



VOLUME 7 MARCH/APRIL 1996



## GEORGE'S CORNER

Fellow GP-4 builders,

I may have mentioned this in previous articles, but most Saturdays a bunch of us get together and fly some where for lunch. My good friend Scott Kemper, who handles my advertising, named us the..... **"BUZZARD SQUADRON"**. Scott says we circle around some airport restaurant looking for a "Dead Cow! We have a lot of fun however.

Last Saturday after a lunch flight I was at the gas pit for fuel. This nice looking young man walked up asking if he could look over my GP-4. He then asked if he could get a ride in it? I explained that I try to reserve rides for builders or potential builders. He went on to say that he had talked to me by phone and had driven all the way from Navan, Ontario, Canada to see the plane and wanted a set of plans. With an embarrassed mumble about my short memory..... I said "Let me show you the best way to get in". This young man had only flown in Cessna 150's and not much time in them.

After clearing the ARSA I leveled off and trimmed for a low cruise and gave him the stick. My head banged into the canopy, then my butt banged back in the seat when I grabbed the stick to steady things down. I said "Chris just hold the stick lightly and only think about a turn and it will happen". It wasn't long before he was making nice needle width turns left and right stopping on the section lines. His pitch control settled down and he started to relax and enjoy the ride. My thoughts started to wander. What if this had been his first flight in a GP-4? More than likely he would overcome his lack of pitch control and settled down, but if he would of had a couple of distractions like a rough engine or a hot cylinder, etc. and he might be in trouble. Few test

flights ever go without ANY glitches of some kind.

I guess my point is, if your a low time pilot flying 150's or the like, maybe you should let some one else make that first flight.

The GP-4 is a very honest little airplane, very stable, goes where you aim it, very responsive. When you do aim it, it gets there very quickly!

Any Lancair, Glasair or Pitts pilot would feel right at home flying your GP-4. So giving that first flight to a more qualified person might be the best thing to do and should be given a good amount of thought!

### ● Letters

I thought Richard Nadig's letter was very informative. This is what our newsletter is all about. Information, problems and solutions. I also thought Spud's remarks on metal component parts costs were RIGHT ON! I can't begin tell you how fortunate it is that we have an experienced GP-4 builder that has the expertise that Darry Capps has to build our metal GP-4 components for us.

### ● Technical assistance

#### Fuselage Lay-out - drawing #2

I have had some calls from new builders that have trouble understanding which uprights are set at 88.5 degrees.

There are 4 pieces of wood that have to be set at 88.5 degrees to the horizontal center line. The block with the hole and the slot in it that is 5 1/4" long X 7 5/8" high must be set at 88.5 degrees on the aft vertical side. If you carry that line on up the vertical the aft side of the upright above the block is a 3/4" X 1 1/4". That is set at 88.5 degrees. The third piece is also 3/4" X 1 1/4" spaced 5 5/8" aft of the first 3/4" X 1 1/4" upright. The fourth

piece is a 3/4" X 2" upright that is 22 5/8" aft of the second 3/4" X 1 1/4" upright. All four pieces set the wing incidence. When you butt the face of the wing spar up against the 88.5 degrees block the wing incidence sets at 1.5 degrees positive. The other three uprights hold the wing attach fittings shown on drawing #39.

The slot in the mentioned block (drawing #2) is there for the wing tank fitting that sticks out of the butt wing rib to fit up into the slot as you set the fuselage down onto the wing spars. You may want to cut out the slot on a final fuselage to spar fitting session. The slot should be extra wide. At least an inch on either side of the fitting because you'll eventually have to get an end wrench on the nipple (AN816-6d) that screws into the female tank fitting and then the #6 hose fitting to the nipple (See drawing #23).

### ● Do's and Don'ts

Don't use 3/32" control cable for the flaps and rudder controls. Use 1/8" aircraft cable only. Either galvanized or stainless aircraft grade. Part 23 of the FAR's require 1/8" aircraft cable for all primary control.

Don't use any automotive fittings for any plumbing in your fuel systems. Use only aircraft AN fittings. All hard plumbing in the fuel system is 3/8" O.D. aluminum. All flexible hoses on the fuel system are #6. All oil lines from the oil cooler to engine are #8. If you make up your own hoses, Strataflex or Aeroquip, always use a mandrel. You will need 3 sizes to plumb your GP-4. No. # 4, #6 & #8. Wicks Aircraft Supply carries them if you can't borrow a set. Use fire shields over all fuel lines firewall forward. It helps insulate against vapor lock. Use steel fittings (AN nipples) that screw into the engine.

