

## WE GET LETTERS

"Dear Lynn and Ken

I was delighted by reading the Osprey 2 newsletter and I hope that the Osprey 2 builders will continue to share their experiences with other builders.

I would like to suggest to those who write to you, to add to their letter a drawing of what they are explaining (that has the value of a thousand words), and would certainly HELP many of us.

Merci, Thank you."

Fernand Gagnon, D.C.  
16 Rue Camire  
St. David Levis,  
Quebec, CANADA G6W 1S4

"I have blue print #369. I started in Michigan and since I have moved to Florida I lost 4 months moving. I am probably 75% done. Want to fly to Sun & Fun in March. At present am putting finishing touches on the fibre glass bottom. This part I don't enjoy.

Have my engine and 3 blade prop which I understand Ole Fahlin is going to replace.

All control surfaces are made; spars for wings are made and expect to have it turned over on the wheels this week. (September 30, 1981)

We got to Oshkosh looking forward to meeting, etc. but got word a son had been in a motorcycle accident so had about 15 minutes Sunday morning to look at the Osprey there, before leaving.

Would like to meet Florida Osprey builders. We live on a community airstrip at Hastings."

Alex Alexa  
Rt. 1 Box 27  
Hastings, FL 32034 (904-692-2861)

"Dear Mr. & Mrs. Zillmer,

I started building my Osprey 2 in February 1978 and made good progress up to July last year, with the fuselage, fin, rudder, elevator and stab all finished, the cockpit internals nearly complete, and the wing centre section completed and landing gear working. It sounds easy in retrospect, particularly when you say it quickly.

Alas, fate crept in to deliver a cruel blow to my building program. On July 31st last year, most of my house burnt down due to an electrical fault, and we found ourselves out on the street at 1 am with nowhere to go. However, the fire brigade arrived in time to put the fire out before the Osprey was damaged and my family was unhurt so things didn't seem too bad. We soon found a house to rent but I was unable to work to any degree on the Osprey as I had no light or power in the workshop.

Things are more normal now as I write, the atmosphere is heavy with the exotic perfume of polyester resin as the canopy nears completion, and I suspect my long suffering wife wishes I would take up needlework or jogging instead!

There have been some dramatic high spots over the three years. For example, when the contractor foamed the hull, it looked great---until I started to shape it. Instead of being crisp and light, it was rubbery, crumbly and full of pockets of unreacted resins. I

had to dig it out and throw it away, then poured it by hand. Do you have any idea how much foam there was to dump? There were several carloads at least!

How about the plating shop losing a vital part sent in for cadmium plating, a part match drilled and fitted to the spar? They said they were sorry, but they couldn't find it. However it turned up after I threatened to slash my wrists on the manager's desk.

This scenario repeated itself when I sent some parts for zinc spraying, only this time they lost 5 parts!! More anguish and rage---and they turned up too!

My workshop is a single car garage and I soon found it to be very cramped. But when I started to make the nose-cone, it was apparent that the garage was one ft. too short, and would have to be extended. A local building contractor who is also a Vari-Eze builder and a good friend volunteered to help and we put on what is probably the world's shortest garage extension, i.e., two feet by ten feet wide. Now the Osprey just fits inside but I'll be leaving the outer wing panels to the very last.

Before I finish, I'd like to compliment George Pereira for always being so helpful to me, and who is obviously a thorough gentleman. I met George at Oshkosh in 79 and was lucky enough to have 10 minutes in the Oshkosh circuit with him in the prototype.

Best wishes to all you other Osprey builders!"

John Allison  
57 Kedumba Crescent  
North Turramurra, Sydney,  
AUSTRALIA

### NOSE WHEEL BOOT

Having trouble vulcanizing the neoprene boot on the nose wheel push rod? I tried a different approach.

I used a sheet of .030 thick rubber impregnated fabric (such as is used on workmens raingear). I then laid it out flat using  $\frac{1}{2}$  the circumference of the bushing and flange for the end dimensions, plus  $\frac{1}{4}$ " extra on both edges. Using my wifes sewing machine, I zigzag stitched ( $\frac{1}{8}$ " wide) on both edges. If it comes out too big just take another stitch. I then used nylon ty-raps to fasten it to the flange and bushing.

For the bushing I used a 1" diameter nylon rod,  $1\frac{1}{2}$ " long with a  $\frac{5}{8}$ " hole. Unsplit. I flush riveted the threaded rot end on the nose end of the pushrod, so it can be removed without splitting the bushing or removing it from the boot.

Jeff Fraisure, Apex Airport Hngr 17, 10580 N.W. Contact Court, Silverdale, WI 98383

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