

## Ronay Marquez (cont)

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on the water once and after bouncing around for awhile I realized that I wasn't going to be able to take off. So, off came the wings and N147RM was towed home. There's nothing like a bad landing in front of a lot of good friends to bring you down to earth. My thinking is now "on track" and I'm going to tow the plane to the water next time and get at least 5 hours of taxi work done.

OK Dean, I guess I've talked enough for now. I forgot to mention it, but as you noticed I enclosed a check for the newsletter.

Talk to you soon,  
Ronay Marquez

Now that's the kind of inspiration we all need to keep trucking on our own projects. Thanks Ronay and we hope to hear from you again on the "water work".....Thanks again....Dean

## From the Editor

Well I guess its time for the latest news from newsletter headquarters. About 220 announcement letters went out last month, 45 were returned undeliverable while 22 of you sent in your checks along with several letters while the other 167 went unanswered.

However there is some *GOOD* news. We have had an offer to combine the Osprey 2 newsletter with a new newsletter for the GP-4. For those of you who don't know, George Pereria also designed the GP-4 and it uses the same basic wood building techniques as the Osprey.

So I would like to leave it up to each of you what you would like to do. It is my feeling that most of you will opt for the combined newsletter so instead of returning your checks I will hold them until the end of May and if I don't hear from you I will convert your subscription to the Osprey 2/GP-4 newsletter. You can review the GP-4 newsletter attached. I will contribute to the newsletter on a regular basis.

Please, if you have questions call me at 402-896-3553 evenings or weekends.

## Osprey Project for Sale

Dear Dean,

Received your newsletter out here this past week and am taking the opportunity to respond in hopes, first, that you manage to get the newsletter up and flying. and second to provide you with an update on the list you obtained from George Pereria.

The sad news is that David Finley, former senior jet jockey for Aloha Airlines and Osprey enthusiast, is no longer with us above ground, having passed away about five years ago. His beautiful widow is now Mrs. Eva Kolemaine. He was a skilled machinist by training before getting his wings back in the 60's (one way to pay for flight school) and had acquired plans for an Osprey 2 in preparation for building one to fly out of Paso Robles before the big C caught up with him, two years after retiring from Hawaii.

The other news is that the uncompleted bird is still in its jigs down in Eva's barn awaiting someone who loves neat little aircraft to come along and make her an offer for the balance of the project. It's all far beyond my skills or inclination to complete and badly deserves to fly someday.

Accordingly, I would be willing to post an advertisement in your newsletter in forthcoming issues for the sale of her plans, jigs and such as he completed before he died, if you can take the time to let me know your ad rate for such a notice ASAP. After 31 years of happy marriage, Eva gets a bit sad to see what there is of it down there among his tools and would accept a "reasonable offer" from someone who really wants to fly her some day.

Best wishes and good luck,

Rush Kolemaine  
PO Box 1990  
Atascadero, CA 93423  
805-466-8200

I published this letter just in case someone might be interested in making an offer on the project....Dean

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