I'll get into more detail in the engine compartment in later issues of the newsletter.

Regards To All George

# THE 1996 GP4BFN BUILDERS LIST

Here is the current GP4BFN subscribers list as of 4-1-96. In the last newsletter I put in a notice (page 7) that I will be publishing the builders list in the next issue. The list here reflects the current subscriber base of the newsletter, 123 people. There has been 312 sets plans for the GP-4 sold as of April 1996. Not

everybody subscribes to the newsletter and since they did not receive the notice of the pending name release, I feel it wouldn't be right to release there names without notification. I feel this newsletter subscriber base probably reflects the most active builders.

Also the list is listed "By State". This should make it easier find builders that are close to you or where ever you may be traveling.

We will update the list annually. - Spud

Last	First	Address	City	ST	Zip	Country	Phone
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PROC	JOHN	BOX 533	KEOMA	AB	TOM 1G0	CANADA	4039354816
BYMAN	RON	P.O. BOX 2913	VALDEZ	AK	99686		9078355131
FOSHEE	PHILIP D.	310 PINEDALE RD.	CLANTON	AL	35045		2057553980/7553877
HAUGEN	MIKE	PSC 80 BOX 10075	APO	AP	96367		011816117336476
DOWNIE	DON & JULIE	635 LATIGO LANE	KINGMAN	AZ	86401		
NAJAKA	ROBERT S.	2683 BROKEN ARROW	KINGMAN	AZ	86401		5207577903
PIERSON	ED	2519 W. ESTRELLA RD.	PHOENIX	AZ	85027-8179		6024659381
SPRIGGS	JAMES	50750 W.WILLIAMS RD PO BX 112	AGUILA	AZ	85320		5206852364
STEWART	NORM	3211 GILLENWATER DR.	FLAGSTAFF	AZ	86001		7792239
STOFFERAHN	EMERY M.	6236 E. BOSTON	MESA	AZ	85205-3251		6029813251
BAUM	STEVE	9482 PIKE ROAD	SANTEE	CA	92071		6195625278
BRANSON	RORY	8757 CROSSWAY CT #76	SANTEE	CA	92071		6194487089
BRAVO	CLAUDIO	P.O. BOX 2414	OLYMPIC VALLEY	CA	96146-2414		9165813041
CAPPS	DARRY	813 HOYER DR.	NEWMAN	CA	95360		2098622707
DREW C/O PAI	RODNEY	4360 CAMPUS DR. STE. G	NEWPORT BEACH	CA	92660		7148520248
EICHENGERGER	FRED	4565 E. CLINTON AVE.	FRESNO	CA	93703-2658		2092551958
GIANATASIO	TOM	1576 BELLEVILLE WAY	SUNNYVALE	CA	94087		408-733-0693
GROTE	MAC	14980 LONG VIEW DR.	FONTANA	CA	92337		9098227216
HARMON	STEVEN	6689 WESTERN AVE.	RIVERSIDE	CA	92505		9096871456
JACKSON	JAKE	1052 HAYER COURT	RIO LINDA	CA	95673		9169920608
KALLOS	THOMAS	444 SARATOGA AVE. #2L	SANTA CLARA	CA	95050		4082493552
LONG	DON	4904 ALEX DR.	SAN JOSE	CA	95130		4083797523
LYNCH	DENNIS	10656 WUNDERLICH DR.	CUPERTINO	CA	95014		2490211
MORROW	DAN F.	5350 STUDEBAKER CIRCLE	SAN JOSE	CA	95136		4082257499
MORTON	CRAIG A.	1881 ALPHA RD #16	GLENDALE	CA	91208		8185450165
PERBIRA	GEORGE	3741 EL RICON WAY	SACRAMENTO	CA	95864		9164833004
SPENCER-HAYES	PETER	110 PICO BLVD NO #125	SANTA MONICA	CA	90405		3104503072
TRAUD	MIKE	11907 PROSPECT HILL DR.	GOLD RIVER	CA	95670		9166351147
WILSON	BILL	303 ROCK OAK ROAD	WALNUT CREEK	CA	94598		5109397276 w3517654
WYCKOFF	STEVE	1448 CALLE PRIMERA	LOMPOC	CA	93436		8057330573
YOUSCHAK	STEVEN W.	751 GRAYLING BAY	COSTA MESA	CA	92626		7145571812
ADAMS	MATT	6420 RIFLE CR.	COLORADO SPRING	CO	80919		7195316608
BOGGAN	LARRY	P.O. BOX 49416	COLORADO SPRING	CO	80949		7192606244
GREEN	DONALD	11285 N. CARDINAL DR.	PARKER	CO	80134-7906		3038414499
LANDWEHR	MARK	1410 ATHENS DR.	LAFAYETTE	CO	80026		3036666221
MIKUS	TONY	0344 KINGS ROW, N.	CARBONDALE	CO	81623		9709639575
WAY	GEORGE E.	2877 W. 55TH AVE	DENVER	CO	80221		3034588817

