needed to make another gear. It took me about a week working a few hours an evening to get everything just the way I wanted it. It is built on an OSB (oriented strand board, sometimes referred to as "wafer board")

base. I used 2x2's for all the frame work and 1/2" plywood for the actual mold surfaces. I ripped down some 2x4's to get some 1-1/2" x 3/4" stock, which I attached to the 1/2" plywood to act as the sidewalls for the mold. The gear itself was designed to be

prevent the gear from getting to thick in certain spots. As you can imagine from my description there was going to be some areas of overlap and the potential for some areas to get thick was a concern.



Jeff LeTempt's gear mold

6" wide at the horizontal part of the gear (where it attaches to the fuselage), 3" wide at the vertical part of the gear (where the brake and axle attach), and a taper in between on the angled part of the gear leg. The gear was designed to be a constant 3/4" thick using 3" wide uni directional cloth. I had come up with a lay-up schedule that I thought would

It is now about 1 month before Coffey Break 2002 and I was basically ready to lay-up the gear. I invited my good buddy Drew and his terrific wife Kathy to spend the night at our house on the way to the fly-in. He then offered to arrive a day early and help me lay-up the gear. How could I turn down such an offer? I couldn't!! Then he came up with a brilliant plan....we would lay-up the gear on Tuesday, throw it in my truck while still in the mold on Thursday, and pop it out of the mold on Friday at the fly-in in front of everyone present. Talk about pressure!!

Kathy had to have emergency appendectomy surgery on September 14th and although she wanted to

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come real bad, her doctor said it was out of the question. We really missed her, but we're sure she will make it next year.

Drew got to my house (well actually he got lost - that boy can't follow directions very well) on Monday evening. On Tuesday morning Drew, my fantastic wife Jill, and I got busy with the gear. We had the mold prepped with duct tape, mold release wax, and peel ply. It took us about 3 ½ hours to lay-up the gear. Jill was a real trooper in this operation!! She mixed up all the epoxy and even helped us wet out some of the glass if Drew or I started slowing down to much. We could not have done it without her help. Am I lucky or what?

The lay-up consumed about 5 quarts of epoxy and about 125 yards of 3" wide uni directional cloth. The cloth is a little harder to work with than standard cloth that we use in the construction process. But once you know what you are doing it is not that bad at all. It is absolutely critical to ensure the cloth is thoroughly wetted out. In order to accomplish this we wrote some words on the plastic that was protecting our work area with a Sharpie marker. When the cloth

outside air temperature it could take as little as maybe 2 minutes or as much as 4 minutes to get the glass properly wetted out.



Jeff (right) and Drew (left) work at laying the glass in place



Jeff had all the cloth cut and ready before Drew arrived at his house.



