

Highlights

Herewith my draft for renewal of my subscription to the Newsletter and many thanks for efforts in keeping Osprey builders in touch with what's happening.

My own Osprey 2, started in 1978, is now getting a deal of attention and the only structure to be completed now is the outer wings. Everything else is ready for priming and painting, and I hope that it should not be too long before the first flight...although I seem to recall saying that quite awhile ago. For various reasons, the Osprey just sat for a year or so. For a lot of that time, I was flying a Cessna 172 on floats out of Sydney Harbour, and I can only strongly agree with the need for a proper water endorsement before water flying an Osprey 2. It's a different game altogether, and I would go further and say that an endorsement on a Lake Buccaneer would be almost essential, this being the closest thing I know of to our birds. Water flying an Osprey without proper training and experience either requires a lot of brave pills or is simply foolish.

Like Bill Dammeier, I have used a dynafocal mount Lycoming, and several years ago had a local aeronautical engineer design a rear engine mount to suit. It's similar to Bill's, but required no machining of the engine case. If anybody would like a copy of the drawing (which, I might add, cost me some \$350 US), they might like to write to me and enclose an amount to cover postage.

Due to our weak dollar, the prices of imported goods have soared here, such things as a 50" x 50" sheet of birch ply cost about \$75 US, and you can just imagine the price of 8' x 4' mahogany. It would probably be cheaper to build an Osprey out of thin gold sheet. My only consolation is that I bought nearly all the required ply some years ago, but it's a bit tough on anybody starting now.

I discovered a little problem in the hardware department, that may save somebody else a headache - eyebolts used as hinges do not necessarily have the holes drilled the same distance from the flange. To make sure that your elevator hinge line is straight, check that all your eyebolts have the same flange to hole distance, otherwise binding or flexing may occur.

Probably the most difficult and least satisfying part of construction has been the fitting of the cowling to the engine and mount. For whatever reasons, including use of a dynafocal mount engine, and twin fuel lines to the carburetor, and also the relative difficulty of access on top of the fuselage, it took forever to get right. The Derrick moulding seemed to be too small, especially in the air scoop section, and I remade this to suit the carb, controls and lines. I have had to provide large cutouts for the exhaust system, and another to fit around the alternator that came with my engine. C'est la vie!

John Allison
57 Kedumba Crescent
North Turramurra, N.S.W. 2074
Australia
449-2003

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Osprey 2 90% of the ~~the~~ ~~woodwork~~ ~~is~~ finished.
\$800 worth of hardware. Asking \$1200.00.
Contact Earl Russell - Salt Lake City, Utah
801-571-8244 (evenings)