



NEWSLETTER

It uses quartz elements so water will not be any hazard should the heater get wet. It only pulls 15 amps at full power while putting out 1,000 BTU'S. Jerry says in the Osprey it should keep the cabin temp at 70 degrees when its 30 outside or will maintain 65 to 68 at -0- degrees outside. If this is not enough he can build you one with more capacity but you use more amps. The price is \$120.00 and all parts are guaranteed for 30 days.

Write: Universal Aircraft Heaters, 1620 S. 341 Place
Federal Way, WA 98003 Phone: 206-838-4721

Regards to all,

George

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FELLOW OSPREY BUILDERS,

The new two blade propeller, developed by Ole Fahlin seems to be working very well. Ernie Hummel and I have been testing it on Ernies Osprey since mid August. It seems to perform every bit as well as the three blade and better in some areas such as climb and take off. I am very pleased with its water performance. It seems to develop more thrust as it winds up faster at take off than the three blade. This shows up dramatically on water take offs.

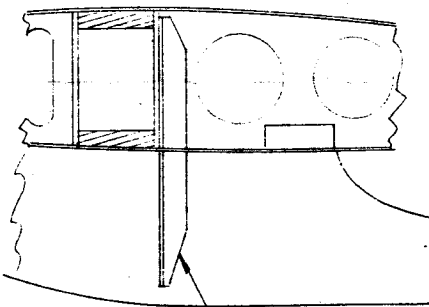
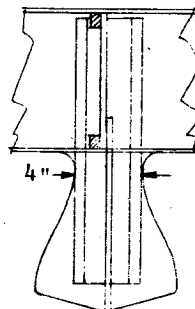
We had the pleasure of showing it off at a U.S. Seaplane splash-in at Clear Lake, Ca. three days in early October. The event was held at a beautiful motel with a large grass parking area facing the lake. A very steep ramp allowed access down to the water. Of the 25 or 30 seaplanes in attendance one was a DeHavillin Otter on amphibious floats. Its a huge aircraft and with Ernies Osprey parked under the wing was a sight to behold! The Osprey looked like a model airplane.

Ernie and I both hopped rides and the big plane drivers eyes popped when Ernie who is about 6'2" and 225 (sorry about that Ernst) and a United pilot who is about 6'7" and no light weight squeezed into the Osprey, taxied down the ramp and popped off glass smooth water. It brought out the stop watches and later we were told the Osprey was getting off, solo, in 14 to 15 seconds. Compared to the Lakes, big Cessnas on floats, etc. they were taking from 30 to 45 seconds flown light. The two blade allowed Ernie to make some full power fly-bys up to the red line.

Ole tells me he is getting the replacements out as fast as possible. He will not sacrifice quality to get them to you builders. He also says that the props should be torqued to 30 to 35 lbs. I stated in the last newsletter that 25 to 30 was the torque value. Please note and write the torque values in your log books.

I think we have a solution for cabin heat! As you know the Osprey configuration makes the use of engine heat very difficult to convert into cabin heat. A new Osprey builder, Jerry Loveless, has developed an electric cabin heater for the Osprey that should solve the problem. The heater is very compact. 4" wide, 4" deep, 7" long and only weighs 2 lbs! It is designed to mount on the forward side of the instrument pedestal just under the deck former at sta. -0-. The hot air outlet is deflected out the bottom for pilot and passenger warmth near your feet. Flip a lever and you also have hot air blowing on the windshield area for defrost. It comes with a 3 way switch, low, high, and off and a high volume fan, double impeller.

WINGTIP FLOATS - p. 34. The float is lacking in lateral strength, as in a skidding turn on the water. The float is tied to the spar only by the lower wing skin and the 1/2" plywood spine glued to the wing rib. As shown below, build a small vertical spar with 1/2 x 3/4 spruce caps on 1/8" birch ply web, 4" wide, extending vertically thru the float and skin, glued to the rear web of the main spar. (Relocate the wing spar lightening hole if it is not yet made, or carry the 4" spar over it.)



Spar caps

M.C. Winsor, Mont Vernon, NH 03057

CLASSIFIED ADS

WANTED: Someone to rebuild the foam and glass nose on my Osprey 2. Cosmetics only, no structure. Blend or re-paint. Good pay. Anywhere around Texas. Mike Brundage, Dallas. 817-246-0075.

FOR SALE: Osprey 2 project. 90% complete. Materials to finish, LYC, 0320 150 H.P. O.S.M.H. New prop and basic flight inst. Phone: 901-465-3052, NO COLLECT CALLS.