

## AIRY TEST FLIGHT FOR MARC LAW, JR.

"I started to build my Osprey 2 in February 1978 and the first flight was August 10, 1980 -- about two and a half years. I must be the "1" next to Mississippi in the list of plan holders by location. Now that I have finished and have about 15 hours on my bird, I can appreciate what absolutely immeasurable help it would have been if I could have shared some of my problems and successes with others in the same boat. Natchez is a fine little town but the interest in airplanes is nearly zero. I had to go it alone and successfully which I think speaks well for the excellent plans as well as the design.

A little background --- in 1941 I failed to pass the physical (eyes) for flight training the Air Corps so they sent me to Communications School and I became a Communications Officer in the AACs. Out in 1946 and learned to fly while on terminal leave. I flew a good deal for several years and got married and pretty much gave it up until the pilot license law changed, I think in 1972 -- got a check ride and started all over again. In 1976 I decided to build my own and sent for Cuby plans -- too complicated. Sent for PDQ 2 plans -- not enough. Joined the EAA and read about the VP-2 and in 10 months in 1977 built and flew it. I figured I learned enough about wood construction from that so decided on the Osprey 2, bought the plans and started out. Anyone who says this bird is not complicated or that it is easy to build is incorrect. But with some, rather a lot of perseverance it isn't all that tough. There were times when I thought I would never figure part of it out or make something but staying with it and doing a lot of things wrong the first time paid off. I believe I could write a book about it!

Empty weight on my Osprey 2 was 1,016 pounds. Instead of spruce, I used Douglas Fir, thanks to an under-standing local lumber company which let me sort through their stock to find the correct pieces. In addition I have an Edo 553 radio, a transponder and Whellen wing tip strobe and position lights. I figure that these are the things which put me over the 960 pounds of the prototype. After I got my bird to the airport and all put back together, I taxied for about 10 days, slowly at first and then faster and faster. I finally felt I was ready for my first flight. It was easy with my VP-2 because I could get off the runway, get up to a hundred feet or so and then land going in the same direction on the same runway. Not so with the Osprey, so I had to decide to go if everything was OK on my takeoff run. When I got off the end of the runway at about 300 feet, the engine completely quit for several seconds and then started again at full power and ran for several seconds and then quit again. I was able to get up to about 500 feet and it kept running and stopping so I decided I had to get turned about and get back to the airport. I was able to make a 180 losing about 300 feet in the process and landed on one of the other runways. Very hairy, indeed and I was lucky to get back on the ground.

At first I thought the canopy was interfering with the air intake so I changed that and while I was working on that, it suddenly occurred to me that the electric fuel pump is a positive displacement pump and since it is "in series" with the engine driven pump, the engine driven pump can't get fuel to the carburetor unless the electric pump was running. I have been using the electric pump to start the engine and have shut it off after the engine starts. I did not have it on for my first flight. So, I put two

plastic "T"'s in the fuel system effectively bypassing both fuel pumps so the carburetor gets fuel whether either one or both of the pumps is running. The plans show the two pumps "in series" and with that plumbing both pumps have to be running to get enough fuel to the carburetor to make the engine run right. I think George should change this on the plans to provide for the two bypass lines.

I've had a lot of minor problems with one thing or another but have been able to get them worked out one at a time. I guess the worst one was that when I welded the engine mount, I lost the three degrees to the right offset and ended up with about one. The airplane had a very strong tendency to turn to the right, but I changed the mount and that solved that.

Flying the Osprey is really great but somewhat different than the Cessnas, Cubs, VP-2's, Tri-Pacers and others that I have flown. I have had to learn to come in fast with some power and throttle back over the runway. She settles down and you can hardly tell when you touch down! I have not been on the water yet but when I get all the bugs out and learn to fly it, it won't be long.

Just one more thing -- I bought just about everything I needed from Wicks Aircraft Supply at Highland, Ill. and I can't say anything but good about the job they do. The only thing they ever back ordered was a 90 degree fitting for my brake cylinders! Their prices are competitive, they are very pleasant people and just wonderful to deal with. The only mistake they ever made was that they sent me some things with an invoice instead of C.O.D.

I'm not an expert -- an expert is a man from out of town with a brief case - but I have done it and nothing would please me more than trying to help some other poor lost soul."

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