

BUILDERS TIP FROM M. C. WINSOR

My plan is number 199. I started about a year after seeing the prototype on Sport Aviation cover, after I had wavered for several years on a choice of the Coot, the Anderson Kingfisher, and the Volmer. There didn't seem to be anything else in the world to choose from. I rode in the Kingfisher about 1973, and was much disappointed with the low speed and great difficulty in getting on the step. Neither the Coot nor the Volmer Sportsman had the zip I was looking for. The Osprey I was offered then, but open, single seat, no gear would have made it almost useless for me. Then Zowie! The cover illustration said it all for me.

My progress is: All woodwork done except for closing in the top of the wing center section, most controls in, engine mount welded and fitted. I'm about to foam and glass the bottom. No wiring yet except for the built-in wiring to the tail. I will have full lights and twin strobes, with two wing-tip landing lights. Gear down switches on the link knuckle are the only place to mount the switches. There are many hints to assembling and adjusting the gear linkage members, and possibly the single most dangerous error is insufficient knuckle overtravel pressure. There have been several cases of collapsed gear due to this. I hear of high gear handle pressures when lowering the gear under water because of the buoyancy, and I have built in a balance spring tensioner which can be slacked off when lowering the gear into the water. We'll see how it works.

BUILDERS TIP

The plan calls for 3/4 square and 1/2 x 3/4 uprights in the flat sides of the fuselage. When the sides are bent and gussets are installed in the cross-frames it will be necessary to bevel off one side of each upright, both top and bottom, and add a wedge to the other side to fit the gusset. Very time consuming and messy. You can achieve much neater looks and better glue joints if each upright is cut as a parallelogram section, each station at a different angle. You will be ripping the uprights out of 3/4 planed boards, so just set the saw at the angle needed for the station, set the fence to give you the width dimension, and rip two uprights. Trimming the ends to fit in the flat layout is no different from square uprights.

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For your aid here is the material size, rough length, and angle for each station.

Station	Length "	Angle°
+4	11 "	24°
0	10 12 "	30°
13	13 14 1/2 "	20°
25	16	17°
37	17	17°
48	18	5°
60	19	0°
70	18	2°
86	14	6°
102	12	9°
117	11	11°
132	10	12°
148	9	12° 1/2 x 3/4
160	8	12°
172	7	12° 3/4 sq.

I suggest that in the cockpit area the inside gussets on the flat assembly be made small, just large enough to be hidden inside the double gussets and filler block. Thus there will be no tender unsupported gusset inside to be kicked and broken. At a few joints a much larger gusset can be glued on the outside of the frame, to keep it rigid during assembly. After all, the gussets in the plane of the side frame are useful only until the skin is on. Aft of the gas tank make the gussets just as the plans call for.

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