



THE WORLD'S BUSIEST AIRPORT --- Yes, one week out of the year Oshkosh, Wisconsin is indeed the world's busiest airport. It's an unbelievable sight to behold. Unless you've been there it's hard to visualize 7-8,000 airplanes on one field, 16-17,000 camping units in one campground and thousands and thousands of aviation enthusiasts all in one place at the same time. The people are the friendliest in the world too! And such good people they are -- you can tell by the way the field is kept in such immaculate shape. Each person there is on the lookout for trash, smoker's on the flight line, etc. It is indeed a volunteer effort. Without the help of each one of you the EAA would never be able to hold this type of event. Be sure you help to make it an event everyone of us can be proud of for years and years to come.

SPEAKING OF OSHKOSH -- it's nearly here! We are anxiously awaiting July 31st to get here. We plan on being there early, as usual. Our son, Allen can't wait to get there to volunteer his help on the flight line during the whole week of the convention. He's only 12 and even he can find a place to help out. We're especially anxious for MONDAY NIGHT, AUGUST 2nd at 7:30pm. That's when our OSPREY 2 group gets together for the 2nd annual Osprey dinner. Remember, it's at BUTCH'S ANCHOR INN, 225 West 20th Ave, Oshkosh. Any of you needing transportation to the dinner be sure to stop around the Osprey's on the field and sign up for a ride. Butch's is a very nice family restaurant and we'll each be ordering from their regular menu. Prices range from \$4.95 for a Steak Sandwich to \$16.45 for Lobster. They specialize in Sea Food, having Walleyed Pike, Shrimp, Frog Legs, Scallops, Snapper, Combination Plates, and of course all sorts of Beef selections. Bring the whole family and join us! It's a tremendous way to meet your fellow builders!

INFORMAL FORUMS will be held on TUESDAY, AUGUST 3rd, THURSDAY, AUGUST 5th, and FRIDAY, AUGUST 6 from Noon to 1:15pm in the EAA CHAPTER TENT. The Tuesday meeting is listed on the Forum schedule, the other's are not but we still are allotted those times. We will do our best to find a place to meet on the other days when we arrive at Oshkosh and will post the times and places in or around the Osprey's on the field. Be sure to check there. These forums are a good opportunity for each of you to meet others building and talk problems, solutions, and do some bragging too! See you there!

T-shirts, belt buckles and buttons will be available at Oshkosh too. If you don't have yours yet be sure to see us. We'll also have back issues and Builder's Lists available.

NEWSLETTER RENEWALS are stamped on the last issue before your subscription expires. Be sure to send in your renewal fee before the next issue comes out. We CANNOT BACK DATE RENEWALS. If you miss an issue or two you will have to follow the back issue procedure! That is send \$1 for each issue missed and a self-addressed stamped envelope.

T-shirts are \$6.50 ea/+\$1.00 for postage and handling and come in Orange, Yellow and Blue. Sizes are Lg, Med, Small and Extra Large. Buttons are available in two styles: #1 - I LOVE (with drawing of an Osprey); #2-drawing of Osprey bird. Cost is \$1.00/+\$0.50 postage and handling. Belt Buckles are brass with OSPREY 2, airplane and bird. Cost is \$12.50/+\$2.50 postage and handling.

BACK ISSUES ARE AVAILABLE (This is issue #11). Cost is \$1 each plus a self-addressed, stamped envelope. Postage is 20¢, 1-4 issues; 40¢, 5-8 issues; 60¢, 9-11 issues.

BUILDER'S LISTS are also available for those wishing to contact fellow builders in their areas. Cost is \$1 for each state ordered plus a self-addressed, stamped envelope. States not available are: Manitoba, Alabama, Arizona, Arkansas, Colorado, Delaware, Georgia, Idaho, Indiana, Iowa, Kansas, Kentucky, Maine, Mississippi, Missouri, Montana, Nebraska, Nevada, New Jersey, New Mexico, N. Carolina, N. Dakota, Oklahoma, Puerto Rico, Rhode Island, S. Carolina, S. Dakota, Utah, Vermont, W. Virginia and Wyoming. No lists either for overseas.

CLASSIFIED ADS will be published in the Newsletter if you have something to sell or want to buy something pertaining to Osprey's. Ads must not exceed 35 words and will cost \$2. If you have a product you wish to make available to our builders send us a copy of what you wish printed and we will let you know the cost.

INTERNAL ANTENNAS

Some builders have had problems with tail heaviness in the Osprey. Consequently, I decided that a good thing to move forward would be the antennas.

For the com antenna, I used a bent stainless antenna mounted just forward of the L.E. fin spar and molded into the fin L.E. I used a circular doubler glued to the bottom of the deck where the insulators go through. I then positioned another straight antenna parallel to and under the deck so that the feed ends of the two antennas are $\frac{1}{4}$ " away from one another. The horizontal element is supported by plywood tabs.

This is a half-wave center fed antenna. It is fed with a ferrite torroid balun (See article by Jim Wier of RST, Sport Aviation, May 1979, pg. 45).

Using a half-wave antenna eliminates the need for a heavy ground plane on the bottom of the stabilizer. It also moved the antenna further forward, decreasing its moment arm.

The nav antenna is a standard type mounted under the floor just aft of the step, with the open end pointed forward. It too is fed with a ferrite balun and is molded into the foam in the bottom. Once again this puts the weight further forward. The drain pipe and plug aft of the step should be made of plastic. The less metal there is near an antenna the better.

I have had very good results with this system using a Narco Escort - 110 radio.

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