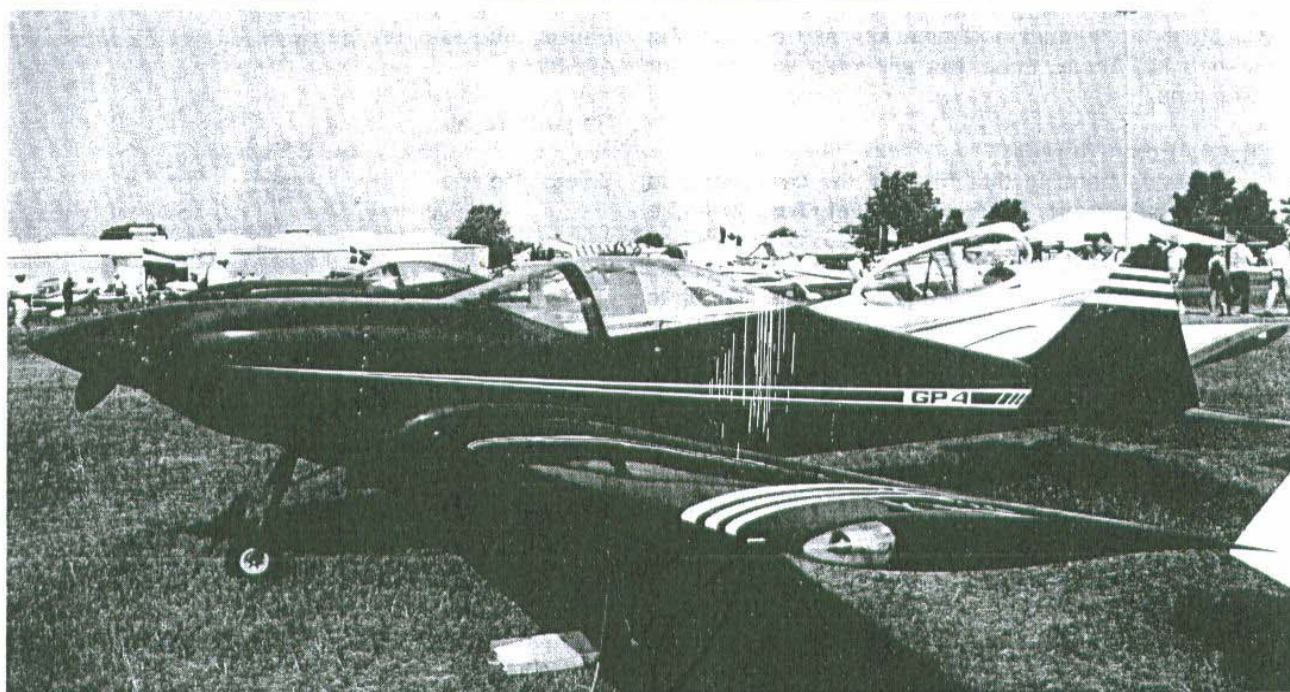


BUILDERS & FLYERS GP4 NEWSLETTER

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

VOLUME 1

MARCH - APRIL 1995



GEORGE PERERIA'S GP-4 AT OSHKOSH 1994!

Designer of the GP-4 George Pereria

Fellow GP-4 Builders;

Well at last we have a newsletter for our growing fraternity of GP-4 builders. As many of you know my phone is pretty busy trying to solve some of your

building problems. Our newsletter will be another avenue of communication to help solve more of these problem's thanks to Spud and his computer. My contribution, I hope, will ease some doubts about getting started and once started, keep your perseverance in tact in the months ahead.

Let's get started:

New plan holders are often intimidated by the big bundle of drawings. Some study page by page only to become even more insecure in getting started with the project. I strongly suggest you build your table and start

your fuselage layout. You will find that things will start to fall into place. As you progress with your fuselage your understanding of the plan pages will progress as well.

