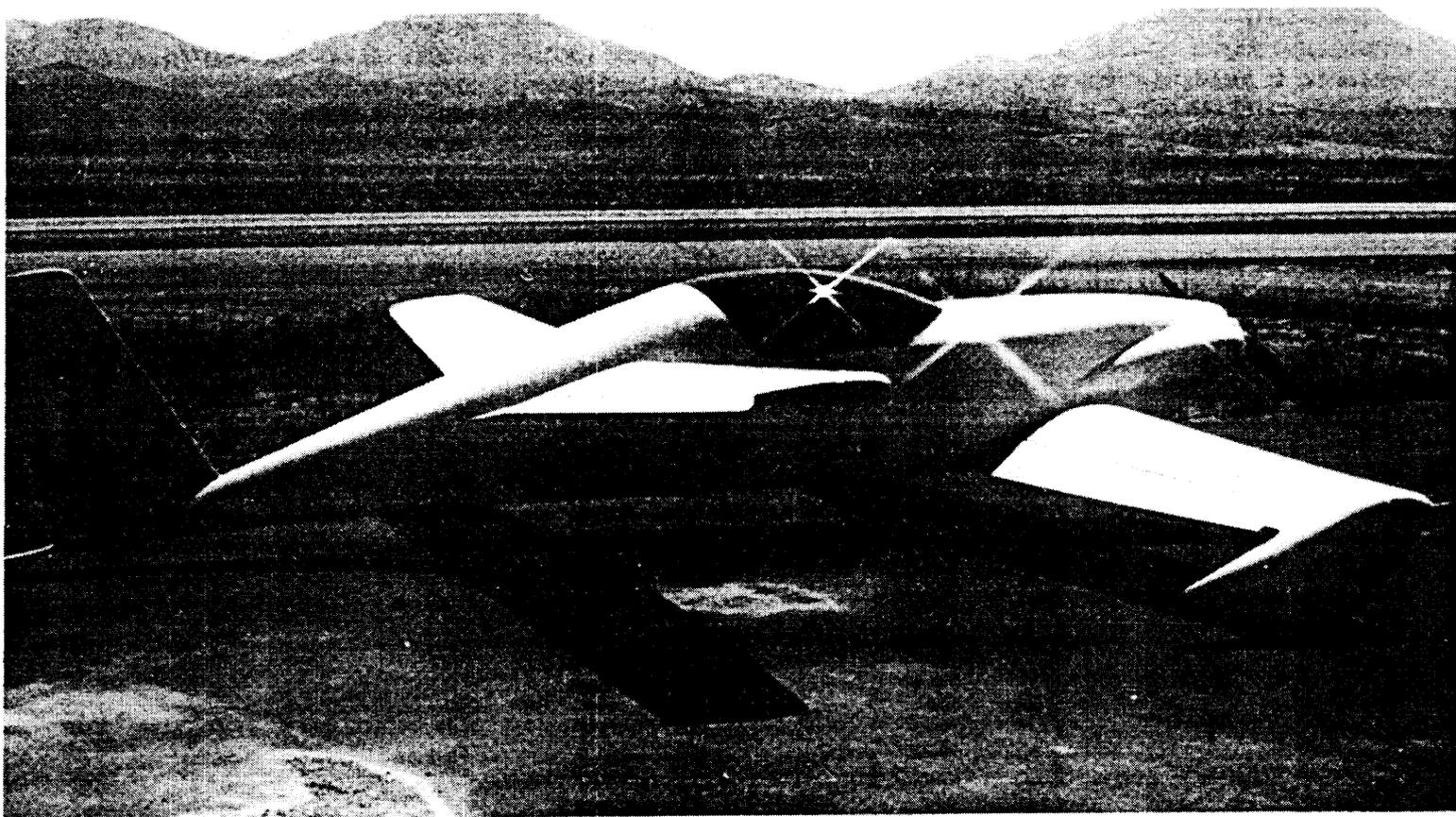


# "Dragonflyer"



## DRAGONFLY NEWSLETTER

#3 SUMMER 1981

Published Quarterly  
VIKING AIRCRAFT

P.O. BOX 9000 SUITE 234  
CARLSBAD, CALIFORNIA 92008

Subscriptions \$6/yr. (\$7/yr. overseas)

The DRAGONFLYER is the only method for disseminating information concerning plans changes for the Dragonfly. All builders must subscribe. A one years subscription is included in the price of the construction manual. The Dragonfly is presently on tour of the U.S. Our schedule is variable and we have no definite plans to visit any particular cities. The aircraft will of course be on display at Oshkosh. The fall newsletter will give full details concerning definite times and places where the Dragonfly will be available for viewing.

