

paintwork. A long flat approach, with power at 1.4 VS to a touchdown at the stall onto the mains with the nosewheel dropping shortly thereafter as the elevator lost authority, giving good directional control during rollout.



Several flights have been completed since then and as I gain a feel for my Osprey, I would say that the wedding is over, but the honeymoon is just beginning.

I would like to thank George P for his help and encouragement and prompt answering to my questions during construction. Thanks must also go to Lynn and Ken for their wonderful efforts in publishing our newsletter, for without this contact with other Osprey builders, my project would have been a very lonely road indeed. There are many other good people who have contacted and encouraged me to whom I owe thanks, but hope to write to each one personally.

Some preliminary figures taken at 5,000' ASL one P.O.B. 66 lbs balast on passengers seat, 20 gals fuel (IMP.)

- 2450 RPM 100 knots
- 2350 RPM 92 knots
- Stall wheels up 54 knots
- Stall wheels down 56 knots

This was using the Fahlin two blade.

Regards,

RexThompson
P.O. Box 21
Bunnythorpe, New Zealand

Dear Ken & Lynn,

You will find prints along with step by step procedure on installing of NACA submerged inlet air vents in full size drawings. I have already installed them in my Osprey.

Please print this information in the newsletter. I'm sure everyone will be glad to use them.

Thanks alot and will be sending more drawings and things later.

Bill Jonas
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