What do I need to get started?

The GP-4 was originally designed as a scratch built home-built. We now have all of the welded steel components, engine cowlings and tail cones available. This now gives the builder some time saving options. Example: If you are planning on ordering the complete Wicks Aircraft material kit and intend in buying some or all of the prefabricated welded components you would then delete the steel kit portion or a part of the steel kit as necessary to prevent leftover materials. You can save freight costs if you order the complete kit from Wicks Aircraft, however some builders prefer to finance their project as they go. For those builders I suggest you order the lumber and glue kits and possibly the plywood kit. These three kits will keep you busy for some time.

Wicks Aircraft Supply:

It's my understanding that most of the new spruce is used to make paper products. It's very hard to find a mill that will quarter saw a log that gives us our vertical grain lumber. Vertical grain is when you look at the end of a board the grain or growth rings are vertical or up to thirty degrees too vertical. We should count ten to twelve rings per inch across the end of the board, the more rings the better. I have purchased lumber from Wicks Aircraft for over twenty years and have yet to find a piece of lumber that didn't meet my specifications. The shortage of spruce has caused delays in shipping and price increases, but please do not compromise quality lumber and plywood to save costs. If you choose to use a supplier other than Wicks Aircraft, make sure your supplier can meet the specifications for quality structural lumber or plywood. Wicks Aircraft has made the investment by obtaining their own plywood factory to meet the mill specs. for aircraft veneer. They are very serious about bringing the very best in quality. Be picky with your suppliers, so when you're letting down at 240+ mph and hit some rough air, you'll have the solid confidence in your airframe and will be damn glad you were a little picky!

Builder Tips:

Pre-drilling: Caution, do not drill any holes for the prefabricated metal parts until you have the parts in hand, there can be slight variables. **Wood Adhesives:** As stated in the builder's manual I used T-88 for most of the structure and Hughes FPL-16A for the main wing spar laminates. I found the Hughes hard to use since it's a ten to one mix ratio. It's also temperature sensitive. The T-88 is easier to use and would no doubt work well for spar laminating as well. It comes in

squeeze bottles that makes small batches easy since it's a fifty/fifty ratio. The pot life is about forty five minutes at seventy degrees. I built a small box to house my T-88 with a forty watt light bulb for heat. This keeps the glue easy to squeeze out of the containers. Always apply the glue to both surfaces. Don't use excessive clamping pressure. Good contact surface to surface is all that is necessary with light clamping pressure.

Many of you have sent photos of your progress and I always get a thrill to see my pride and joy taking shape in a builders shop. If you write for assistance please remember to always include your plans serial number. Allow ample space between each question for me write the answers and a self addressed stamped envelope is always appreciated. I am usually available in the evenings during the week between 7:00 and 9:00 PM Pacific time and on Sundays for phone calls. (916) 483-3004.

Regards To All

George Pereria



MONEY SAVING TIP!

● "Discount Oil" (taken from The Lake Flyer)

As a consumer of about 4 cases of aviation oil annually, I was shocked on a recent visit to our most popular discount warehouse, Sam's Club or sometimes called Sam's Wholesale Club. There, on the main aisle, was a display of Aeroshell W100 for \$16.00 a case, that's a \$1.33 a quart!

After immediately loading two cases onto my cart, I asked an employee how this specialized item got into their warehouse. She said, "All of our airboat customers demanded it. They were offended by airport prices." After seeing the difference in prices, I was too. The company's SWS code is 7168 for a 12 quart case.

Now there is news we all can use. - Spud



EDITOR'S CORNER

Mission of the newsletter -- The mission of the newsletter is simple; First, it is designed to allow builders to communicate with other builders, to gather, record, analyze and distribute data. Secondly, and as important it is designed to reassure and motivate the builder, breed camaraderie through out the group and promote this incredible airplane.

