



Well here it is early March and already we have Crocus up and blooming! This has been a very mild winter --- we have been in the 60-70° temperature range all week. What a treat for us Wisconsinites - an early Spring!

We are happy to announce that we now have all builder information on our computer - you will note the mailing labels were done by computer. If you should find an error in your listing please contact us -- we were very careful when making the change but mistakes do occasionally happen. ALSO, we now have the capacity to include phone numbers of builders for our Builders Lists - please when you send in your renewal or write for any reason be sure to include your area code and phone number for our records.

Dick Borremann's from Green Bay, Wisconsin has called to inform us of his move to Clearwater, Florida and to let us know that he's planning to have his Osprey at Sun N Fun in two weeks. There have never been any Osprey's there so will be nice to have at least one on the line.

DO NOT FORGET to make your plans NOW for Oshkosh. The 3rd Annual Get-Together will be Monday, August 1st at 7:00pm at Butch's Anchor Inn. More about that (including reservation form) in the next Newsletter.

BUILDERS LISTS are available for \$1 for each state plus a self-addressed, stamped envelope.

T-SHIRTS are \$7.50 ea and come in Orange, Yellow & Blue. Sizes X-tra Large, Large, Medium and Small. Be sure to indicate color and size!

BUTTONS are available for \$1.50 ea. 1) Osprey bird; 2) I LOVE (with picture of an Osprey 2).

BACK ISSUES are \$1.25 ea. This is issue #15. Please send a large manila envelope, self-addressed with sufficient postage (1-4 20¢; 5-8 40¢; 9-12 60¢; 13-15 80¢)

KEEP THOSE letters and articles coming in - we finally have an ample supply to keep us going for a couple of issues but we always can use more. Remember that if it is not used in the issue after you mail it to us, we will try to use it in the following issue. DEADLINE for submission to a specific issue (for ads, timely articles, etc) is the 20th of the month prior to publication (that means for the May issue the deadline is April 20th).

DO YOU HAVE SOMETHING TO SELL, WANT TO BUY, ETC? We will place your "Ad" in the Newsletter for a nominal cost. No more than 30 words cost is \$3.00.

Fellow builders,

I recently purchased an Osprey 2 that had been damaged in a hailstorm in Sanford, Florida. The hailstones (reported as large as golf balls) completely went through the fabric and control surfaces. There was also internal rib damage. I am in the process of rebuilding, which is probably more difficult than starting a new one.

The aircraft had only about 15 testing hours on it. It is my understanding that it made a forced landing in a plowed field during testing, which caused heavy nose damage and unforeseen spar damage. This forced landing was said to have been caused by an inferior throttle cable.

I have been working on it in my spare time since July, 1982 and am setting my goal to have it ready for Sun N Fun at Lakeland, Florida in March, 1983. This past week I contacted George Pereira and he was most helpful and informative about repairing the spar damage & went into a lot of detail about the handling. I really learned a lot from our conversation and actually gained more enthusiasm about finishing the Osprey after talking with George and realizing how much this designer backs his airplane.

Bill Rausch  
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#### FOR SALE

OSPREY 2 COWL SHELLS. \$350.00 Canadian plus \$10 crating. F.O.B. Penticton, B.C. Female moulded, Gel-coated, 4 layers 6 oz. cloth, Polyester Resin. Air exhaust vents to builder discretion..not then must be cut. All orders shipped within 1 week of receipt of \$100 deposit. Contact: Larry Taylor, 325 Nelson Ave, Penticton, B.C., Canada (604-492-7792) or Alf Baron, 5205 Nixon, Summerland, B.C., Canada (604-494-1325).

#### NEW LANDING GEAR BALL BUSHING

By using a ball bushing Torrington #10SF16 you can save a lot of headaches and fitting time because you don't have to be worried anymore about having perfectly in line the two mounting brackets for the main landing gear. Since this ball bushing is larger than the brass insert called for in the drawings, we have to change the tubing welded to the mounting plates and also the gussets which will be smaller.

The locating sleeve marked "A" on the following sketch is tack welded where you fit the landing gear. It prevents the gear from moving sideways in the bushings. You need a sleeve on both ends of the main gear in the tubing to prevent the ball from touching the face of the mounting flange.

(SEE DRAWINGS INCLUDED WITH THIS ISSUE)

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