

July 82



NEWSLETTER

MAIDEN FLIGHT

DW Madison ground this is Osprey 209DW, I'd like to make a few high speed taxies down runway 26 to check out the steering and the handling at near take off speed.

Delta Whiskey, taxies approved, do not cross any runways.

First pass at 25 mph to about 40, good steering, the brakes work fine for steering and stopping. Elevator ineffective, try again on Runway 20 at 50 -0.K. Down 26 at 50 a little faster. One last -

Tower, this is Delta Whiskey, I'd like to make one more pass a little faster.

Affirmative DW.

40-45-50-55-60 I think I'll pull back on the stick to see if the elevators work(I'm running about 2300 rpm) screeeech the tail skid is wearing off PULL back the throttle, dummy, you'll have a problem wheeeee the nose came up another 2 feet, the mains are off the ground what seemed like a mile, but was probably only a foot. The wings wobbled but the ailerons kept a bit of control. Uccch down came the mains, the tail skid stopped scraping and I shut her down.

Delta Whiskey, you all right?

Yeh, I'm OK but I think I'll go back and tie this thing down, I have some cleaning up to do.

Later at Four Lakes Aviation, a FBO at Madison. Rick why don't you fly my Osprey, I'm not a good enough pilot and you have lots of hours and you don't have a wife or kids anyway. No way, I wouldn't even get in it, much less fly it...Ah come on, this airplane needs someone with your experience and a mind capable of processing 50 things at once. I'm limited to 25 I need your help.

Rick "Hey, I've got an idea, come on along into the study room, I want you to meet Carl. --- Carl this is Dale Wilson, Dale this is Carl Norton. Carl here has all the ratings you can get and about 3500 hours. On top of that he's going to Libya next week to do some cloud seeding to try to make the desert green again. Carl is really a meteorologist on leave from the University and I'll bet he would fly your thing, after all his life won't be worth anything after he gets over there anyway...How about it Carl? From under the cowboy hat, well, I, uh, OK lets look at it anyway.

We looked the bird over and sat it it (really looked at it less than the FAA inspector who had to do his work in the rain, so was mighty quick)....Call me tomorrow morning, we'll set a time and meet.

NOON ON FRIDAY.. I'll make a few low level lift offs first see what happens. Taxied down to 13 (3500 feet away) we heard the roar of the 10-320, it moved a little, then up up up it was at 40 feet, down slowly, brake, turn around and do it again, next time the height was a gentle 10 feet, the third time, Carl kept going just like the lone ranger, ho you silver--away. Carl was up to about 300 feet, made a shallow turn and went out of the control zone for a short slow flight trial. The landing was as pretty as you can imagine. The wife and kids and Heinze were there to share my joy. Monday Carl took it up for another spin for 45 minutes, then I got in the right (left) seat for a few t&g's and a slow flight and a few t&g's. The pitch is really sensitive but light, the ailerons are heavier but the power and roc is great. Later that night I had to show the family I could fly alone. I enjoy flying the Osprey, now that I know it can be done there are only 24 things to think about so its within my capacity. Friends ask why didn't you fly it yourself? Didn't you want the joy of that first flight? Sure I wanted that, but I wanted safety too, I lacked the confidence, not in my ability to fly, but in my ability to handle the unknown. I'm glad Carl flew my Osprey, I would suggest you have a more experienced pilot fly yours first if you have any question in your ability, experience or confidence. Don't forget you have laid a heavy burden on your test pilot, he doesn't want to bang up your bird either..think about it--be safe.

EDITOR'S NOTE: This article was sent to us by Mrs. Wilson recently with a note that she was sure Dale would want us to use it as it was for the builder's that he wrote it. We appreciate her sharing this last article of Dale's.

CENTERLINE RUDDER CABLES

The rudder cable installation as shown in the plans I found to have more friction than I liked. For N276JF I re-routed the cables down the center of the cabin as follows.

I removed the horns from the ends of the rudder pedals and remounted them in the center. The cables rotate through the instrument panel base, the engine instrument console, under the control stick torque tube through 2 pulleys, along the console floor and exit through 2 pulleys at the back of the console and there make a straight shot through station 86 to the tail.

The horns on the rudder pedals are offset to the right to provide clearance for the nose gear boot. They are 3 1/4" high.

The 2 pulley assemblies are identical and use 1 1/4" pulleys (same as other pulleys in the rudder system).

One pulley assembly is installed between the 2 forward bolts of the forward gear lever clevis. The other goes between the 2 aft bolts of the rear gear bellcrank clevis.

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