What's Spud's job -- Spud's primary job is to assemble every one's information and deliver it to you in the form of a newsletter. Next, I'd like to hopefully promote this amazing aircraft, I think quite a few people are missing the boat. My next job is to hopefully motivate YOU, the builder via the newsletter to the completion of another GP-4!

I would like to clarify from the very beginning, **Spud is not the expert.....** I am just starting my GP-4 and this is my first wood airplane, most of you know more than me!. George is the only true authority on this airplane, followed by Darry Capps and Jake Jackson who have completed their GP-4's which we will be depending on quite heavily. Yes, I am an A & P and there is a lot of basic's that apply. I do have a strong background as an automotive machinist, 10 years of racing and 20 years of selling parts in the automotive racing industry. If there anything applicable from these areas, sure, I'll be glad to help, but **I am not** the Pro on the GP-4!

In the this first issue.....

In this first issue you won't receive a lot of specific information on the GP-4, but hopefully we'll be getting the format set for all future issues. Let's review some of the categories that we'll all be using in up coming issues of GP4BFN.

George's Corner -- This is where we will hear from George on a periodical bases. He will use this area to advise us on any plans changes (if any), construction tips that he wants to clarify with builders, any do or don'ts, and generally express his philosophies on building and flying the GP-4

New products -- We will evaluate any new products that come out that are applicable to the GP-4.

The Classifieds -- In this section we will list any new or used materials or parts that may of be of use to the builders. Examples; engines, props, governors, instruments, avionics, projects for sale, etc.

Multicom -- This section will be for general chit - chat, one liners, where people can ask a questions, or answer some

questions. General comments that are usually a paragraph or less.

Letters and letters -- This section will be for the letter larger than a paragraph and address a specific topic(s).

Who's On-Line -- In this section we'll list the people that are on one of the computer networks so they may also communicate.

The Engine Shop -- This section will be a open forum addressing engine service and overhaul, looking at other engine choices people might be selecting an so on.

Builders Profile -- This is where we'll take a little closer look at builders and flyers of GP-4.

All these categories may or may not be used in every issue, but as these areas are presented for printing in the newsletter.

Builders Quotes -- This is where we will hopefully read some good one liner's

Future goal's of the newsletter -- If the size of the group grows large enough to support it, I would like get some T-shirt's and caps printed up , so we can "Show Our Colors". To get an artist drawing done and multicolor plates made up is a \$250 to \$300 expense before the actual T-shirt and the printing. If we could sell 70 to 80 T-shirts it would all amortize down to \$11.00 to \$12.00 each using a good quality base T-shirt like Fruit of Loom or equivalent. Same goes for a good computerized drawing for a "Hi Quality" computer sewn emblem on a baseball caps. I would like to hear from everybody that has any interest in T-shirts or caps and approx. what quantities they would be interested in purchasing to see if there is enough to meet the minimum run requirements. And if so, I'll get some price quotes.

I would like to see a builders forums in place at Oshkosh and Sun N' Fun. This would help all of us by giving us another oppurtunity to dicuss things as a group and would continue to expose the GP-4 to the homebuilt community and new potential buiders of the airplane.

It would be nice to see some type of an annual fly-in strictly devoted to the GP-4 flyers and builders, we could possibly coordinated with the Osprey II builders or maybe we could sponsor a wood only fly-in (*Hey..... that might be an interesting idea, an all wood fly-in!.....Hmmmm!*). It would be an event that is not tied together with Oshkosh or Sun N' Fun. It would be neat to have an annual event that just concentrated on these aircraft.

Thanks -- Spud

WE ARE IN GOOD COMPANY!

On your newsletter subscription form that I mailed out with the introduction letter, there was a comment line requesting info on any area of personal expertise that would be of help to the group. Quite a few didn't comment, but of the ones that did, there was some interesting comments. There is some definite expertise worth noting. To follow is a collage of that info;

Hamelmann -- TX., A&P, mechanical engineer.

