

BUILDERS & FLYERS
GP4
NEWSLETTER

THE OFFICIAL VOICE OF GP-4 BUILDERS ALL OVER THE WORLD

VOLUME 12

JANUARY - FEBRUARY 1997



**BILL BERRICK OF OMAHA, NEBRASKA IS
GETTING CLOSE TO HIS FIRST FLIGHT!**

Hello Fellow GP-4 Builders,

As you can see, things are getting very close to that important day. I'm using the winter to fine tune some final items on my GP-4. I have also been doing some taxi testing, but have not flown yet due to the temps below 10 F degrees. I will get the FAA inspection done when we get some warmer weather. I've included some earlier shots to give everyone some details

The other two sheets are my electri-

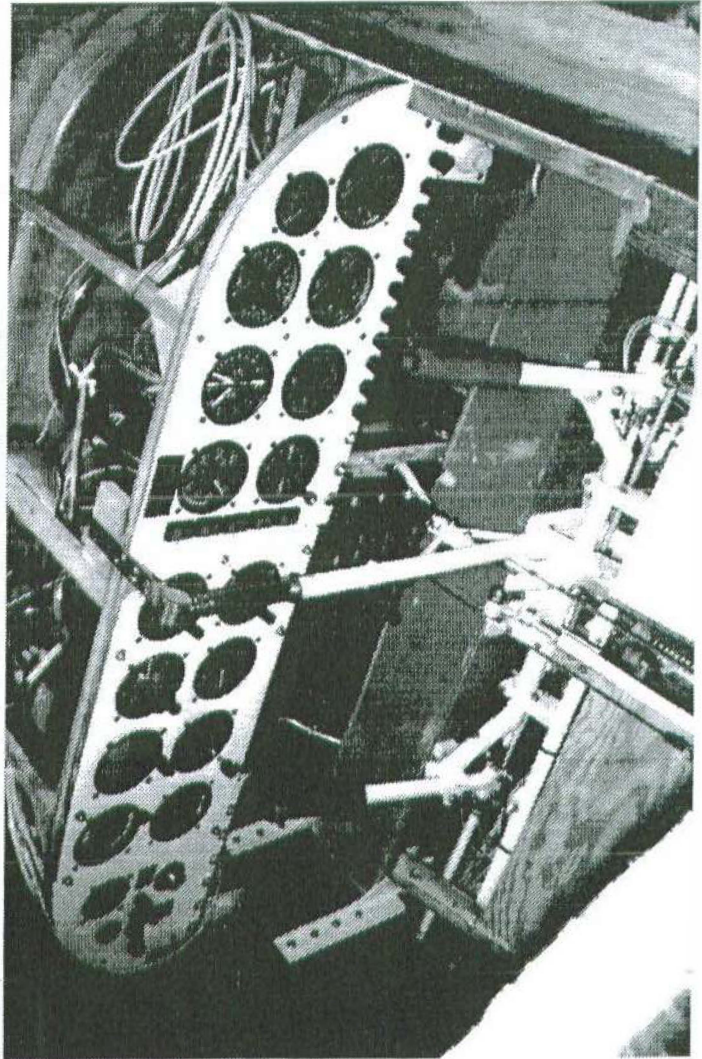
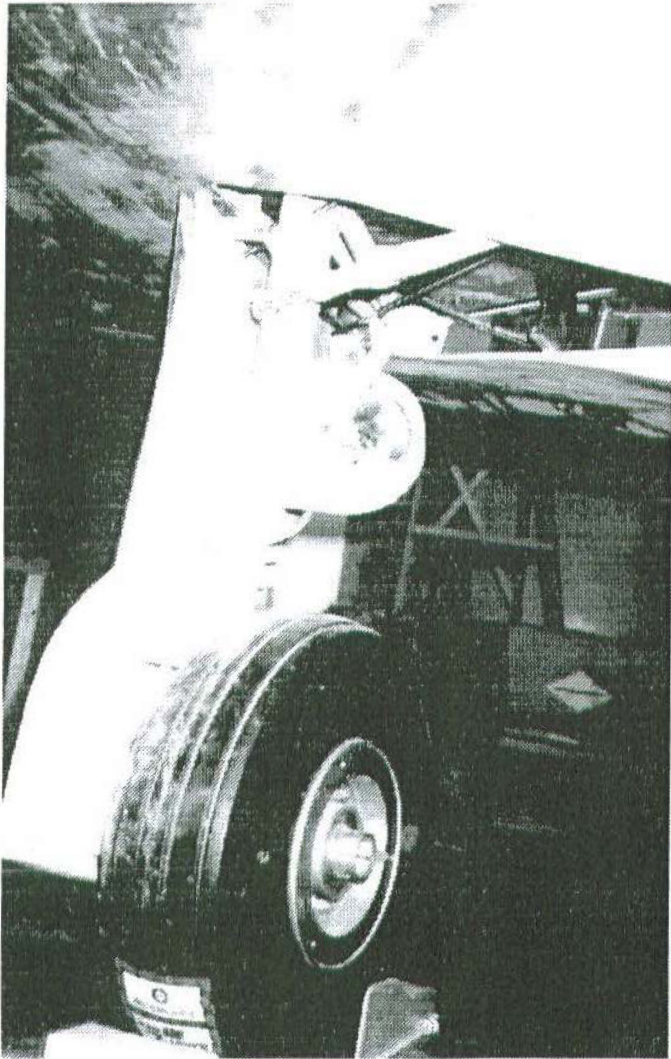
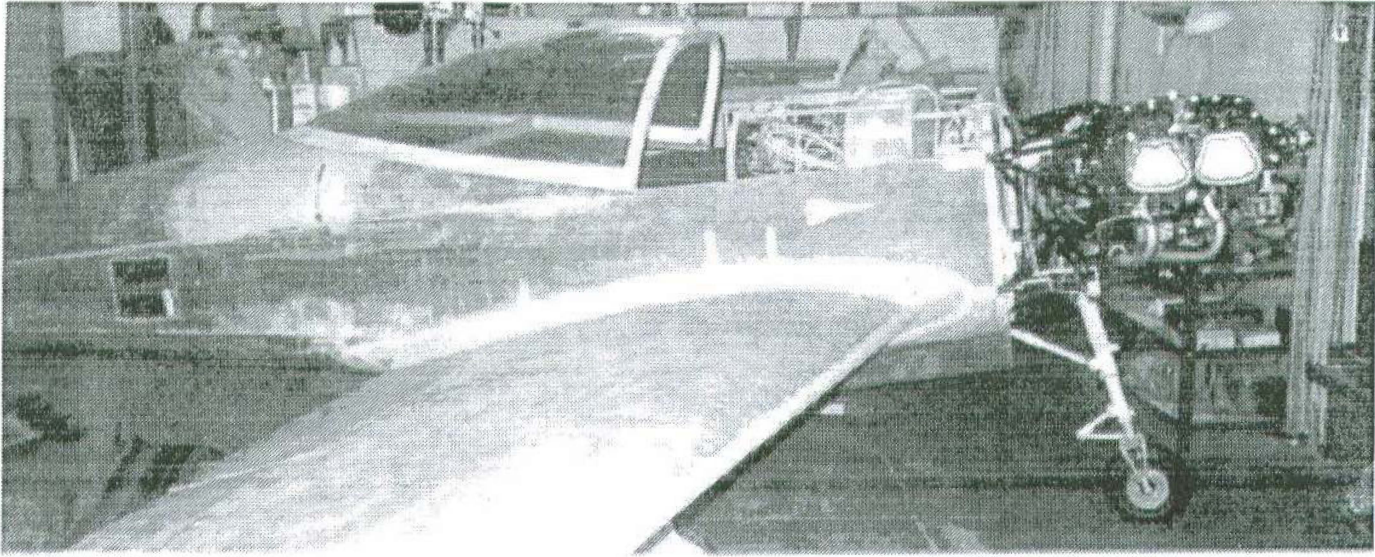
cal diagrams. The main layout is very similar to the one in the plans, but a little different. I used the B&C linear voltage regulator and used 30 amp relays with my electrical switches. (That was mainly so that I could use some rocker switches that fit my panel nicely but were only rated for 6 amps).

