

Builder Notes from Bill Wuorinen

Dear Osprey Builders,

I have been building Osprey 2 s.n. 1144 for a little over ten years. I hope to finish it this summer. I have the structure complete and in primer. Left to do is paint, fabric cover wings, control surfaces, and the endless list of items that never seems to get any shorter.

My airplane is 4" longer than the prototype and I have the long wing with wing tanks. I have a 160 H.P. Lycoming courtesy of Hurricane Andrew.

I just finished building the gear doors. I did not turn the fuselage upside down as instructed in the plans. I didn't want to risk damaging something while turning it. I put 3M packaging tape on the bottom of the wing around the wing around the gear opening to act as a release agent, then I used small dabs of 5 minute epoxy to glue blocks of foam to the gear leg and the wing. Shaped the foam, then applied micro slurry with a brush and squeegee. I let the micro get tacky, then stuck one layer of glass cloth to the surface. The tacky resin will hold the cloth overhead. Then I wet out the cloth with a West System roller. I let the resin get tacky again and applied the second layer of cloth. When dry I pulled the foam and glass off the packaging tape and carved the inner foam to shape and layed up the inner glass plys. Then I covered the door with 1 mil plastic sheet and while still wet, I taped the door into position on the wing bottom with duct tape. When the lay up is dry, the door fits the wing bottom perfectly. I use West Epoxy so there is no shrinkage that would possibly warp the door.

I used a similar procedure for the wing root fillets. I recommend a face shield during the process but the roller eliminates most of the

drips if you're careful.

I didn't use the AN490HT8P rod ends in my 5/8" x .065 pushrods for the landing gear and elevator systems. The threaded rod end only goes 5/8" into the tube. The plans show 7/8" into the tube with a 1/2" x .035 sleeve around it, and 3 rivets through the rod end. I made mine to match rod ends that I have seen in jet aircraft. I machined out 5/8" o.d. 4130 rod.

I did the same with the MLG side brace link shown on the bottom of drawing #29. I made a fitting as shown to fit inside the 3/4" x .049 tube. I used a Heim HM-6G rod end with grease fitting. (See drawing with newsletter.)

I hope there is enough interest to keep the newsletter going. It's a long road to go down alone. Sometimes I find myself staring blankly at the airplane, not thinking of anything at all, when suddenly the solution to a problem pops into my head. I wonder if others have done the same.

Bill Wuorinen
7904 Conroy Way
I.G.H. MN 55076

Who's On Line?

My E-mail address is DCoxFlyer.aol for those that are on AOL (America On-Line). There is a message board for the Osprey and another for the GP-4. To get there choose Clubs & Interest from the main then the Aviation Forum and finely the Message Board.

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Letters, pictures and other data submitted to Osprey 2 will be returned by request only.

THE CLASSIFIEDS

Wanted: Articles, Pictures and other data for publication in the Osprey 2/GP-4 Newsletter.

Wanted: Wing tanks for my Osprey. Call Dean at 402-896-3553.