Mauk -- TX., Skilled in computer layout.

Foshee -- AL., Built 5 boats, a 25' sail boat with cold mold plywood & epoxy, rebuilt complete Bellanca 260 wing spar.

Anderas -- WI., have built a Kitfox, RV-4 & a Murphy Rebel, GP-4 is next!

Pesak -- TN., Own a millwork and cabinet shop for many, many years.

Grieb -- PA., Just completed a Star-lite, GP-4 is next.

Long -- CA., CAD. (Computer Assisted Design).

Watts -- TX., Licensed A & P, I build wooden wings for Stearmans, restore antique aircraft & own a Quickie Q-200.

Wuorinen -- MN., Just finishing a Osprey II.

Randall -- WI., Helicopters.

Woldridge -- FL., I've built, rebuilt and/or completed a Hiperbipe, Pitts, Emeraude, Nieport 28, Siemens Schucker D IV, Stearman, J-3.

Boggan -- CO., Instructor pilot.

Beran -- NE., Cylindrical head repair.

Allen -- MI., B.S. in aircraft engineering. Looking forward to the newsletter, it's about time!

McKeen -- MD., Electronics micro-processors, analog & digital design.

Gribble -- VT., Electronics.

Rainey -- TX., Mech. eng., specialty machine design. experienced cabinet maker & machinist. Currently redesigning GP-4 to build in glass.

Berrick -- NE., A & P, Have built an Acro Sport, also editor of Acro Sport newsletter.

Traud -- CA., Moisture protection of wood.

Jackson -- CA., I sell cowlings & tailcones for the GP-4. Also have a flying GP-4.

Capps -- CA., I have 500 hours on my GP-4.

COMMUNICATING WITH GP4BFN!

We have all sorts of ways in which you may communicate with GP4BFN. Of course the most popular way is still writing a letter.

Lets review how we can handle your information. You can hand write or type your letters in any shape or form. We have a good portion of people out there that have some excellent ideas and information to share with group, but they say writing, setting down with pen and paper just isn't their "cup of tea" or they just plain hate to do it. Some people are concerned about spelling and punctuality, don't worry about that I'll try to correct what I can (*Sure Spud, who's going to correct your gibberish!*). Also if the subject isn't too lengthy I'll be glad to take your notes over the phone. I guess what we are trying to say here is that we don't want information held back for one reason or another.

We have had quite a few people ask if our publishing software can handle other types of word processing formats so that they may send their information and stories via the mail on disks. We haven't found a format that we could not import into our system so far. Some of the more popular ones that we are positive of are; WordPerfect, Microsoft Works, Microsoft Word, Wordstar, Beyond Word Writer, Word Writer PC, Word for Windows, Word Writer Pro, Deskmate and anything format that is in a basic ASCII will work also. Our preference is the 3.5" disk, but we can convert a 5.25" disk to 3.5" at work. We do appreciate those people supplying us information on disk as this eliminates the retyping process, that saves time for building.

For those of you that would like to fax your information, the fax number is (913) 371-4664 anytime.

We are also on the computer networks, We are on America On Line, my on-line address is "bspor-nitz@aol.com" We are seeing a lot of communicating in between all the other networks. Prodigy, Sierra, Network, Compuserve and so on. We can import your information directly from this format that reaches our AOL address to our publishing software. This is very handy as it saves, again the retyping process.

I hope all these methods to communicate with GP4BFN makes it smoother for all people submitting information to the newsletter. -- Spud



BUILDER PROFILE

Who the heck is Spud?