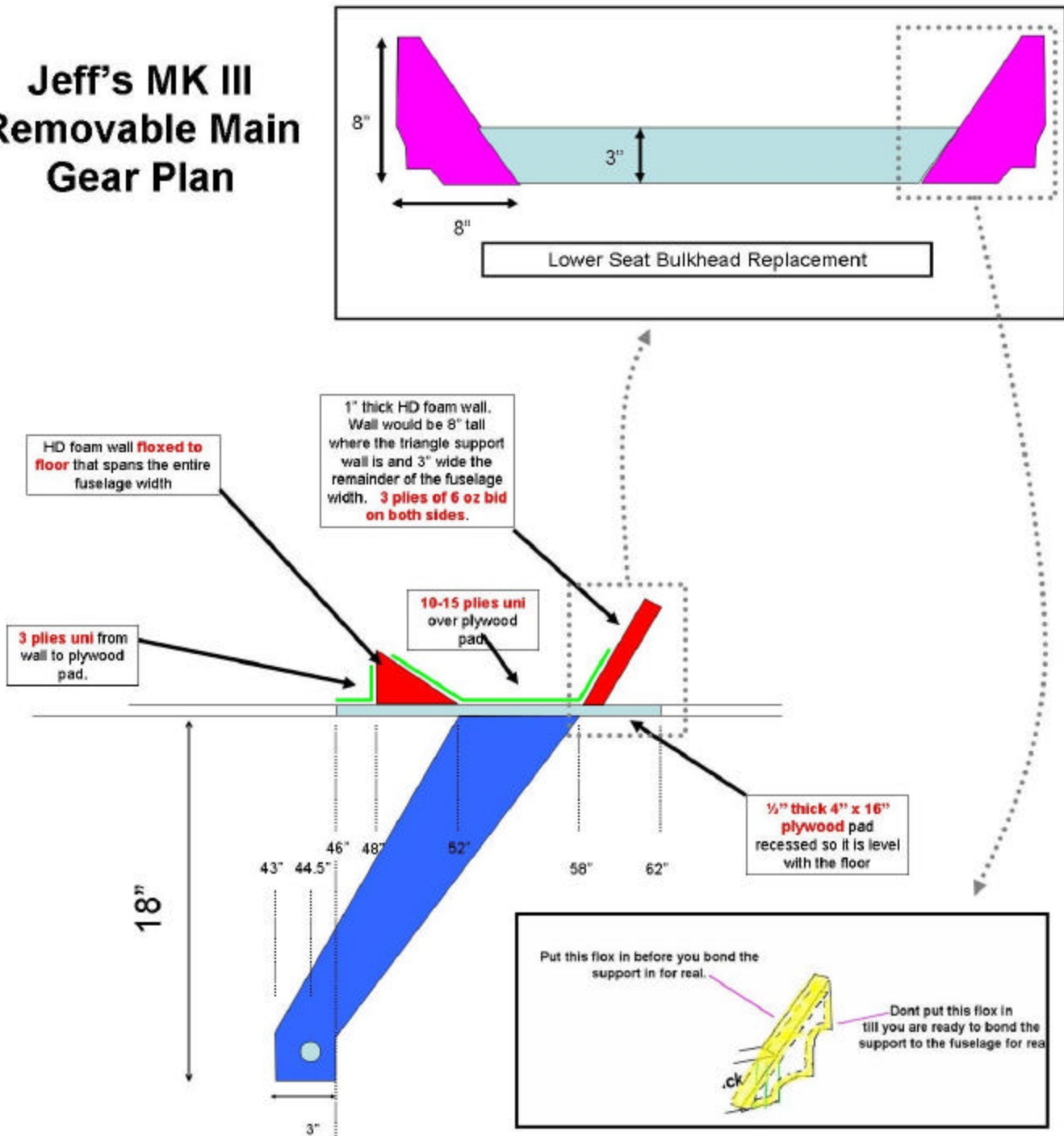
Jeff and Drew get creative with brick laying

is dry you cannot see through it. When it is properly wetted out it becomes transparent and you can easily read the words. Depending on the

I cut some glass long enough to go from one side to the other full length (110" in my case), cut some glass slightly longer than the horizontal portion of the gear, and then a few

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Jeff's MK III Removable Main Gear Plan



plies of various lengths in between. And I even varied the length of a desired length \pm an inch or two to prevent a build up problem. We also took care to offset the few glass strands that run perpendicular to the uni threads. You can easily see

these threads and just offset then slightly in the lay-up. I also marked the center of the gear and the center of each uni strip.

During the lay-up we had areas that needed a little attention so we would

take small strips and roll them in rod shapes. It was very easy to fill in low spots. The glass always runs on the long axis of the gear. Once we were satisfied we had the desired thickness of the gear it was time to

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Jeff LeTempt's Mark III main landing gear, Part I (continued from page 10)



Drew poses with Jeff's gear at Coffey Co.

start the post lay-up work. We peeled everything and then applied some pressure to parts of the gear. We used spring clamps to attach some particle board (about 8" square.) covered with duct tape and mold release wax) to the vertical legs of the gear. We also applied some force to the horizontal part of the gear using some particle board and bricks.

All in all the lay-up went very well and there were no major surprises at all. The only slight SNAFU was I had cut up too much uni. This was a relatively easy job (especially when you have a rocket engineer helping you). My advice would be to build a good mold and spend lots of time making sure it is properly prepared. Another piece of advice would be to do this job where it is cool. It was about 60 degrees when we did our lay-up and we did not have any exothermic problems at all.

As planned, on Thursday we loaded the gear in my truck and headed off to Kansas. About 6 hours later we arrived at Coffey County Airport. On Friday at about 1200 in front of about 50 people we started to re-

move the gear from the mold. Peel ply was ripped off, I removed some screws holding on the side rails and then handed Drew a hammer and small pry bar. Then I stepped back and basically closed my eyes. Drew inserted the pry bar under the lower part of the vertical leg and gave it a couple of NASA style whacks with the hammer. It started to come loose, the fight was not over yet, but it was coming

loose.

