

July 83

#17

FROM THE
DESIGNER'S
NEST



Fellow Osprey Builders:

I was recently down in Vacaville, Ca giving Ernie Hummel a hand with his Osprey and Willard Jonas tracked me down with some good news. He had just test flown his Osprey. Outside of an engine vibration problem he says it flies fine. Hopefully he will give us the details in a coming newsletter. Congratulations Willard. (Willard Jonas, 7800 Ann Arbor Road, Grass Lake, MI. 48240). It should be at Oshkosh.

I converted my steering cables to a direct linkage, eliminating the two pulleys inside of the wet box. The benefits are two fold. It steers easier with the gear down in flight and the cables do not loosen up much when two heavy weights are sitting up front. Due to the closeness of the two rudder steering arms to the wet box you may have to build two short coupled cable tighteners. They can be built from either brass or mild steel square stock $\frac{1}{2}$ ". Since the cables pass through the wet box in a straight line from the steering arms to the steering horns a seal is necessary to keep splash water out of the cabin. A very effective seal was made from two aluminum plates and two neoprene plates sandwiched on each side of the wet box bulkhead by tightening the two 8-32 bolts the neoprene squeezes around the cable and seals the hole. You should use the blue waterproof wheel bearing grease that you lube your wheels with to lubricate the cables. You will have to make up the cables in place as the seal plates only have a $\frac{3}{32}$ " dia. hole. I have sent along a drawing for any one that wants to convert their system. I highly recommend it!

Regards to all,

George

P.S. My Osprey 2 forum at Oshkosh will be on WEDNESDAY, AUGUST 3RD, 9 to 10:15am. See you there!!

CLASSIFIED'S

PROP EXTENSION with drive bushings. Fits Lyc. 0-320 series. $4\frac{1}{2}$ ". Very serviceable for any Osprey. \$85.00 Osprey Aircraft, (916) 483-3004

OSPREY 2 PROJECT. At least 50% completed. A&P built so far and includes all wood, tubing, hardware to complete. Reason for sale...going to university. For details call (701) 284-7698 or write: Mike Owen, R.R. #1 Park River, N.D. 58270.

FUSELAGE FUEL TANK, 1 SET RETRACT SPRINGS. Both Derrick Industries. Phone (519) 631-3347. Eric Striewski, St. Thomas, Ont., Canada.

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).



OSHKOSH 83" is approaching very quickly. In just a few weeks we will be able to renew friendships and make new ones with you Osprey 2 builders. One of the very best ways to do this is at the OSPREY 2 3rd ANNUAL GET-TOGETHER. Don't forget, it's MONDAY, AUGUST 1, at 7:00pm at Butch's Anchor Inn. We sent cards out to reserve your spot with the last Newsletter - if you didn't send yours in yet do so TODAY!! We must have your reservations no later than JULY 15th!! If for some reason you did not get a card or lost yours please give us a call (414) 966-0076.

NOTE! NOTE! George has asked us to be sure to ask those of you flying your Osprey's to Oshkosh to let us know that you will indeed be there. We ask anyone that is able to come in on Friday, as early as possible, so that we may get all our birds on the front line and together. If you are unable to come on Friday let us know so that we may reserve you a spot!

OSPREY 2 FORUM will be WEDNESDAY, AUGUST 3rd at 9:00am Watch for the schedule in Sport Aviation or look at your program when you arrive at Oshkosh!

HELP! HELP! HELP! We need your input! We are running short of articles! Drop us a line today!

T-SHIRTS, BELT BUCKLES AND BUTTONS will be available from us at Oshkosh. We will no doubt be around the Osprey's often, at the get-together, of course, and at the forum. Identify yourself to your fellow builders! It's really neat to see Osprey 2'ers walking all over the grounds and greeting each other!

BACK ISSUES are available for \$1.25 each plus a self-addressed, large manila envelope with appropriate postage. (1-4 issues 20¢; 408 40¢; 9-12 60¢; 13-16 80¢). This is issue #17.

SEE YOU AT OSHKOSH!

BUILDER'S TIP

STARTER MOUNT: If you cut and weld the starter mount bracket according to plans you will trap the starter between the engine case and the mount bracket, so in order to remove the starter for service you will have to lift the whole engine off. What a bore! A better way would be to mill away a $\frac{1}{8}$ " rabbet along the edge of the starter mount flange, and extend the edge of the bracket flange to fit between the bracket and the bracket attached to the case. The milled rabbet should be a few thousandths shallower than the thickness of the bracket so it is tightly clamped. The location of the starter gear will not be changed.

M.C. Winsor, N.H. (603) 673-2891