**PLANS INVENTORY :** Because the plans were printed in two parts, the builder must collate the two halves of the construction manual. The entire package should contain: One color lithograph; the first half of the plans including the front and back covers and page A through chapter 5-page17; the second half of the plans from chapter 5-page17 through chapter 15-page4; eleven large drawings; one errata sheet; and one materials procurement sheet. The package may also contain a news letter or other information as appropriate.

**BUILDER SUPPORT :** Before we left California for our current tour, we had been available by phone most of the time. As many of you know, the time we spent on the phone was mostly devoted to friendly chatter and very little time was devoted to actual builder support. When we began the present tour, we notified all active builders and asked them to contact us by mail if they required any support. We have received almost no mail related to builder support. This speaks well for the Dragonfly plans. Apparently we have achieved our goal of producing a set of plans that will allow most builders to construct their Dragonfly without any additional contact with the designer. This ideal situation will not hold true for everyone, but almost everyone is coming along well with their project by simply following the plans. Since we plan to remain on tour for some time in the

future, we will not have a regular phone contact. Please continue to contact Viking Aircraft by mail at our regular address in Carlsbad, California. The folks who run our post box are very good about forwarding mail on a daily basis to wherever we are. This system gives us an additional delay of a few days, but is the most reliable method of staying in contact with our builders. We plan to be back on a regular schedule with regular telephone service before the publication of the fall news letter. The news letter is of course the best way to stay informed of our activities.

**PLANS CHANGES :** Minor plans changes this quarter are as follows: Chapter 3, page 8: The plans neglect to mention that the inboard and outboard foam cores should be glued to one another. Simply make a micro joint between all foam cores.

Chapter 3, page 8, right column, line 4: change the word "outboard" to "inboard".

Tail wheel bearing: The tailwheel called out in the plans is available from numerous sources and may be provided with a variety of bearing types and sizes. Any ball or roller bearing is satisfactory. Use appropriate pieces of 4130 steel tubing to make a bushing so that the inside diameter of the bearing and the axle bolt match properly.

**PROPELLER INFO :** The Dragonfly is currently flying with a 52X40 prop made by Great American Propeller Company. It seems to be a nice compromise prop for all around good performance with the 1835 cc engine. By the way, the blade pitch is measured from the flat aft side of the blade. If your prop carver uses a different measurement system, be sure he makes an appropriate change in the pitch.

**INSURANCE :** Several builders have reported that their insurance agents have stated that the Dragonfly is not currently insurable. The problem stems from the fact that some years ago there was another homebuilt named dragonfly and for some reason it was not insurable. The insurance people assure me that the Dragonfly is fully insurable, so if you have any problems, be sure to point out that your Dragonfly is the aircraft that won the outstanding new design award at Oshkosh 1980. Sometimes the insurance people are not fully aware of which aircraft are insurable and which are not, so don't take no for an answer.

**MATERIALS :** A few builders are still interested in substituting materials, but most have discovered that not only are the listed materials the best ones for the job, but they are often the least expensive. A few individuals are now supplying epoxy. It makes no difference where you get your materials as long as you obtain the correct ones. Safe-T-poxy is made by Applied Plastics. The product numbers are: APCO #2183 for the hardener and APCO #2410 for the resin. Do not be fooled by someone who says that some other epoxy is just as good.

Safe-T-poxy is the only suitable epoxy we have found for the Dragonfly.

Viking Aircraft had been previously been supplying some parts for the Dragonfly because that was the only way we could insure that our builders received the parts at a reasonable price. We have recently made arrangements with various suppliers so that you may now deal direct with either the manufacturer or major supplier. The canopy is now available from: Aircraft Windshields, 3842 Catalina St., Los Alamitos, Ca 90720. Recent delays in the light smoke colored canopies because of materials shortages should be rectified by the time you read this and canopy shipments should be up to speed.

The cowling is available from: Fibertech, 10809 Prospect, Santee, Ca 92071.

Micks Aircraft now supplies the tail skid, carbon fiber, canopy hinges, control system hinge thimbles, and most other parts for the Dragonfly.