And then Drew whispered something to me that I will never forget. He said "it's delaminating (really long pause) from the mold". I just about passed out. With a little help from Paul Zimmerman (who also about scared me to death) the gear came out of the mold without any real difficulty. I was very relieved. I gave Drew a hearty handshake and we got a big round of applause from the group. All was good.

The gear drew a lot of attention at the fly-in and I have had several people contact me about the gear via email. The gear still has to be finished with some bi-directional glass at the bends and lots of sanding to make it pretty. The rough gear out of the mold weighed 24 pounds. I estimate it will weigh about 22 pounds when it is ready to install.

I plan on writing a series of articles describing the design of the gear and the mounting system for the DBFN once I have proven that it will actually work on my plane.

Jeff Letempt

Justin Mace's Panel lights (As used by Charlie Johnson)

By Charlie Johnson

In the year 2000, I flew from Utah to the Ottawa fly-in for the first time. Due to a series of events and conditions, I arrived later than I planned. My plane has night navigation lights and strobes but the instrument panel lights were totally inadequate. I used a hand held light to see the panel and successfully performed my first night landing in my Dragonfly at Ottawa while, everyone else was lined up for the feed at the Sirloin Stockade. I have taken much grief from Don Stewart for this late arrival.

I vowed to improve the panel lighting before Ottawa 2001. Don Stewart sent me a flashlight after the 2000 event so I wouldn't be totally in the dark again. I started researching all of the traditional lighting methods and realized you could drop \$300 to \$400 easily. I decided that 3 flashlights would have to do for Ottawa 2001 until I could work out another solution. I also made sure that I got off the ground at first light and made fuel stops as quick as possible.

I arrived at the 2001 fly-in with about 1 hr. of daylight to spare and was greeted by a call from Justin Mace who was giving a ride. With a nonevent daylight landing I taxied in and met my brother Bob Johnson who was quite excited about something that he said I had to see. I followed him over to where Justin was and after greeting him Bob asked Justin to show me what he showed him earlier. Justin agreed and proceeded to show me the "gotta have it, can't leave home without it" glare shield and panel light combo setup. I was totally impressed and when I found out that the light system could be had for under \$30.00 I was blown away and had to have it!!!

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Justin's panel at night, Ottawa 2001. This image is not too clear in the printed version of the newsletter, it's looks great in the electronic version.

The glare shield mounts on the canopy rails and is made from 1/4" foam. I used 120 style glass cloth because I had a roll of it, but most anything will work. I glassed one side of the foam and used a cardboard template to get it close to the shape. Then I sanded the front edge of the foam to a sharp tapered edge so it would not interfere with the canopy closing. I taped plastic over my instrument panel and inside the canopy. Glassed the other side and while still wet placed it between the canopy rails to get the curvature, closed the canopy and let it cure. I cut a 1 1/4" strip of 1/4" foam and pinned it on the edge to make a lip and glassed the inside of the lip to the cover. After that cured I rounded the edges of the lip and glassed the entire top with another ply of 120 glass cloth. I had some big bubbles in the first layer from bending it into place in the canopy wet that I had to cut and sand out. The second layer went down smooth and covered the screw-up just fine.

I painted the top with a spray can product called Fleck Stone to get a nice texture and then covered that with flat black. This completed the glare shield which I hold in place

with Velcro to the front edge of the canopy, and with it resting on the rails of the sides.

The panel lights are made from a third taillight made by Pilot and purchased from Autozone for around \$20.00. You tear it apart and there is a long circuit board full of LED's (light emitting diode). Mine has 42 diodes but some only have 20. The diodes were in groups of 4 with a little resistor wired in to each set of 4. I cut the circuit board into groups of 4 diodes and 1 resistor.

The first set was a little different where the power was connected to the board and it has 6 diodes and 1 resistor. I scraped the insulation off of each of the circuit board traces on each end where the cut was made. I figured out the spacing to make them fit evenly across the glare shield and cut wire lengths from the wire included in the light kit. I then soldered the wires to the boards and ended up with a series of boards

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Charlie's version, shown with dimmer potentiometer in his hand

Justin Mace's Panel lights (As used by Charlie Johnson)



Close-up of the pot and LED's

connected together with 4 lights on each that spanned the width of the canopy. I used hot melt glue to mount them under the glare shield at a 45 degree angle down so they would shine on the middle of the panel. I bought a rheostat potentiometer at Radio Shack to use to dim the lights but a digital dimmer would work better.