Last	First	Address	City	ST	Zip	Country	Phone
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CAMPBELL	ZOOM	3000 21ST STREET N.W.	WINTER HAVEN	FL	33881		
EVANS SR.	THOMAS L.	8304 WATERVIEW WAY	WINTERHAVEN	FL	33884		8133259843
GREENE	A.G.	501 LAKE AVENUE	LAKE WORTH	FL	33460		4077951173 w4075855
HAYNES #2	DEAN	367 MELROSE LANDING BLVD.	HAWTHORNE	FL	32640		9044755068
KUREY	ANDREW	2653 SPRUCE CREEK BLVD.	DAYTONA BEACH	FL	32124-6893		9047618632
LeBLANC	JOHN	1699 STONE RD.	GLENWOOD	FL	32720		9048225637
MEGGERS	LESLIE	7702 CALLAN COURT	NEW PORT RICHR	FL	34654		8138443922
SATKOWSKI	JOHN	2027 HAWAII AVE N.E.	ST. PETERSBURG	FL	33703-3419		8135266552
WOOLDRIDGE	HARRY	7751 LYNBROOK DRIVE	NEW PORT RICHR	FL	34653		8138473499
SHEPARDSON	CINDY & MAT	1203 CRESTLANE DRIVE	SMYRNA	GA	30080		7704380798
RIEFF	MICHAEL	10301 HALL RD	CEDAR RAPIDS	IA	52411		3193930562
SEVERN	EUGENE C.	401 NO. LAWLER BOX 327	POSTVILLE	IA	52162		
JEYS	THOMAS R.	1263 WEST CONKLIN PARK ROAD	WORLEY	ID	83876		
LIND	PETER	27575 HENRY LANE	BARRINGTON	IL	60010		8473810831
MARLEY	JOHN	840 ELDER UNIT #210	HOMWOOD	IL	60430-2549		
VANDER WOUDE	PAUL	621 SO. ASHLAND	LA GRANGE	IL	60525		7083543417
WEINSTOCK	STEVEN	174 NEWTON AVE.	GLEN ELLYN	IL	60137		4697569
HAMMERSMITH	MARTY	1777 OAKRIDGE DRIVE	LAWRENCEBURG	IN	47025		8126372122
QUIRE	GREGORY S.	886 MT. ZION ROAD	FRANKFORT	KY	40601		5028751741
KILTS	BRUCE E.	2924 ORMOND AVE.	BATON ROUGE	LA	70820		7692755
BERNARDO	FRANK	929 PINE HILL RD.	WESTPORT	MA	02790		5086368801
HOLMES	ERNIE	519 E. RIVER ST #71	ORANGE	MA	01364		5085448140
KAPLAN	CHUCK	P.O. BOX 19, 475 WEST ST.	WALPOLE	MA	02081		
MC KEEN	DAVID	20630 DEER WOOD PARK DR.	LEONARDTOWN	MD	20650		3014753691
KELLER	JOEL	176 FOUNTAIN STR.	BANGOR	ME	04401		2079459973
ALLEN	ERIC	18530 MACK AVE. #249	GROSSE PIONTE	MI	48236		3133725145
DAVIS JR.	CHARLES	499 FURNACE STREET	MANCHESTER	MI	48158		3134289369
DECKROW	ROGER	3838 SEAMAN RD.	ALMA	MI	48801		5174633735
THOMAS	GERALD B.	27604 MORNINGSIDE PLAZA	LATHRUP VILLIA	MI	48076		
YODER	JACKIE D.	2760 YODER	MIDLAND	MI	48640		5178322012
BRENHAUG	JEFF	16848 ST. HIWAY 15	HUTCHINSON	MN	55350		6125874284
WORWAG	WOJCIECH	513 DEL RIO DRIVE	CHANHASSEN	MN	55317		
WUORINEN	BILL	7904 CONROY WY	INVER GROVE HT	MN	55076		6124556936
EDSON	WAYNE	P.O. BOX 812	BRANSON	MO	65616-0812		4173346128
BRRAN	DALE	1137 N. STR.	ORD	NE	68862		3087285379w7283257
BERRICK	WILLIAM	11803 HUNTERS COVE	OMAHA	NE	68123-1119		4022926832
COX	DEAN	14846 ORCHARD CIRCLE	OMAHA	NE	68137		4028963553/WK496857
DE GROSA	JIM	69 CLINTON PLACE	HACKENSACK	NJ	07601		2013434807
SAULSBURY	THOMAS P.	101 WALNUT ST.	BRIDGEBORO	NJ	08075		6094617418
CAVIN	KENNETH A.	BOX 21752	CARSON CITY	NV	89721		7028857643
GUGLIelmi	PAUL M.	4052 FANCHER ROAD	HOLLEY	NY	14470		
BOWLUS	NICHR	45 HOWARD AVE.	WORTHINGTON	OH	43085		8857124
STITTLE	JAMES	19 MEADOW ACRES DR.	AGINCOURT	ON	M1T 1A9	CANADA	4164958599
CATHCART	RON	229 S.E. 2ND STREET	TOLEDO	OR	97391		5413362947
GERRARD	RON	P.O. BOX 832	SPRINGFIELD	OR	97477		5037460452 w7469818
GORGAS	HENRY	P.O. BOX 692	CARLTON	OR	97111		5038527378
GRIEB	KENNY A.	225 FORSYTHE RD.	MARS	PA	16046		4126259202
SWYSCHTCH	GERHARD E.	R.D. 1, BOX 470B	CANADENSIS	PA	18325		7175950577
LOCKMILLER	ROBERT	231 MARTIN SCHOOL RD.	PICKENS	SC	29671		8038689432/8435303
COLOMBE	GEORGE	RR #1 BOX 87	WENTWORTH	SD	57075-9607		6052564335 also fx

