



OSPREY 2



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First flight tips from our Designer

Fellow Osprey Builders:

Since the plans for the Osprey 2 have been around for awhile many of you are getting close to the big day, **FIRST FLIGHT!** About sixteen of you have already been there.

I have test flown three of my own designs and others with some hair raising results. Since I have run the gamut of mistakes I would like to pass on some ideas that may help you.

To set up the first flight in your Osprey 2, I would start a check list of things to do prior to final assembly. It's so easy to forget to safety your aircraft for flight. A friend who is familiar with your project can double check your list and add a few items that you may have forgotten. Carefully check the rigging drawing No. 38. One builder set the stabilizer at -2 degrees instead of +2 degrees. He made the first flight with full foreword stick!

You can attach a shoulder harness to the engine mount legs just above the spar. Carry a fire extinguisher. When you weigh your Osprey for weight and balance, weigh it with the wing incidence at a +1.5 degrees. This means that the floor under the seats will be going downhill at -3.5 degrees as it sets on the scales. Remember the most aft C.G. loading is one pilot, full fuel and no baggage. Your Osprey should balance no further aft than 31% of the M.A.C or 18.5 inches aft of the wing L.E.

I recommend the first flight be off land. Try to select a field with good approaches and long enough to make a lift off and touch down with plenty of stopping room. You can do it in 3,000 ft. but 4,000 ft. is much safer. Don't be in a rush to start taxi tests. After assembly set up your taxi tests for the following morning when its cool and calm. Be honest in appraising your ability to test your Osprey. If you have any doubts, try to find another pilot with experience with small responsive home-builts. Wear a crash helmet and fireproof clothing if possible. For test purposes I recommend a cylinder head temp. gauge.

Your Osprey will rotate on the main wheels at 45 to 50 M.P.H. You should practice holding the nose off, adding power and reducing power until you can hold a constant angle of attack at 45 to 50. After several low lift offs and touch downs and every instrument in the green you're ready for your first

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High School Aviation Club Building Osprey 2

A WILSON AREA HIGH SCHOOL AVIATION CLUB BUILDING AN OSPREY 2

Approximately 17 students from Wilson Area High in Wilson Borough, PA are building and Osprey 2. This group was started as an aviation club in January of 1980 by Bruce Couillard, an industrial arts teacher at the school. He is also a commercial pilot and flight instructor. Bruce is helped in advisory chores by Philip Zajac, also an industrial arts teacher.

Club members are given flight instruction and many have student licenses and have logged time with Mr. Couillard. Mr. Zajac

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