



Osprey Builders.

I am a beginning builder of the Osprey 2 holding plans No. 1188. My progress has been rather slow but steady and I now have the hull structure completed, keel, bracing, gussets, etc.

I should like to issue a warning and a word of advice to those of you who purchased plywood kits from Wicks. When I began cutting into the 1/8" ply mahogany I noticed that the sheet "creaked" as I flexed it. Then, much later unfortunately, I noticed that some of the parts I had cut were delaminating. Instant trauma! I quickly checked the parts I had already glued in and horrors there were signs of delamination there too.

The delamination covered about 250 sq in & ran about 4 1/2" at its widest in a band just off the centerline of the 4 x 8 sheet. I had to remove and replace the keel and the rear step former (a lot of extra work).

A happy note however. I wrote to Wick's and included a few small delaminated ply and they immediately sent me a replacement sheet at no cost to me.

The message I want to leave with you is if it "creaks" when you flex it better check it very closely and suspect delamination! Then check each part you cut out in the same way. "Flex and listen" It may save you a lot of work and may even save your life.

For you file on where can I get information on this!! I am a metallurgical engineer with an extensive aircraft electrical background. I am director of Research and Development for Solarex Corp. We produce and market solar cells, panels, arrays, and complete systems from battery chargers to grid connected power systems. If you should consider putting solar cells on your aircraft for battery charging, radio operation, or whatever feel free to call or write to me. NO CHARGE!

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#### BUILDER'S TIP

Another builder's tip courtesy of my friend Herb Jones (Aeronautical Engineer and Homebuilder (KR2).

To prevent water entrapment between metal parts on metal or wood, which could lead to dissimilar metal electrolysis or rot. Use Silicone (GE) caulking or similar Silicone product to bed the parts. Bedding with silicone would fill minute discrepancies if any exist and would also seal the perimeter of the parts. Particularly important around salt water.

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#### WING ATTACH FITTING ALIGNMENT PIN

At the time of attaching the O-2 wings to the fuselage large size drift punches are often used to attain alignment of the close tolerance bolt holes. One drawback to this procedure is that once alignment is secured on one of the four holes, the punch is often stuck pretty tightly and when driven back out, the fittings may move back to an out-of-alignment position.

Doug Porch of D P Instruments here in town, and our resident gadget expert, has machined out a tapered pin, three eighths in diameter by one and seven eighths long, from some very hard steel. It is almost exactly the size and shape of a king sized Dulcolax Suppository. This handy pin can be driven into the holes and when alignment is obtained, the pin is then pushed on thru and out by the bolt. A small amount of time, trouble and enlargement of the holes is saved by the use of this pin.

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