Most people ask sooner or later, where did you get the name Spud. The nickname "Spud" was given to me 26 years ago while cruising Broadway in summer of 1969 by one of my buddies. With the last name of Spornitz and being on the "rotund" side, well instead of them saying here comes "Spornitz," out came "SPUD!" Well, it has stuck like glue ever since, I currently use the name even in my business career. So if you ask for me by Bill at home, work or anywhere around any aviation circles you'll get a big "WHO?" For the record, my real name is Bill Spornitz, 43 years old, married to Kris for 25 years, 4 children, 3 still at home (*need a couple!*)

After graduating from Vo-Tech school my career started out as an automotive machinist that I enjoyed for 5 years and in 1978 I made the transition to sales in the automotive aftermarket parts industry where I am today as the general manager of a performance parts warehouse in Kansas City - Automotive Performance Wholesalers, Inc. I also attended Kansas City Aero Mechanics school and graduated as an A & P in 1991

My flying & homebuilt background; Private pilot, instrument rated, 800+ hours. Working on my commercial license. Homebuilding, I guess I would rate myself as more of a builder than a flyer. I've been building things from the first time my mother would let me have some modeling glue, then came race cars in a big way for many years, then about eight years ago I got the airplane building bug. I had built a Dragonfly to about the 98%, sold that one to a gentleman that had more money than sense. I'm just finishing up the second Dragonfly that will be flying very soon. This plane will keep me flying economically while I build my GP-4. I also have done the newsletter for the Dragonfly group for the last 5 years.

Why A GP-4 for Spud?

As I have worked along on this Dragonfly, I was constantly wondering what my next project would be. The Dragonfly is a very basic VFR aircraft but just isn't very fast and with the VW engine isn't a cross country airplane. It has left me with plenty of building challenges, but just hasn't satisfied me in the building area. I wanted my next project to allow me to build everything, something I could call my "Master Project." Over than last 1 1/2 years as I worked on the Dragonfly, I have either begged, borrowed or bought plans for these planes. Along with studying the plans, I

gave each of these airplanes a very close look at Oshkosh and Sun N' Fun. Those aircraft were the Cozy IV, RV-6, Falco, and the GP-4. Now all these airplane's have their assets and liabilities, but for me; **The Cozy IV** -- composite, already done that, don't need four seats. **The RV-6** -- sheet metal, did lots of that with all my race cars and the general aviation sheet work I have done, it just seems very "Ho-Hum." Also there are a bunch of these RV's under construction, in a few more years they'll be like rabbits, everywhere and just won't seem to be very special, plus the RV-6A looks like a Grumman! **The Falco** -- neat airplane, but their building program is financially beyond my pocket book and the GP-4 beats it on every count. A couple of areas that firms me up on the **GP-4** is that I'm a "Hot Rodder" at heart, always will be, I have a **go fast problem**. The GP-4 is an airplane that will allow me to go the fastest per dollar. Next is a biggie and that is the feel of a wood airplane. Most of you including me have never flown in the GP-4, I do have a lot of mixed flying experiences though, quite a bit of certified aluminum, homebuilt - composite and aluminum, but nothing is like flying in a wood airplane, it's hard to explain, it has a solid feel and handles like no other airplane. Now we can't all go dashing out to George's home to fly in the GP-4, but there is something you can do so you can maybe "sorta see" what I'm talking about. Go search out someone with a Bellanca Super Viking and beg, borrow or steal yourself a ride. Now there is other choices, but this might be one of the easier one's to track down. Now don't really compare the Super Viking to the GP-4, I'm just talking about of getting to feel some of the "personality" of a wood airplane. When you fly in any reasonably comparable performance wood airplane you'll then know what I'm talking about. When I opened up the blueprints of the GP-4 for the first time, my heart just started pounding! Spud had found his "Master Project."

OK Gang! That's a little bit about me, now how about a little bit about yourself. I would like to run builder profiles on an on going bases. So get out the pen & paper, typewriter or computer and let's hear from you.

QUOTABLE BUILDER QUOTE'S

**"Freind's Don't Let Freind's
Fly Metal Airplanes"**

LETTERS AND LETTERS

Dear Bill (Who???)