I flew to Norman, OK. this summer and used the panel lights, and they really work well lighting up the whole panel. The glare shield also prevents the reflection of the instruments on the canopy when the sun is behind you. Like Justin says, "Gotta have it, can't leave home without it!!!"

One Sky Dog



Charlie and his panel at Livermore 2002

A new aviation charity, for aviators, by aviators

CONTACT! Magazine By Patrick Panzera

We all probably know someone, or at least know OF someone who passed away, and his (or her) family was left with the job of disposing of his aviation related equipment and materials. Using myself as an example, I probably have close to \$30k worth of airplane parts, tools, equipment, instrumentation, literature, etc. Should something happen to me, my wife would be left with the chore to get rid of this stuff, and hopefully she can recoup most if not all of my family's money I spent over the years with my hobby.

But we all know this is not a realistic expectation. We know that at best, my wife might be able to get pennies on the dollar as she tries to sell the stuff. Additionally, how would she even know where to begin?

And then there are the ghouls... those who would be willing to take advantage of her situation for his personal gain. How would my wife know that my yellow tagged King KX-155 with the 208 indicator is worth \$2500, when it looks like a \$150 car stereo? So when she's offered \$500 for the unit, she might think it's a good deal.

I've see this happen too many times, So I've started a charity to help the families of deceased aviators.

Mission Statement
We vow to assist the families of "downed aviators",

in their time of need, by performing the following services;

1) We will inventory, catalog and appraise all aviation related materials, including (but not limited to) aircraft, hangar, parts, kits, plans, hardware, instruments, books and magazines, tools, equipment, and any other aviation related property.

2) We will offer a cash settlement at a fair market value, based on an honest appraisal of the property and it's condition, while keeping in mind the families best interest.

3) Upon acceptance of the offer, either in whole or in part, payment will be rendered, and we will (in a timely manner) remove all property that will now belong to the charity.

4) At our expense, we will then market the property to recoup our expenses.

How we will make this work?
You have probably figured by now that there's no way a company can stay in business under this plan. We couldn't possibly pay "a fair market value" for a product, and then expect to sell it at a profit. But that's the key... we are a **NOT FOR PROFIT** business!

We rely on the generosity of the aviation community to keep us afloat. The property purchased from the families will be sold to recoup the capital outlay, but operating costs will need to come by way of donations. These donations can be in the form of cash contributions, or even aviation related property, as well as volunteer time.

Donate your plane

We've all seen the ads in different

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magazines, asking us to donate our planes. Years ago, while interested in buying a plane, I checked the website of one of these companies. Sure enough, they had projects for sale, at reasonable prices.

I decided to check into this particular company, by reading their mission statement. It seems that they were interested in feeding starving children in the Philippines. A good work, no doubt. But how can I as an aviator get behind this cause?

We now have a tax deductible charity that we as aviators can get behind. What better charity to support, than one that assists the families of our fellow aviators?

What we will do with the inventory? As we begin to receive property, either donated by supporters, or purchased from families, each piece will be evaluated. If it's an instrument or radio, it will be yellow tagged. If it's new in the box, it will be sold "as is". If it's in need of some repair to get full market value, it'll be refurbished.

All products that are ready to be marketed will be listed on our website. Advertising will be purchased (or hopefully donated by) all the popular magazines and websites. Hopefully the EAA can get behind the effort, but they may find us to be competition, seeing as how they have the endowment program.

Some property such as incomplete kits, or dissembled certified aircraft or engines, will have far more value as a completed, flying aircraft or operational engine, than it would as a pile of parts. There are future plans to handle this in house, either by volunteers or persons on payroll.

Should a complete, airworthy plane become available, it might be kept in inventory. We will have a great need to travel, and getting to distant locations might be cheaper and/or quicker to use our own aircraft.

CONTACT! Magazine

I have been the editor of the Dragonfly newsletter for going on 2 years. One of the subscribers (and fellow Dragonfly builder) Mick Myal, is the founding editor of CONTACT! Magazine, an experimental aviation based magazine. One day Mick approached me about taking over the entire magazine. I wasn't overly thrilled about the idea, as my plate is usually quite full, and I was working toward getting the charity off the ground.

