

## First Flight

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flight.

If you're breaking in a new engine don't keep full power on for a long climb out. Your Osprey will climb very well on 60% to 70% of power. You may notice during taxi tests that the engine is running rich. Check the smudge around the cowl exhaust holes. Lean it out some, even at sea level if necessary, prior to take off.

After climb out to traffic altitude I would circle close to the field for a few circuits. You will gain confidence and feel for your Osprey. It's a real rudder aircraft. Very little aileron is used in turns. You kind of drive it around with your feet. You will probably fly around slightly nose high until you find the right reference for level flight. After a few minutes it will become second nature. You may not have retracted the gear. You will find that the rudder requires more push gear down due to the steering cables turning the nose gear. Don't be surprised when you put the gear down that it gets harder to push a pedal.

On my first landings I would carry a little power on approach. Assuming your airspeed is correct, I would approach at about 90 MPH coming gently back on power over the numbers for touch down. Make a full stop landing and taxi back to your smiling crew for some chit chat. Pull the cowl and check everything.

Don't be too eager to add trim tabs until you have flown at different airspeeds. You probably will not need any. Get to know your Osprey well before you take up a passenger. When you are assigned a test area try to get one with some water suitable for your water tests. Your water work should only come after you are very competent in flying off land. In the meantime you have done stalls, steep turns and full power off landings.

Water testing is a brand new ball game and I hope to cover this in the next newsletter.

Oh, yes, when you break that bottle of wine over the nose watch the paint!

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## High School Aviation

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even soloed for the first time.

One of the highlights for the class/club was their trip to Oshkosh last year. There were 13 students, Bruce and Philip, 4 tents and all the other camping paraphernalia needed. Students were assigned chores every day. They were in charge of van maintenance, tent housekeeping and KP. While attending Oshkosh the students purchased two Osprey 2 fuselages. Have not heard how far along they've gotten.

This article originally published in the January 1980 newsletter.

## From The Editor

The picture on the following page was an attempt at convincing myself that I was really building an airplane.

If you're anything like me you need to stimulate your interest from time to time when the building desire gets a little "low". Of course there are many ways to do that as there are builders, and the ways can change depending on the progress, or lack of, at any point in the project.

This point is absolutely the number one reason for wanting to have a newsletter for the Osprey. I believe this is one of the best ways of keeping a long term airplane building project alive. I'll be the first to admit to suffering periods of low interest in the building project. We all know it is easy to justify not working the the plane; I need that special tool, it's too cold or too hot; the lighting isn't right today, and on and on. But, just let that monthly aviation magazine arrive, with articles about others projects, and suddenly we are out there in the shop cutting, shaping and gluing on the old project. Just like we did in the first few days maybe a couple of years ago. So if we can get that excited about somebody else's project, that more than likely isn't even an Osprey, imagine what would happen when you get your own issue of a newsletter published by and for Osprey builders. Well I guess we'll just have to try it and see!

The ad I ran in the November issue of 'Sport Aviation' soliciting interest in a newsletter received very little response. So I

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