



Brazos Area Recreational Flyers Bragging And Gossip

EAA Chapter 983 Newsletter
FEBRUARY 2005

PO Box 5191 Granbury, TX. 76049
www.eaa983.org

“DOOS R PAST DOO” *

* See President's Message

**NEXT PROGRAM IS A PRESENTATION BY NEW CENTURY AEROSPORT ON THEIR
RADIAL ROCKET AIRPLANE – FEBRUARY 12 - 10:00 AM – HOUSEMAN HANGER**



RADIAL ROCKET

JOHN REINHART PRESENTS GP-4 PROGRAM

John Reinhart presented an outstanding program on the construction and early flights of his GP-4 plans-built airplane. The GP-4 is the design of George Pereira who is also the designer of the Osprey amphibian airplane.

The GP-4 is a high performance, two-place, retractable gear plane that is capable of cruise speeds in the order of 230 MPH and a cruising range of over 1000 miles! All of this and the airplane is built almost entirely of wood! Might nickname it a “Bamboo Speedster”.

John began the construction of his GP-4 over ten years ago. For those of us spoiled by the pre-cut and pre-punched kitplanes, plans-built means that you have some drawings and a large pile of materials that must be measured, cut, drilled, and assembled with great precision and quality since your continued existence will depend on your workmanship.

John had some flying experience in Cherokees, but had not done any fabrication other than model airplanes many years ago, so this airplane was going



John Reinhart and Larry Henny Prepare for First Flight

to be a big challenge for him. He started with the horizontal stabilizer and elevators and when he was satisfied that he had the talent to complete the project, he moved into the wing. This plane has a twenty-four foot one piece wing similar to P-51's and many of today's highly stressed racing model airplanes. You can get a very strong, lightweight wing this way, but it is a lot of work. John started by building a precision twenty-four foot long workbench to build the one piece main spar on. Photos of the spar and wing work were amazing. The laminated spar is truly a work of art. The design calls for +8 and -6 G's and I expect that it will exceed that.

John's presentation showed details of his 5000-hour plus labor of love including applying the mahogany plywood skin, which was covered with lightweight fiberglass for additional strength and durability. He also went into detail on the construction of the steel engine mount for the 200 HP IO-360 and the manual mechanical landing gear retract system. John did a lot of the steel fabrication himself including welding the exhaust system, but on some key components, he relied on help.

While most of the airframe is wood, John used fiberglass, foam and some aluminum on wingtips, fairings, and the engine cowling. The beautiful finish was provided by John and was done right in his hanger at Bourland Field. He used water-based Polyfiber polyurethane finish and if you saw the plane at our Fall Fly-in you can testify to the top quality of the finish.

The GP-4 is a high performance, fast airplane that doesn't like to slow down. Because of this, John elected to have someone with more experience in high performance airplanes do the first flight. He selected Chapter 983's own Ace, Larry Henney, for this task. One of our other Aces, Don Saint, provided advice and flew the chase plane for the first flight. The first flight was uneventful with Larry Henney reporting a perfectly performing airplane. Larry noted one squawk, an EGT thermocouple that had failed, but who hasn't had many of those! Since the first flight, John has reported virtually no problems with the plane. Don Saint helped him diagnose an aerodynamic loading problem on the nose gear door that made the gear difficult to retract in certain conditions.

All told, John has over 5000 hours in the construction of this airplane. When asked how a person should approach a project of this magnitude, he said that he looked at it one task at a time. If he had tried to see the end when he started in 1994, he might not have finished it.

Congratulations to John on a really neat airplane and we are looking forward to seeing it at Chapter Fly-ins in the future.



Larry Henney Over Bourland Field on First Flight of GP-4

Message from the Chapter President

In case you didn't see it in the last newsletter (and I won't mention it again), Annual Chapter Dues were due by January 31. There was a renewal form attached to the December newsletter but if you have misplaced that one, you can download one from the Chapter Website at www.eaa983.org. The form is under Chapter Information/Application. Please complete the form and return it along with your payment to our Treasurer, Steve Wilson and it will be assured that you won't miss out on anything related to the Chapter. The mailing address is P.O. Box 5191, Granbury 76049. Please complete all parts of the form, especially any suggestions for improvements to Chapter operations that you might have and any jobs or tasks that you might be willing to perform. As Gary Green pointed out at our recent Christmas Party, the Chapter runs on willing volunteers.

One note on John Reinhart's GP-4. John experienced a hard landing at Bourland Field the day after he presented the program to us. John wasn't injured, thank goodness, but the airplane had some gear damage

and probably some prop damage. I can fully relate to hard landings at Bourland (have I shown you my short prop?). Let's hope that John gets it back in the air real quick.