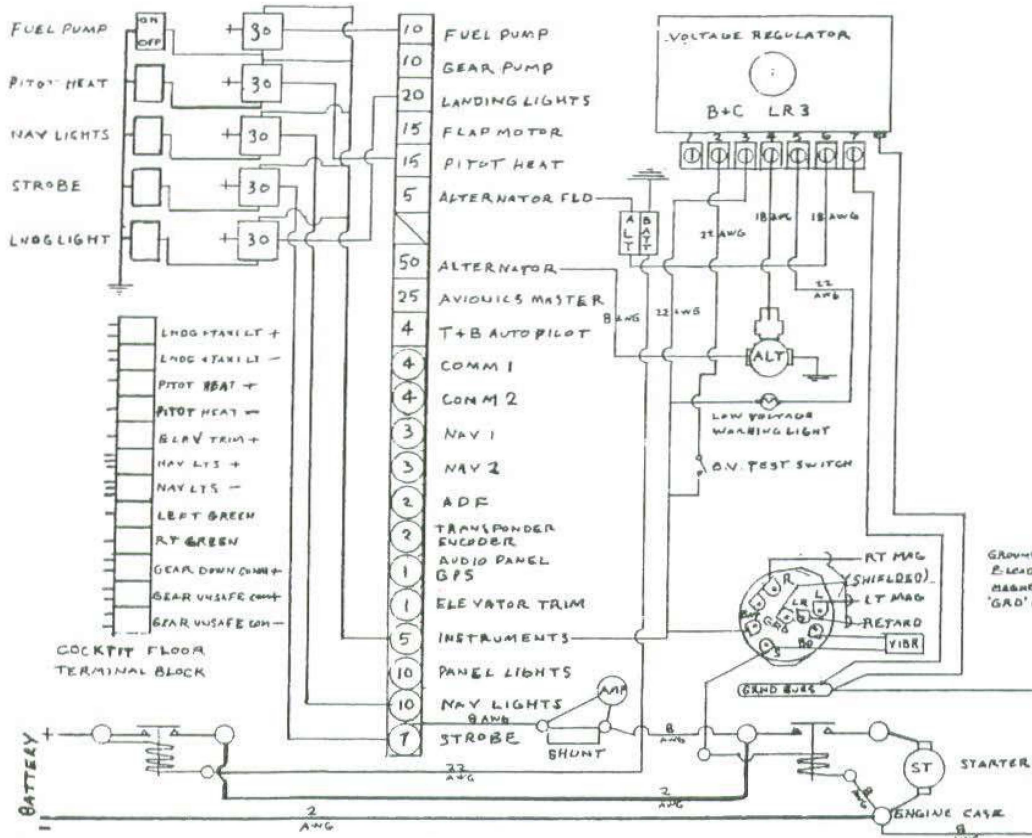
I used a different system for my gear indicator lights because I am partial to being able to see "three in the green" for landing configuration. All lights are out with the gear up

unless the throttle is retarded; that will turn on the "gear unsafe" light. The warning light also comes on as soon as the gear handle is pulled out of the gear up hole, and stays on until the gear is "down and locked". I will give everyone another report after I've made my first flight.

Sincerely,

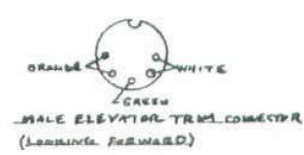
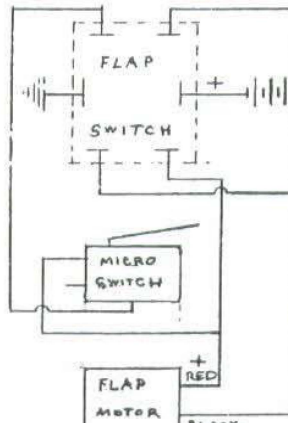
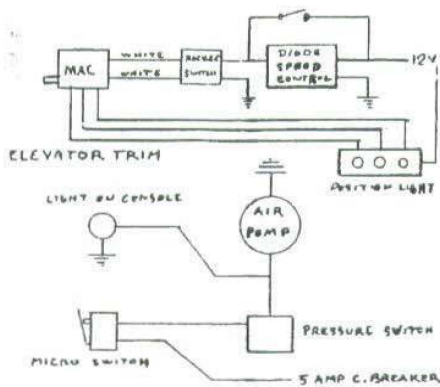
Bill Berrick
11803 Hunters Cove
Omaha, NE 68123-1119