Then Mick told me that the corporation that owns the magazine (the same corporation that I would be taking over) is a 501.3c charity. By taking over the magazine, I moved my business plan ahead 2 years or better. So I accepted the offer to publish CONTACT!, which will be the vehicle to launch the charity.

What this means to you.

Although I'm not currently asking for contributions to the charity, I am soliciting subscriptions to CONTACT! Magazine. As stated, the magazine will be the vehicle for the charity, and by subscribing to the magazine, you'll be helping me with the seed money to get the whole thing off the ground, while at the same time, receiving value for your contribution.

With the money generated from CONTACT!, we will be able to have booths at both Sun N Fun and Oshkosh. CONTACT! Has had booths at both of these fly-ins (as

well as a few others) for probably a decade, and usually hosts the engine forum at SNF. We will continue with this tradition, and already have space paid for at SNF and OSH for 2003.

If is this something you can get behind, I've enclosed a subscription form for the 2003 subscription year of CONTACT! I urge you to consider subscribing. For more information on CONTACT! Please visit <http://www.ContactMagazine.com/>

The reach for Excellence Drives CONTACT! Today's crop of magazines give you a lot of color shots, fancy graphics, and uncritical hype about the latest and greatest sky bird or paint job. Well and good for hiking up your emotions and enthusiasm. We all need a little bit of that now and then. But when you boil away all of the adjectives and strip away the pictures you generally find little meat that you can use or appreciate.

CONTACT! magazine fills your plate with good, solid black and white information. We go out and get the experiences of the people who are at the leading edge of homebuilding. Six issues a year contain in-depth, first-hand technical articles which are easily understood and apply to your current project or future dream design. And we listen to our readers and their interests. It's not easy digging out facts but we are committed.

When CONTACT! covers a home-built design you can be sure that all bases are covered in plain language from assembly techniques, to materials, to design features, to flying qualities. Technical specifications, actual reproductions of plans or

Continued on next page

CONTACT! Magazine.

A new charity

(continued from page 14)

manuals, cutaway drawings, exploded views, and photo captions tell the entire story. Short of buying the kit or plans you get the entire picture.

CONTACT! puts you in touch with the people who are at the forefront of auto power. Not just photos but full details on weight, dimensions, scale outlines, cooling configurations, and the important performance results. Unlike others CONTACT! will publish updates on these developments so that you have a good point of reference

CONTACT! magazine is published and edited by Patrick Panzera (EAA #555743), homebuilder, instrument rated pilot, professional building designer, and certified building inspector. You can count on factual, detailed, and plainly written, quality information. CONTACT! is truly independent, contains no advertising and won't be found on newsstands. Top quality paper ensures exact photo reproduction.

Classifieds

For Sale: Dragonfly MK II N189SM, with 80hp Continental A-80. 250-hrs SMHO by Skeezix Adkisson, and dual Savier electronic ignition. 3 blade Warp Drive prop w/ Gary Hunter blades. Curses 145-150 mph on 4.9 gph. 21+ gallon fuel capacity, dual throttles, hydraulic brakes, ELT, cabin heat, oil cooler and filter. Garmin 195, vortex generators, electric pitch trim. Asking **\$23,000** or possibility trade for 2 place side-by-side, tri-gear with turbo or bigger engine. See photos in a recent KIT-PLANES® magazine, featuring details on electronic ignition. Call 618-594-2681 and ask for Terry, or e-mail: troneill@midwest.net

Classifieds

For Sale: Dragonfly MK II. Complete plane except the canard and gauges. Everything to complete a new canard except the landing gear. The canard is on the table, awaiting final lay-up. The spar is laid up, the gear leg boxes are installed and all cloth / carbon fiber to complete the project is included. The aircraft has always been hangared, and it comes with a HAPI 1835 cc engine, with latest mods. New Props Inc. 52/42 prop, spinner included. Beautiful red cloth seats. Fuselage is complete with new forward hatch cut out, but not finished. The wing and the entire paint job are both in excellent condition. I would entertain splitting up the engine from the airframe. Priced for quick sale **\$4800.00** Call Bill Brutsman at 913-888-8942, Lenexa KS, Fax: 913-599-1290 e-mail: wdbtrsmn@aol.com