Speaking of good programs, go out on the web to radialrocket.com and see what Dave Christman has lined up for the February meeting. I think it will be something real special.

Also, we still have an opening for Newsletter Editor. Surely we have someone out there interested in picking up this vital position. If so, please contact me and I will help you get started.

Hope to see you all at the February Meeting, and thanks for all that you do...Dick Jones

SPORT PILOT MEDICAL

By Janice Wood-GeneralAviationNews.com

The promise of Sport Pilot – that pilots who had been grounded by medical conditions could once again take flight – was cruelly dashed when the final rule was unveiled.

Pilots counting on a driver's license medical were chomping at the bit to get back into the air again. Some began building airplanes, while others bought aircraft deemed to be eligible for Light Sport Aircraft.

But when the final rule was published, the federal government threw a monkey wrench into those plans: It said a driver's license was OK for a medical UNLESS you had a medical denied in the past. "It will only work if your last encounter with the FAA was a positive one for you," says Dr. Steve Carpenter, chief medical review officer with the FAA's Civil Aeromedical Institute in Oklahoma City.

But don't blame Carpenter and his colleagues in OKC for the rule. They were just as surprised by it as you were. "The powers that be said we need more reassurance," Carpenter told an AOPA Expo crowd.

A high-level official with the Department of Transportation put in the provision "at the last minute," according to Jack Hastings, an AME who is also a neurology consultant to the FAA. "If you're a SID – Special Issuance Denied – then you're outta luck," he says. "This group of pilots were the ones who most yearned for Sport Pilot."

Hastings and Carpenter both acknowledge the rule's double standard and "logical discrepancy." Take two people with the same medical condition – one can fly if he's never had a medical, the other can't.

But don't despair. AMEs and those in the system are fighting to change the rule. And they believe they have lots of ammunition, according to Hastings. First in their arsenal: The variability of medical requirements among states for their individual driver's licenses. Next: CAMI and other medical officials in the know don't think it's necessary. In fact, CAMI officials had talked of having no medical requirement at all for Sport Pilot, according to Hastings.

He points to the good track record of balloon and glider pilots, who are not required to have medicals, as bolstering the Sport Pilot fight. Medical types are also looking across the pond for ammunition.

A few years ago, England decided that pilots who held a national driver's license, similar to a commercial license here, could fly a four-place aircraft with passengers. Those who held a personal driver's license can fly solo.

"AMEs and regulators raised fears about a rash of accidents," Hastings said. "But it hasn't happened."

But what can you do while waiting for this mess to be untangled? If you've never had a medical and want to fly

Sport Pilot, you're good to go. But if it's time to renew your medical and you have some health concerns, you have a big decision to make. "You have to predict if you will be successful or not," Hastings said. "If you try for a special issuance and you're not successful, you've just given up your chance for Sport Pilot."

If it helps at all – and I'm sure it doesn't – AMEs are feeling the pressure too, as pilots seek their advice on what to do. Carpenter advises becoming a drop out: If you've had a special issuance in the past, don't renew it. "You can drop out entirely from the medical system," he says.

Hastings agrees. "Let your medical lapse and don't go back," he told the AOPA crowd. "They don't know if you've quit flying or if you've died. There's no way to track it."

FOR SALE or TRADE

¼ Interest – 1979 C172N (N3135E), 3400TT, 1450+ 180HP Penn Yan Engine, Dual Radios, ADF, Mode C Transponder, Lowrance Airmap 500 Yoke Mount GPS, Intercom. \$11,500.00.
Contact Mike Bradley, 817-279-9359, p_bradley@charter.net.

2000 Harley-Davidson, FLH, Electraglide Ultra. Only 3800 miles, original owner. Cruise control, stereo radio, intercom. Perfect, no damage. \$15,500. Bill Orcutt 817-579-1039.

Fisher Avenger project All wood low-wing. Cute, honest design. Can be built in ultralight cat. Complete kit. Fuse boxed. Ribs completed. Some feathers completed. Name your price - no offer refused. Come & Get it. Call Rich Chiappe w 817-573-2250 or h 817-579-1641.

7GCAA Citabria, 1950 TTAF, 295 SFOH. Stits in 96, new factory metal wings in 2002. GPS, XPNDR w/encoder, intercom, 8.50 X 6 tires, 8.5 in and out. \$59,500 OBO. Richard. RLOVE32537@aol.com

Cleaning out Dads shop: New in box. Craftsman 30 gal, 6hp compressor. \$220, Craftsman 16 gal. Shop Vac w/all attachments. Used once. \$95. Damon Berry 578-3358

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