



HUNTIN FOR ANSWERS!

Dear Ken & Lynn,

It's hard to believe it's been a year already since I subscribed to the newsletter. I wish I could have accomplished more on my Osprey but at least it's progressing. I've used quite a few tips from the newsletter and reading the letters from other builders who are flying has been encouraging. I have finished the horizontal, rudder & vertical, the fuselage is ready for side skins and I'm presently working on the main gear and retract mechanism. Some of the parts that look extremely difficult to build aren't so bad once you get started. I don't know if anybody has had any trouble sanding the splice scarfs on the plywood joints but there is an easy way to sand them. Put a drum sander on your sander motor and tilt the table for a 10/1 taper. Clamp a guide strip to the table edge and pass the plywood through raising the table after each pass until the scarf is complete.

Has anybody put a Loran C in their Osprey yet? With the price of some of the new Loran's around \$1400 it seems like the way to go. There was an article in Sport Aviation on Loran's that said in a non-metal aircraft all the separate metal FTG's etc. must be connected together or grounded. It would probably be a good idea to ground your FTG's etc. if you haven't covered wings, fuselage, etc. in case you want to add a Loran C in the future. If anybody has more experience with Loran's please send advice.

Thanks for an excellent job.

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The drawing below was inadvertently left out of the last issue of the newsletter. It should have accompanied the article by Herbert Kelley.

BEND SO NO. 3
WILL CLEAR RETRACT
HANDLE.