Last	First	Address	City	ST	Zip	Country	Phone
BERRIE	WILLIAM	5323 LONGWOOD	MEMPHIS	TN	38134		9013770841
NADIG	RICHARD E.	5334 PEGHORN TRAIL	OOLETEWAH	TN	37363-8670		4233962917 40789711
PESAK	ROBERT K.	1804 BARNWELL T.	HERMITAGE	TN	37076		6154512809
BOUDREAU	GARY	508 MEADOW OAK CT	EL PASO	TX	79932		9155816357
HAMELMANN	KARL	219 ENGLEWOOD	LEAGUE CITY	TX	77573		7139418713
LAMBERT	JOHN	P.O. BOX 92201	AUSTIN	TX	78709-2201		
MANN	SID	7710 MESA DR.	AUSTIN	TX	78731		5123456128
MARVIN	GARY	3814 RIVERWOOD PARK DR.	KINGWOOD	TX	77345		7133605536
MASAL M.D.	SGT. JIM	3731 VAN NESS LANE	DALLAS	TX	75220		
MAUK	GLENN R.	109 MEADOWS DR.	BURLESON	TX	76028		8174470400
RAINY, III	WILLIAM	9036 JAMAICA BEACH	GALVESTON	TX	77554		4097372011
REINHART	C.J (John)	6812 TOLEDO CT.	FORT WORTH	TX	76133		h8172949451w8179625
SMITH	KEN	6818 HERTFORD PARK	HOUSTON	TX	77084		7138553786
WALKER	TOMMY	212 MARSH DR.	LIVINGSTON	TX	77351		4093272211
WATTS	GELNN	P.O. BOX 166	EDNA	TX	77957-0166		5127825371
MOORE	BOB	356 NO. 400 EAST	OREM	UT	84057		8012246515w2297054
HAMMOND	ALAN	5156 LINETTE LANE	ANNANDALE	VA	22003		7039782145
GRIBBLE	FRED	1593 MAIN STR.	FAIRFAX	VT	05454		8028496167
WHITE	STAN	222 CAMP STREET	BARRE	VT	05641		8024799887
MILKER	DON	31 FLEET DR.	PORT LUDLOW	WA	98365		4379331
NICOLL	FRED	9910 130TH ST CT #K212	PUYALLAUP	WA	98373-9450		2068489392
O'NEILL	CRAIG	7433 KEEN WAY N.	SEATTLE	WA	98103		2065241467
ANDERAS	PEPE	2824 MT. CAROL DR.	GREEN BAY	WI	54311		4144687497
COX	JACK	P.O. BOX 3086	OSHKOSH	WI	54903-3086		
GULIG	GARY	P.O. BOX 991	POND DU LAC	WI	54936		
HOMAN	ALAN	W5878 BRICK CHURCH ROAD	PONTANA	WI	53125		4142756683
OWEN	BEN	P.O. BOX 3086	OSHKOSH	WI	54903-3086		
PREY	ROBERT	578 NO. DANZ AVE.	GREEN BAY	WI	54320		
RANDALL	KIM W.	1348 THORSON CT.	BLACK EARTH	WI	53515-9760		6087672622W2423896
COUSIN	CHRISTOPHE	19 R DU PRE NATTIER	27140 GISORS			FRANCE	011331632551927
EHMANN	DAVID	462 PINEHOUSE DRIVE	SASKATOON, SAK		S7K 4X5	CANADA	3069346042
GUILLAUME	LOUIS M.	29 JARDINS DE L'OLYMPHE-CH DE	LA MAJOURANE		TOULON	FRANCE 8	193394245833
LOATES	DAVID	R.R. #2	BELWOOD, ONTAR		NOB 1J0	CANADA	519 843 4969
MARC	RAVETTI	8 RUE HIPPOPYTE POLIN	60410 VERBERIE			FRANCE	44-40-21-46
OLSEN	CARL-ERIK	LUNDEN 9, HASLUND	DK-8900 RANDER			DENMARK	+4586445003
TUCHSCHERER	GERARD	110 RUE NATIONALE	57110 YUTZ			FRANCE	82-56-05-40