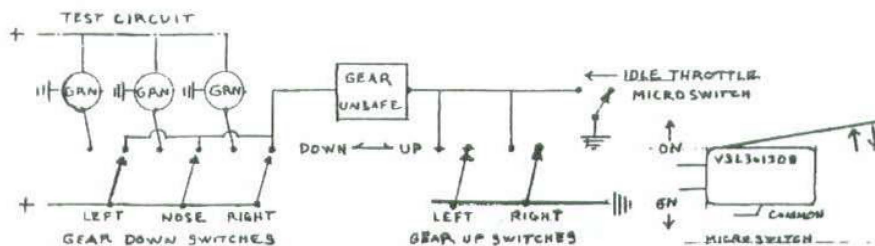


ELECTRICAL SYSTEM
BERRICK GP-4 17 FEB 96

GROUND SHIELDER AND
LEAD SHIELDS TO
MAGNETS AND TO
'GND' ON SWITCH.



GEAR LIGHTS, FLAP SWITCH, AIR PUMP WIRING
BERRICK GP-4 20 FEB 96



● GP-4 T-shirts

I had asked about this once before in regards if there would be any interest in having GP-4 T-shirts made up. At that time we had maybe twenty people respond. I would like to see a little bit stronger response or have some people wanting maybe two or three vs. one. Because it would be a small run (in the scheme of things) the cost would probably be up in the \$15.00 to \$16.00 range and that is assuming we would have a demand for 50 or 60 shirts. Give me some type of response, post card, a letter, E-MAIL at bspornitz@aol.com or you can call the new 24 hour recorder and fax machine. Spud

● Oshkosh Dinner?

Last year at Oshkosh we had a nice turn out of people for our first informal meeting at the homebuilders corner porch area and we plan on doing that again this year. We'll post the time in a future issue of the newsletter as we get closer to Oshkosh. We had several builders also say it would be nice to have a GP-4 builders dinner at one of local restaurants. That would be nice, but to reserve one of the banquet facilities (even a small one) I would think that they would like to see 30 to 40 people. We could possibly ask our fellow Osprey II builders to attend also, that be great! I've done several of these with the Dragonfly group and they are a great time. Again if I could get a little bit better feel on how many people would be tentatively interested in attending, I'd start doing the homework on the project right away. So give me some type of a response like suggested above. Also if anyone has some suggestions on any of these events please give me your ideas - Spud

● This Tardy Newsletter

I apologize for this late newsletter. We sorta got off to a rocky start for 1997.

Continued on page 7

Fellow GP-4 builders,

Winter weather and floods in Sacramento has really dampened my flying time. Excuse the pun! I did fly last Saturday, February 15th with our gang of buzzards. After lunch I joined up on a new 4 place Velocity. Built by my good friend Mark Machado, I knew he wouldn't mind if I pulled up in close to look it over. The canard designs have always fascinated me. As I pulled in a few feet off his left wing I thought, what a pretty airplane this is. I changed positions and it was quite beautiful from any angle. Mark is a very talented builder who heads up Velocity's west coast operation.

