

CLASSIFIED ADS



PARTING OUT, have everything. 0320-A2B eng, 2 fuse-lages, 1 wider front, heat treated and chrome landing gear. Write: J. Knapp, 16 Plochman Lane, Woodstock N.Y. 12498 or Phone: 914-679-9773.

WING JOINT LINE COVER STRIPS: Sheared 2024 aluminum strips, 2.5 x .025 x 126" ready to bend to shape. \$18 pair postpaid, \$7 each additional. Get A spare! M.C. Winsor, Pond Road, Mont Vernon, N.H. 03057.

NEW LYCOMING ENGINES. AE10-320E2D, NEW, COMPLETE, \$7,999.00. 032A2D, New, Complete, \$6,999.00. DICK WATERS, INC. 1-305-422-0188.

PRINTED TEMPLATES: Save hours (Weeks!) and errors - I've made up printed cutting templates for all the sheet steel and aluminum parts, 21 adhesive backed sheets with holes and bend lines for all parts. Stick 'em on your sheet metal, cut and grind to the lines, bend on the line, drill on the mark. All this for \$20. M.C. Winsor, Pond Road, Mont Vernon, NH 03057.

LYCOMING 0-320's complete, Zero S.M.O.H. w/log book. \$5,500.00. DICK WATERS, INC. 1-305-422-0188.



BUILDERS TIPS:

My new wheel well covers look and work very nice indeed, at least before they fly, and I think they will be a worthwhile addition. Plans would not be too hard to make up, and the covers can be easily retrofitted to finished aircraft. The foam sandwich covers are made in place, fiberglass covered, piano hinged, held up by tire pressure on a flapper which is linked to the door. Gravity, a light spring, and air pressure hold the door down and open, so I think there is no chance that the door will swing up and shut while the gear is down. It sure is neat and smooth when the gear is up!

Setting up the gear mechanism is much easier done just after the spars are finished, and not yet installed in the fuselage. I set up both spars on posts in the shop (as if in a dive straight down) and spaced the spars with a level and gage bars. In this position the gear is wide open and unencumbered, and swing without gravity working against you. Also, I am redeveloping the geometry of the links and arms so it is easier to adjust travel. It is obvious that the linkage of the left and right wheels is different, but it is not too obvious that the walking beam at the center should not be a straight line arm. More later on this.

Mac Winsor
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Mont Vernon, NH 03057
(603-673-2891)



CABIN VENTILATION AND HEATING FOR OSPREY 2

As you know, cabin ventilation is very important in the Osprey 2, especially in Canada. I think that the main problem we will have is canopy defrosting. Some of you might say who the hell will fly a bird like that in cold weather! I will, maybe with long johns and a fur hat but if I love the airplane I won't feel the cold. Any way in mine, I have two (2) fiberglass tubing 1 1/2" O.D. running in the foam down the hull which brings the heat close to the rudder pedals. From there, a supply duct can be installed to blow hot air towards the canopy plexiglass windows. Those two (2) fiberglass ducts run exactly under the seats and join together in one (1) 2" pipe running up behind the gas tank. A flexible hose is run from the cabin heat muff on one of the mufflers through a heat bowl and from there to this two 2" fiberglass pipe behind the gas tank. A small forced draft fan 12 volts can be added if you feel you don't have enough air circulation. I might have to add an electric heater like in George Burgess's Osprey but time will tell me if my system is good. Regarding the cabin ventilation, the air inlet and defuser is part of the canopy frame. In this position, it's high enough to prevent water from going in when flying the bird from the water. The difuser I used in my plane is from a Toyota car. It gives you the possibility of controlling and adjusting the air flow entering the plane. You also can close it in half a turn. For air circulation, two small exhaust ducts are built in between the two (2) fiberglass skins of the canopy. A filter is added to prevent anything from going in or out through these openings.

(SEE DRAWINGS WITH THIS ISSUE)

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