



## EDITOR'S NOTES!!

Well the rush of the holidays is over for us all now and it's time to start getting prepared for Spring. For many of you that will mean getting out to fly that bird again (of course those of you that live in warm weather climates don't have that problem). Have fun, and fly safe.

THANKS to all of you who are sending articles. If you don't find your article in this issue don't despair - space is limited so watch for it at a later date. Also thanks to all of you who sent holiday greetings in the form of cards and letters - it's really nice to know that we have so many friends out there!

SUN N' FUN is coming up in Lakeland, Florida, March 13 through March 20th. We are planning on being there in the later part of the week. We will be wearing Osprey 2 T-shirts so watch for us. Also, if any of you are interested in getting together for a dinner meeting please contact us immediately -- or you may call Carl Anderson in Winter Garden, Fl (305-876-3967). If enough interest is shown we will set something up (probably for Friday evening, March 18th). How about it?

BELT BUCKLES, T-SHIRTS, AND BUTTONS are always available. Cost is \$14.50 for the buckle; \$7.50 for the T-shirt (sm, med, lg, x-tra lg) (Yellow, Orange, & Blue) \$1.50 for the buttons (1 - Osprey bird; 2 - I LOVE with Osprey aircraft). These prices include shipping.

BACK ISSUES are available for \$1.25 ea plus a large manila envelope (self-addressed). Postage is 20¢ for 1-4 issues; 40¢ for 5-8 issues; 60¢ for 9-12 issues; 80¢ for over 12 issues. This is issue 14.

I HATE TO KEEP WASTING SPACE reminding everyone about renewals but they do keep causing us all a problem. If you see that big red stamp that says YOUR SUBSCRIPTION EXPIRES WITH THIS ISSUE -- don't forget to sit down and write your check out right away. If you do forget and find you miss an issue you will have to follow the back-issue procedure (self-addressed, stamped envelope, plus \$1.25 for each issue you miss).

AUGUST 1, 1983 is the date of the OSHKOSH OSPREY 2 GET-TOGETHER. Mark your calendars now. We will be at Butch's Anchor Inn (the same place as last year). We would love to have you all attend (let's make the 3rd annual bigger than ever!).

A NOTE RECEIVED from Ernie Hummel indicates that "it's beginning to look like an airplane again!". Another note from Gordon Gibson, Michigan (article in later issue) with a clipping from the newspaper detailing the birth of his Osprey -- that's the way Gordon, let the world know what an Osprey is! And from Sharon Capps in Newman, California - a hint for those gals (or guys) that happen to be short - "I have a piano bench cushion 3½" thick to strap in the seat to help put me at a comfortable height." Ann Tyler, Ohio writes "Have 50 hours on our bird now, he loves it better than any plane so far."

BUILDERS LISTS are available for every state that has more than two builders. Cost is \$1.00 for each state, plus a self-addressed, stamped envelope.



## HUNTIN FOR ANSWERS!

"Dear Ken and Lynn,

I have a few questions concerning the construction of my Osprey 2 and I am wondering if you are the proper channel to get my questions to George and/or other builders. If you could get me some responses either directly or through the newsletter (as I am sure some others have the same questions) I would really appreciate it.

- 1) Has anyone put any overhead controls in for the engine and if so would they share some sketches?
- 2) Since construction time is going to take approx. 4-5 years and some fibreglassing materials have a shelf life of one year, is it safe to use them later or do I throw them away and buy fresh when I need it? (If so, kit sellers should not include them with fresh kits).
- 3) I have been giving a lot of thought to putting the main fuel tank in along with the wing tanks. Should wing tanks be made to empty into main tank so engine feeds from there at all times, or should a valving arrangement be made so the fuel pump can draw from any one of the three? A sketch of such a system would be very helpful.
- 4) Since I am 6'3", I need all of the cabin room possible. As I recall from sitting in George's plane at Oshkosh, my head just cleared the top of the cabin with the canopy closed which probably precludes building the seat slightly more upright. If the rudder horns are moved to the center position as advocated by Jeff Fraisure (Vol. 2, No. 5), can the rudder pedal assemblies then be moved forward a couple of inches to allow for longer legs? The only problem I can envision would be a restriction on left rudder pedal travel on the pilot's side and right rudder pedal travel on the passenger side.
- 5) Has anyone got any information to share regarding possible automotive power plants? Specifically I am curious about weight differences, how the shape might affect airflow over the canopy and to the propeller, where a radiator might be located, availability of propellers, etc.? I understand some of them are developing over 200 HP and would seemingly make good powerplants.

Sincerely,

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### QUESTIONS???

Has anyone, or is anyone considering a fibreglass hull for the Osprey? It seems that this application would be practical for a time saving idea.

Maybe a reader would have an idea for layout, etc?

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