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Vol 3 #3

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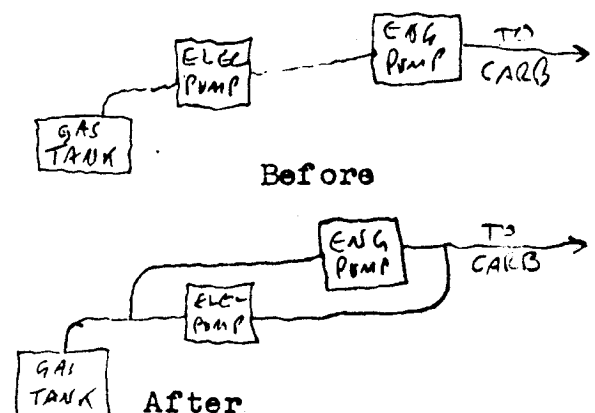
Dear Ken and Lynn,

Thanks so much for sending the latest newsletter, even though I (forgot) (failed) to send a check for my next subscription. My check is enclosed.

As for being a contributor I am a poor prospect as far as things of general interest are concerned, but there are a couple of things on my mind. First of all, people who gripe about the Osprey plans irritate me. George told me when I asked if he thought I could build the bird that the Osprey was designed for the "experienced amateur." I had built a VP-2 and wanted something a little better. While some of the things were a little hard to figure out, I don't blame the plans, but my inexperience. The only thing I had to ask George about was the dimension of the leading edge spar which I should have been able to figure out myself anyhow. After I finished and flew my Osprey, there is absolutely no doubt in my mind that the Osprey is by far the best all around homebuilt design available today. I am currently building a Quickie in a nebulous deal with a man here in town who bought the kit and then didn't want to build the airplane and it's this kind of experience that really makes me appreciate the Osprey plan.

The other thing that's on my mind is the fuel plumbing and I've mentioned this before. The plans show the two fuel pumps, the electric one and engine driven one piped up in series. Hooked up this way both pumps have to be running so that the engine gets enough fuel to run satisfactorily. The electric pump is a positive displacement pump with close tolerances and if it is not running, the engine driven pump can't get enough fuel to run full ahead. As I wrote before, my first flight was almost the last because I did not have the electric pump on. After that I put by-passes around both pumps so that now the engine runs on either or both.

Marc Law Jr.
104 Overton Road
Natchez, Mississippi 39120



OUR PLEA for articles has basically gone unheeded! Do you want us to have to discontinue publication??? Unless we begin to receive articles on a regular basis we may have to make that decision. Won't you please take a few minutes to futher the cause of the Osprey 2?

DEADLINE FOR MAY ISSUE IS APRIL 30th!

4TH ANNUAL OSPREY GET-TOGETHER will be held on Tuesday, July 31 at Butch's Anchor Inn. We will not have the large room we have had in the past and will be limited to 125 people so be sure to return your reservation card (to be sent with the May issue) if you plan on attending.

BACK ISSUES are available for \$1.50 per issue. There have been 20 issues to date.

GOOD NEWS! Vari-Prop is alive and well. We have spoken with the designer regarding a prop for the Osprey and he is working on it. We'll keep you posted.

***** FOR SALE *****

FUSELAGE & MANY PARTS. Call Gus at (206) 939-0452.

PRINTED TEMPLATES: Save hours (weeks!) and errors - I've made up printed cutting templates for all the sheet steel and aluminum parts, 21 adhesive backed sheets with holes and bend lines for all parts. Stick 'em on your sheet metal, cut and grind to the lines, bend on the line, drill on the mark. All this for \$20. M.C. Winsor, Pond Road, Mont Vernon, NH 03057.

ING JOINT LINE COVER STRIPS: Sheared 2024 aluminum strips, 2.5 x .025 x 126" ready to bend to shape. \$18 pair postpaid. \$7 each additional. Get a spare! M.C. Winsor, Pond Road, Mont Vernon, N.H. 03057