# LETTERS!

Hello Everyone!

Geez, already time to renew the newsletter - where has the time gone? I had indicated in my initial response to the GP4BFN that I'd contribute - so much for that idea. Flight schedules, kids, wife, etc. - you know the routine.

I have been involved with my GP-4 project for, well, a little under three years. Empennage complete, flaps and ailerons complete (skins fitted, but not glued at this point), wing spars done, cowls (thanks to Jake Jackson Cowls, Inc.), associated weldments, and the fuselage is well underway, just about ready for all the hardware. I am fortunate to live in close proximity to the prolific designer George and his hangar at the Rio Linda Airport. I usually just haul my parts, subassemblies, etc. out to this grass roots airport for an exhaustive critique by the now famous, but little known, Buzzard Squadron. As a result, I think I know what I'm doing, but in reality.... Since my proximity to Rio Linda Aerodrome is favorable for such visits, I usually get the chance to fly the prototype GP-4, N59GP. This is a tremendous asset in that I am gaining experience in the type of aircraft I am building, plus, I get all these ideas from George on how to put it all together. OK, enough of the Bravo Sierra. Here are two areas of wisdom for current and wood-be (pun intended) builders:

## ● Keeping It Straight

Building a high performance aircraft out of wood is a PhD challenge in itself, but throw in the little fact that this medium varies with temperature and humidity, and you are going to go nuts trying to keep all those parts straight. (Keep in mind: At 220 knots, if your airframe is not straight and true, you will be penalized for that in trim drag, i.e. the induced

variety, plus other competitor airplanes, ah, those fiberglass ones, will beat you in that ever present race which occurs from time to time.) Why do these ribs, spars, even finished unskinned surfaces warp? Well, it is due largely to the fact that, generally, two types of wood are used in the substructures of the airframe: solid woods (spruce, pine, or Douglas fir), and plywoods (mahogany and birch). These two wood types expand and contract at much different rates. The plywood is much slower than the solids because of the glue used in the laminates. The glue inhibits moisture penetration, resulting in much slower expansion or contraction. So, when you build a spar, or rib with spruce caps and plywood webs, you have a component built with two different wood types which expand and contract at different rates. If the environment you are building in is subject to large temperature variations and changes in humidity, you are likely to experience a warp in your part at some point in time. A typical scenario might go like this: you loft a spar from the drawing to the perfectly flat work surface you are using. Then, you painstakingly cut out the spruce caps, center blocks and end blocks, then the plywood web is cut along with the necessary gussets. You're excited now. With extreme care, you glue it together, clamp it with just the right pressure and wait. Later, after the epoxy has cured, the spar is removed, excess glue is trimmed away, and WOW, a straight and true part! You show it to your wife. She is amazed at your craftsmanship. Your friends are equally impressed. Your confidence swells. You then store the spar and continue building other components. Days, perhaps weeks later, when you return to re-examine your workmanship, you discover, much to your dismay, that the spar is bent! What a pisser! Fortunately, there is an easy solution to this problem. First, completed spars (and ribs too)

can be stored on mini jigs to keep them straight until they are needed. (Use an old level, or aluminum extrusions, etc.). This mini jig can be used during construction of a surface to keep the spar straight (while ribs and leading or training edges are attached). Second, when you go to skin a surface, you can "back clamp" a straight edge to the spar when the first skin is glued in place. Back clamping involves clamping a straight edge to the outside, or webbed side of the spar through the open or unskinned side of the surface. After the glue has cured on the skinned side, remove the back clamp and skin the other side. (Obviously, you are sealing the inside of the surface, etc.) Once a surface is skinned, it is not going to move at all. Remember, if you close a surface with a bent spar, it will remain that way forever. Obviously, not all your parts and subassemblies will warp - this depends on the climate and the other factors discussed above. However, should you encounter a warped part at some time during the construction of your GP-4, employing the simple techniques above will ensure a straight and true surface.

