

After warming up the two synthetic T-88 glue containers in a water bath numerous times, I decided there had to be a better way. I took a two bottle wooden gift wine box with a sliding top, installed a 110 volt lamp socket in one end and placed a 15 watt light bulb in operation. With the box turned up on end, the two bottles of the 1 quart kit fit neatly inside the box on either side of the light bulb. By experimentation I have learned how tightly to close the sliding door in relation to the expected overnite temperature in the shop to keep the glue components at about 75 - 80 degrees. The wintertime temperatures in this part of the state seldom reach down to freezing so the 15 watt bulb produces plenty of heat, however in colder climes a larger wattage bulb might be necessary. Much time can be saved in the gluing operation if the glue can be maintained between 75 and 80 degrees Fahrenheit.

OSPREY II WATER OPERATIONS

Much has been said about the real fun of owning an Osprey aircraft being the flying on and off the water, and to this I heartily agree. Although California is usually thought of as being an arid state, there are now plenty of sites for water operations. Thru the efforts of the West Coast branch of the Seaplane Association of America, a number of previously closed lakes have been opened up to seaplane flying, and more are in the offing. The only man-made seaplane landing strip in the western states is about to be built at Frazier Lake Airpark in San Benito County. The pond will be designed for small seaplanes and will include an area for owners to store their aircraft. The pond will be 60' wide by 3000' long and 2 1/2' deep. Some of you may have seen or used the seaplane channel which parallels the paved strip at David Hooks airport outside Houston, Texas.

While we're on the subject of water flying, the Nov/84-Jan/85 newsletter contains another account of a wild experience in an Osprey II on the first time on the water. After the long and expensive process of building one of these beautiful birds, it's a jolting shame to bash it during the baptism in water flying because of the lack of a small amount of training and qualification. This competency can be easily obtained by getting a Single Engine Seaplane rating, and this designation on your flying license is now normally required for even PL/PD coverage by the insurance companies. The flight training is usually given on a small floatplane which is a real dog performance wise compared to the zippy Osprey II, however, the principles and practice will be of great benefit on that first and subsequent hops. The lowest cost of the SES rating is about \$300 US but this is hardly a drop in the bucket when compared to the \$25,000 value of some Osprey II's.

So long for this time,

Ernie Hummel

Dear Ken & Lynn,

I am now 1500 miles from the airplane so I can sit down and write the article I promised you at Lakeland. I am a mechanic for the Post Office and they sent me to Oklahoma U to see if they could teach me something.

As far as the airplane is concerned I am ready for the engine. I have all the controls and instruments in as well as the brakes. I have everything built except one outer wing panel.

I still have a ways to go. My time working on it is limited as we work alot of overtime at the shop. I am glad for the newsletter as I have learned alot from other builders.

I changed a few things on my Osprey. For instance I made it 4 inches wider across the area where the pedals are mounted. I also made my own design for doors over the nose wheel. I am also looking for seats of some kind so that I won't have to build them myself. I had some bad luck on the canopy cover. I tried to put in plexiglass and it broke so I went and bought Lexan which is unbreakable.

As I said I am now ready for the engine. I have called a couple places but haven't decided on anything yet. If anyone has an engine or knows where to get one reasonable I would appreciate hearing from them.

I am building it pretty much like the original plans. After I get it flying I'll try to incorporate alot of the different things that have been in the newsletter.

I will make this a sort of short article for now and write another progress report in the future.

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