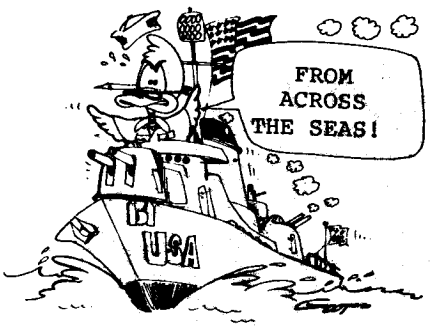

Ken, Lynn, and Fellow Osprey Builders,

Although the drawing submitted is self-explanatory, I thought I would send a bit of written information to help fill the pages of the newsletter. The addition of the "T" bars on the retract handle (for me) has greatly improved the smoothness of the retract operation. It allows the pilot to pull down on the slide and disengage the lock by pulling down the handle without having to put your hand in an awkward position, as it comes back you don't have to rotate your wrist in order to push the handle back into the up lock. The slot at the bottom of the retainer tube eliminates all the small parts at the bottom of the tube. Two advantages, one, easier to make and also nothing to come apart and malfunction later.

I send you all greetings from Japan where at this time there is little happening in the Osprey field. There is some ultra light activity and I suppose it will grow rapidly as the cost of everything here is quite high. I plan to attend one of the Tokyo EAA chapter meetings soon. After I do, I'll know more about the Japan activities.

My best to all of you, keep building and have fun at Oshkosh.

Carl Anderson

EDITOR'S NOTE: Carl is presently on a six month assignment in Japan but will return to his home in Winter Garden, Florida in August or September.

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EDITORS: Lynn and Ken Zillmer
TECHNICAL ADVISOR/DESIGNER: George Pereira

Dear Lynn and Ken,

Here's my $$ for renewal; I always enjoy reading about what the other guy is doing and I have got a few handy kinks for my own project. Recently I viewed Ernie Holmes' Osprey in Everett, Mass., and it was more than strange to see another Osprey in exactly the same stage of completion,except that all the parts and details were just a little bit different. That's part of the fun, I'm sure. How about my progress? You won't see it at Oshkosh this fall, I'm sorry to say, but it does progress a little at a time. Part of the reason is that I don't seem able to let well enough alone. I have added wheel well covers so that the wheel will be entirely enclosed (a la latest Glasaire design) when retracted. Also, I have built in a method of slacking off the gear balance springs so I can easily lower the gear under water,without having to fight the gear flotation. I continually hear of gear linkage being damaged by overloading. Also, I have built in gear-up locks so that hard water loads and flying G-forces will not strain the linkage. I would caution builders to eliminate loose bolt fits by using reamed holes and stainless steel Rollpins instead of bolts in the crank arm shaft joints. Any looseness will soon work the bolt holes oval, and pretty soon you have a sloppy retract mechanism, and the next thing you know the link will not drive overcenter and your gear will collapse on landing. (Note, the gas springs some are using for gear balance cannot easily be slacked off; something is to be said for the old-fashioned coil spring. I paid about $5 ea. for mine from the local industrial supply house.) To change the subject: I am surprised by the tales told by Osprey builders who try to teach themselves water flying without an instructor to set them on the right path. There is nothing unmanly in seeking expert guidance in something as potentially fatal as learning water landing or takeoff. Especially in a bird as lovely as the Osprey! Remember, water is almost 5000 times as dense as air, and to transition from one to the other requires more skill than most of us possess as a natural instinct. Why not learn from someone else's hard-won skill?

M.C. Winsor
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Dear all OII'rs:

Gave my word to Harold Elbert that if he'd tell me how to purchase the springs that he used in his LGAS idea I'd inform the rest of the guys interested in duplicating his setup.

The spring is a:

LEM 9-1648-1 MP Spring

The Cost is:

$8.44 each

Obtainable from:

MACHINE TOOL SUPPLY INC.
3150 Mike Collins Drive
Eagan, MN 55121
(612) 452-4400

Latest info indicates they have a few left for immediate shipment, but can get as many as needed pronto!

Cheers, and keep at it!

Gordon Gibson
7558 Fourth Section Road
Brockport, N.Y. 14420