## ● Levels And Lasers

The past several years has seen tremendous advancement in digital electronics, especially, as applied to work shop tools. Digital levels are now the standard for measurement and leveling applications. They have unprecedented accuracy (usually to +/- 0.1 degree) and are very easy to use. Anyone building a GP-4 or thinking about building one should consider using a digital level. Another neat device is a small Laser pointer. You can use a Laser pointer in a similar fashion as a transit or stretched line, i.e. long distance leveling and alignment. The wing would be a good example here. The Laser pointer would be beneficial in aligning the tip and root ribs, ensuring a straight leading edge with all the center ribs in

alignment.

Just a few thoughts and ideas which I have found helpful in my quest to build and fly the fastest (just ask Darry Capps) four cylinder airplane available.

Regards,

Mike Traud

Gold River Facility

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Hello Spud,

I'm looking forward to a new and even better year for GP4BFN!

The big news here is that the first parts of my GP-4 have flown.....AS CHECKED BAGGAGE! I machined some pine cap strips over Christmas at my dad's shop in Michigan and boxed them up for the flight home. It was really tempting to mark the box "FRAGILE - AIRCRAFT PARTS", but decided not to raise any questions.

Anyway, since then I've scrounged some 3/32 plywood from a local EAAer and placed a small spruce order with Wicks Aircraft of Highland, IL. My tail section underway with minimal investment - just the way I need to keep things! I've got all the ribs made for the rudder and elevator, and I'm getting ready to glue caps on the stab ribs. (I'm starting with the tail surfaces because I'm working in a small basement and I haven't YET convinced my wife of the wisdom of knocking a hole in the foundation to accommodate the BIG parts!) I'm really having a ball so far, and even though I only seem to manage about a half hour a day in the shop, I'm satisfied with my progress; I think my goal of flying by the time I'm 45 (14 more years!) is in reach (assuming, of course, that I get my way with the foundation thing)!

By the way, when George sent me my plans last November he penciled in the margin "Nice to have a builder up in Glasair country!" Well, you'll never hear me say a bad word about the Glasair (Both because I VALUE MY JOB and because it's a great airplane also), but the smell of spruce sawdust beats the smell of vinyl-ester resin any day! Naturally, the thought of how much fun it'll be to dust the factory Super II-s someday in my GP-4 has never occurred to me!

And now a suggestion: While taking a break from sawing pine over the holidays, I signed on to my folks' computer and got on their "America On-line" account, Where I was pleasantly amazed to run across the GP-4 discussion group in the aviation forum area. Unfortunately, I'm not a AOL subscriber. Couldn't some computer GURU in the GP4BFN audience set up a BBS on the internet? That way, AOLers could still participate, but so could the rest of us. Just a thought.

One final point: A ringing endorsement of Wicks Aircraft Supply - Fast, very courteous; Very professional packing ( I'll be using the crate lumber for jiggling!); And absolutely gorgeous, accurately cut wood. They'll be getting all of my aircraft business!

Happy Building!

Craig O'Neill

Plans #297

E-Mail - [cjoneill@u.washington.edu](mailto:cjoneill@u.washington.edu)

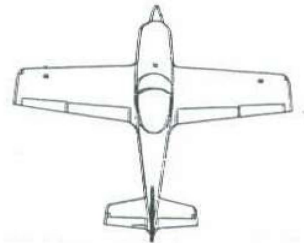


## ON THE FRONT COVER!

On the front cover is our "fearless leader" himself!

The picture is George Pereira with the GP-4 prototype in front of the Osprey Aircraft hangar in Rio Linda, California.

We'll all smile like George when we finish our GP-4's also.



## ON THE BACK COVER!

Here you go Spud - Here is a good photo to share with the gang! I took this shot from the right seat of George's GP-4 (N59GP) of Jake Jackson's yellow GP-4 over Clear Lake, California.

It was a fantastic flight indeed!

It was a tough job, but someone has to do the chores!

Take care my friend.

Mike Traud - Gold River, CA.

