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FROM THE
DESIGNER'S
NEST



Fellow Osprey Builders,

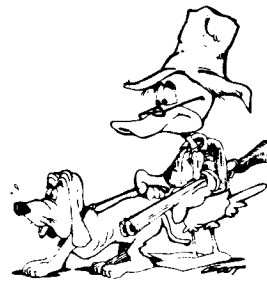
I just received in the mail some very nice photos of a handsome, new, all white Osprey 2. It has a large, all black, bird on the fin with a wide multi-colored stripe down the side of the hull. First flight was August 8 and it now has 10 hours writes the builder Veikko Villenus. If the name sounds unusual it doesn't in Finland. That's right builders, all the way from Finland. I believe this is the first flight for an Osprey in Europe. Hopefully Marita and Veikko will give us a full report in the newsletter. Some quick numbers. Climb 1,000 F.P.M., cruise at 2400 (about 60% power with the Fahlin two blade) 120 M.P.H. Empty weight 922 lbs. Congratulations Marita and Veikko.

I have received several calls about using the liquid polyurethane foam required on the bottom, cabin, etc. It's available from Wicks Aircraft (Pt. No. OP 100-006, \$57.00). I have found here in California that the roofing foam has gone to 3 to 5 lb. density which is too heavy for the Osprey. To pour your own foam requires a little more attention in the cold of winter than in the summer. It is very important to preheat the cans of foam prior to mixing. One good way is to remove the tops and submerge the can in warm water. Out of the hot water tap should bring the foam up to about 80 to 90 degrees. Also important is to shake the can when it's cool before heating. If you get dark streaks in the expanded foam it could indicate areas that did not expand. In the summer heat on top surfaces this foam can activate and bulges or bubbles will appear on your beautiful finished bird. If you suspect that you have un-activated areas I would cut them out or get them super hot with heat lamps or a super heat gun before finishing. I found that mixing about 6 to 8 ounces of each liquid (Part A & Part B) into a paper bucket, or cottage cheese carton is about as much as should be mixed at one pouring. After shaping the foam any deep voids can be filled with a small mix to save heavy fills of micro balloons. I use polyester resin mixed about ten times hotter than called for on the can to make a paste with the micro balloons. This can be trowled or squeegeed on the foam to fill the craters. Micro balloons should also be used to fill the glass weave prior to paint primer. Featherfill can also be used to fill the glass weave but it is heavier than the paste.

Speaking of weight I have always felt that the heavier Osprey's are the result of too much resin where the resin was not squeegeed out of the weave, not using enough light filler and using primer and putty for the supper finish. I believe John Knapp's Osprey weighed 920 lbs with radio on completion. A builder at Oshkosh this year told me his Osprey was completed including radio and complete interior and was waiting for finish paint. He had primed it and was undecided as whether he should fly it prior to finish paint. I asked him about his weight and balance and other test information. His empty weight was 910 lbs. I know he will have a fine performing Osprey. That's an enviable weight to shoot for!

sards to all,

George



HUNTIN
FOR
ANSWERS!

Fellow Osprey Builders,

This is a plea for help. Unless I can produce evidence that the newly designed Ole Fahlin 2 blade replacement propeller is functioning satisfactorily in service and under all conditions and have accumulated collectively over 500 hours of flying, my flying operation will be restricted to single seat operations for a 100 hours propeller proving period.

I would be most grateful therefore, if any Osprey 2 owner who is presently flying with a Ole Fahlin two blade replacement propeller would write me stating briefly performance figures and hours flown on that prop. I could then forward this information to our Civil Aviation authorities who will (hopefully) then lift this restriction.

Thanking you in anticipation,

Rex J. Thompson
P.O. Box 21
Bunnythorpe, New Zealand



HELP! HELP! HELP! Unless we receive more articles before January 5th there may not be a January issue of the newsletter or at the very least a very late one! All of you that have been sending renewals make such nice comments about the helpful information you get from the newsletter - how about you sharing some of your helpful hints with the rest of us!!

4TH ANNUAL OSPREY 2 GET-TOGETHER will be held on Tuesday, July 31, 1983 at Butch's Anchor Inn in Oshkosh. This year we will have a smaller room (we will be limited to 125 people) so start thinking now and making plans to attend. There will be a reservation form in the newsletter in the May issue.

BELT-BUCKLES and T-SHIRTS are available thru us. Cost of buckles is \$14.50 each. T-shirts are \$7.50 each. Colors are Yellow, Blue, & Orange. Sizes are X-tra large, Large, Medium (very limited amount left) & Small.

BACK ISSUES for all issues of the Newsletter are available for \$1.50 per issue. (This is issue #19).