



CONGRATULATIONS are in order to two super guys! Rex Thompson of New Zealand and Ernie Hummel of California. Both have completed extensive rebuilds of their Osprey's and are in the air again. (And some of us have trouble getting it built just once!)

OSPREY 2 GET-TOGETHER information is in a separate article - read it - it's important!

PLEASE if any of you are bringing your Osprey's to Oshkosh let us know! We will arrive on Tuesday or Wednesday and perhaps can save enough space so that all Osprey's may be shown together. From all the "It'll be there next year" comments we've had we should have 10 or 12 on the line! Wouldn't that be wonderful!!! Do give us a call or drop a line if you are flying your Osprey in so that arrangements can be made.

ARTICLES are needed! Write your's today!

#### NEW ZEALANDER FLIES AGAIN!

It's a long time since I contributed anything to our newsletter - in fact, it was prior to my trip to Oshkosh '85. My American holiday and the flight from LA to Oshkosh with Stan Pederson and his friends, leaves me with memories I shall cherish always.

On returning home, I worked with renewed enthusiasm to complete the rebuild of my Osprey. George Pereira named his prototype aircraft Osprey 2, however I feel I should name my particular example Osprey twice, since a major proportion has been built twice. The end result is very satisfying though, as I believe a better finish has been achieved the second time around.

The idea of "splicing in" repairs did not appeal to me, so complete new parts were built as necessary - perhaps a little more costly but I believe faster in the long run. It took 49 weeks of full time effort to complete including weight and balance and all the necessary paper work. As expected weight came out a little heavier than before - 14 lbs to be exact, but the aft C of G is better this time.

On the 10th of December last, I lifted her off the grass field where she resides - climbed out to 4000' for some stalls. The flight went well and I am quite pleased with performance. I must admit to being more than a little "twitchy" over the first flight, but my nervousness has settled down with each subsequent flight so that now I look forward with pleasure as I work my way through the test programme.

Although special permission had to be obtained from our local Civil Aviation authority, I had the pleasure of taking my first passenger for a "spin" - who else but Stan Pederson. Stan and Audrey have been to N.Z. for a summer vacation. Yes, Stan I have cranked a little more set into the rudder trim so your right leg doesn't get tired now, and have ordered a two station inter-com set.

I swing a N.Z. manufactured 66 1/2" x 55" propeller which seems to give a similar performance to the Fahlin prop I started out with. Full power in straight and level flight produces 2700RPM and 107 KTS (103MPH) thats with 1 P.O.B. and full tanks. Figures were at 2000' and are I.A.S.

The CRASH-SMASH-REBUILD experience was a bit hard to bear, but now, I am glad that I did decide to rebuild, as once again I have a delightful aircraft that gives me a great deal of pride and joy, and is the star attraction wherever we go.

I again thank all the good people both here in N.Z. and abroad whose encouragement meant so much, with a special mention to George Pereira for his willing advice and guidance, and to Stan Pederson, Ernie Hummel and Bill Schicora for their special brand of encouragement and generosity.

Until the next time, keep the building hours up and the shavings flying - it's all very well worth it in the end.

Rex Thompson  
Box 21  
Bunnythorpe, New Zealand

#### NINEH FLIES AGAIN!

The big day was April 8th at the Nut Tree airport here. Made two flights, and all went very well. This town is largely populated by active and retired military, civilian, corporate, commercial and private aviators. A lot of them had been watching me like hawks, waiting for the first trip, but not wanting a big crowd around I sneaked out early, that morning and on the kid on the fuel truck was on hand. Believe me, it was a very satisfying experience. Either George or I, or both will be writing up an item for the newsletter.

Re: OSPREY 2 TACHOMETERS in the March '86 Newsletter. I erred in line #21 - The sentence should be "The instruments" are made... instead of "The generators"... Sorry about that.

Ernie Hummel  
Vacaville Ca