



Enclosed you will find my check for two more years of your fine (our) Osprey Newsletter.

Now something for our column. Congratulations to Ken on his new job. One thing about us Osprey builders, working for a living gets in the way of our building.

I am a new builder having just started in November of last year. I am very fortunate to have a large fully equipped shop more than what you see as normal. I did a lot of research before I got my feet wet. Been a private pilot since 1946 and got my sea rating last year, which by the way or thru this path got bit by the water bug. Water flying is the only way to go.

Well I got programmed by our local FAA office as to procedures. Secured all the information that I could get my hands on, i.e., AC 43.13-1A (and recently) AC 20-27C.

Knowing that inspection was necessary on all covered items, I went to war. Got my hull done, awaiting fiberglassing, tail, all spars (main & wing), elevator & stabilizer. So, I called for my first inspection in March. The meeting was planned for about the middle of April, so no sweat. I could start on my metal work. NOW comes the fun. FAA didn't show and when I called the homebuilding rules were changed. What? no inspection of my outstanding fine woodworking. So I had to secure form 20-27C for further instructions. So with pen in hand I wrote Super of Documents in Washington and guess what? I received a form stating that this AC was out of stock and delivery was unknown. Thru business friends, I got copies made of this AC and what I see is no inspections, just pictures and legging. Having some questions on this form I again called FAA and the gentleman didn't know what I was talking about, i.e. what form? I think the FAA doesn't know what the left hand is doing and the right hand doesn't give a darn. I cannot single out just the FAA. FCC has dropped the required 1st class telephone license and now proposes to do away with individual licensing all together. Well government is just like people, some have their acts together, others don't have the sense to pour water out of a boot with the direction on the heel.

In starting off with my Osprey I had trouble figuring out the building plans. Found myself going from page to page and looking over the photographs. Well I had made two phone calls to George. I never had the pleasure of meeting our designer but he wrote, do call if you have any questions, and call I did. Well I got straightened out right now. Man, so much rich information and I was pleasantly impressed. Ever talked to a person you like - talk to George.

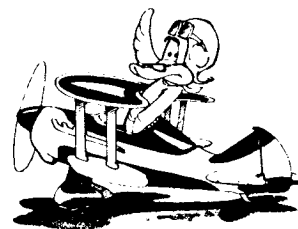
First, if you attack Osprey building plans as the gospel you go down the tubes fast. Our Osprey plans are sold for educational purposes only and provide only guidance towards our target. You find out real quick it takes your own "moxie" to work things out. For myself, I did alot of jiggling (form construction) with odd pieces of wood. When I cut up my hull uprights for one side I did the same for the other. making everything the same size. Me doing this? Ha, many other fine builders have their own tricks as you can see by our newsletter.

I got with Alex, another Osprey builder, in Hastings Florida. We got to be fine friends and trade Osprey stories. Alex called me that his ampere meter didn't work and he was sure that his electrical was right. Right? WRONG, he was shot down by our Osprey plans. The ampere wiring is wrong as detailed in the Osprey plans. This ampere meter MUST be wired in series with the DC buss. Also I questioned the use for the batt selenoid. This should (or can be) substituted with a aircraft breaker switch.

I love woodworking and I am having a ball with my Osprey and plans. If I get half the pleasure in flying my machine as I have in building I'll have no kick coming.

Thank you for hearing me out,

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## WATER FLYING AND THE OSPREY 2

Further to the newsletter reports and comments of George Burgess, Marc Law, John Odgers, Geoff Wood and others, I would like to add a few thoughts to the subject of water flying the Osprey 2.

In March of 1983 my insurance company advised that all holders of PL and PD policies on water capable aircraft would be required to hold a Single Engine Seaplane Rating (SES). The three years of flying the Osprey 2's off the water counted for nought, so I hunted up a seaplane flying school. I was surprised at the thoroughness of the training in the ground school and on the old floatplane.

At this point I am fully convinced that the only way to go when your Osprey 2 is ready for the water is to take the necessary training for the SES rating. The completed Osprey represents a very substantial investment of time, sweat, materials and money, as well as a personal possession of even greater value. This aircraft is easy to handle on the water provided the conditions are correct and the pilot is qualified. Preliminary training permits the pilot to assess the conditions accurately and approach the uniqueness of water flying with confidence.

Bob Benefiel flew his Osprey 2 up from Morro Bay to the Watsonville Fly-in last month (May). Bob got his SES rating in a J-3 Cub on floats at Salton Sea Service and concurs that the training was well worth the effort.

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