

Express Press

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"Our efforts are to keep costs of parts and remaining kits to a minimum for all existing and active builders."

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Welcome From The Editor

EDI is making excellent progress toward full kit production which is slated to begin the first quarter of 1993. As we work to "tool-up" for production as well as implementing needed design changes and completing documentation, **EDI** is experiencing the high costs of start-up as was to be expected.

When you begin to see some of these costs reflected in new pricing, please understand that we definitely do not want to spend any more of your money than is absolutely necessary to serve your best interest and to keep the company solvent, strong, and growing. As many of the "inside" builders know, the pricing practices of WTI

concerning the separate kit prices was not based on sound business practices. The taking of profits in kits 1, 2, & 3 while sustaining losses in kits 4 & 5 was short-sighted, to say the least.

The consequential increases in all kits, most especially kits 4 & 5, are a resultant correction to the past failures of the previous company to address the fundamentals of any business. We at **EDI** are aware of the injustices and unfair business practices that have been perpetrated upon many builders and we cannot help but feel some of the pain when we review the customer files. Our efforts are to keep costs of parts and remaining kits to a minimum for all existing and active builders.

New Gear Completes Testing

The newly designed "steel" main landing gear has been installed on the N300EX and is currently being taxi and flight tested. The first production run of ten sets will be ready for shipment the 4th of December. The price for the first ten sets will be \$700.00 per set. There are currently three open slots available on this production run. The next production run will not be available until after the first of the year. Note: Service testing of this gear has yielded improved overall performance in all flight regimes which will be reflected in new published information.

The WTI composite gear was fraught with problems and ghastly expensive for the factory to make. Then the builders would have to spend many hours to "finish" the "raw gear legs". The sad part of all of this is that the composite gear was never strong enough to properly support the *Express*. The new spring steel *Express* gear will be complete and ready to bolt into the wings. The steel gear

legs are pre-drilled at both ends for attaching and fitting the axles so the entire leg installation takes less than 15 minutes.

The steel gear is truly the best all around choice to give the *Express* the best possible RELIABLE support, with room to grow in the future. After a complete evaluation, we hope to allow a substantial gross weight increase in the future.

Call For Volunteers

Most of you know that the factory is currently constructing another demo, so that 300EX can be outfitted solely for flight-testing and component prototyping. Dick Lind, a former Californian, is working feverishly on the new demo but will need a lot of help if we expect to make Sun N' Fun. If you can spare some time please call and let's talk. The skiing is terrific at Mt. Bachelor.

EDI Builder Support Up and Smoking

Mr. James Warner is available to answer all your builder-type questions at (916) 274-8542

Some of you have already utilized our builder support services but for those that are unaware of the service, Mr. James Warner is available to answer all your builder-type questions. Jim can be reached at 916-274-8542 and facsimile service is also available at that number. As most of you know, Jim has

already completed his *Express*, which has received much acclaim from the press and earned many airshow awards. Jim recently completed eye surgery, the results of which will not be known for some time. Next time you talk to Jim you might give him a word of encouragement.

Auriga Builders Beware

It has come to our attention that there has been some increased activity concerning the Auriga. We are not only disappointed that this continued illegal effort is being propagated against the *Express*, but that it is at the expense of some truly honest former *Express* builders.

Make no mistake, *EDI* is pursuing and will continue to pursue all the legal remedies it has to stop the Auriga before more builders are harmed and find that their investment is worthless, (unless they want to move to Canada).

The permanent injunction is real, it is a right and asset purchased from the court and will be enforced. All efforts will be made to inform Mr. Betts, Walsh, Feehery, Rossi, Dittenber, Mathison and others of the seriousness of this manner.

I recently received a letter from a former *Express* Builder explaining the circumstances of why he choose the "Auriga Alternative" and requesting support and documentation because he found neither with Flight Composites LTD. I can sympathize with his position, but obviously cannot help him at this time.

To further elaborate on the downside of any *Express* builder choosing to go with the Auriga, here are some additional thoughts to ponder.

1.. The so-called "completion kit" was thrown together utilizing stolen data, molds, components, and engineering data. The problem with utilizing stolen items to manufacture an airplane is Did I steal incomplete engineering? Did I steal preliminary data or obsolete data?

2. . Many builders are mistakenly under the impression that the word "experimental" places them above and beyond certain laws of the United States. However, this is a grave error. It is true that experimental category aircraft are allowed considerable leeway in construction materials and methods, however, parts and materials under injunction prohibiting importation and USE within the United States are not eligible for FAA license in any category!!!

3. Beyond the illegal activities one must consider the danger inherent in the haphazard techniques of the "Alternative" kit builder. In a recent letter from the "Alternative" kit manufacturer they state in their own words "instructions are flimsy, we work from Amateur made videos, print-outs, and always the phone or FAX". Ask yourself "Is this any way to fabricate an airplane?". Recently a commuter airliner crashed with the loss of 13 lives and the entire blame was the lack of a simple note not passed on between two mechanics. Building any aircraft is a project demanding one's very best efforts and it is nothing short of criminal to not make available the best possible information for the aircraft fabricator.

The *Express* has been through hell, mostly the result of "People Actions". Not the fault of the airframe. Now must it be subject to the illegal, haphazard documentation and methods of an "outlaw" group? The *Express* deserves better. THINK ABOUT IT, can you (and your passengers) afford to gamble on an "outlaw" effort utilizing equally criminal documentation?

