



Hello Fellow Builders,

Several old time "floaters" here in the Northwest have looked at my O2 plans and remarked as how the nose might be a little fragile during unplanned docking maneuvers. They also indicated that a nose ring grip/tie down would be mighty handy. My solution is shown in the accompanying photos which I hope reproduce okay. Of course, the extra weight has to be rationalized.

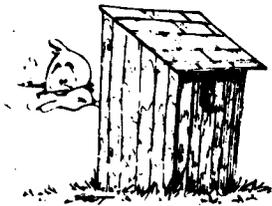
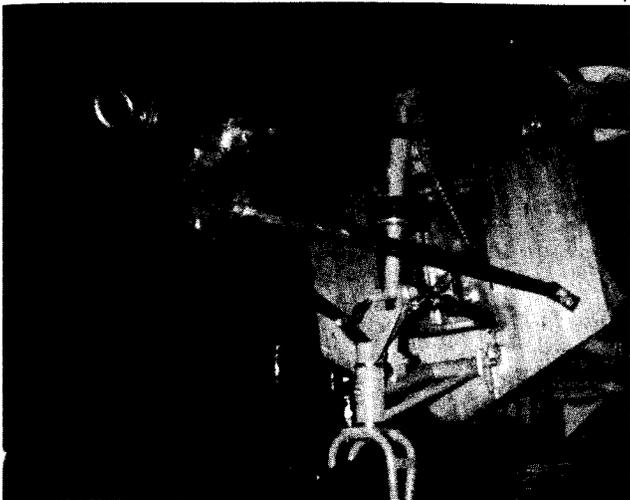
I used the nose shape profiles on page #36 of the plans to locate the nose ring in "space". I then made a weld jig of plywood which held the 1/8" plate at the proper location. I then welded in the four 5/8" x .035 struts with 1/8" foot tabs. The 1/4" holes in station "0" had been predrilled and transferred to the weld jig. The ring holder tube 1 1/4" x .065 with one end closed with a 1/8" washer cut from 4130 stock. The nose ring itself is 3/8" steel and is bolted through the closed end of the tube. For ease of construction I notched the 1/8" plate so that over-long struts could be welded in place in the jig. The struts were cut off at the plate after welding (both sides).

Builders should remember that if they use this design detail in the O2's that any bump shock will be transmitted to station "0" bulkhead. Care in docking still has to be used. Additionally, a landing lite could be integrated into this configuration. I plan to complete the nose construction per George's drawings.

I'd like to thank Malcom Winsor for his letter to me and his sketch of his gear up locks. I plan to incorporate these prior to skinning the inboard wings.

Thanks Lynn and Ken for a very helpful newsletter publication.

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Dear Fellow Builders,

It sure was something to have so many of you stop and talk with me at Oshkosh 83.

Yes, N83WJ flies well and loves the water. Before the first flight of my Osprey I made alot of high speed taxis up and down all the runways here in Jackson, then on May 9, 1983 about 12 landings and takeoffs on Jackson's longest runway. At that point the engine had some fouled plugs so I hangered it and installed a new set of plugs. The next day with a good mag check we made the "big one" for about 3/4 of an hour. On the first flight I had some vibration so I called George and talked with him about the problem. Then I set out to check on things George told me to look for but everything looked ok. Some days later talking with some friends they said the problem was in the deck area under the prop, so I installed some stiffness supports and the problem went away.

On land I lift the nost at 62MPH and at 65MPH I'm flying. Then I drop the nose and pick up speed to 85MPH then retract the gear and climb out. I hold 100MPH about 2200RPM in the pattern and 90MPH on final. Over the fence and hold the airplane off the runway, bleed off the speed and let touch down come thereafter. On my water work we found the Osprey loves the water. It was a very hot day after Oshkosh, August 16th, about 5:30 in the evening, 90° out. My friend Brian made the first landing with N83WJ and picked me up on the shore. I can't tell you my feelings on this first flight out of water and also the landing, all I can say is finish your birds so you may also enjoy this with me and the others that are finished and flying.

On my water takeoff we retracted the water rudder first then gave it a short burst of power which moves the bow wave under the wing then give it full power and she goes on step, hold just the right trim up about 2° and she will pick up speed very fast. At 70MPH pop the control back just a little and you're airborne. Drop the nose down, pick up speed the same as flying off land. I use the same land pattern settings after clearing the trees and shoreline drop quickly to about 4' off the water then set the plane trim just a little nose high attitude and bleed off the speed. I find touch down will be at 75MPH. At this point hold attitude for just a moment then push the controls forward and drop speed to 40MPH then add 1600RPM and taxi back for the next takeoff. It sure is fun. Hope to see you at Oshkosh 84.

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