**ENGINE INFO :** The HAPI 1835 cc engine continues to serve us well. The only item of interest is the AD note on the magneto. Those of you who have Slick mags that were manufactured in the last year or so should check the AD notes to see if your mag is listed. HAPI should have notified you if you have one of their engines.

**BUILDERS ASSOCIATION** Dragonfly enthusiasts in the San Diego area have formed a builders association. The idea is to assist each other with building hints and to save money by purchasing materials in volume. The idea came from Tom Lynch #001. If you're interested in joining, contact either Tom Lynch Rt.1, Box 495A, Ramona, Ca 92065 or Chris Gentry 14142 Segundo Ct., Poway, Ca 92064. Some of you folks in other areas may be interested in starting your own association. A lot of builders have not found the time to send back the licensing agreement yet. Without your permission, we are unable to release your name to other builders, so please take a few moments and fill out the form and send it back. The larger the builder network, the better it is for everyone concerned. Sharing information is one of the keys to success.

**DRAGONFLY TOUR :** A number of people in various areas asked us to stop and see them on the way to Oshkosh this year so that they would be able to see the Dragonfly. Those of you who have flown to Oshkosh from the west coast know that the round trip plus 11 days at the convention can turn into a major event especially if one is promoting a product instead of simply kicking tires.

For that reason, Ching and Bob decided to leave for Oshkosh early and make a few stops on the way, take a break, go to the convention, and then make a few stops afterwards. That way more people would be able to see the Dragonfly and weather delays or potential weather delays would be minimized. Bob flew solo in the Dragonfly, while his wife Ching drove the van full of goodies. In order to

support Viking Aircraft during this tour, the van was packed to overflowing with office equipment, plans, newsletters, info packs, and all the other stuff required to make life livable if not comfortable.

The first stop was in Tuscon, Az at chapter #81. Ray Backstrom and his wife were kind enough to put on a terrific taco feed. Ray has a lovely home with a swimming pool and everyone went for a swim in the afternoon. After eating too many tacos, everyone went back to the hanger where Bob gave a short talk about the Dragonfly.



BOB AND CHING WITH RAY BACKSTROM

The next morning, Bob took off in the plane and Ching hit the road in van. Phil Barrett met Bob at El Paso International airport where they waited for Ching to catch up. Phil arranged a get-together in his hanger, so that



PHIL BARRETT IN EL PASO

interested folks could find out about the Dragonfly in the cool of the evening. Bob and Ching got another early start toward Abilene Texas. The weather couldn't have been better; although there was a band of nasty weather just ahead and another band of nasty stuff just behind. Fortunately, there were no delays or mechanical problems of any kind and the trip was as smooth as silk. Bobby Nichols is the founder of Chapter #471 in Abilene, and with the help of Earle and Lucille Zimmerle, "Swede" and Faye Youngquist and a number of other chapter members, he arranged a wonderful supper on the grass outside the EAA hangers.



