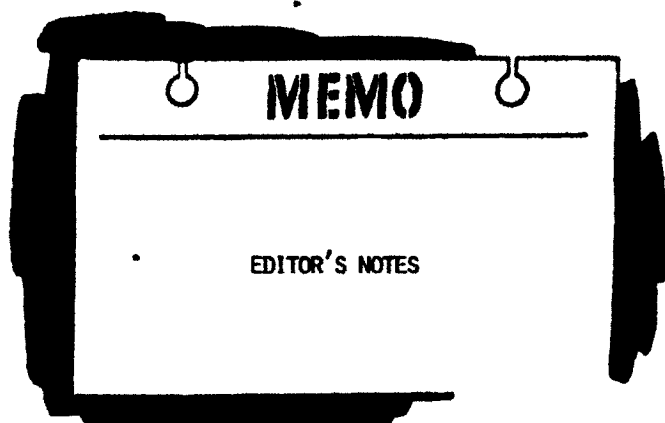




HELPFUL HINT FROM DR. C. PETER CHANCONAS

#3811 Balto-Tin Wood Preservative manufactured by Jotun Baltimore Copper Paint Co., 501 Key Hwy., Baltimore, Md, 21230, 301-539-0045, is an excellent clear wood preservative which after suitable drying will allow good epoxy (Hughes FLP-16A) bonding. Hammer tests show wood failure as opposed to joint failure. Would advise testing with the glue being used.



"BUNCH OF SUPPER" will be our Osprey 2 get-together at Oshkosh on Tuesday, August 4th at 8:00 p.m. at Shakey's, 150 N. Koeller Rd. This is the frontage road along Highway 41. The EAA buses run frequently to this destination.

Our menu will include: All the Pizza, Chicken, Spaghetti and Mo-Jo's you can eat. Cost will be approximately \$3.50 per person (35¢ per yr. for children). Prices are approximate!! We will have a large room - plenty of room to "hanger talk" and get acquainted with fellow Osprey builders. **DON'T MISS OUT ON THIS FUN EVENT IF YOU'RE GOING TO OSHKOSH 81!!**

BACK ISSUES AVAILABLE - Back issues of the Newsletter are available if you send \$1.00 per issue (this is 4) plus a self-addressed, stamped envelope.

URGENTLY NEEDED!! Mike Brundage, Rt. 8, Box 673, Ft. Worth, TX. (817-246-0075 CALL COLLECT). I urgently need a right outer wing section, in any form of completion. Have damaged mine and need new one to get to Oshkosh the end of July. Will consider anything!!



April 30, 1981 was the BIG DAY, almost bigger than I wanted!

I had been doing taxi tests for the previous three days and was getting acquainted with the feel of the Osprey 2. George Pereira had warned me that the control response for the high thrust line of the pusher would feel strange at first so I was doing some high speed taxi tests. I would taxi up to 50-60 MPH indicated, retard throttle and the nose would lift off the ground leaving the main gear on the ground allowing me to control the nose position with the elevator control.

On the fourth day I repeated this procedure, maybe a little faster taxi or slow on response to control the plane, and the nose came up, the main wheels followed and there I was 10 feet off the ground with the engine at idle! I slammed the throttle full on and away we climbed!

I climbed to two thousand feet and got acquainted with the feel of my bird and returned to the field for an uneventful landing. I taxied off the runway and while on the taxi strip the engine quit! Gasoline started pouring out of the engine compartment! I turned off the fuel pump and pushed the plane to the hanger. When I pulled the cowl off and looked for the leak I couldn't see any so I turned on the electric fuel pump and gas spurted from the 3/8" aluminum gas line between the engine fuel pump and the gascolator. It had broken into two pieces. Vibration and two sharp of a bend in the aluminum tubing were responsible for the break. I replaced the hard fuel line with a flexible fuel (Aeroquip) line and test flew the plane a second time. All systems were GO! Now to fly off my twenty-five hours!

Bob Benefiel (Plan #67)
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