



BUT

WE NEED YOUR HELP!!!! - If we do not receive more input from YOU the builders we will not be able to continue to supply YOU with the information you all want. **PLEASE, PLEASE** send your articles today!! Remember, we'll edit and rewrite if necessary so don't be afraid that you're not talented enough to write for a publication - we're not professional writers either - just people trying to supply a service to others with the same interest. Pictures needed too! Black and white please - no larger than snapshot size. Close-ups are best!



Meeting #3 of the Osprey II builders of Ontario is being held June 6, 1981 at the workshop of Dave Richards and Sandy Ferrari in Gravenhurst, Ontario. They have two Osprey's under construction.

Meeting will begin at 1000 hours and break for lunch at 1300 hrs. After lunch the meeting will move to the shop of Ron Kilbourne (about 10 miles from Gravenhurst). Ron's aircraft is well along, body foamed and fibre-glassed and working on outer wings.

For further information you may contact Fred Oates, Box 75, Rosseau, Ontario, Canada, POC 1J0 (705-732-4026). Fred states that "I understand that two Osprey II projects are available for purchase 'as is'. Further information June 6th.

FLIGHT OF AN OSPREY

- H: Hello, Dale this is Heinz. Have you seen the new Sport Aviation magazine?
D: No, mine comes two days after most of those in the Madison area, Why?
H: Well there's an Osprey in there and I just called the owner about it. I think I should buy it.
D: Good Idea.
H: How would you like to fly out to Long Island, New York and see if I should buy it?
D: Well....I guess I could.
H: When?
D: Right away, but I would rather drive, then my wife and I could stay with my cousin for a few days to make a holiday out of it. I would like to see a play or two in the big Apple.
H: Well in that case, you can drive my truck and 26' trailer, bring the Osprey back.
D: O.K., but I have a better trailer which is not as long and we can load it on the pickup so we don't have the extra axle for the toll roads, then unload and put the Osprey on it for the return trip.
H: Good, when can you leave.
D: Next Tuesday the 13th (a week). You better check on a wide load permit.
H: Ah shucks, just drive, they won't bother you.

Two days later:

- D: Heinz, this is Dale, I just checked with motor vehicle, you need an over width permit in each state and one for New York City.
H: Well, shucks (or close to shucks) where do I get them?
D: A place in Milwaukee called Jet Permits.

Two days later:

- H: Dale, we got all the permits but New Jersey, they will have that ready in Milwaukee, so when you leave town you can stop at their office (1/2 mile from EAA headquarters).
D: Bring over the truck so I can load on the tail of the Twin Comanche I salvaged so I can take it to Toledo where I have made a trade for a Nav-Com radio. We'll be ready to leave tomorrow morning.

Heinz had the trailer loaded on the truck, we drove the truck to Milwaukee Street where four of us took two hours to load and pack the stab, rudder, fin and lots of smaller parts onto the box of the truck.

Next morning at 6:30 we left for Milwaukee, arriving at the Jet Permit office, they took 45 minutes to tell us the New Jersey permit hadn't come through, but that they would telex it to a truck stop in New Jersey.

At 4:00 we were at the Toledo airport to unload the TC tail and trade for the radio. Bob Jaube was rebuilding his TC after a hanger fire where part of the building collapsed on the right side of the TC. I called him when we got back home, to try to make a trade for an xponder, but Sunday, the 18th, he and his only son were killed in a plane crash!

No problems getting to New Jersey where my cousin lives near Ft. Monmouth. Thursday, we drove the truck to Long Island to look at the Osprey. Ed Richartz the builder is the sales manager for used boats. The marina has complete maintenance facilities and docks 1000 boats, from 15 to 100 ft long! We examined Ed's work and found it to be quite satisfactory; welding, woodwork and glassing. The only thing wrong was what we had been told over the phone; the canopy was missing and the spray rail needed to be reattached. Of course, the usual salt water corrosion where the metal might have been scratched, and the varnished parts need a slight sanding and recoating but on the whole a sound flying machine. "OK Ed we'll take it, we'll be back on Tuesday morning to pick it up, can you have it down off this platform and set it on the cradle I brought from home?"