# GP 4

## ● Oshkosh 1996!

We have a GP-4 builders group meeting scheduled at the Home-builders Headquarters Building (Just south of the tower) front porch meeting area Sunday morning August 4th 9:00 to 11:00 AM. We would like to see everyone attend. This will be an informal 2 hour chat session. Anything goes and we'll talk about everything. Bring those ideas and thoughts and don't forget those progress photo's. See everyone there!

I'll also be working on a GP-4 builders dinner. This will be a little tough, at least this year. We've never done this before for this GP-4 group. We have over 120 subscribers now, but we don't have a feel for how many of the gang will show up? I can't tell you if we would have 10, 40 or 80. The big restaurants that have banquet facilities must know exactly how many people would be attending in advance and want a guaranteed payment. Most of the big restaurants are also booked up on Friday, Saturday & Sunday. I'm still working on this project, but I would like to know just how many of you are planning on attending Oshkosh this year and if there is interest in a builders dinner at one of the Oshkosh restaurants. Just how many is the key. Please let me know.

## ● The Ferrari vs. The Lamborghini!

Thanks gang! I was really surprised on how many of you responded strongly approving my caption were I compared Falco vs. the GP-4 on the rear cover of GP4BFN #6. Its a great airplane! Thanks again - Spud

## ● Join The EAA!

Wow! I can not believe the people that I have talked to over the last year that are not members of the EAA and are not receiving their excellent magazine "Sport Aviation". Sport Aviation goes into much more technical detail than any other publication. For those of you that are not members..."YOU ARE MISSING THE BOAT BIG TIME!" If you are going to build a airplane, you need to support the EAA and you definitely can use the technical info. Here's a special offer. I have obtained a quantity of EAA info and membership pamphlets. You call me, write me or E-mail and I'll mail this to you no charge. So come on gang Join the EAA today! - Spud

## ● Possible New Pre-Fab Parts!

Hi Spudley, Henry Gorgas here, GP-4 plans #249. I'm really enjoying the newsletter. I'm the general manager of a company called Air-Crafters, Inc. Carlton, Oregon and we are assemblers of RV-4 and RV-6 aircraft. We are planning to produce spars completely machined on a mill and other components only after George Pereira's 100 % approval. We feel the quality will be superb or we won't build them. Some of my aviation background covers 9 yrs. at Lockheed, 2 1/2 yrs on the B-1 program at Rockwell and 6 years building experimental's. As things unfold well keep everyone posted. Keep up the great work on the newsletter Spud - Henry Gorgas

## ● Weight And Balance Error!

In the last issue of GP4BFN George supplied us with the weight and balance worksheets on the GP-4 prototype. Well...Eagle Eye Bill Berick of Omaha, Nebraska caught an error on the last computation. I

check this all out with George and he says Bill is correct. George said it was a very small change, but a change non the least. So please the appropriate changes. On page 3, under the Most Forward Condition Computation. The last computation should read as follows:

47153.65	1454.80
<u>-5152.60</u>	<u>335.13</u>
45698.85	1789.93

= 23.47 aft of datum  
24.12 % of M.A.C.

## ● The Troops Checking In!

Hi Spud, I am currently building my GP-4 Plans # 218. As of this letter I have put in 1200 hours over the last 2 years. The elevators and horizontal stabilizer have skin on one side and all of the hinges are in place. I have a few small details, such as varnishing, to complete before I glue on the top skins. The vertical fin is in place on the fuselage and all of the top and bottom formers are in place. I intend to start on the main wing spar very soon. I enjoy the newsletter and am very interested in hearing how other builders are doing on their projects. Steven Wyckoff - Lompoc, California.

I guess it's time to join the "GP-4 Club" by filling you in on my progress and history. I've completed the fuselage except top and bottom skins and the tail feathers are complete except fin skins. Rudder and brake pedal assemblies are complete as well as the elevator torque tube and idler arms. What's next....The canopy bow or installation of the antennae.

I work in manufacturing as an electronics technician so I don't expect any difficulty with the aircraft electrical systems.

I've rebuilt several motorcycles and still spend considerable time building and riding both street and dirt.

I built from scratch a Sky Pup ultralight. I enjoyed the building and flying so much I decided to build something with more seats so I could share the fun. I also wanted great performance. At first I was drawn to the Falco for it's good looks and wood construction, but the performance and lines of the GP-4 won me over.

I get much pleasure from the wood working and I've enjoyed learning to weld and work with metal. I started my project January 1990 and I've made no attempt to guess the completion date as I'm raising 3 children and I continue to build and ride motorcycles.

