

LONG WING REPORT

Fellow Osprey builders,

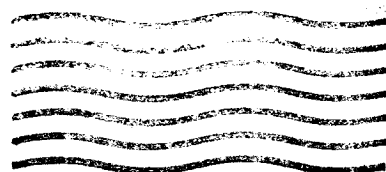
I know that several builders are standing by waiting for a report on the long wing version of our Osprey 2. As I said in previous letters I was going to fly my prototype in the same weight and overall flight conditions as Ernie Hummel's rebuilt Osprey. Ernie has had his final inspection by the F.A.A. and has flown it less than one hour. Wiring problems and radio transmitting problems have grounded his bird for about two weeks now. The weather also has not been the best for a test evaluation program. I can only give you a brief flight evaluation now and a thorough report will follow in the next newsletter.

Ernie's Osprey has one foot wing extensions on each outboard wing panel. The ailerons were left in the same location but the wing floats were moved outboard one foot. It is not necessary to beef up the spars but is necessary to add enough 1/16" ply around the float, front spar to rear spar, to glue fabric to. Ernie made several runways runs to check out steering and engine performance, building up to short lift offs. He says that although his ship is 22% heavier than before it got off shorter (distance not measured) it also seemed to fly better but it was hard to tell due to rough air. At three thousand he made several stalls and he said it stalled about 3 to 6 MPH slower than before. At three thousand

he set up about 70% power which is 2500 rpm with the Great American prop he is using and his air speed trued out to about 127 mph. This is about the same as he was doing with the short wing and now a heavier aircraft. I expected the ailerons to be heavier due to the added span and Ernie confirmed that they seemed heavier. He said that they are still very responsive but require a bit more force than before with the short wing. He could not tell any difference in directional control. It's still a rudder aircraft. Ernie's Osprey weighed 1,072 empty. On this preliminary flight information I can suggest that if you think your Osprey will be as light as the prototype (960 lbs empty) or lighter I would use the standard outboard wing. If you think you will weigh in excess of 1,000 lbs or more you might consider the extra ten sq ft which is the addition of one foot to each outboard panel. If you can wait for a more comprehensive report please do.

Regards to all,

George



THAT'S ALL FOLKS!