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Notes From Our Tech Director

Engine Mount Engineering

Several Builders who have obtained engine mounts have reported problems with fitting and alignment. Upon review, **EDI** can confirm that indeed the WTI motor mounts were lacking in some aspects.

Preliminary Engineering Investigation of the engine mounts used in the *Express* to date reveal that substantial improvements are required to obtain proper engine support and retention. While WTI and other aftermarket engine mounts may be able to withstand the loads required to support the engine, the simple truth is that the engine mount to airframe connection is not proper. Service testing on the factory aircraft (N300EX) has indicated that the firewall to engine mount is in need of revision.

Don't panic if you have a mounted engine in your airframe, the airframe modifications required for proper engine support are minimal and **EDI** is investigating methods to allow simple field retrofit modification to existing WTI mounts to allow proper mount to firewall connection.

MAKE NO MISTAKE, THE LOW STRESS ENGINE MOUNTING SYSTEM IS

CONSIDERED MANDATORY BY EDI SINCE SERVICE TESTING HAS PROVEN THAT PREVIOUS ENGINE MOUNTING SYSTEMS IMPART UNACCEPTABLE STRESS CONCENTRATIONS INTO THE *Express* AIRFRAME!!

Nose Wheels

Many builders have expressed concern regarding the geometry of the *Express* nose wheel since WTI changed the nose wheel system at least twice. **EDI** has determined that the best solution to the potential nose gear geometry question is to manufacture an adjustable castor nose wheel unit to allow the builder to fine tune the nose wheel system. The new **EDI** nose wheel castor system is in testing at this time and should be ready for shipping early in 1993.

Landing Lights

Are you in the dark?... Well don't feel alone! Since winter has hit in Redmond, Oregon, it seems that every time we fly 300EX we wind up landing in the dark with no landing light - NOT FUN. Shortly N300EX will be retrofitted with landing light and the kit will be easy to install. Sooo. . . . STAY TUNED.

*"We have already started to ship back-ordered parts and will be continuing that process as we develop a new inventory base. We have had some great help from builders and for that we are very grateful. We really get excited when we know we have helped get you, the builder, closer to your dream of getting your *Express* flying."*

Manuals Nearing Completion

Believe it or not, the building procedures/assembly manual is being completed. The empennage procedure will be ready for distribution on December 7 (a day that will remain in infamy for many *Express* builders). Ailerons/flaps are next, followed by Rudder/Elevator. These procedures will be ready for distribution before the end of the year. Control cable assembly, Wing-Mating, Landing Gear & assembly¹, Wing Fairing, Window Installation, Wing Tip Installation, and Rudder pedals & Brake system will be ready for distribution by the end of Jan. 1993. The remainder of the procedures will be completed by the end of March.

As many of you have already guessed, this amount, quality, and speed of work does not come without a price. We will

be splitting the price of the remaining documentation into two parts. Vol2-A will be completed by Jan. '93, with Vol 2-B to be completed by the end of March '93. Those needing the Empennage, Ailerons/Flaps and /or Rudder/Elevator procedure(s), as soon as they are available will be paying for Vol2-A in its entirety and will be shipped the remaining contents of Vol2-A at the end of Jan. Each volume will cost \$100.00.

A separate factory communication on the Manual and its remaining format and contents will be sent to all builders the second week of December.

¹ Note: New Landing Gear procedure will be shipped with landing gear. Factory shipments of new gear will be starting on Dec 4th, 92¹.

The building procedures - assembly manual is being completed and will be ready for distribution on December 7.

POH Near Completion

EDI is working with an outside consultant on the Pilots Operating Handbook for the *Express*. A working proof copy has already been produced. Mike McDaniel will be doing a full Weight & Balance analysis on the Demo which will act as the primary data for the POH..

New Flap Actuator

Mike is currently designing a new flap actuator which will be partially fabricated in-house. The currently designated flap actuator has been a long-lead problem since its inception and we have also discovered an operational drawback to its design which we feel can be improved upon. A prototype of the flap actuator will be fabricated and tested on the factory demo shortly. A different model actuator was tested on the demo last week and found to be inadequate.

Glass & Resin Shipping

The factory has been making resin and glass shipments for the last two weeks. There is no more fast and slow mixes. The resin comes promoted and should only require the addition of the proper amount of catalyst. For warm parts of the country try 1% for a 20 minute gel time and for cooler parts of the country use 2% for a 30 minute gel time.

Wrapping It Up

EDI has a long road to travel, but considering in the last thirty days we have managed to; 1) Design and manufacture new landing gear; 2) Move the company and all its assets from Gig Harbor to Redmond; 3) Identify & quantify the extent, or lack thereof, of documentation and procedures needed to complete the manuals; & 4) Completed inventory of supplies and parts. We feel we are off to a good start..

NEXT MONTH

The Retractable
EDI's commitment and some concrete discussions concerning progress on design completion.

Prices
Factory engines and propellers

Instrument Panel
An option which should prove to be a major innovation.

Engine Mounts and Engine Exhaust Systems

Express Design, Inc.

P.O. Box 609

Redmond, OR 97756

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Merry Christmas and Happy New Year from the E.D.I. Gang