BOBBY NICHOLS OF ABILENE





FAYE YOUNGQUIST OF ABILENE  
AND HER FAMOUS QUAIL EGGS

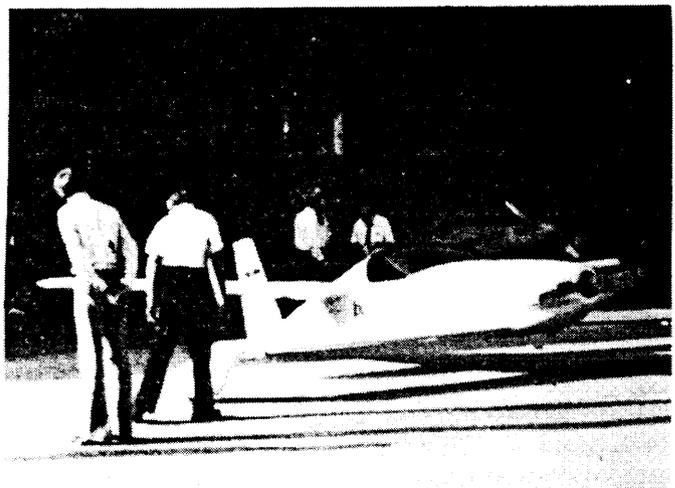


CHECKING OUT THE DRAGONFLY  
...IN ABILENE TEXAS

The next leg was a short hop to the Dallas area. Bob landed at Addison airport and was met by Lew Nixon and Dick Cavin who are building a Dragonfly together. Dick has a very nice T-18 and is quite active in homebuilding in general and T-18s in particular. Chapter #168 is reported to be the largest in the United States and quite a few members came out to see the Dragonfly. In the morning, Dick and Bob made a formation takeoff and headed out toward Memphis so that Dick and his friend could make a few air-to-air photographs. In truth, the formation part of the takeoff only lasted a few seconds as Dick with his powerful T-18 quickly out accelerated Bob in the Dragonfly. However, the Dragonfly demonstrated a very steep angle of climb relative to the T-18 and Bob was forced to ess turn to keep Dick in sight under the nose of the Dragonfly, even though the Dragonfly has exceptional over the nose visibility. Soon after Dick started his left turn on course, Bob joined up for a series of photographs, after which Dick returned to Addison and Bob continued to Memphis.



LEW NIXON AND DICK CAVIN



Ching, meanwhile, was getting plenty of practice as a long distance trucker. She did a terrific job in keeping in touch with Bob and even at the end of a long day, she still had enough energy to help Bob answer questions about the Dragonfly.

The Memphis area produced a number of interested folks who came out to watch Bob's flight demonstrations and talk about the airplane. As usual, a hanger was provided for the Dragonfly. Thanks to the kind EAA folks along the way, the Dragonfly didn't have to spend one night outside.



#### CLYDE REES FLEW FROM SHELBYVILLE TO SEE THE DRAGONFLY

**FOR LADIES ONLY** : How is your patience holding out? Have those 2 am knife trims been keeping you awake? Has your social life suddenly become a garage full of men staring solely at your husbands handiwork? Hopefully it's not a drag for you gals out there. The San Diego Dragonfly builders Association actually sent out a notice urging the builders to bring their wives and/or ladies to all the "get togethers"! After all, it really can be fun. Why don't you ladies encourage the fellas to form an association in your local area? The ladies really can be supportive.

Got any good "long cooking" recipies you have discovered? Send 'em in so we can pass them along. You ladies must take some good snapshots and send them to us so we can see some of your progress!

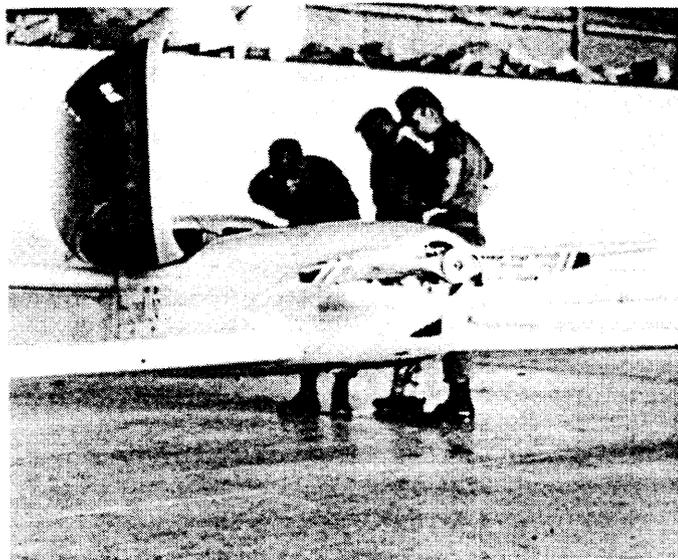
Keep in touch and we will let you know how Oshkosh BI was this fall. Have fun!

**FUTURE ACTIVITIES** : The next big event is, of course, Oshkosh 1981. We plan to be there and are scheduled to conduct a forum at 3:00 pm Wednesday, August 5th. If you've never been there you owe it to yourself to go. We are hoping to see you there.

After Oshkosh we will probably continue to stay on the road for a while. Continue to contact us by mail at our Carlsbad address. When we are once again available by phone, you will be notified either by special flyer or in the next newsletter.

**FLIGHT TESTING** : Some builders are getting close to their first flight and a few aircraft may be flying before the next news letter is published. Now is a good time to re-emphasize the importance of a careful test program. One important point is the finish on your airfoils. Recent test data confirms the earlier data indicating the critical nature of the smoothness on the wing and canard, but especially the canard. What would be a normal load of bugs on the leading edge of most aircraft will affect the performance of the Dragonfly to a noticeable extent. This is because of the fact that a smooth canard will support extensive laminar airflow while the addition of bugs (or a rough finish) will destroy much of that laminar flow. The answer is to produce as good a surface as possible and keep it clean. Bugs are much easier to remove just after landing. Keep in mind that the minimum flight speed will be higher with bugs than without. The same is true for rain drops.