For Sale: Carbon Fiber NACA Inlets and Spinners. Spinners are **\$250 each**, including back plate, but w/o front bulkhead. Inlets are \$30 per pair, set in glass. Contact Charlie Johnson, 2228 East 7875 South, Ogden UT 84405 (801)-479-7446 or e-mail OneSkyDog@aol.com

For Sale: Standard Dragonfly cowl, new (Un-cut) for **\$290.00** plus shipping (It will go UPS). Its one of the good ones that came from Task/Featherlite. If any one is interested or knows of someone that needs one please pass the word. Spud Spornitz bspornitz@sbcglobal.net or by phone at (913)764-5118 in the evenings. Olathe, Kansas

For Sale: Dragonfly MKII H Parting Out. Wing, Canard, Loop landing gear, Revmaster 2100 engine 75 h.p., Cleveland brakes, transponder with Mode C, true airspeed, vertical airspeed. Turn and Bank, clock, Radio King X155 with VOR, GPS 2001. **\$7500 OBO** Project is located in Camarillo CA. Phone 805-388-5587 or e-mail Jim DeBay at: bettyboo@lafn.org



Subscriber's Information

Dragonfly Builders & Flyers Newsletter (DBFN) is currently published Bi-monthly at a rate of \$3.50 per issue / \$21.00 per year in the US, \$3.75 per issue / \$23.00 per year in Canada, Alaska and Mexico, and \$5.00 per issue / \$30.00 per year (US funds) per year for foreign subscribers. Send remittance to and make payment payable to:

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panzera@experimental-aviation.com

Back issues of DBFN #89 through present are available for \$4.00 each, from Pat Panzera at the above address.

For issues #88 and back, send \$3.00 for each issue to:

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Rich Goldman and his Norton Rotary powered MKII

DRAGONFLY

BUILDERS & FLYERS

NEWSLETTER

Po Box 1382
Hanford California 93232-1382



Greetings loyal **Contact!** subscribers. It's that time again, time to renew your subscription to **Contact!** Mick Myal has done a fantastic job with this magazine over the years, and I plan to pick up right where he's leaving off, but I can't do it without you. This is your magazine, and if it's to continue in the excellent manner to which you've become accustomed, we really need your support.

Since it's inception in 1990, Mick has provided experimenters, designers, and builders the unique opportunity to have their work published in **Contact!**. Unlike newsstand publications which rely on professional writers to fill their pages, **Contact!** provides the space and editorial assistance to those individuals who are willing to share their experiences with those of us with like interests, and in so doing, advance the state of the art in aeronautics. For all of this, we owe Mick a great debt of gratitude, and in his honor, we all should vow to do all we can to promote and grow **Contact!** and see that it continues in the direction that Mick envisioned.

Are there any plans to change **Contact!** Magazine? You bet! Minor and subtle changes at first. We'll be offering classified ads to the inside of the protective cover. This will allow subscribers to buy and sell surplus parts, engines, redrives,

projects, etc. It will only be available to subscribers, and in keeping with the mission statement, there will be no commercial ads allowed. The ads will be free; use the comments section on the form below to place an ad. **Contact!** Magazine will also be going "on line". www.ContactMagazine.com, and we will begin to offer an electronic version of the magazine. I've been very successful with the electronic version of the Dragonfly newsletter, and I see no reason that **Contact!** can't be produced in the same way. The best part about the electronic version is that it's delivered in COLOR! Look for more about this in the next issue, as well as information on a new aviation based charity, which **Contact!** will be launching, one which will allow us to "take care of our own",

I know that a lot of you who have been subscribing to this magazine out of support for Mick, might think this may be a good time to allow your subscription to expire, as there may be some question as to what I (as the new editor) might bring to the publication. I would like to assure you that my number one priority is to see that **Contact!** maintains the same high quality to which we've become accustomed. As Mick mentioned in his editorial, he's not going away, and I'll be calling on him regularly for advice and contributions.

Our publication is nothing without your contributions. I urge those of you who are interested, to consider submitting an article, or at least an idea for an article. At the bottom of the form below, I've allowed space for comments. Please be sure to let me know what you'd like to see in future issues of **Contact!** or any other comment you feel like providing. Thank you again for your continued support. Patrick Panzera

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