

more light in this area. My plan would be to build the Osprey using the same type of construction, frames, stringers, formers, etc but instead of wood I would use Rahocell of the same strength and characteristics as specs called for by Mr. Pereira so... my questions are 1. has anyone done it? 2. can you direct me in the direction of help? I think the Osprey 2 is a sweet design but feel it's time that George brought it up to new standards for easy building with modern, light foam, Kevelar, epoxy methods.

Please write to me at:

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HOW ABOUT IT FELLAS _ CAN YOU GIVE
LANCE SOME ANSWERS?



Dear Ken & Lynn,

Well I can't think of any reason to delay this letter as I now have my Osprey flying. If you remember, my Osprey was Dan Roger's bird that was damaged by a water flip over while the second owner was trying to take off in a 25 knot quartering tailwind. When I bought the airplane, I expected to rebuild it easily. What I did was thirteen months and between fifteen and eighteen hundred hours with alot of understanding from my wife. I will not go into great detail on everything I had to do. The airplane was upside down in the lake for some number of hours after the accident. This meant that all instruments and the electrical system had to be completely rebuilt. Because of previous work done on the hull, I had to sand down to foam and start over. The nose, wetbox, canopy, right inboard and outboard wing, engine, prop, cowling, and all plexiglass had to either be repaired or replaced. Now that I am finished, it was worth it!

My first flight was certainly an emotional high. I did have trouble getting the gear up as I was indicating above 100MPH when I brought them up, plus I forgot to hit the brakes. After that it was pure joy. The climb out was 1200FPM at 85 MPH, cruise was 115MPH at 2450RPM with trim neutral and hands off. I got a good stick shake at 65MPH, called it stalled, and released the back pressure to let it recover itself. Next I flew past my house to let my wife and kids get a look at a flying Osprey. Went back to the airport, flew the approach at 85MPH, over the wire at 75, and landed five feet in the air. The landing is going to take some getting used to.

The next flight was formation flying with a friend who has a 1946 Globe Swift for air to air pictures. After about 45 minutes the engine started running rough and I headed back to the airport only to have the engine get suddenly very quiet. The engine had stopped along with my heart! I set up my glide and looked around for a place to put it down while I hit mixture and the boost pump. I thought I was going to get to do the water test before I was ready as a lake was in gliding distance but as soon as I had hit the boost pump the engine roared back to life. A sweeter sound was never heard. Went on back to the airport for landing with no problem (only 3 feet in the air this time). To date I have not found a good reason why the fuel pump lost it's prime at cruise. I have added a fuel pressure gauge and a 2psi pressure switch to trigger a warning light on the panel. It may have been a vapor lock as the temperature was a typical Texas 100 degrees F. Has anyone else had a similar problem?

Aside from the fuel problem, I am very pleased with the Osprey and look forward to alot of fun. I would like to thank George and everyone who wrote articles for the newsletter as they helped alot.

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