Remember that you are the manufacturer of your aircraft and there is no guarantee that it will perform exactly like the prototype. The importance of light control surfaces, good surface smoothness, and overall superior workmanship cannot be over emphasized. Approach flight testing with a professional attitude and wear a parachute for all initial testing and envelope expansion tests. The prototype has been flutter tested to a true airspeed of 180 miles per hour with no problems, but don't forget that the elevator and ailerons on the prototype were carefully built to be light. You should be sure to keep your surfaces as light as possible. Flutter is no laughing matter. Write everything down and don't fly unless you have everything going for you. The old saying, "It's better to be dead than look bad" is fine for the bar, but don't you believe it for a minute when it comes to testing a new aircraft.



VIKING AIRCRAFT  
P.O. BOX 9000, SUITE 234  
CARLSBAD, CA 92008

DRAGONFLY BUILDERS BY ZIP CODE

ISLAND WOOD PROD DAVID, TOM  
 WILLIAM E. FARRELL  
 DANIEL A. MOORE  
 R. WAYNE GORRELL  
 LLOYD LAFLIN  
 LESTER A. HEIM  
 PETER LOFGREN  
 ROBERT J. BELL  
 RICHARD W. HOCH  
 JOSEPH P. TOPOLOSKY  
 ERIC C. CLAPP  
 A.H. STANWOOD  
 DONALD E. HEWES  
 FREDERICK S. LOVELACE, APT. #1003  
 ERNEST L. DE GIACOMO  
 CLYDE K. REES  
 TOM RUGGLES  
 JAMES E. MALLY  
 DR. JOHN SPANDE  
 LED F. SHERIDAN  
 GARY KONRAD  
 ROBERT VERRIEST  
 BUCK BUCHANAN  
 GERALD C. WEAVER  
 EDWARD L. DEPEW  
 DALE A. HANSEN  
 PAUL T. HANKINS  
 KERMIT DIRKS  
 DICK R. WILLIAMS  
 RAYMOND ELLIS  
 R.C. GENTRY  
 DAVID J. HAGEN  
 DAVID FLAMAGAN  
 HAROLD K. STEPHENS  
 WAYNE HONER  
 EDWIN B. SWAN  
 CHARLES H. SCHMIDT  
 BRUCE HEBEISEN  
 RICK GENTZ  
 BRAD CHAMBERLAIN  
 CHUCK PRILL  
 F.A. LANGSTON  
 ROGER A. BUCHWEITZ  
 MORBERT J. MEUMAN  
 WAYNE ULVESTAD  
 WARREN J. YELEY  
 M. WAYNE WILLS  
 WILLIAM LAND  
 CHARLES R. MYERS  
 WAYNE S. BRIDGWATER  
 BUDD L. WILKINSON  
 JAMES A. DOYLE  
 DR. WILLIAM L. WALLING  
 JACK FLEMING  
 JOHN R. STRUTMAN  
 DAVID LUND  
 ROBERT SHERER  
 WINSTON PERKINS  
 JIM WILSON  
 PAUL W. WHALEY  
 FRANK RUTH  
 LEWIS D. NIXON

