

FROM THE
DESIGNER'S
NEST



I attended the West Coast Seaplane annual fly-in again this year. It's held at Lake Port, Ca at Clear Lake. You have to have a water bird to fly-in as you have the option of landing and either docking or drop your gear and taxi up one of two available ramps. Parking is under the trees on the lawn at the motel.

My forty five minute flight from Sacramento was blessed by a beautiful sunny day and the water had that small short chop which is so ideal for water work. I landed among a bunch of water birds. Cessna's on amphibian floats; several Lake amphibians, Cub's on floats, and a gorgeous Waco F7 bi plane on floats. This Waco was badly damaged making the movie Raiders of the Lost Ark. Anyway it is beautifully restored again and performs very well on water.

My landing was reasonable, thank God, as the back lawn and docks are lined with fellow seaplane pilots watching arrivals and takeoffs. Seems I can't resist showing the Osprey off some so prior to landing I made several 140mph flybys at 30 ft or so and after landing its fun to keep it on the step at about 50mph and make some sharp 360 degree turns both directions. The step turns seem to cause the most comments as the store bought just don't do it as sharp.

Taxiing up the ramp I was greeted by Ernie Hummel, Bob Benefiel and Don MacIness. All Osprey owners. Don just recently bought Dick Borremans beautiful Osprey and plans to fly it back from Florida to Northern California in December. Don had flown my Osprey to Oshkosh this year for me. I checked him out on the water during the Clear Lake fly-in and I hope it had some influence with his purchase decision.

Later in the afternoon a red and

#25
white Osprey set up an approach and set down for a beautiful water landing in front of the onlookers. Up the ramp it taxied and out stepped Darry Capps. Darry had just gone through a re-build of his bird to get rid of some un-wanted weight. On his Osprey that is! He says he was able to shave nearly 120 lbs of the airframe. It showed up as he demonstrated some 15 second take offs later that afternoon.

I have hopes that Darry will share some of his re-build ideas in a newsletter report.

I have hopes that all of you builders can one day attend a seaplane fly-in with your own Osprey. It puts the aircraft in its rightful element.

Call me if you have problems 7 to 9pm if I can help.

Regards to all,

George



Dear Osprey 2 Newsletter,

Congratulations on your new business endeavor, it seems a good plan and interesting profession, a look at Trade-A-Plane sure shows that such a service is needed for the homebuilders.

Speaking of homebuilding, I, as an Osprey 2 plan holder and aspiring builder have a particular problem directly related to my location; I live in the U.S. Virgin Islands where building materials are very scarce and mechanical shops very expensive. My research shows me that the best move for me will be to build from a material different than ply-spruce-glass, the material I wish to use is Raho-cell rigid epoxy impregnated foam of different dimensions and strengths so as to duplicate ply-spruce. I've written to Mr. Pereira and he has informed me that he only has worked with wood-glass in his design. So am hoping that you can shed a little