



Fellow Osprey Builders,

First off I am sorry I missed you builders at Oshkosh this year. Our best laid intentions went to h --- in the last week prior to leaving. Job problems at our decorator's shop, sudden high oil temps in the GP-4 and more! Guess there's always another year but we did miss seeing you this year.

I am sometimes down at Ernie Hummels shop trying to hurry his long wing Osprey to take to the blue. I know many of you are standing by waiting for a flight report on his wing extension before adding the extra two feet to your own wing spars. He is just about to get the color on so it won't be long now.

One of the things I noticed on Ernie's Osprey were his landing gear retracting extension links were not in a positive lock down position. These are the links shown on drawing 29.

In rigging your landing gear its very important to have these links lock down so solid that you can't move them or tend to break the link by hitting the link with the palm of your fist in the gear down position.

Some of you may experience a situation that with a solid link one or both wheels will not fully retract. This can occur if you have some play in the system or you build a bellcrank arm a bit short etc. If you find that by moving the retract handle from gear down to gear up does not produce enough travel to fully retract the gear and still have solid links you have to increase the travel of the push rods. The best way to do this is to lengthen the walking beam arms shown on drawing 19. You may only have to move the hole from the 3 inches shown to 3 1/8". It doesn't take much to make a large travel difference. You can do this by welding up the holes and re-drilling. A large hole extension may require adding on to the arm with an extension of .063, 4130 steel.

For those builders using wing tanks and eliminating the fuselage tank you have to support the rear of the center seat rails with a brace up to the face of the main wing spar. The fuselage tank acts as a brace to the floor in this area. Without the tank the seat rails and floor will flex as the landing gear is cycled up and down. Two vertical upright braces bolted to the rear center seat rails and screwed to the face of the wing spar is necessary. The bottom right side of drawing 19 shows 3/4" x 1/16" aluminum angle. This material works very well for these braces.

Regards to all, *

George

5 FULL YEARS! Yes, the Osprey 2 Newsletter has been in publication for a full 5 years already - my how time flies!

CHRISTMAS IS A COMIN upon us fast - why not a beautiful Osprey 2 t-shirt, or belt buckle for that favorite builder or enthusiast. T-shirts come in two styles - the original one (we are limited on some colors and sizes but will do our best to meet your request) and our newest design, baby blue shirt with turquoise print (these are screen printed) asking "Have you watered your Osprey today?". All t-shirts come in Small, Medium, Large and X-tra large. Cost is \$7.50 for either design (that includes shipping and handling). The belt buckle is a beautiful brass buckle with the Osprey design, cost on this is only \$14.50. Send us your orders today so that you have them in time for Christmas.

THANKS for the articles - we have been getting terrific response and you should all look forward to some exciting ideas in the next few issues -- DON'T LET THAT STOP YOU from sending in your article tho - we will run out at some point and I'd hate to have to send blank pages to y'all.

CANADIANS - it seems we're having some problems with the banking system and it would be much appreciated if you would send renewals, orders, etc by Canadian money order and not check. Even with US Funds written on it the banks are not always honoring the check or are charging more than the value of the check to process it. Thanks for your cooperation!

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