BOX 541  
 1660 EAGLEVILLE R.  
 45 TREMONT ST.  
 8 BIRCH ST.  
 RT. #1 BOX 321  
 192 MIDFIELD RD.  
 R.D. 1 BOX 195  
 1530 HENVY RD.  
 7941 DENNIS RD.  
 R.D. #1  
 13121 MADONNA LANE  
 927 CATSKILL CT.  
 12 MEADOW DR.  
 3640 PEACHTREE COR.W  
 4852 PINETREE DR.  
 109 NOBLITT ST.  
 2758 NOE BIXBY RD.  
 1812 GLEN ELLYN PARK  
 13732 OAK BROOK DR.  
 660 ALAYNE AVE.  
 3313 HARVARD  
 16832 SALEM  
 1448 SYLVAN GLENN  
 2312 WINTERS DR.  
 2293 BARBER RD.  
 RT. #4  
 RT. #5 BOX 4  
 1415 MAXWELL  
 R.R 1 BOX 284  
 2416 E. DOUGLAS  
 14142 SEGUNDO CT.  
 RT. #1  
 833 HIGH ST.  
 3240 S. QUINCY AVE.  
 RT.#1  
 217 HOWARD ST.  
 3455 S.COON CREEK DR  
 RT. #2 BOX 208-41  
 9523 YORKSHIRE LANE  
 200 STATE HWY 5 W  
 RT.#1  
 WEST SHORE ROUTE  
 334 BLACKHAWK DR.  
 990 N. LAKE SHORE DR  
 117 6th ST.  
 1509 HILLSIDE LN.  
 2551 SQUAM PRAIRIE  
 2 E. PARK ST.  
 P.O.BOX 186  
 RURAL ROUTE #2  
 132 11TH ST.  
 RR 4 SKYLINE DR.  
 610 N. COURT ST.  
 907 TROUT  
 14848 RALLS DR.  
 1202 ORCHARD LAKE DR  
 1509 NANCY LANE  
 P.O. BOX 2317  
 7624 MARTY  
 1424 FINNEY  
 1703 NORTHCREST  
 7746 ALTO CARO DR.

NANTUCKET, MA 02554  
 TIVERTON, RI 02878  
 WARWICK, RI 02886  
 DERRY, NH 03038  
 JERICHO, VT 05465  
 COLONIA, NJ 07067  
 SCHUYLERVILLE, NY 12871  
 PORT BYRON, NY 13140  
 ANGOLA, NY 14006  
 PULASKI, PA 16143  
 FAIRFAX, VA 22033  
 VIRGINIA BEACH, VA 23451  
 NEWPORT NEWS, VA 23606  
 NORCROSS, GA 30092  
 LAKE WORTH, FL 33463  
 SHELBYVILLE, TN 37160  
 COLUMBUS, OH 43227  
 TOLEDO, OH 43614  
 NORTH ROYALTON, OH 44133  
 GALION, OH 44833  
 ROYAL OAK, MI 48072  
 DETROIT, MI 48219  
 OKEMOS, MI 48864  
 KALAMAZOO, MI 49002  
 HASTINGS, MI 49058  
 HILLSDALE, MI 49242  
 MENAYGO, MI 49337  
 AMES, IA 50010  
 COLFAX, IA 50054  
 DES MOINES, IA 50317  
 POWAY, CA 92064  
 NEW HARTFORD, IA 50660  
 DCONOMOWOC, WI 53066  
 MILWAUKEE, WI 53207  
 MUSCODA, WI 53573  
 WAUPUN, WI 53963  
 ANDOVER, MN 55303  
 CHASKA, MN 55318  
 EDEN PRAIRIE, MN 55344  
 WACONIA, MN 55387  
 LONG PRAIRIE, MN 56347  
 POLSON, MT 59860  
 ROSELLE, IL 60172  
 CHICAGO, IL 60611  
 VOLGA, SD 57071  
 BOZEMAN, MT 59715  
 BELVIDERE, IL 61008  
 SULLIVAN, IL 61951  
 CUTLER, IL 62238  
 DAWSON, IL 62520  
 LINCOLN, IL 62656  
 SPRINGFIELD, IL 62707  
 GRAYVILLE, IL 62844  
 JOHNSTON CITY, IL 62951  
 BRIDGETON, MO 63044  
 CREVE COEUR, MO 63141  
 LIBERTY, MO 64066  
 JOPLIN, MO 64801  
 OVERLAND PARK, KS 66204  
 EL DORADO, KS 67042  
 NORMAN, OK 73071  
 DALLAS, TX 75248

