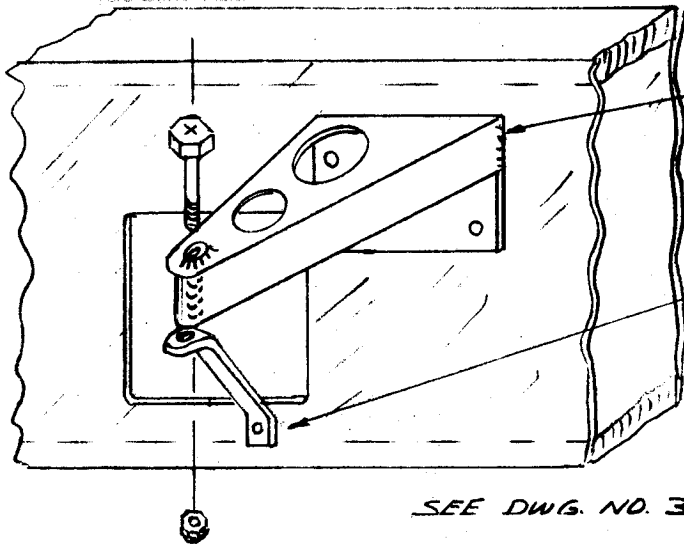


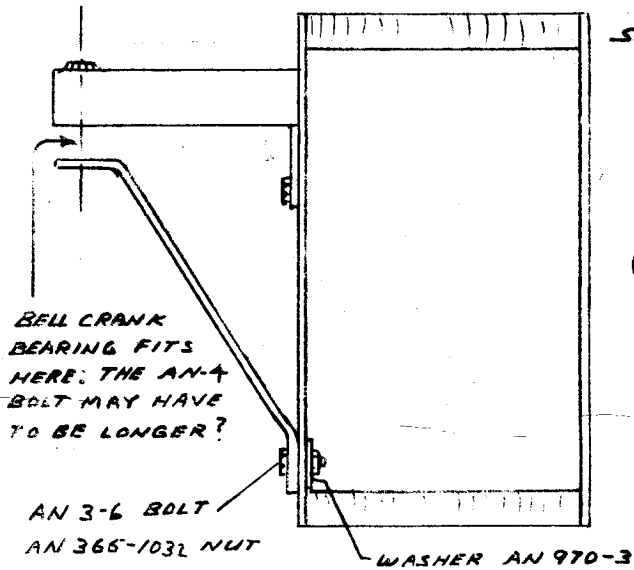
A couple of builders have mentioned that the aileron bracket shown on drawing No. 33 has a tendency to flex up and down when a heavy aileron load is applied. This could possibly cause the bracket to fail in the welded area if flexing continues. A simple fix to this potential problem is to attach a simple brace from the underside of the bellcrank bearing down to the spar web. (See enclosed drawing) A problem of retrofitting this brace is drilling the 3/16" hole in the web working through the inspection hole. If you don't have a close right angle drill you can sharpen a round 3/16 dia. rod, heat it and burn a neat hole through the web using the brace hold as a guide. I recommend all builders to look into this if your Osprey is finished or install the brace while building this portion of your control assembly. The Derrick built bracket now has a set of bolts top and bottom on the mount flange and will probably negate any need for the brace. Derrick made a change in this bracket about two years ago. If you have his later bracket the mount flange will be different than the drawing. The mounting holes are above and below the welded bracket. If you have the older bracket use the brace.



BRACE PREVENTS
POSSIBLE WELD
FISSURE HERE:

TO DRILL WEB
USE NOT 3/16
DIA. ROD TO BURN
HOLE IF YOU DONT
HAVE CLOSE IN
RT. ANGLE DRILL
MOTOR

SEE DWG. NO. 33

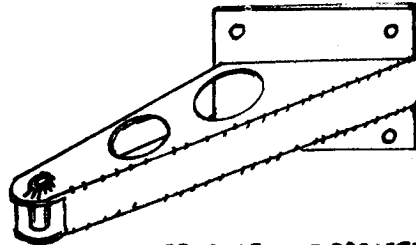


BELL CRANK
BEARING FITS
HERE: THE AN-4
BOLT MAY HAVE
TO BE LONGER?

AN 3-6 BOLT
AN 365-1032 NUT

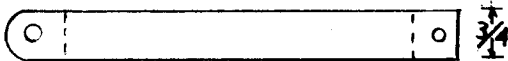
WASHER AN 970-3

SCALE 1/2



REDESIGNED BRACKET
NOW FURNISHED BY
DERICK

DRAWINGS BY *George Pereira*
APRIL 20, 1983



.125 THK. ALUM. BRACE: LENGTH TO FIT

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