Another interesting flight occurred on a recent demo flight to a nice young man from Detroit, Michigan. Mat had written that he would be in Sacramento the week of February 11th and would buy the plans if he liked the way the GP-4 flew. We met at the airport about 10:00 a.m. on the 13th. He told me that he knew the GP-4 was fast so all he was interested in was how well it flew at slow speeds. The wind was gusting to 30 knots as we taxied out to runway 35. I took an extra tug on my seat belt and off we went. Bouncing around at 90 mph he finally said "That's enough, lets shoot a couple of landings." The approach was not any better. I was afraid to use full flaps and had to carry about 110 mph for control in this turbulence. Rolling out Mat said "That's enough". As we taxied back to the hangar I was surprised to hear him say that he would buy the plans. The flight was no way representative of the GP-4's performance scale. As it turned out I forgot to get Mat's address for plans serial number roster book. Mat, if you reading this newsletter please send me your address. Your plans serial number

is #343.

● Landing gear mod

Bill Berrick wrote that he was having trouble getting a good tight link setting in his main gear. If the link in the gear down position yields slightly with a blow from your palm of your hand you don't have enough down pre-load adjusted into your linkage. To insure that the link stays tight I installed a spring on the prototype that loads the link in the down position (see drawing on next page). As the gear is retracted the spring goes over center and helps the gear up as well. Although I operated the GP-4 several years without this spring. I urge all builders to use it. It's just good insurance.