DAVID ROWLING  
STEVEN J. BEIKIRCH  
GAYLE J. HARPER  
PHILLIP CLINE  
MICHAEL P. BAUDHUIN  
J.A. MULLAN  
V.D. AUGUSTIN  
BILLY D. MC CONNELL  
SUNSHINE AV. BARRESON, ARNOLD  
RICHARD WANDMAKER  
JERALD R. JOHNSON  
PHIL BAIAMONTE  
CHARLES H. MECHAM  
MARK JOHNSEN  
TIMOTHY J. BRAIDY  
IGOR GAMARRA  
ARVID HOLMBERG  
RALPH D. VESPER  
MARTIN EARL ROACH  
JULE GEIGER  
ROBERT GRISCOM  
BOB FLINT  
C.E. CANTERBURY  
WALTER B. NICOLL  
THOMAS E. LYNCH  
EDWARD L. JOHNSON  
JAY DEMENT  
RANDY JARVIS  
R.L. CREEDON  
WAVETEK ATT. HENNIES, R. CRAIG  
HUGO HUNZIKER  
JAMES M. MOE  
JACKSON S. MC PHERSON  
TERRY NICHOLS  
BRUCE P. OLANDER  
LARRY M. SHEETS  
BOB PERRY  
M. THIELMANN  
GARY CALDWELL  
D.E. MEDINA  
RICHARD JOHNSON  
ROBERT C. COOK  
HENRY BLUM  
GILBERT K. TOTE  
DAVID J. HUSWICK  
RICK LAYTON  
CLIFFORD C. TICE  
S.P. VAN WYK  
C. SZYMANSKI  
JACK J. SMITS  
GEORGES J.P. BOUCHER  
DAVE STEINBACK  
HOWARD KOHLS  
PHILIPPE SOULAS 85 RUE DU  
JOSE PELEMAN  
GILLES DENEUX  
ROGER DAIREAUX  
WERNER HEBGEN  
ALFRED SCHNEIDER D763LAHR  
HENRY BROUWER  
A.B. CAMERON  
BERTIL CARLSSON PL 3168  
CAROLA SCHILLEN

6522 ROLLING MILL  
RT. #1 BOX 60 A  
818 W. CAND  
RT. #1 BOX 277  
5531 1ST PLACE  
5595 W. COLORADO PL.  
1313 W. CO. RD. 60 E  
CORE LAB. BOX 1469  
BURLEY MUNI AIRPORT  
185 S. 500 W.  
P.O. BOX 279  
1815 NEWTON PL. NE  
RT. #9 BOX 352 B  
4517 ALADDIN  
BOX 124  
5800 SOUTH ST. #163  
159 N. SUNSET PLACE  
10555 HALBRENT AVE.  
6039 AMETHYST  
1290 BRENDA CT.  
5357 DON MIGUEL  
1131 S. MISSION #408  
1730 E. 11TH ST.  
12573 Mc FERON RD.  
R.R.#1 BOX 495 A  
9043 DAVENRICH ST.  
3369 E. VISTA WAY  
P.O. BOX 9784  
4712 MT. BIGELOW DR.  
9045 BALBOA AVE.  
766 W. 19TH  
1801 PORT CHARLES PL  
445 S. EMMA ST.  
8796 HENDERSON RD.  
416 N. MERRITT AVE.  
2548 E. INDIANOLA  
5010 S. "C" ST.  
4819 LA GAMA WAY  
11971 AVENUE 274  
2255 WEST AVE. M-B  
45254 LORIMER  
2140 OLYMPIA DR.  
P.O. BOX 387  
94-469 LIAMU PLACE  
194 FASOLA RD.  
251 NORTH MAIN  
7511 TRENTON LANE  
59 GLADIATOR ST.  
3 GAYNOR STR.  
250 OWL DR.  
7727 STANLEY ST  
PO BOX 986 WOODSTOCK  
4577 DARWIN AVE.  
CHATEAU D'EAU  
CHAUSSEE DU BOIS  
BP 86 80104  
54 RUE DE CHARCHES  
GARTENSTRASSE 32  
SCHWARZW. TRAMPLERSTR  
KAARDER #70  
74 MAUCHLINE RD.  
SKATTEGARDEN  
78 FREIBURG

