

I have now flown the Osprey 5 hours on water with great number of water touch and goes and full stop landings as well as taxi onto beach.

The porpoise conditions which are characteristic to most amphibian aircraft is corrected immediately with a small amount of back pressure. However it must be recognized and corrected early or you will be subjected to some pretty large hops.

Once Osprey is on step which is very fast and porpoise is stopped just maintain that position and when Osprey reaches flying speed at approx 60 kts it will pop off the water.

The Osprey is definitely an aircraft for the water as I have now flown approx 5 hrs on and off the water and it's just fantastic.

It is now October 1 up here in Canada and I am going to fly for another 2 months, cold or not, to gain more experiences and the fun with water flying. For those of you who have been slowing down, DON'T as there is no other flying like it, it's just great.

The only way to fly is with the Osprey as it is a pure joy to land on water and step out onto beaches in a hundred different areas. Only after you "finish" your own Osprey can you understand how right you were.

I plan to take Osprey C-GSMP home for winter and make some improvements and make it ready for the summer of 86.

Hope this was of some interest and maybe some help to others.

Respectfully,

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Dear Ken and Lynn,

Greetings Wisconsin expatriates; the Badgers will miss your support this fall. The very name Strawberry Plains sounds pleasant and I hope life is treating you well down there.

An idea - if everyone would write a note to you when they renew their subscription - as I do now - you would have plenty of material for the newsletter and we could better keep up with each others progress, problems, etc.

I started on my project in July of '78 when I decided that an amphibian would be helpful to get to my summer place on Bark Bay spit (Lake Superior). With only 3000 feet of protected water behind my cabin the performance of available store-bought planes seemed marginal.

With the encouragement of Dale Wilson, occasional guidance from George, and much reading, as well as a Vocational School course in welding there has been slow but steady progress and I'm getting to the end stages that are so gratifying. When I read on the plans that they are intended for the education of the builder I didn't know how prophetic that would be.

Some of the things I've learned are:

Everything takes longer than you think it will, even when this rule is taken into consideration.

Corollary: I have stopped predicting the date of the first flight.

Aircraft builders enjoy each small bit of progress - they have to!

Bulging plywood panels are a result of applying plywood which is dryer than it would be if exposed to your prevailing climate. Prevent bulge by getting the plywood out of its dry storage in the box under your bed and into the workshop a few weeks before sticking it on.

Bulges can sometimes be helped by shrinking the panel with an electric radiant heater; then seal it immediately with glass and epoxy.

Save up all the small non-urgent questions and go over them once a year with George at Oshkosh at the Wick's seminar. I am sure impressed with his ability to share his wealth of knowledge.

Tools are half the battle. I tried to get along for a while without a band saw and now find it a great time saver. A disk sander for shaping wood and aluminum parts is indispensable. A small Japanese back saw is excellent for long, clean, fast and easy cuts in plywood. A rubber bonded abrasive wheel on one side of your grinder makes it easy to turn out well polished (read fatigue-crack proof) edges on steel fittings.

One other tidbit - the U.S. Forest Products Lab feels it may not be helpful to apply a paint on type of wood preservative. Too superficial. Try instead to build so that no water will have a chance to soak into any wood fibers.

I'm sure there is such more to learn; the newsletter has been a steady source of ideas and inspiration. Most inspiring is a memory of an Osprey flight with Ernie Hummel.

If any builders in this general area want to have a Saturday get-together like we used to do at Oconomowoc I'd be happy to host such a time, and maybe a spaghetti dinner. Let me know.

Regards,

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