



Lynn & Ken,

Find enclosed a check for a third year's subscription. I always look forward to it. My Osprey 2 plan #747 spent its first two years in my basement. Then it was moved to the aircraft construction class at the University of Wisconsin, Stout, where it has been helped along by interested students.

I believe this is the first Osprey being build by college students, they enjoy building a real aircraft, and I've enjoyed teaching the class. I hope to have it flying in the summer of 1984.

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MOISTURE AND OSPREY 2

As you probably know, the principal enemy of a wooden airplane is moisture and water. I strongly believe that every possible way the water can go in "must" be sealed.

On my plane, I used the same rubber boot on the main landing gear retracting rod and the elevator push rod. I am in the process of adapting the same boot to nose wheel retracting rod. It is also important after sealing the tail, to supply an opening for proper mounting of the airframe. For this, but a hole in the top vertical section of the tail spar and cover it with a special grommet to prevent any water going in. The hole has to be about one (1) inch diameter and the grommet to be seaplane type with the opening towards the bottom of the rudder.

See sketch for installation and information on the boot and grommets.

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THAT'S ALL FOLKS!

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