

Most of my flying to date has been off of water. I now have 29.7 hours on the hour meter and in that time have made 82 water landings and 2 land landings. Here in Seattle there has been a lot of variation in water conditions in the past 10 months I've been testing my Osprey. I have landed in a 38 mile wind and 2 foot waves.

The original shape of the top of the nose is conducive to sending a wave of water over the windshield every small wave you encounter when taxiing at low speed before the hull lifts up on the step. This also gives you a lot of problem when turning to taxi down wind when there is above 5 miles wind velocity. To correct this I've modified the nose shape as shown on the enclosed drawings. This change seems to correct most or all the water over the windshield problem and the spray thru the propeller problem seems to be under control with the addition of the three foot long aluminum extrusions to each side of the forward spray rail area. The aluminum extrusion used is originally intended to be a step edge and carpet retainer. As far as the built in instruments show there seems to be no change in flight performance with the new nose.

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P.S. (9-10-85) I now have 94 water landings and 40.1 hours on the Osprey. Just completing my first annual inspection and the FAA has given me an unlimited clearance license. The new nose almost completely eliminates the water over the windshield problems encountered with the original shape.

