

May 83

#16



3RD ANNUAL OSPREY 2 GET-TOGETHER, AUGUST 1, 1983

The 3rd annual Osprey 2 get-together for those of you attending Oshkosh will take place on Monday, August 1, 1983 at Butch's Anchor Inn.

This is the same place where we held last year's get-together and we were all very pleased with the room (we get a private room in the lower level with our own bar and private service). The food is absolutely fantastic and the service great. We had 97 people attend last year and are hoping for at least that many this year.

We have enclosed a post card for you to return to us indicating that you will be attending and the number of people. Also please indicate your food choices and number of each. Prices are listed on the card. These are quoted as of April 15, 1983 so may change between now and August 1st, but then again may not. As you know no restaurant will guarantee prices for such a long period of time, however, Butch's has said that if there is a price increase it would be very small. There will be a cash bar available beginning at 7:15pm and the meal will be served at 8:30pm. We will again have a PA system available and there will even be some door prizes. Sound like fun?? You Bet! Send your reservation to us today ----DEADLINE FOR RESERVATIONS WILL BE JULY 15th.

Fellow Osprey Builders,

I want to congratulate Dick Borremanns on his Grand Champion award at Sun N Fun this year. It is truly a beautifully built aircraft and well deserving of such an honor.

A couple of builders have mentioned that the aileron bracket shown on drawing No. 33 has a tendency to flex up and down when a heavy aileron load is applied. This could possibly cause the bracket to fail in the welded area if flexing continues. A simple fix to this potential problem is to attach a simple brace from the underside of the bellcrank bearing down to the spar web. (See enclosed drawing) A problem of retrofitting this brace is drilling the 3/16" hole in the web working through the inspection hole. If you don't have a close right angle drill you can sharpen a round 3/16 dia. rod, heat it and burn a neat hole through the web using the brace hold as a guide. I recommend all builders to look into this if your Osprey is finished or install the brace while building this portion of your control assembly. The Derrick built bracket now has a set of bolts top and bottom on the mount flange and will probably negate any need for the brace. Derrick made a change in this bracket about two years ago. If you have his later bracket the mount flange will be different than the drawing. The mounting holes are above and below the welded bracket. If you have the older bracket use the brace.

BRAKE LINES

Ernie Hummel has used plastic brake lines in his Osprey and they have worked out very well. The ease of installation and the cost make it a very attractive way to go.

He used only one fitting at the wheel and just one fitting at the brake cylinder. The plastic line is routed up the gear leg as shown on drawing No. 29. There are no flex lines necessary as the plastic line bends as the gear retracts.

Wicks aircraft have the recommended lines and fittings which are as follows:

Plastic brake line: NYLO-SEAL, No. 33-NSR 3/16" dia.

Fitting at wheel: NYLA-FLOW No. 268-P-03X02 (2 ea.)

Fitting at cylinder: NYLA-FLOW No. 269-P-03-02 (2 ea required).

Regards to all,

George



CLASSIFIED ADS

1 SET OSPREY 2 PLANS. S/N 1039. Complete and unused. Call evenings 1-513-399-0177. Springfield, Ohio. Charles Nelson. Very Reasonable.

DAN ROGERS AWARD WINNING OSPREY 2. Flipped and professionally rebuilt. For sale complete or parts. Zero time engine and accessories. New prop, green tinted canopy, sweetheart interior, stainless exhaust, heater. Right wing needs cover. Nose and bottom need final glass. Call Capt. Mike (214) 484-0513 (Texas).

OSPREY 2, \$5000, 1000 hours invested. Son needs wings now! Complete Wicks kit plus extras. Fuselage, tail group done, not covered. Many metal parts. Main spar laminated. \$3900. Mpls area, (612) 856-2995.