

## GP-4 UNFINISHED PROJECT FOR SALE

- This airframe was built to the plans, without significant modifications, and is essentially complete except for one piece of skin forward of the windscreen, installation of the windscreen, and procurement and installation of the cowl.
- Engine mount/nose gear assembly was professionally welded and is powder coated. A pre-welded IO-360 dynafocal ring was used. New heavy duty lord mounts are included.
- Firewall is aluminum with Fiberfrax ceramic heat barrier per the plans. Cowl mount on perimeter of firewall is complete. A firewall shelf mounting a new Airflow Systems oil cooler, NDM P/N 20006A, is installed. The output plenum for the oil cooler is complete. The sheet metal enclosure to keep engine heat out of the nose gear tunnel is installed.
- Electro-hydraulic landing gear is complete. All main gear components professionally welded and painted with self etching primer. Main gear doors installed and fit perfectly. 1000 psi Parker hydraulic power unit installed. All three gears cycle well on jacks.
- All flying surfaces complete with close fitting glass covered fairings on the leading edges. All surfaces are mounted with hinges containing oilite bronze bearings. Aileron, rudder, and elevator deflections are correct with stick and rudder pedal movement. The trailing edges of the wing and fin are glass covered per the plans.
- Flaps extended and retracted by a new Vans RV-6/7/8/9 linear actuator. Maximum flap deflection is correct.
- The fuel system is complete through the firewall mounted fuel filter, and includes an 18 gallon centerline fuselage tank and an 18 gallon tank in each wing (all are approximate). All tanks pressure tested before installation. Wing tanks use sight gauges to indicate fuel level. Fuselage tank uses Mitchell float sensor and panel indicator. Quick drains installed on all tanks. Four position fuel tank selector. Holley P/N 12-802-1 fuel pump providing 19 PSI, suitable for fuel injected engines.
- A 3/16" clear canopy is installed and sliding well on the cabin rails. Forward and aft locking pins engage when canopy is closed. A tight fitting skirt is installed on the canopy and perfectly blends into the fuselage. A 1/4" thick lightly smoked windscreen is included and cut to size, but not installed.

- All control cables throughout the airframe are stainless steel with end fittings professionally swaged by Aircraft Spruce.
- New heated pitot tube, type 12-AN5812, is installed.
- New Ray Allen electric pitch trim system is installed.
- New Cleveland wheels / brakes, with rudder pedal cylinders and reservoir installed.
- New Whelen model HDAFC strobe power supply (multi-flash) with combination strobe/position lights on wingtips and tail installed.
- NACA inlets, aeroduct, and cabin air vents installed.
- Internal antennas are installed per the plans for Comms (1 in vertical stabilizer and 1 in right wing), VOR/Glideslope and Marker Beacon in aft fuselage, and Transponder in lower fuselage. Antennas wired to avionics bay with high quality coaxial cable.
- The left instrument panel includes the following items (all new):
  - Pilot headset jacks
  - Auto dimming gear indicator and warning lights with test function
  - Flap, pitch trim and aileron trim indicators (aileron trim indicator is wired into a connector in the wing center section but no actuator is installed at this time)
  - Vacuum gauge
  - Split Master switch
  - Ignition switch with two keys
  - GT-50 Flight Data System (clock, timer, G-meter, voltmeter and OAT)
- The center instrument panel contains the following instruments (all used):
  - Airspeed Indicator
  - Electric Turn Coordinator
  - Artificial Horizon
  - Directional Gyro
  - Altimeter
  - Vertical Speed Indicator
  - Additionally, there are two unused positions for navigation instruments.

- The right panel contains the following items:
  - Seven internally lit combination switches/circuit breakers for pitot heat, strobes, panel lights, avionics master, nav lights, landing lights, and fuel pump. All new.
  - Tachometer (new)
  - Combination TSO'd Fuel Flow / Manifold Pressure Gauge (new)
  - Switch selected Exhaust Gas Temperature and Cylinder Head Temperature gauges with appropriate sensors (all used)
  - Westach combination Oil Temperature and Oil Pressure gauge with oil temperature sender and oil pressure transducer (all new)
  - Westach combination voltmeter/amp meter (new)
  - Fuel Pressure gauge (new)
  - Center Fuel Tank Level Indicator (new)
  - Co-pilot headset jacks
  - 11 circuit breakers (new)
  
- All items designated as "used" came out of the same aircraft with approximately 140 total flight hours when the owner decided to upgrade his panel.
  
- The instrument panels uses a combination of electro-luminescent lighting rings around the larger instruments, and internal incandescent lighting in the smaller instruments. Vertical N-number and switch function panels are back-lit with electro-luminescent strips. The lighting color is aviation blue.
  
- The three sections of the instrument panel are removable for servicing. The left and right panels utilize plug-in electrical connectors and can be easily removed from the pilot and co-pilot seats. The center panel containing the flight instruments can be removed with minimal disconnection of vacuum/air hoses and a single electrical connector.
  
- The rest of the fuselage electrical system is comprised of four removable modules that also utilize plug-in connectors. A lighting/dimming module and a wing wiring interface junction box is below the pilot seat. Another major electrical assembly is below the co-pilot seat, and a flap limit switch module is mounted to the flap motor assembly.
  
- The entire electrical system is fully documented with high quality schematics of each sub-assembly and a single large interconnect diagram.
  
- The plug-in electrical connectors make it simple to separate this aircraft into the two main sub-assemblies - wing and fuselage.

- The following items not listed above are also included in this sale:
  - A set of well worn plans.
  - One 60 inch A-920 push-pull control cable for throttle, prop or mixture, new.
  - Seat frames built and strung, but not finished.
  - One 1" X 16" X 18" CF42 Soft Confor Foam seat cushion.
  - One 1" X 16" X 18" CF45 Medium Confor Foam seat cushion.
  - One 1" X 18" X 24" CF42 Soft Confor Foam seat cushion.
  - One 1" X 18" X 24" CF45 Medium Confor Foam seat cushion.
  - One Precision Aviation PAI-700 Vertical Card Magnetic Compass, new.
  - Flannel covered forms to make wingtip and tail light/strobe lenses.
  - Plexiglass sheets mounted in frames to heat and pull over the forms.
  - Two wing jacks.
  - Rapco RA215CC vacuum pump and RA2H3-12 vacuum regulator, both used.
  - Two H10-75 (military version) David Clark headsets with adapter connectors
- Things not included:
  - Cowl - available from Nathan Peck (314-609-6283)
  - Except as mentioned above, everything north of the firewall
- Other things not yet done include:
  - Brakes need to be plumbed from the rudder pedal cylinders to the brake cylinders.
  - Windscreen installation
  - Canopy latching/locking mechanism and canopy forward hold down fairing need to be fabricated.
  - Interior and exterior finish
  - Avionics
  - Stick switches and associated wiring to avionics bay
  - Wiring from starter relay (below co-pilot seat) to starter. Grommets already thru firewall.
- Many high quality, detailed photos available from seller. Videos of gear and flap operation also available.
- <https://www.hangar67.com/aircraft/2026-pereira-osprey-gp4/40476>