



Dear Ken & Lynn,

Remember the Canadian builders (now only one) who hoped for a 2 to 2 1/2 year completion date? Well I didn't make it. Had my 3 yr anniversary date January 1, 1985. To date my Osprey is complete except for covering of control surfaces & wings, which I am presently doing. The Osprey is a very beautiful craft all assembled and looks like it is meant to skip (water) and split (air)!!!

The Newsletter has been an invaluable aid as the weeks skipped by and there is no question that my airplane is a more functional and satisfying airplane as a result. I have very little to do before my final inspection by our airworthiness inspectors. The Osprey has been an enjoyment to build and I am sure it will be even more fun to fly. I hope to do the ground work and early flight testing in the spring while our lakes and rivers are thawing out up here in New Brunswick, Canada. By late May I should be able to do the water work. If you remember there was two of us building Osprey's here. however Peter has stopped and has his engine, IO-320, material and partial Osprey for sale. He bought a Thurston Teal and I have flown it, so can hardly wait to make his mouth water when I fly circles around him.

Will write again with a report when flight testing has started and hope I don't have any self-inflicted bad tales to tell.

Best wishes,

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Dear Ken & Lynn,

To keep others from running into trouble when mounting an "attitude gyro" on the front instrument panel, here is my fix. The panel slopes 20 degrees, therefore a wedge is needed to mount the instrument vertical. If you don't in level flight or when descending you will reach the limits of the internal gimbels and the display will tumble. No caution note comes with the instruments giving this requirement for mounting. However, instruments are available for use in helicopters, which characteristically have sloping panels like the Osprey; only these units cost \$2800 retail. Therefore I calculate my wedge saved approximately \$2650. It's made from 3 pieces of birch glued together with epoxy and the resulting assembly is then covered all over with a layer of deck cloth glass and resin. It's sized to match the typical instrument case and uses two 6-32x1 3/4 inch long and two 6-32 x 5/8 inch long round head screws with small 20 degree aluminum wedges attaching the wedge and instrument to the panel face.

My bird stalls gear down at 65mph and gear retracted 64mph. Now have 10 hrs on the bird with 18 water landings and 1 land landing.

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