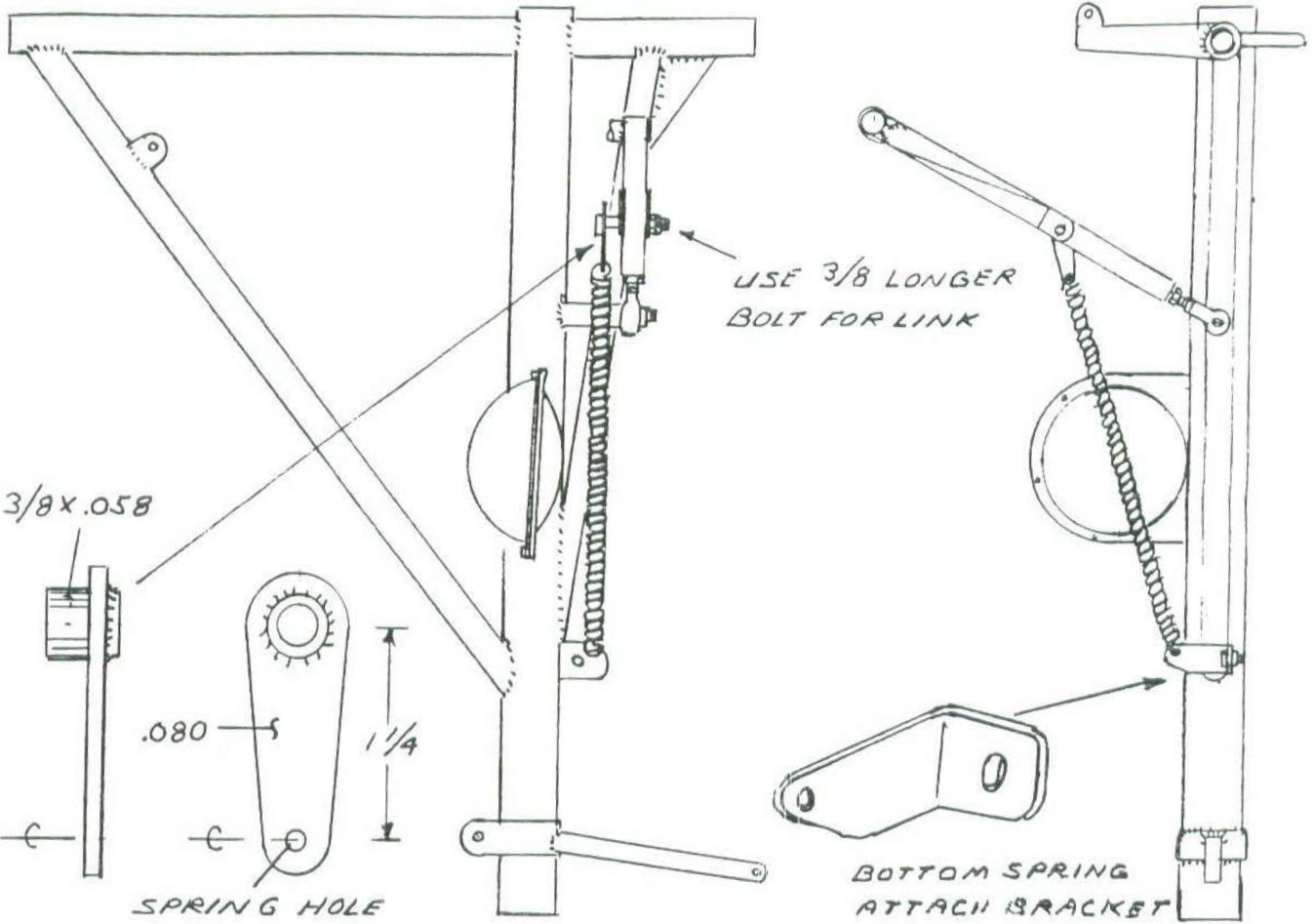
● Hydraulic Landing Gear Revision

Also find a drawing revision for the builders that have purchased the hydraulic landing gear upgrade. The drawing is self explanatory. I have made a separate mailing to the people that purchased the plans, but I wanted to included it here in our newsletter in case I had not gotten some ones address change.

