



NEWSLETTER

Perhaps you may remember that I would make a report on the use of fences to slow the stall speed of the Osprey 2. The basis to try this experiment was the reported use of fences from an Australian builder Dr. Peter Crooke. Peter said that the stall speed was reduced by about 11 M.P.H. The fences used were made of fibreglass. They were installed at the wing joint. They were 2" high and ran from the trailing edge on the top surface of the wing around the leading edge and on the bottom back to the main spar location.

Ernie Hummel made a set out of aluminum and we have just started evaluating their effect. Our weather turned sour and so far we have only two flights that were quite short. Ernie flew his Osprey first through a stall series and found it stalled only 4 M.P.H. slower. I then flew it and found the same thing. Maybe 5 M.P.H. in a full high angle stall. I then flew it in slow flight where the nose was fairly high and the stall was close so that the aircraft was just nibbling. I was able to make shallow turns with full aileron control even when I let it stall in a turn. With the fences it seemed very stable in this slow flight condition. Much more so than my prototype. I wish I had flown Ernie's Osprey more prior to the fences. On my landing I was indicating about 90 M.P.H. on final, over the fence at about 80 and then a gentle flair for touch down. It floated down the strip forever! Felt like a J-3 Cub. Ernie and I intend to explore this ground effect flying more and a lot more slow flight. High speed stalls will also be tried and then I can give you a full report on these fences in the next Newsletter. If I feel they are worthwhile I will make a set of drawings for anyone interested.

Doug Sisemore had an "ON THE GEAR PARTY" last night. He had his Osprey out in the garage (shop, excuse me) driveway, up on blocks so every one could retract the gear and listen to the up-locks click. Yes, up-locks. Doug has installed all kinds of gadgets to suit his kind of flying. The workmanship in his Osprey is beautiful. Doug is building a stretched version as he is 6'7". He reclines a little more and feels very comfortable in the seat. He has maintained the cabin height, as per plans, which is very important in the aircraft. Doug has installed the gear assist springs on the inboard section of the wing. He says he will send in drawings to the Newsletter shortly. They work very well.

More in two months,

George



Well, we've managed to survive one of the worst winters in history. Lots of snow and we set a record for the coldest temperature twice in January (-26°)!

RENEWALS seem to be creating a problem for some of you! Please note when your last issue comes! It is impossible for us to back date subscriptions after a new issue has gone out. (i.e. subscription due in Jan renewal received after March issue has gone out). If you have this problem you will have to send a stamped self-addressed envelope and \$1 per issue that you have missed. You will note your renewal date is on the label on the front of the newsletter (or envelope in the case of Canadian and foreign subscriptions). Please try to remember to send your subscription fee in time to assure continuity of your newsletter.

BACK ISSUES are available 1-9. Cost is \$1 per issue, plus a self-addressed, stamped envelope (20¢ 1-4, 40¢ 4 to 8 issues, 60¢ for more than 8 issues).

GOOD NEWS!!! We have finally managed to get someone to supply us with an OSPREY 2 BELT BUCKLE. It is a really nice, brass buckle, nicely made and very attractive to wear for either man or woman. We will send these to you for the cost of \$12.00 ea plus \$2.50 ea for shipping and postage. This is a custom made buckle and will not be available elsewhere.

OSPREY 2 GET-TOGETHER -- Don't forget if you're planning on being at Oshkosh to save MONDAY night, AUGUST 2nd to get-together for a nice meal, some "hanger talk" and just plain fun getting to know all the other Ospreyites attending. Last year we had 80 people and hope to see at least 100 this year!

DON'T FORGET to send us your ideas, comments, time-saving tips, etc. for inclusion in the Newsletter. And if you send something for us to use don't get discouraged if it's not in the next issue-sometimes it takes a couple of issues to be able to include all the many articles we get. If you send drawings, please draw them small enough to fit in a column or a double column and be sure they are in dark ink so they reproduce well. Thanks for your cooperation!



OSPREY 2 BELT BUCKLE