

SOME THOUGHTS - CONTINUED

using this product, after it's application you have to let it neutralize for 8 days before varnishing over. I have tried samples and it appears to be working well. In liquid state it weighs 8 lbs. to the imperial gallon, but am sure I won't use the gallon in the Osprey, and is good protection I feel. As my shop or hobby was wood, I am really enjoying this project, for a first aircraft, it can be complicated, but then again it's not a simple plane to build and one shouldn't expect to construct it in a short time. I have my own metal lathe so turned all my own bronze bearings, which takes more time, but then is far cheaper, and the satisfaction is far greater. The only things I've purchased, up to now, are the wheels, and brake cylinders other than the hardware (bolts, etc.).

I intend to use the Lycoming O-230'E2A' run out engine from my Cherokee in the Osprey, as I have flown 1000 hrs. on it and it has given no trouble up to now. After test flying, I'll probably do a top on it. For anyone who doesn't realize the difference--an 'E2A' has an angled or dynafocal mounting, where an 'A2B' has straight mounts. There are a lot of builders who don't realize the difference as long as they get a Lycoming 150, until they get it home and get ready to mount it. Dan Rogers, of Assinet (outside Boston) is the only other one I've contacted about this till now. His is flying with a slight modification to the angled mounts, it can be done."

Mr. Calver has made a tape of George's forum at Oshkosh, 1980. He is willing to share a copy with any builder. He may be contacted at: Bill Calver  
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Bill is a firefighter by trade, single, age 50.



SOME INTERESTING FACTS -- Continued

publication we have received approximately 165 subscriptions. We NEED 200 in the U.S. in order to use our bulk mailing permit and so keep our cost down. Canadian and foreign subscriptions number about 55 of the 160. If you know of someone who is interested please encourage them to subscribe -- we do want to keep this newsletter going and growing! It can be a valuable tool as well as enjoyable reading for all interested in the Osprey 2.



A note from Mr. & Mrs. Darry Capps, Newman, California informs us that anyone needing an encouraging word should just think of the thrill of having YOUR Osprey 2 at Oshkosh & having it "oogled" by thousands of people!!



Hope You All Have A

VERY MERRY CHRISTMAS

and

A PROSPEROUS NEW YEAR!!

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