I was thrilled to receive your notice about starting up the GP-4 newsletter. My plans are a couple of years old. Since the time I received them, I have been doing a lot of armchair flying and trying to figure out how I would fabricate the various components along with attending builder seminars. (??) I have also wondered why I never see any GP-4's at airshows, since it is such a fabulous aircraft. It raises the question whether there is a problem. About the only answer that I can come up with is that there is a hesitancy to take the big step or builders become frustrated. This newsletter has got to be a superb motivation for anyone either contemplating or in the process of building a GP-4.

I plan to take the big step this summer and purchase the wood for the structural members.

You have my full support and assistance where I may contribute.

One suggestion I have is to promote E-mail through CompuServe or one of the other on-line services. I use E-mail on CIS (CompuServe information services) to keep in touch with a few of my friends around the country and see E-mail as an opportunity to supplement the newsletter by communicating with one another. You may also want to mention the Homebuilders library in the aviation forum on CompuServe.

One Supporter,

Bob Najaka -- S/N 188
Kingman, AZ.

Hi Bob, Thanks for the show of the support. I liked to answer some of your questions. You were wondering why you had not seen very many GP-4's at airshows. Well to start with, in the scheme of things, it is a relatively new design. It hasn't been that long since George released the plans. As far as I know there is only 3 flying as of last August and I saw 2 of those at last years Oshkosh fly-in. That's 66% of the total.....that's a pretty good percentage. Your right when you say there may be some hesitancy when people don't see multiples show up at air shows, but I do remember though when there were only 3 RV's at Oshkosh too! As more GP-4's are completed this will improve, but we all should know and understand this is not a fast building airplane. The fact that you don't punch these airpales out in 1000 to 1500 hours is a factor. (but there is a few guys that are really cooking!). With yours and everybody else's help we will slowly show the experimental

community the virtues of this great plane. Time will be the biggest cure to this situation. And while we are on the subject of GP-4's showing up at air shows & etc.....Bob, let me write this down.....Bob's GP-4 will be done and at Oshkosh, 199_?

Also Bob you brought up a good point on E-mail. I am on AOL (America On Line). There is another section on this topic in this issue. My address is bspornitz@aol.com. Please supply us with your E-mail address and we'll post it in the next issue of GP4BFN. -- Thanks Spud.

Spud -- Here's my \$15.00. Thanks for doing the newsletter. A plane as complete and hi-performance as the GP-4 needs a quality forum to communicate ideas and tips on building as well as flying. I have a real advantage -- I live 10 minutes from George -- so I see him regularly, plus I have flown in the prototype many times. I also have seen the other two GP-4's of Jake Jackson and Darry Capps.

My project is two years since the first glue joint; the empennage is complete (Fin components too), Flaps & ailerons complete, all associated hardware for the later, and the fuselage is well underway.

I plan to contribute to the newsletter, in the future, as time permits in these three topic areas:

1. Moisture protection for wood
2. Keeping things straight (i.e. how to build a straight and true control surface, etc.)
3. Logical building sequence for an aircraft like the GP-4

I'm really looking forward to seeing the future issues of GP4BFN!

Regards, Mike Traud -- Gold River, CA

OK gang! Start writing, without your input we have nothing to print. Send in anything that you feel is pertinent to the GP-4. We are a very small group starting off and we need to stick together and we all need to pitch in. Let's see those stories, information and pictures, the more details the better.

I think I've set the stage for a good kick off of the GP-4 newsletter, but the rest is up to YOU!

**Very Best Regards
Spud Spornitz**

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WHO'S ON-LINE?

The Information Highway is well on it's way! We now communicate via our computers. A couple of years ago I was a Prodigy user and had listed my "computer address" as a homebuilder. We had a few computer conversation with some of the builders in a homebuilders forum, but for the most part not a lot of activity at that time.

Things have changed quite a bit since then. There is CompuServ, America on-line (AOL), Prodigy and now Internet. And now there is an excellent capability to cross communicate in between networks. So of those people that want to use E-mail with other builders please send in your communication address and I post it here in GP4BFN.

