

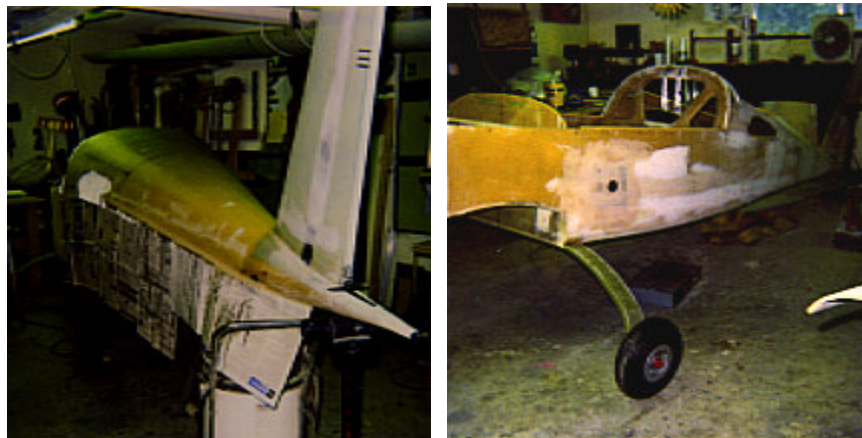
# DRAGONFLY PROJECT

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*I started building this about 9 years ago, haven't worked on it lately but will again when I get more time. It is a great project and I am happy with how it is coming out. I will upload some photo's I have throughout the construction with notes.*

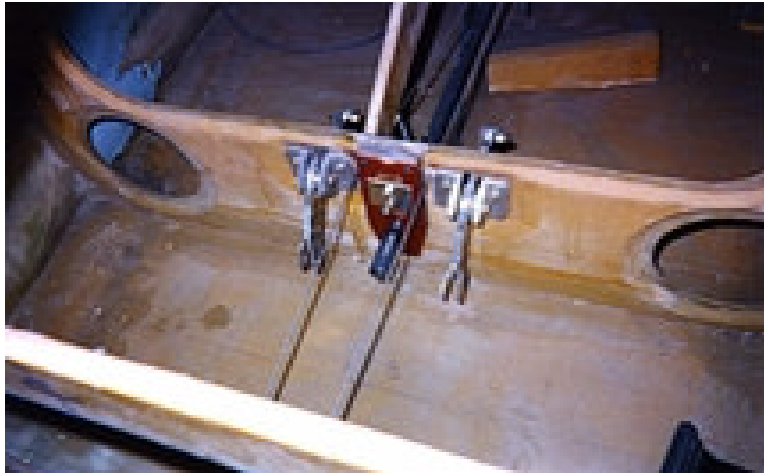


Above you can see the large bench I made to accommodate building the fuselage, and also the wing and canard at the same time. I am in process of laying out one of the fuselage sides and other one is starting the canard. The large bench really worked out nice. I set it up with a rotary laser level which really helped me throughout the alignment.



I used Aeropoxy for everything, did most of the layup's by myself. I built a jig for the hoop gear which I will make wider when I add the brake lines at the rear. The key to doing everything alone is preparation. get all the cloth cut to size and laid out for fast.

I used tryply on the wing and canard which helped much. The hoop gear has over 75 layers which you have to do real fast to avoid overheating.



I have built a reflexer which came out great, you can also see the monkey motion for the alerons and the rudder cables. On the right you can see that I have strayed from the plans to hang my rudder pedals, they are the same as far as metal work and I just made a mount for them to hang. I want to be able to remove the canard and wing, with the hoop gear I can trailer it pretty easy I will attach the toe brakes to the pedals and forward canard bulkhead.



Another view of the pedals from the front. The pedals are just to test with, I will make some other type for finish. I am finishing all the parts on the inside which are visible, sure adds to the work load but is so pretty. I use aeropoxy light, On the right side you can see the third header tank, I through the other two out. This one adds strength to the whole front cockpit area. You also can see I don't have the bottom in at the forward bulkhead as yet. I did use the heavy aluminum for the motor mount areas. I am using a corvair for power and want all the strength I can get.



The rear access hatch is very visible on the inside surface so it gets finished. This was plenty work to get all the angles and edges just right.

**Today I traded my Dragonfly that I have had for 10 years to Gary Harper from Utah. He drove pulling a trailer with his Quickie on it and took my dragonfly back to Utah. he seemed to be pleased with the trade as I was. It fits in my hangar at Minden, NV airport along with my Quickie 200. Now I have room in my workshop at home to do other projects, It has been there for a long time.**

**Here are some pictures of both trailers.**

