



Dragonfly / Rancher Pricing (USD)

Effective January 22, 2021

EIS = Engine Information System w/ programmable limits
 HP = Horsepower EFI = Electronic Fuel Injection
 ELSA = Experimental Light Sport Aircraft owner built
 SLSA = Special Light Sport Aircraft factory built

80 HP 912UL deduct \$1800.00
98 HP 912iS EFI add \$4,000.00
115 HP 914 Turbo Chargered add 15,000.00
141 HP 915iS Turbo EFI add 23,280.00

Light Sport Dragonfly & Rancher	65 HP 582UL SLSA complete	65 HP 582UL ELSA Kit	100 HP 912ULS SLSA complete	100 HP 912ULS ELSA Kit
EAB (Experimental Amateur Built) Kit & Basic Export Kit ***Kit explained below		23,900.00		25,500.00
Retail SLSA Factory Built and ELSA Kit	56,664.00	49,824.00	74,075.00	66,635.00
	65 hp	65 hp	100 hp	100 hp
Options: add to prices above:				
EIS 2000 for 582 & EIS 4000 for 4 Stroke Engines	included	600.00	included	950.00
Magnum Parachute 1100 SLSA Vertical or	3900.00	3900.00	3900.00	3900.00
BRS 6 1050 VLS *** not for export	4600.00	4600.00	4600.00	4600.00
Aero-Tow Rigging on plane (Tow Lines NOT included)	450.00	450.00	450.00	450.00
(A) Wheels & Brakes Throttle hand brakes 5/8" axle OR	600.00	600.00	600.00	600.00
Wheels and Brakes Double Caliper upgrade 3/4" axle	1150.00	1150.00	1150.00	1150.00
Tires and Tubes 600 x 6 4 ply Air Trac	325.00	325.00	325.00	325.00
Independent Heel Brakes left/right front and rear	425.00	425.00	425.00	425.00
Ameri King 451 ELT instead of 450	450.00	450.00	450.00	450.00
Imron Industrial or Commercial Wht	200.00	200.00	200.00	200.00
Imron Indust. or Comm. w/Reds or Yellows ADD	400.00	400.00	400.00	400.00
Imron Elite whites and most colors	450.00	450.00	450.00	450.00
Imron Elite colors with reds and yellows ADD	750.00	750.00	750.00	750.00
Rancher Options:				
Rancher Electric Flapirons	350.00	350.00	800.00	800.00
Rancher Basic Crop Dusting Spray Kit**	1250.00	1250.00	1250.00	1250.00
Rancher Nose Cone w/small windscreen	560.00	560.00	560.00	560.00
Rancher Stick Grip w/ buttons & switches	325.00	325.00	325.00	325.00
1200# Gross wt. Upgrade All are 1200 GW after 2020	included	included	included	included
* Paint prices are approximate costs, actual costs vary greatly depending on color selection, Some colors contain Gold and/or other expensive metals and tints.				
ELSA Kits do not contain: Labor to build, paint and painting, inspections, test flights, registration and airworthiness.				

***** Items included in ELSA Kits and SLSA:**

- Complete Airframe components, sails, engine and hardware Instruments, etc..to meet LSA complete kit or SLSA Plane.

NOTE: Following items not included in EAB Basic Kit:

- Wheels & Brakes
- EIS & Sensors
- Tires & Tubes
- Prop
- Engine & Gearbox
- Eng Mount Ring for 912 only
- Muffler
- Radiators (coolant and oil)
- Misc. Engine Hardware
- Battery and Capacitor (912)
- ELT AmeriKing 450 Chief
- Wiring & Misc. Electrical
- Airspeed Ind. 3 1/8" 912 or 2 1/4" 582
- Side Mount Instrument Pod
- Nose Cone
- SLSA only: Building
- SLSA only: Painting (can increase greatly depending upon paint & color)
- SLSA only: Inspection and Test Flights
- SLSA only: Registration and Airworthiness DAR
- Customs Fees when required
- Continued Safety Monitoring Trust (USA only)

We only use specific paints like Imron (Axalta) single stage paints. (No Clear Coat)

It is a catalyzed polyurethane w/UV inhibitors which does not require flex agents.

We only put enough paint on to seal the fabric and provide the desired color.

Glossy or mirror finishes require waiver from customer as it can cause "birds eye" cracking and at least doubles the amount of paint used. Least Drag & Best Performance is when you can still see the fabric weave.

** To become a Dealer, requires the purchase of 3 units and agreement to service their customers.

Dealers in Countries outside the United States, must provide translations of all Manuals, Safety Directives, Alerts, Bulletins, etc...

These translated Manuals, etc. will also be posted on the Pitman Air Website in appropriate languages where Dragonfly and Rancher Aircraft are sold.

Terms 5% with order to hold your place in production schedule

45% to begin Building

30% to begin Painting.

Balance upon completion.

If you cannot reach me by phone @ 530 945 1860 pacific time,

Then email me: ed_pitman@hotmail.com Email is best

The Dragonfly was designed exclusively for Towing Hang Gliders aloft

Changes between Dragonfly and Rancher. (these items may also be included in new LSA Dragonfly)

- 1) Aft Pylon is shortened as well as upper cables to allow trailering in shorter Trailer. But pylon extension is available for towing operations.
- 2) Ailerons chord is shortened 1 inch on leading edge. The original ailerons exceeded Max. 25% hinge point rule causing oscillations in turns.
- 3) Wing Modifications to prevent divergence.
 - a) Trailing edge moved up 5/8"
 - b) Lower tube span wise with Tie downs at 24" from trailing edge to upper battens
 - c) Lower battens are straight after leading edge curve (Reflex taken out)
- 4) Rear Seat inside dimension to 19" to accommodate spray tank.
- 5) Rudder hinge point moved aft ≈ 4 " for lighter rudder pressure
- 6) Horizontal Stabilizer Leading Edge leading edge moved up 2 1/2" to get better alignment at cruise
- 7) Offset 912 1 inch left to counter act torque, with 2 1/4 lb. weight in right wing tip for balance
- 8) Elevator Trim Tab cockpit controlled. With anti servo action to increase elevator pressure to meet ASTM Standards.
- 9) Rudder Trim Tab. Ground adjustable
- 10) Options: can also fit on Standard Dragonfly
 - a) Nose Cone with short or long windscreen. Also prevents "Pole Vault Effect" should nose try to dig in and flip the plane as they can do without nose cone.
 - b) Electric flaperons -7 degrees to -28 degrees from root tube rather than the fixed -13 degrees
 - c) Custom stick grip with multiple buttons and switches for easy access.
 - d) Spray equipment
 - e) Aero Tow rigging and pylon extension.