



"Dear Ken and Lynn,

Wow, a whole year has gone by and I forgot to renew my subscription. Check enclosed.

The latter part of August I had my Osprey in the water for the first time. What an experience!

I guess after flying to Oshkosh and back and having logged 55 hours on plane to date I felt ready for the water.

Here is the sequence of events as I remember them three months later.

Another non-water rated pilot and myself flew the bird to an airport which has a ramp running from the runway into the water. There was a 15 MPH wind out of the west. My pilot friend stayed on the ramp and I taxied into the water. Well it floated but the brakes didn't work. I taxied into water with about 800 RPMs - too much. I lowered the water rudder and I raised the gear. I had to taxi about 300 feet to clear some lily pads. After clearing the lillies I pulled stick all the way back and eased throttle full on.

The nose immediately started to raise but I needed all the right rudder I could muster to keep it straight. The nose rose up over the bow wake and I eased off the back pressure on stick. This is when things really started to happen. That little bird shot right out from under me. I was behind on the controls from the start and it went into a left turn with all the pressure I could put on the right rudder. I eased off on the power and was in a flat planing configuration. I had all right aileron and right rudder but still in left turn.

The airplane came right out of the water going side ways for about 20 feet. I don't know how high it got, but when it hit the water again I knew it. I immediately closed throttle and airplane settled into water, with no apparent damage. By this time I had made about 160° left turn and heading down wind and I was rattled. I opened the throttle to about 1500 RPM and it went into a left turn again right on the wing float. You can make a really tight turn this way but this wasn't intentional. Closed throttle again and decided to taxi back to land about 3/4 miles away. Went to lower water rudder and then realized I hadn't retracted it before I started doing fast speed runs. The water rudder is only good for idle taxi, just as soon as you open the throttle, water hydraulics take over and it is almost impossible to apply any effective right rudder to overcome water hydraulics and engine torque.

I lowered the gear and this takes some doing to get it to lock in.

With the gear lowered the rudder was more effective as I think this helps to overcome engine torque.

Well 3/4 miles of idle taxi is for the birds (ducks). I opened throttle to 1200RPM and started plowing through water keeping full right rudder. Full right rudder is about 1/2 in. and I think all of that was cable stretch. Anyway with this power setting and pressure on rudder my leg started aching. Also, with gear down the water hydraulics forced water through the rubber boots on nose gear steering cables. By the time I reached shore the carpeting was drenched, I had taken on 2 gallons of water, my right leg was numb, the engine over heated because I mistakenly had leaned the mixture when I reached for throttle to idle engine out on the lake.

It took us an hour to bail out the water in cabin with a styrofoam coffee cup. We took off for home base and upon arriving I did a real thorough check of all control surfaces, cables, water rudder and air rudder --- everything was just fine. I've flown very little since then. I'm about to bring plane home for some improvements and updating per George Pereira suggestions.

Sincerely,

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Dear Lynn & Ken

With that big red stamp on the front of my newsletter I know another year has gone by. Where does the time go? I'm still plugging along on my bird, but don't seem to be any nearer to flying. One advantage to being so slow is that I get to use all the good ideas that are sent in to the Newsletter.

One idea I really liked is Jeff Fraises centerline cables. However, I've had trouble getting the cables to clear the control stick torque tube so have added another pulley assembly to the rear of the instrument panel floor plate.

A small item that might help those that haven't acquired a nose wheel. The Maule SF-S-P8 recommended is 3 5/8" thick and I haven't found a way to fit it into the 3 1/2" fork. A somewhat more expensive substitute is the Scott 2600. Anybody have any other workable wheels?

Sincerely,

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