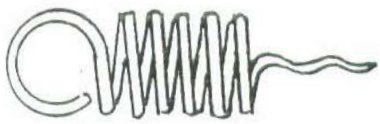
Regards to all,

George Pereira





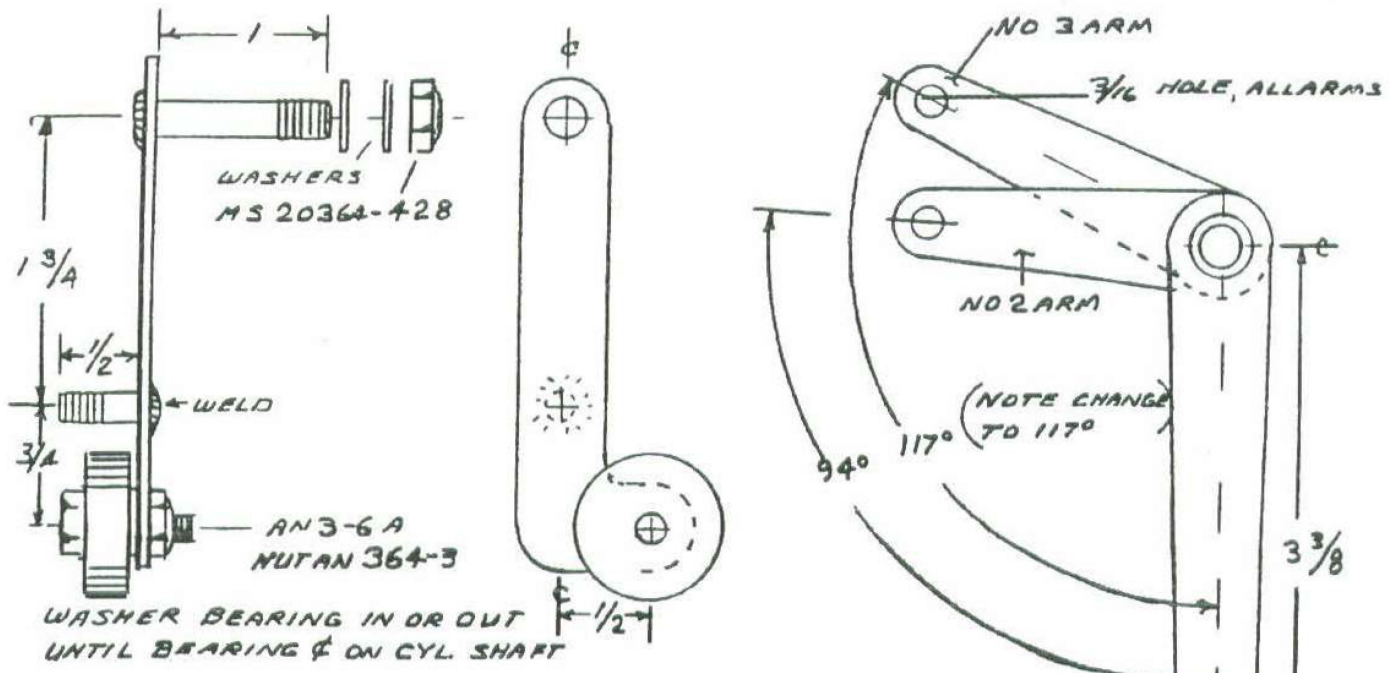
LANDING LITE CAN BE MOVED AFT
IF NECESSARY BY USING SPACERS



SPRING IS APPROX. 5/8" DIA. 6" TO 7" LONG
WIRE SIZE ABOUT 1/16". AVAILABLE AT MOST
HARDWARE STORES

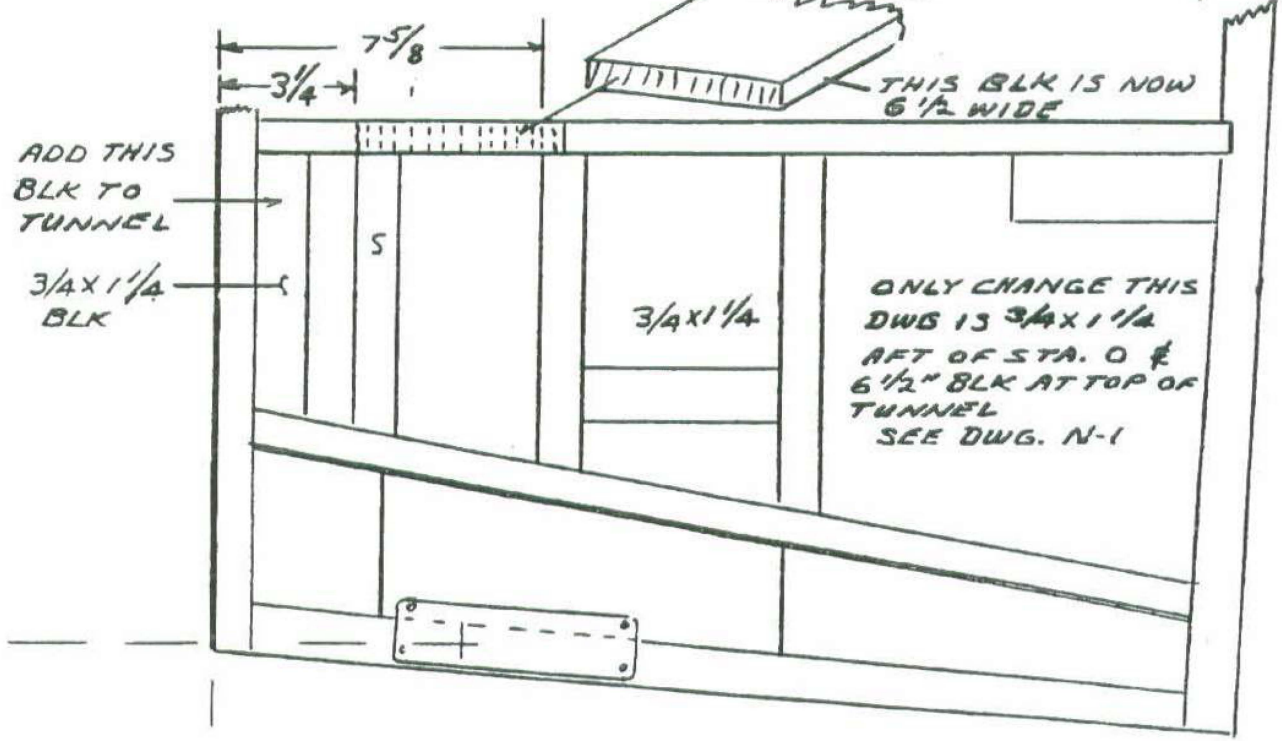
GP-4

MAIN LANDING GEAR
ASSIST SPRING
DESIGN: OSPREY AIRCRA
FEB. 1997



ROLLER ARM ASSY
 ORIGINAL PLAN SHOWS BEARING ON OTHER SIDE OF ARM SEE DWG. N-3

DWG IS NOW CORRECT FOR END VIEW



REVISION DATED 2-18-97
 HYDRAULIC LND GEAR GP-4

Cont'd from page 4

As of the end of January we only had 40+ some renewals. And I was strongly questioning the merit of continuing the production of the newsletter. So I decided to drag my feet a little to see what was going to happen. By the first part of February I was getting pretty concerned, I decide to send out a little reminder to our 70+ "Last Minute Louie's" to see if there was going to be any additional renewals? It was time to "crap or get of the pot time". Well I'm glad that by the first of March we had just over 90 renewals and still coming (this will work!!). Then the next curve

ball showed up. My boss with all his infamous wisdom decides to send Spud to Minnesota for a week (Whoa, snow, cold and all that, how about Arizona!!!!!!). Well I'm back and punching this newsletter out and happy the say that the renewals are nicely over 100+ and still coming in. So again I apologize and we'll try to get back on track.....

● **Newsletter Input.**

We can now handle your first flights, technical pieces, stories and articles easier than ever before. We can handle your input via E-MAIL, fax,

3.5" disk, 5.25" disk, CD's, typed letters hand written, It doesn't make any difference how you do it.

While we're on the subject of newsletter input.....There is a bunch of you guys that have been holding back way too long. Some of you have been promising stuff for over two years! You know who you are and lets get with. Remember this is "our" newsletter. Don't be just takers, you also need to be givers. What you may be taking for granted, may be exactly what some of us other builders are starving for. So lets get with and lots of photo's. Remember that old saying, "A picture is worth a million words!" Thanks Spud