Robert Lockmiller - Plans #133  
Pickens, South Carolina

Hi Spud, This is Mike Haugen. I like the newsletter and I'm glad one finally started. One thing I would like to see is a builders list with name, address and phone numbers. I also have a BD-5 and am a member of the BD-5 builders group. They publish a builders list yearly as part of the newsletter. The ability to contact other builders directly, and go to their location to visit there shop and look at their progress. As you know, this can be one of the most helpful things I could do. There is no substitute for seeing a completed part that you have yet to start and only have seen in the plans.

Anyway is there a plan to have a GP-4 dinner or get together at Oshkosh this year. Last year I met 12-14 builders and about the same number of prospective builders. If anything we should try to get the homebuilt Builders back porch for an informal meeting, and put in the newsletter.

Being in the military stationed overseas, my building has slowed considerably since I'm not working out

of a hangar anymore. I can't build any large structures due to the lack of building room. The largest part I can make are the control surfaces. I'm building parts so that hopefully by the time I return to the states I'll have all the parts made to complete the aircraft.

I travel back and forth to the states constantly, actually I am in the states more than I'm in Japan. I have met GP-4 builders from Florida, Texas, Arizona, California and Michigan.

Mike Haugen  
Plans #90

## CLASSIFIEDS

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**For Sale:** Quality custom fabricated metal components for you GP-4. See GP4BFN issue #4 for complete component listings and pricing. Darry Capps, 813 Hoyer Road, Newman, California (209) 862-2707

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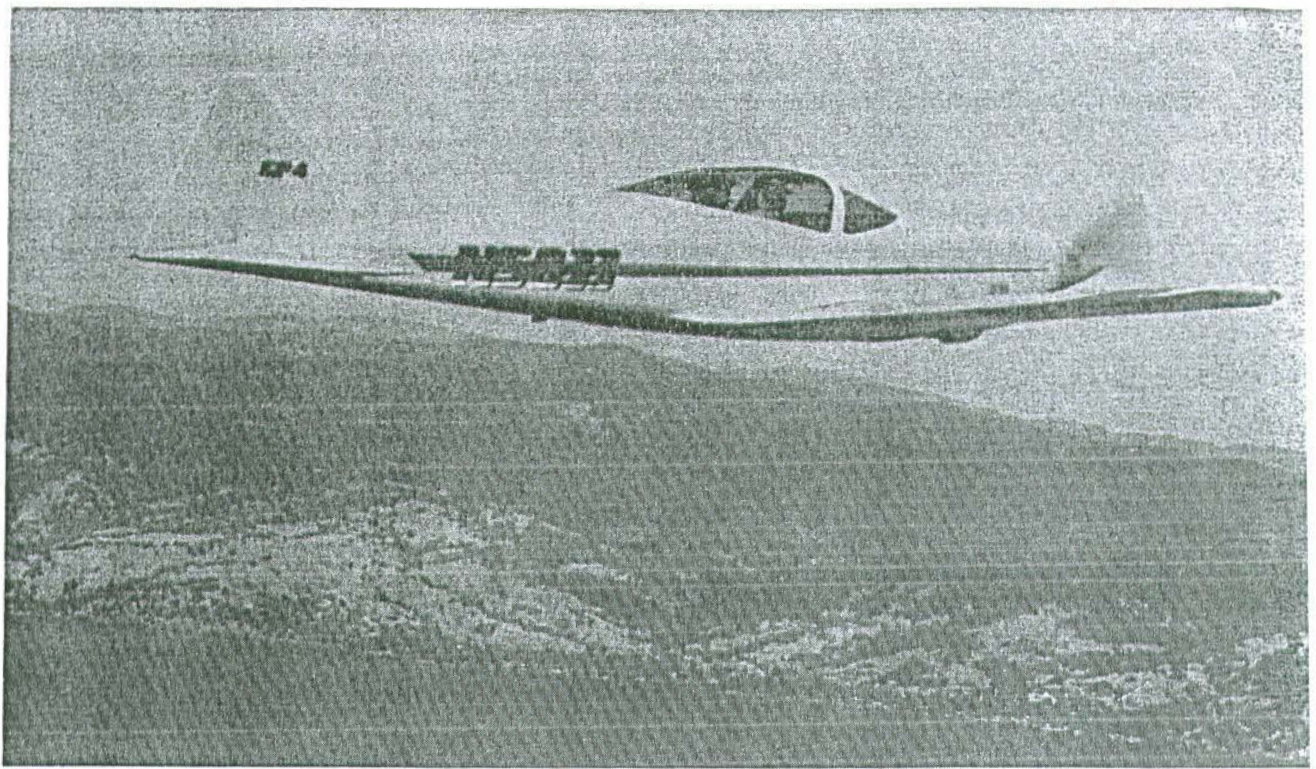
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