

FROM THE
DESIGNER'S
NEST



Fellow Osprey Builders,

Just before Christmas I received some nice color photos of John and Arthur Zwetsloots Osprey 2. These two brothers have been diligently working on their Osprey for several years now. Plan No. 88! John and Arthur are from Sandy, Bedfordshire, England. They have a very large flower nursery which requires a great deal of time, however, through the years they have persevered, never losing interest, and fought the battle with the English DOT. They have set a precedent in England by raising the allowable horsepower for home-builts from 135 to 160. Along with their very busy schedule they both have taken time out for flying lessons. Their Osprey is powered with a fuel injected Lycoming O-320. It has not really flown, however Arthur has made several lift offs from their own private lake! From the photos their Osprey looks beautifully built and detailed. It's in prototype colors and paint design, (so dear to my heart) and should test fly quite soon. Hopefully John and Arthur will give us a full report. My most sincere congratulations to you both.

For some time now I have installed a oil breather separator on the prototype. It works very well and eliminates the long breather hose from the engine breather down the mount and out overboard somewhere. A drawing is herewith for your convenience.

Happy New Year to you all and PLEASE help Ken and Lynn with articles for OUR newsletter.

George



Dear Ken and Lynn,

Recently, I mailed in my subscription renewal for the very good newsletter, and realized I had procrastinated about long enough....so here goes.

In making the console, everything went as per print #796 until I got to the water rudder control. In checking the travel on my water rudder, it was apparant that it would require 6" of travel from full up to full down rudder. This meant another 7 or 8" slot to be routed in the top of the console -- already crowded on the starboard side.

True, I could go Jim White's route and put it on the outside of the console - lots of room to travel there. But why not utilize the slot for the retract arm? Plenty long and one would never be retracting gear and lowering rudder simultaneously anyway...Sketch enclosed.

Herbert Kelley
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Dear Ken and Lynn,

I was just getting a letter off to Rex Thompson in New Zealand on Ole's 2 bladed prop when Jean Desbeins of Canada called.

Jean called and tells me he has bought himself a Lakes Buccaneer. Sold his engine, instruments and radios for his Osprey 2. He was very close to finishing his Osprey.

Jean got his seaplane rating in June in a 172 Cessna. He has taught himself to fly the Lakes off water. He says he had all kinds of problems learning to fly on and off water. Has got it down pat now and really enjoys it.

I flew my Osprey to Greenville, Maine in July and got my seaplane rating in a Maule M5 rocket. Stopped at Loconia, New Hampshire on the way home and taxied right up to hanger one of Lakes Amphibian showroom.

I thought people at Oshkosh gave my Osprey a good inspection, but you should have seen the scene at Loconia N.H.

Hans Vosteen of Lakes gave a name of a former Lakes test pilot and EAA member who is very active in homebuilt test flying and designing of other homebuilt. Cal Thompson was very eager to check me out in my Osprey on water. The day that we got together for our checkride was just right for a Lakes but much too much for my little airplane. We had eight to ten inch waves with occasional white caps. He flew it to the water and after about 4 or 5 bad skips finally got it to stay on. He did a fullstall tail landing that scared the ----- right out of me. We did 3 take off and landings in that rough water before I finally called it quits. This little airplane will take one hell of a pounding but I'm sure if we had kept it up we could have done some damage.

I have done some water work with it myself by flying onto a runway and taxiing into water. It gets up on the step very fast and planes very well. It flies off the water very nicely but I haven't been able to get the hang of getting back onto the water.

I flew to the Greenville, Maine seaplane pilots fly-in in September. I met Brian Van Wagner of Jackson, Mi there and told me he had 5 to 6 hours in an Osprey. I think Bill Jonas' airplane may be the one. He agreed to fly my plane to the water from the airport. What a joy it was to finally see what a smooth landing this airplane can make on water. Brian and I were going to do some water work with it but the weather didn't cooperate. I got socked in for another day before I could get back home and Brian had already left so am now waiting for Spring to return to the water.

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