

TECHNICAL DEVELOPMENT(S)

..... Larry Olsen is moving ahead to develop a "Firewall - Forward" package for builders interested in installing the IO-540 engine in their airplanes. Larry indicates that the package may include a three blade Hartzell, "Q" tip prop, engineered and balanced for the EXPRESS application, modified cowling with complete induction system, stainless steel exhaust with heat muff, and other "goodies".

If you're interested, contact Larry directly using the information on page 1.

..... There is some concern circulating about the stiffness of the later production main landing gear legs. The problem seems to have two dimensions. 1) Main gear legs as furnished are not always evenly matched in stiffness and 2) Main gear legs are not stiff enough to properly support a loaded airframe. Stay tuned for further developments. Meanwhile, if you are inclined to work on the main gear leg installation, you will do well to contact builders who have experience with loading later production legs. Better to make mods before final installation if you can.

..... The empennage can successfully be constructed as a unit off the fuselage, and bonded to the lower fuselage (with the upper pinned in place). There are some definite construction advantages with few apparent disadvantages. If you would like to discuss the process, call Bill or John at B and B Enterprises as noted on page 1.

NOR CAL EXPRESS BUILDERS MEETING
SCHEDULED

The next meeting of the NOR CAL BUILDERS has been scheduled for Sunday, August 9, 1992 at the B and B Enterprises hangar at LVK.

Don't forget the hangar number is 340, located on the South side of the airport, and the telephone number at the hangar is (510)455-1036. Call if you need more detailed information. The meeting will begin at 12:00, but feel free to come early and massage your adrenal glands by seeing what perserverence can do for you.

THE LATEST !

As you have learned from the letter from Ralph Kenner the EXPRESS is alive, and promises to become the fine kit airplane that we all expected from the beginning. I have had several conversations with Mr. Kenner and I am convinced that he has the builders interests at heart. I feel certain that he is attempting to carefully structure the future of the EXPRESS to make sure that past mistakes and disappointments will not be repeated. At this point a little patience will likely be rewarded with support for current builders in terms of supplying backordered parts, and additional documentation.

STRINGS TOO SHORT TO SAVE

Jerry Sjostrand has been tentatively planning the second Oakhurst EXPRESS construction seminar and bean dip contest for sometime in September or October. Perhaps we can come to some consensus on the date at the August meeting. ** Ed Bernard has completed painting of all parts for his EXPRESS except the fuselage (and may have finished that by the time you read this). For those of you who have not yet gotten your hands on a copy of Ed's documentation and video tapes on the construction of the empennage, elevators, rudder, flaps and ailerons - and have not yet started construction of these components, I recommend that you contact Ed, and help yourself to a world of good information. ** The Lenn brothers (Wayne and "Booty") of Culpepper Va, are quite far along with construction and relate that another builder close to them has already taxied his EXPRESS. ** A builder we have been in contact with in the St Louis area, ordered and received all five kits in May. It's true that "timing is everything"!

** This is just a sample of what we think the EXPRESS LINK should be. If you agree and want to continue to be on the mailing list, please see below.

If you have not already done so, but wish to remain on the EXPRESS LINK mailing, list please furnish the following information and send a check for \$36.00 made out to B and B Enterprises, for a one year subscription to : B and B Enterprises, 4863 Primrose Lane, Livermore, Ca 94550.

NAME: _____ Telephone: (____) _____

ADDRESS: _____ Zip : _____ Fax No: (____) _____