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NEWSLETTER

Learning of the very tragic death of Dale Wilson was indeed sad news for Peggy and I. Dale's informative and humerous comments in our newsletter will be missed. Due to Dale's accident I would like to talk briefly about pre-test flight preparations.

Getting any homebuilt ready for the first flight is always a thrash. Seems like we can plod along for years getting one almost ready to fly and suddenly there is this last minute hysteria to get it in the blue! When I start to get close I start writing a list of "things left to do." This list gets surprisingly long as you and friends keep pondering the many last minute details. Distraction is the culprit that causes my failures. You're safeting some part in the engine compartment and someone says "Hey George, take a look at this". The engine cowl may go on and the part was never safetied! Enough said.

My Osprey prototype re-build is progressing so a dim light is showing at the end of the tunnel. Peg and I, Ernie Hummel,Darry Capps have Oshkosh 82 reservations. I sure urge the rest of you flying your birds to try and make it.

Ken and Lynn sent me a list of common asked questions that I will try to continue with.

HOW MUCH POWER CAN THE OSPREY USE? I firmly believe optimum engine to use is the Lycoming 0-320 series. If you can build for under 1,000 lbs your water performance will be great even with two 200 pounders flying. Bigger engines mean more weight, more gas, etc. When you don't need it gang it's a losing battle!!

CONSTANT SPEED PROPS? I wish we had one available that weighed about 20 lbs. What is available is much too heavy for a good trade off.

HOW TO FORM THE WINDSHIELD? I made my own oven from 1/4 and ply. Lined it with aluminum foil. Installed a small electric heating element with a small fan to keep circulation. I stuck a meat thermometer through a hole and brought one half of the plex up to 350° for about 3 minutes. It was then draped molded over a preformed simple curve the shape of the canopy. Remember the plexiglass will shrink about 10%.

WHAT ABOUT USING 6.00X6 WHEELS INSTEAD OF THE 5.00X5? They will not fit even with a smaller tire. Stick with the 5" wheels.

WHAT CHANGES HAVE BEEN MADE IN THE LAST 5 YEARS? Very few changes other than a few plan corrections. The main difference from the first test flight was the switch from Franklin to Lycoming as Franklin had gone out of business. A larger fin fairing to prevent a slight hunt in directional control, and using spruce instead of doug fir for structure. I plan to test a set of fences to improve slow flight and reduce stall speeds. I will give a full report on this in the newsletter. If successful I will make drawings for a retrofit for all Ospreys.

Well gang will try to answer more in the next letter.

Happy New Year,

George

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PRELIMINARY FINDINGS ON NOVEMBER ACCIDENT

As you read in the last issue of the Newsletter there was a fatal accident in November, 1981 involving one of our Madison, Wisconsin builders.

The accident was investigated by the FAA and EAA and the preliminary findings, as reported to us, are that elevator control was lost on take-off due to the suspected unsafteing of a clevis bolt. If there are any further reports concerning this accident we will keep you informed.

PLEASE REMEMBER to check carefully for such things. After so many years of work a few more hours time is not too much to ask of yourself. If you do not feel qualified to do your own double checking ask a friend familiar with your aircraft or contact your local EAA group for the name of someone willing to help in such a task.

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CLASSIFIED ADVERTISING

FOR SALE - Osprey 2 - fuselage turned in frames, gussets made. Misc. Derrick parts including rudder pedal and control stick assemblies. Plywood and work tables. Elevator and rudder ribs. Misc. parts. CALL Don Frederick, 415-941-3280.

WANTED: Someone to rebuild the foam and glass nose of my Osprey 2. Cosmetics only, no structure. Blend or re-paint. Good pay. Anywhere around Texas. Mike Brundage, Dallas. 817-246-0075.

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Vol. 2, No. 2 January 1982

OSPREY 2 NEWSLETTER is published bi-monthly beginning in January of each year. DEADLINE date is the 20th of the month previous to publication. (Dec, Feb, Apr, June, Aug, Oct). SUBSCRIPTION RATES are $7.50/yr for U.S.; $10.00/yr for CANADIAN (US FUNDS ONLY); $12.50 yr for FOREIGN (US FUNDS ONLY). Please make checks and money orders payable to: OSPREY 2 NEWSLETTER.

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OSPREY 2 NEWSLETTER is published at 35079 Road J, Oconomowoc, Wi 53066. (414-966-0076)