



BUILDER'S LISTS, by state, are available for \$1 each plus a self-addressed, stamped envelope. These list the names of all builders that we know of in your state. Some are active, some not, some are subscribers, some not. Phone numbers are included where we have them. Whenever you write or call please give us your PHONE NUMBER, including your area code.

ALL of our builder information is now on our computer. We have found that there were a few errors as far as expiration dates. If you find an error on your mailing label (whether it be spelling of name, zip code, etc.) please contact us so that we may get our list up-to-date and correct. THANKS!

CONGRATULATIONS! Dick Borremanns, formerly of Green Bay, Wisconsin, has won GRAND CHAMPION at the Sun N Fun Fly-In the week of March 12-30 at Lakeland, Florida. That's a very big accomplishment for a very beautiful bird!

CONGRATULATIONS, TOO to my co-editor and husband, Ken, on being elected to the position of Town Chairman on April 5th. Needless to say that puts our Osprey project another two years behind schedule -- just not enough time in a 24 hour day to do it all! Perhaps we can get the days lengthened?? We are making some progress with our building project but it's slow going -- by the time we get finished our fellow builders will have provided us with all the shortcuts and tips to make ours the "perfect" Osprey 2.

READ the article elsewhere in this issue about our 3rd Annual Osprey 2 Get-Together at Oshkosh. Don't forget to send your reservation form in.

YOUR HELP IS NEEDED!! We are running short of articles for the next issue - please sit down and take a few minutes to dash out that helpful hint you've found and help all of our builders. Don't forget we'll correct grammar and spelling errors, etc. If you have a broken hand and can't write put it on a cassette tape and send it - we'll transcribe it and return your tape to you.

DEADLINE for the JULY issue will be June 10th! We have moved it up 10 days so that we can get the July issue to you before Oshkosh in case of any important notices regarding the Fly-In.

CLASSIFIED ADVERTISING will be included for the nominal charge of \$3 per advertisement of 30 words or less. If in doubt send your ad and we'll notify you of the cost.

BELT-BUCKLES are available for \$14.50 (includes postage and handling). They are beautiful solid brass buckles and are suitable for man or woman.

T-SHIRTS are available for \$7.50 ea and come in Yellow, Orange and Blue. Sizes X-tra Large, Large, Medium, and Small.

OSPREY 2 BUTTONS are available in two styles. 1) Osprey bird 2) I LOVE with picture of aircraft. Cost is \$1.50 ea.

BACK ISSUES are available for \$1.25 ea plus a self-addressed, large manila envelope with appropriate postage. (1-4 issues 20¢; 5-8 40¢; 9-12 60¢; 13-16 80¢). This is issue #16.



Dear Ken & Lynn,

As I'm sure you have noticed by now, as subscriptions run out and are renewed you probably receive a great deal more material for publication. Enclosed is my check for two years (my way to avoid inflation in case rates go up).

In reading the last newsletter (#14) and in particular the comments of George Burgess and Marc Law I am quite dumbfounded. I compare their experiences to that of teaching a student pilot to fly only with air work instruction and then sending him out on his own to learn to taxi and take off and land. I should think that builders would have more respect for the time, effort, and expense that has gone into their Osprey, not to mention personal safety, than to embark on such folly.

This past summer I paid \$65/hour for dual instruction in a C-172 on floats. I had learned enough in the first hour to avoid the accidents that they encountered. In eight hours I had obtained my water rating. I feel it was a small price to pay when compared to the risks they chose.

So much for the stern tones. It is just my desire to hear about fellow builders success and fun on water rather than their flirts with disaster.

After a little more than a year of work my hull is together, floors are in, rear deck on, and verticle fin on. The horizontal stabilizer and elevator are together and the main wing center section spars are done. Time to start on hardware. My changes are few. The hull is 2 in. wider at sta. 0, normal by sta. 48. My verticle fin is offset  $\frac{1}{2}$ " to left at its leading edge (I have noticed everyone's right rudder trim tabs so we shall see if it helps). My fuel will be in the outer section wing leading edges, similar to Glasair.

This summer I hope to get in touch with Bill Calver up in Kingston, Ont, as I have a summer house on Killenbec Lake in Landsdowne, Ont.

Keep those newsletters coming.

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