



Dear Ken & Lynn,

Enclosed is payment for my subscription renewal. Also, I would like to know, has there been any record kept, anywhere, of how many Osprey 2's have been completed & flown? How many are still flying?

(EDITOR'S NOTE: We would also love to have this information - please if you have a completed bird contact us so that we may compile a list!)

My own bird is nearing completion. I've had it on the water four times for taxi tests, with various results. I've learned some things not to do and would certainly appreciate any advice on what to do.

The first time in the water I found this airplane seemed to have a mind of it's own. I couldn't steer it and used a paddle to get back to the ramp. No damage though, except for the nose crunched in a little. Second time I learned that with some rpms it handled pretty well, over about 1200rpms. However, the airplane slipped off the ramp, badly bent the nose gear, took on alot of water and as I came up the ramp, the water inside rushed aft and the tail crunched down hard. Extensive damage was done to the rudder (water & air) and the vertical fin. After a whole lot of repairs I tried again. The third time everything went fine, no real problems. With about 2000 rpms and indicated airspeed at 45 to 50mph it felt nice and solid, control is very positive. The first three trials were conducted with the canopy off, the fourth time the canopy was on. At the onset of the fourth test it was observed that the airspeed indicator was defective, zero reading. I decided to taxi around a bit anyway, just for the practice. This was a dumb thing to do. I applied throttle and set rpms to about 2200, there was very little sensation of speed with the canopy on, so when I felt a slight bump, I

thought it was about to porpoise, so I applied slight back pressure on the stick, and just that quick I was ten or fifteen feet off the water, yeah, flying! I eased the throttle back, or thought I did, and the nose came up, not a little, a lot. Pretty helpless feeling. Tried to reapply throttle but it had stalled and was so close to the water, I just rode it out. Pretty exciting ride. Right wing dropped and it hit the water about the same time the nose did. Thought it might cartwheel but it bounced a couple times, pretty hard, and that was it.

Presently I'm doing finish work & waiting for the FAA inspection. Hopefully I'll fly it some time before spring. If anyone has any advice or suggestions I'd be happy to hear from you.

Stan Allen
Rt 1 Box 11C
Brewster, WA 98812



Dear Lynn & Ken,

Being a newcomer to the Osprey clan all I can do at this point is drool when I read about all the ones that are flying. I received the back issues of the Newsletters and am amazed at the wealth of information contained in them. Congratulations! You have done a terrific job of getting invaluable information out to builders around the world. I think that George should recommend that all purchasers of his plans also subscribe to the Newsletter and all the back issues. They are worth their weight in gold.