



#### OSPREY 2 TACHOMETERS

The O-2 prototype was fitted with a long flexible drive shaft running from the engine tach drive down thru the cowling and console to the instrument location in the cockpit. Two right angle drives were necessary and a certain amount of difficulty was involved in keeping the system operating. Subsequent Ospreys have been equipped with other types of tach hookups, however, the simplest means of determining engine speed may be the system which has been devised by Westach Instruments. A small tach generator with composite case and only 1" in diameter by 3 1/4" long is made with threads which match those in the tach drive receptacle of the Lycoming engines. A very small two-stand wire connects the generator with an electric tachometer instrument on the panel. The generator and the instrument must be calibrated to work together. The ~~generators~~ *instruments* are made with four different speed ranges, but the 0-3500 range is desirable for the aircraft engines. The instruments are manufactured in 2, 3 and 4" diameter sizes. The 3" size in my aircraft seems ideal as it is easy to read from the seat position. If this tach hookup is selected care must be taken at the time of purchase to get the very small drive pin or tang, to complete the drive assembly. Most instrument dealers carry the foregoing equipment or it can be obtained from WESTBURG MFG., INC., 3400 WESTACH WAY, SONOMA, CA 95476.

Ernie Hummel  
Vacaville, CA

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EDITORS: Lynn and Ken Zillmer  
DESIGNER: George Pereira

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Find enclosed my subscription for the new year.

I can't tell you how much your newsletter is appreciated and I hope you can keep it up for a long time.

I have a question for the readers. Some builders have installed gas springs on landing gear retract mechanism. Apparently a good pressure is 130 to 140 pounds. I would like to know where we can get gas springs of the correct pressure and size. I believe Mr. Mangos at one time wrote in your newsletter about it but did not reveal the source.

I would really appreciate it if somebody could indicate where they are available.

JC Marcoux  
969 Gatineau  
Ste-Foy Quebec, Canada G1V3A2

Dear Ken & Lynn,

I've just finished with the landing gear and will have to adjust the hole spacing on the walking beam to assure the gear locks down as George suggests in the last newsletter. Has any other builder incorporated an electric trim system instead of the wheel and cable system? It looks like it would clear up the congested area under the control area and would work well with a stick mounted switch. I heard about a full canopy being offered for the Osprey. Does this eliminate the need for the center stiffener with the canopy latch? Does anybody have any information on this canopy? If anybody has a video camera it sure would be nice to be able to rent a tape of the Osprey in action, on land and water. It would sure give the builder's some encouragement.

John Heilman  
55 Harbor Bend Court  
Lake St. Louis, MO 63367