HOUSTON, TX 77088  
IOLA, TX 77861  
EDINBURG, TX 78539  
LOCKHART, TX 78644  
LUBBOCK, TX 79416  
LAKEWOOD, CO 80226  
FORT COLLINS, CO 80524  
RANGELY, CO 81648  
BURLEY, ID 83318  
LDGAN, UT 84312  
ESCALANTE, UT 84726  
ALBUQUERQUE, NM 87106  
SILVER CITY, NM 88061  
LAS VEGAS, NV 89102  
ORDVADA, NV 89425  
LAKEWOOD, CA 90713  
MONROVIA, CA 91016  
MISSION HILLS, CA 91345  
ALTA LOMA, CA 91701  
UPLAND, CA 91786  
CARLSBAD, CA 92008  
FALLBROOK, CA 92028  
NATIONAL CITY, CA 92050  
POWAY, CA 92064  
RAMONA, CA 92065  
SPRING VALLEY, CA 92077  
VISTA, CA 92083  
SAN DIEGO, CA 92109  
SAN DIEGO, CA 92111  
SAN DIEGO, CA 92112  
COSTA MESA, CA 92627  
NEWPORT BEACH, CA 92660  
VENTURA, CA 93003  
VENTURA, CA 93004  
CAMARILLO, CA 93010  
PHOENIX, AZ 85016  
OXNARD, CA 93033  
SANTA BARBRA, CA 93111  
VISALIA, CA 93277  
LANCASTER, CA 93534  
LANCASTER, CA 93534  
MARTINEZ, CA 94553  
BROWNSVILLE, CA 95919  
WAIPAHU, HI 96797  
SEQUIM, WA 98382  
COLVILLE, WA 99114  
ANCHORAGE, AK 99502  
KEMPTON PARK, 1620 S. AFRICA  
BACCHUS MARSH, 3340 VI AUSTRALIA  
OTTAWA, KIV-9J6 CANADA  
BURNABY, B.C. V5E-1V7 CANADA  
ONT. M4S 8A4 CANADA  
BURNABY, B.C. V5B 3E7 CANADA  
80100 ABBEVILLE FRANCE  
80100 ABBEVILLE FRANCE  
ABBEVILLE, FRANCE  
92420 VAUCRESSON FRANCE  
D-4703 BOENEN, W. GERMANY  
45 C POSTFACH 2127 W. GERMANY  
1625TL HOORN HOLLAND  
AUCHINLECK, AYRSHIRE, SCOTLAND  
S-52050 STENSTORP SWEDEN  
LICHTENBERG, STR. 11 W. GERMANY

**ITEMS AVAILABLE FROM VIKING**

**PLANS**— \$175 (\$185 overseas) includes 1 yr. subscription to quarterly newsletter.  
**INFORMATION PACKAGE**— \$7.50 (\$8.50 overseas) includes color lithograph.  
**QUARTERLY NEWSLETTER**— \$6.00/yr (\$7.00 overseas)

ALL PRICES INCLUDE AIRMAIL POSTAGE. CALIFORNIA RESIDENTS PLEASE ADD 6% STATE SALES TAX. OVERSEAS CUSTOMERS PLEASE SUBMIT U.S. FUNDS ONLY.

**PERFORMANCE SPECIFICATIONS**

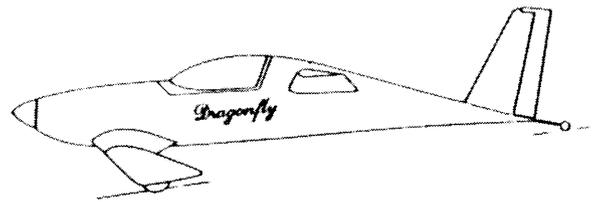
CONFIGURATION	Canard
SEATS	2 side by side
CONTROLS	Dual side stick
COCKPIT WIDTH	43 inches
CONSTRUCTION	Foam/fiberglass
CANOPY	One piece molded
GROSS WEIGHT	1075 lbs.
MINIMUM SPEED	45 mph
RANGE	500 miles
FUEL CAPACITY	15 gal.
WING SPAN	22 ft.
AREA	97 sq. ft.
WING LOADING	8 lbs/sq.ft. solo 11 lbs/sq.ft. dual
LIMIT LOAD	+4.4, -2
GLIDE RATIO	14.5 to one
FUEL CONSUMPTION	3 1/4 gph at 155 mph

**1600 CC ENGINE**

POWER	45hp
EMPTY WT.	590 lbs
TAKE OFF	500 ft.
CLIMB	800 fpm solo 600 fpm dual
CRUISE AT 75%	155 mph
CEILING	17,000 ft.
MAXIMUM LEVEL SPEED	158 mph

**1835 WITH STARTER**

POWER	56hp
EMPTY WT.	605 lbs.
TAKE OFF	450 ft.
CLIMB	1050 fpm solo 850 fpm dual
CRUISE AT 75%	165 mph
CEILING	18,500 ft.
MAXIMUM LEVEL SPEED	168 MPH



**VIKING AIRCRAFT**  
**P.O. BOX 9000, SUITE 234**  
**CARLSBAD, CA 92008**

