



**OSPREY & WREN**

Dear Ken & Lynn,

Well I see that I have procrastinated about sending my renewal in and I have missed some newsletters. If you have any extra copies please send them.

My Osprey is doing quite well. I have had a few minor problems, such as a gear downlink breaking and the main folding up just prior to a take off run. (didn't even scratch the wing float - just lost some glass at the step) I also had the generator bracket break enroute to Kerrville for the Southwest Regional Fly In. The emergency repair guys at Kerrville were great. They removed the broken bolt, retapped the threads, and had me going in thirty minutes. My Osprey was a big hit and drew quite a bit of attention, as I was the only flying seaplane at the fly in. It was hard to see when I was taxiing out for the fly by because of the reflections off all the cameras. (ha) The weather was bad to and from the fly in and I hit several pockets of rough air but the Osprey handled just fine with only the normal wallowing around. It was raining very hard when I landed and one of the jokes at the flyin was I was the only plane qualified to land as I could have taxied gear up.

I have been flying my Osprey on Auto Gas for over a year now with no problems, but I have finally found a good reason not to use it. TOLUENE! Toluene is a very strong flammable solvent and apparently some oil companies feel mixing it with gasoline is ok. That's fine for metal gas tanks but not fiberglass and resin. It was dissolving my tank. I had noticed that it was hard to see the fuel level lately in the sight slots and I found some brown globs when I was checking the sump. Well the side walls of my tank are soft and I am debating replacing it with a metal tank. I think I'll pay the extra fifty cents a gallon for Avgas because there is no telling what they will put in there next.

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