Fellow Osprey Builders,

"In the Sept. Builder's Tips column, Dale Wilson gave you one hint on getting staples out without marring the surface. Well, here is my method; I do not use your normal flat topped staples, I use a "cable" staple. The stable gun is an ARROW T-25, used for "bell wire, thermostat wire, communications wire, hollow tube lines," etc. The staples it shoots are rounded on the top and the advantage is that there is always a good "lip" to grab onto with a pair of pliers.

I usually use the 7/16 length staple, but that length will sometimes vary depending on the hardness of the woods involved.The Arrow staples spread and hold very well as the epoxy sets up and removal is super simple. Just use a scrap piece of thin plywood under the pliers as you pry out, or lift out with a rolling wrist action. Any kind of pliers will do.

Another advantage of this type of staple is that you can see from a distance if there are any staples left in your project. The T-25 gun itself, due to its design can shoot flush (just about) in a corner. I keep the epoxy off the gun by wrapping the bottom with one layer of ducting tape, then cutting out a small hole for the staples to emerge. The gun itself is of commercial grade construction and can be purchased at any electrical supply house."

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"Fellow Osprey Builders,

This is the first time in four years and three months I have taken the time to set down to write a letter.

My bird (N45GB) is or WAS flying until I made a beautiful clock with my propeller.

I would like to pass along a few ideas I used in building my Osprey.

The aluminum tubing George calls out for, for the rudder cable routing, I used ¼ inch O.D. nylon tubing all the way to the two pulleys @ Sta. 172. This makes for easy cable installation. I also used 1/8" O.D. nylon tubing for trim tab cables all the way to trim tab bell crank.

I have an artist friend who painted the Osprey bird on white mylar with a sticking back or adhesive. I very carefully cut the picture out with scissors and transferred the picture on to fin much like putting on a decal.

I used G.E. Lexan 1/8" thick for all my windows including all of the inspection plates. I used an inspection plate on both sides of Sta. 172. In forming Lexan 325 to 335°F for drape forming works real well. The Lexan is very clear optically and shatter proof as well as less apt to craze.

The only problem I had with my bird before the first flight were the brakes. I used 500x5 Cleveland wheels and brakes. The master cyls I had first were 1 inch bore. I found that I could not static run the engine any higher than 750 to 1000 rpm without chocking the wheels. I finally found master cyls with 5/8" bore and solved the problem. I'm sure ½" bore would be even better.

I have 8.8 hrs on plane as of Oct 13 and have found no adverse flight characteristics. I did add a trim tab to rudder to ease right rudder pressure. I have added a trim tab to left aileron to correct for a slight right wing flying a little high.

I also had to make a longer skid plate for tail as I wore the aluminum one off doing some fast taxi runs. When you back the power off too fast, the nose wheel will come off the ground if you don't hold in the elevator. You also will need a lot of right rudder pressure to overcome engine torque to keep plane straight down the runway.

I have 0320 A2B with larger valves and high compression pistons which gives me 160 HP. Take off roll is 325 ft @ 800 ft above sea level at our airport. Climbs out at 1800 ft per minute and cruises about 130-133 mph at 65% power.

I have not got its feathers wet yet and suppose I won't until next spring. No prop yet and temps are down to 20° nights so lakes are going to be frozen up before too much longer.

I'm working on an idea for cabin heat using another oil cooler inside cabin with a fan - will let you all know how this works out when I get my new prop."

Regards,

George L. Burgess
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