My E-mail address is - bspornitz@aol for those that are on AOL (America On-Line). If you are sending a message from another network (ie: CompuServ, Prodigy & Net) you'll have to add .com for a total address of - bspornitz@aol.com

On the AOL network, they have a very large aviation forum area. The homebuilder section area is very large. I was very surprised when I got back on the network that there was specific permanent categories established for the Osprey II and the GP-4. I suggest people on the network check it out.

THE CLASSIFIEDS

For Sale: INSTRUMENT PANEL LAYOUT STICKERS- Trying to lay out your instrument panel and you've forgotten which circle is which? Here's what you need!! A packet of 10 pages of full size photo-repro's of instruments, gauges, switches, etc. Just peel them off and stick them to a mockup of the panel or on the instrument panel itself. A good way to fly the instruments before the plane is finished. Send \$20.00+\$2.50 S/H to Houde Enterprises, 12573 U.S. HWY 26, Riverton, WY 82501 <55-61>

Wanted: Lycoming O-360-A1A (200hp) run-out/core engine suitable for rebuild. Must be very economical. Call Spud (913) 764-5118 after 7:00 CST & weekends.

Looking For: Anyone with artistic talents that could draw up some line drawings and/or characters of the GP-4. Contact Spud (913) 764-5118 after 7:00 CST & weekends.

GP 4

Subscribers Information Center

GP-4 Builders & Flyers Newsletter (GP4BFN) is currently published Bimonthly at a rate of \$3.00 per issue/\$18.00 a year in U.S. \$3.33 per issue/\$20.00 a yr. in Canada, Alaska & Mexico. \$4.83 per issue/\$29.00 a yr. (U.S. funds) per 6 issues to foreign subscribers. Send remittance to: GP4BFN, 1112 Layton Drive, Olathe, Kansas 66061. **PLEASE MAKE CHECKS PAYABLE TO: BILL SPORNITZ**

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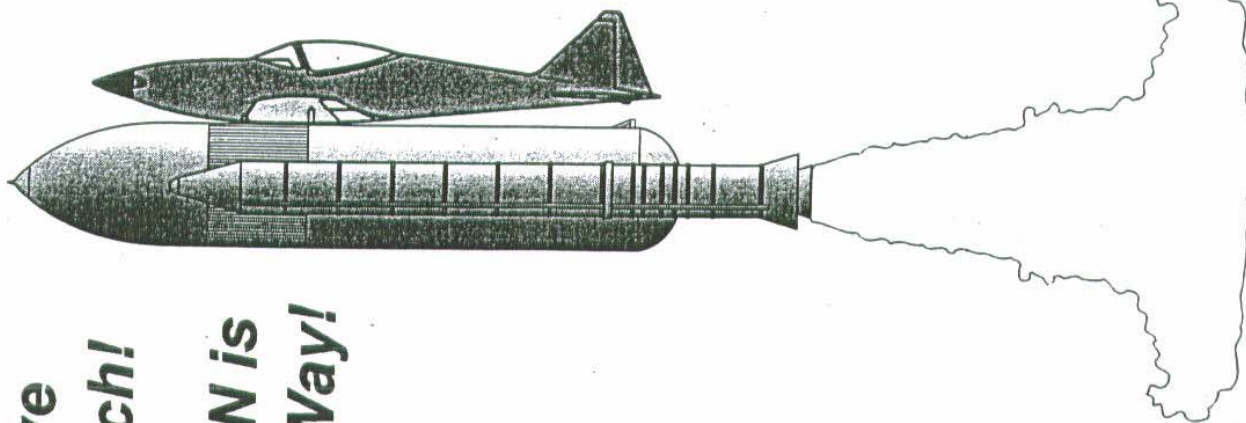
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We have

a Launch!

GP4BFN is

on Its Way!



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