THE CLASSIFIEDS

For Sale: Pre-fabricated composite components for GP-4. Cowling - \$700.00, exhaust blisters - \$100.00, inlet ramps - \$100.00, tailcone - \$100.00. All four pieces for \$925.00. Jake Jackson - Rio Linda, CA (916) 992-0608

For Sale: Quality custom fabricated metal components for your GP-4. See GP4BFN issue #4 for complete component listings and pricing. Please allow generous time allowances for your orders. Darry Capps, 813 Hoyer Road, Newman, California (209) 862-2707

For Sale: We have all of the GP-4 back issues (1996 and back) available for \$3.00 each. Mail your checks to Bill Spornitz - 1112 East Layton Drive - Olathe, KS 6061-2936



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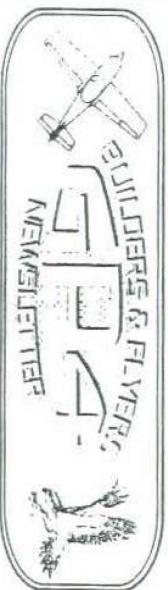
913-764-5118

E-MAIL BSPORNITZ@AOL.COM

You may be a Redneck Pilot if

- Your stall warning plays dixie.
- Your cross country flight plan uses flea markets as check points.
- You think sectional charts should show trailer parks.
- You've ever used moonshine as avgas
- You have mud flaps on your wheel pants.
- Your toothpick keeps poking your mike.
- You've ever just taxied around the airport drinking beer.
- You wouldn't be caught dead in a grumman "Yankee."
- You use a purina feed bag for a wind sock.
- The side of your aiplane has a sign advertising your septic tank service.
- Just before impace, you are heard saying "Hey y'all, watch this"
- You constantly confuse Beechcraft with Beechnut.
- You think GPS stands for going perfectly straight.
- You refer to flying in formation as "we've got ourselves a convoy."
- Your matched set of luggage is three grocery sacks from Piggly Wiggle.

Pulled from the Internet via David W.S. King,
Thank's David



1112 EAST LAYTON DRIVE
OLATHE, KANSAS 66061

FIRST CLASS MAIL

NEWS FOR CRAFTSMEN OF FAST WOODEN AIRCRAFT!