



### SOME INTERESTING FACTS

Thought you might be interested in some statistics. The following is a list of plan holders by locations: (as of Nov. 1st)

Australia -- 20	West Germany -- 2
Norway -- 2	Salalah, Sultanate of
Finland -- 3	Oman -- 1
Sweden -- 2	Venezuela -- 1
England -- 5	Iceland -- 1
Japan -- 3	China -- 1
Mexico -- 3	Greece -- 3
Chile -- 1	Singapore -- 1
Italy -- 4	Brazil -- 1
New Zealand -- 6	Saudi Arabia -- 1
Africa -- 2	South Africa -- 1
Spain -- 1	Israel -- 1
France -- 4	Canada -- 157
Alabama -- 4	Missouri -- 9
Alaska -- 18	Montana -- 6
Arizona -- 5	Nebraska -- 6
Arkansas -- 4	Nevada -- 5
California -- 100	New Hampshire -- 7
Colorado -- 4	New Jersey -- 6
Connecticut -- 12	New Mexico -- 1
Delaware -- 2	New York -- 39
Florida -- 56	North Carolina -- 4
Georgia -- 6	North Dakota -- 1
Idaho -- 5	Ohio -- 18
Illinois -- 26	Oklahoma -- 4
Indiana -- 12	Oregon -- 16
Iowa -- 3	Pennsylvania -- 20
Kansas -- 6	Puerto Rico -- 1
Kentucky -- 3	Rhode Island -- 1
Louisiana -- 9	South Carolina -- 4
Maine -- 16	South Dakota -- 3
Marshall Island -- 1	Tennessee -- 4
Maryland -- 3	Texas -- 20
Massachusetts -- 12	Utah -- 3
Michigan -- 43	Vermont -- 3
Minnesota -- 21	Virginia -- 11
Mississippi -- 1	Washington -- 39
Hawaii -- 1	West Virginia -- 3
	Wisconsin -- 30

As you can see all but Wyoming is represented in the United States and many foreign countries as well. We have not received subscriptions for the newsletter from all of the countries and states listed but have from many of them. At the time of the first

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### SOME THOUGHTS FROM

BILL CALVER,

Plan #626

Following are some excerpts from a letter we received from Bill Calver of Kingston, Ont. Canada.

"About my Osprey! I did plenty of looking before deciding on it. After sending for brochures on of all 'things', Starduster Too, Barracuda, Molt Taylor's - Coot, (glad I didn't) finally decided on George's Osprey 2 drawings, ordered in Sept. 78 received in Nov. Managed to almost wear them out studying them thru to Feb. 3, '79 when I started construction. Firstly, I will say after seeing the Coot and other drawings there is no comparison! There is a lot to them, but then again the Osprey is no Volksplane for simplicity.

Changes - few! An old marine architect once told me, "if you've made more than three changes in a drawing, then you have the wrong blueprints", how right he was, after some of the Ospreys I've seen and heard of.

The availability of Sitka Spruce here, I was able to lighten from the fir, excepting the main centre-section spar. Which now I wonder about, as our inspectors gave me a real hard time, as all other builders had used 5/8" spruce laminations in Canada. In turn I did a static load test on this section only, to 6240 lbs. in a 20 ton press at the Royal Military College here, had it witnessed, and documented. It was all gauged by micrometers it flexed approx. 7/8" and returned to normal curve. George, in turn, wrote 2 pages of repair schemes etc. for our D.O.T. and a document stating that the Fir called for on the drawings (that they had already accepted in Canada) was within limits. In turn, D.O.T. wanted still a further letter accepting responsibility from me as the builder to go on my file.

Again, to do with availability, I've used Birch ply in place of Mahogany, as the price of mahogany is 3 to 4 times more than Birch. I was in touch with 'Pentox' laboratory in Montreal for a preservative that could be varnished over. They now produce what is known as Pentox-"Marine", not to be mistaken for ordinary Pentox. The only thing with