

Sept 82

#12



NEWSLETTER

Fellow Osprey Builders,

First I must apologize for missing the last two Newsletters with an article. It's not a lack of interest but my hectic final pace trying to get the prototype ready for Oshkosh.

The radio transmitter quit one week prior to departure. We pulled one out of Ken Snow's Osprey at the last minute. The fresh majored engine was not developing much static R.P.M. More tinkering! Finally Ernie Hummel and I departed home base about daylight en route to Dayton, Ohio. Ernie was to be the recipient of the Wright Brothers award for one of the ten most popular homebuilts. This was the second time the Osprey has been selected. Ernie had spent the better part of the winter making his bird sparkle. It was beautiful. Ernie and I had flown our birds to Ogden, Utah for fuel and lunch. Making a high density take-off (10,000 ft) in formation, Ernie had a partial and then complete engine failure at about 100 feet altitude. He survived the crash quite well with two broken vertebrae and some cracked ribs. The doctor says he will have a complete recovery.

I would prefer that Ernie go into the details of the engine failure as he has been in touch with Lycoming and will be able to, hopefully, pin down the reason for a failure with only 158 hours on his fresh majored engine.

Before going on to Oshkosh, now that the Dayton award was off, I called the Dayton chairman and they very graciously mailed Ernie his blazer jacket and beautiful award. A very helpful Ogden E.A.A. chapter took a truck out to the crash and picked up Ernie's Osprey and delivered it to a hanger on the field. All in the 102 degree heat. Some kind of guys!

I must say the trip onto Oshkosh and back home again was a lonely ride punctuated by very violent weather going and coming!

The rings in my fresh majored engine seated in on the way and it seemed to run very well. The Honda alternator worked very well. Some figures: Altitudes ranged from 11,000 down to 300 feet on the trip. With the new Fahlin two blade prop at an average altitude of 9,000 I cruised at 2500 R.P.M. and trued out 120 MPH. Fuel consumption including the full power climbs was 7.5 G.P.H. After the rings seated in I cruised about 2625 to 2650 R.P.M. My true air speed increased to 125 and fuel consumption went up to only 8 G.P.H. It seems that we have lost about 3 to 5 M.P.H. with the two blade. The climb performance is about

the same. Bear in mind that this is with a tight new engine. There were four Osprey's in a row at Oshkosh this year which gave my heart a tug. Reunions with old friend builders was wonderful and the interest seems unbelievable at times. Weather was I.F.R. most of the time at Oshkosh so not much flying. Our forum was mass attended and the daily bull sessions were very informative, at least to me. Marc Law has a very amusing story on his first water test that I hope he will share in a Newsletter. There must have been at least 100 at our Osprey dinner. I am sure Lynn and Ken will go into this.

Will try to give you some updates on the fences and some other mods I have tried in my re-build in future Newsletters.

Regards,

George

Dear Lynn,

In response to your request for sources of gas springs, I have come up with several sources.

My springs were obtained through a friend who gave them to me, but they originated from:

Gas Spring Corp.
17 Commercial Drive
Montgomeryville, PA 18936
(215-368-7105)

They are listed as a manufacturer of Automotive Gas Springs.

Another source would be the parts departments of the various car agencies as most late model cars use gas springs to raise rear hatches.

An article was published recently in the Newsletter concerning the use of a gas spring for raising the canopy. That gas spring was obtained from an automotive junkyard, from a late model wreck. I have just installed this canopy mod on my plane and it seems to be working well.

As I stated before my application required a push of 135# to 130# for land operation.

If anybody is interested, I have constructed a simple fixture out of aluminum to put the springs on the aircraft. I would be willing to sketch it for the Newsletter, however I suspect that you other Osprey builders are far more clever at this sort of thing than I.

Sincerely,

Anthony C. Mangos
6545 Salmon Creek Rd
Williamson, NY 14589

(EDITOR'S NOTE: Please send us that sketch, Tony, we are always interested in whatever any builder might come up with-all of us have talents that lie in different areas and that's what this Newsletter is all about to SHARE those talents with others with this crazy disease called "Ospreyitis". ALL OTHERS read this please and send us your ideas, time saving tips, anything you have found that has helped you - you never know who else it might help too!!!)