



Osprey. Fred who is a professional test pilot flew Bob's Osprey and after several cut and tries was able to build a prop that gave a significant performance gain. Fred then sent me one of his props to test on the prototype. This testing has been going on since May, 1984. The prop is beautifully made.

They start with an 1/8" thick lamination (over 30 each) of Canadian maple. These blanks are pre-laminated before the carving starts. The prop is a two blade with a very wide chord but almost elliptical in shape. 70% of each blade is wrapped with Kevlar and epoxy. There is no metal on the tips. So far it is holding up quite well in water flying. The diameter is 66" and the pitch is 52" for 150 H.P. engines and 54" for 160 H.P.

To make a fair evaluation for performance of each two blade I had I flew the Fahlin two blade to get a fresh set of numbers and then changed to the Great American as soon as possible so as to duplicate the same conditions. The results are as follows: (SEE BACK PAGE)

Great American has a free info-pac and the cost for the Osprey prop is \$450.00 and \$20.00 for packaging and freight (freight is paid for any place in the U.S. - Foreign countries the freight is C.O.D.). Their address is:
GREAT AMERICAN PROPELLER CO.
1180 Pike Lane #5
Oceano, Ca 93445
(805) 481-9054

Regards to all,
George

Fellow Osprey Builders,

I have received several calls, some letters and alot of conversation on props since the demise of my three blade over Shelton, Nebraska three years ago.

As you know all of the three blade Fahlin props were grounded to my knowledge and most were replaced with a two blade. Performance has never quite been up to the original three blade with the two blade now in use. The structural problem involved in building the three blade is that the blade laminations can only go through and as far as the diameter of the hub. A two blade's laminations go from tip to tip increasing the glueing area by a large margin. Another problem we all have to live with in a wood prop is the expansion and contraction due to changes in weather. Torque values for the bolts need constant attention.

Pusher aircraft such as the Osprey have to run all of the air into the prop disk up, over and around the garbage in front of the air entry. This is why the cabin height and shape is so critical. No higher than 18 3/8" at the cabin bow (see dwg. 42). A builder in Morro Bay, Calif., Bob Benefiel, built his cabin too high and was having a very difficult time getting any performance out of his Osprey. Fred Griffith of Great American Prop Co. began working with Bob to develop a better prop for his