

Express LINK

NEWSLETTER



July, 1998 - No.16

DEDICATED TO PROVIDING TECHNICAL INFORMATION OF INTEREST TO EXPRESS BUILDERS AND ENTHUSIASTS

Next Stop, Oshkosh '98

Factory Prepares 90ED To Represent Company At Annual EAA Event

Ed note: The editors have agreed to act as an "unofficial" factory newsletter until such time as there is sufficient staff time available to allow factory staff production. Articles, such as the one which follows, submitted from factory sources will be identified with an "EXPRESS factory" byline.

From *EXPRESS* factory sources:

Oshkosh '98

We look forward to seeing a lot of *EXPRESS* enthusiasts at Oshkosh this year. Our booth is in space 51, which is just to the left of the main entrance gate. Our location will be in the program, so you should not have any trouble finding us. The *EXPRESS* Forum is scheduled for Thursday at 6:00 PM., as noted in the program. The tent number is not available at this time. We have also scheduled a dinner for Friday at 7:30 P.M. at a location to be announced later.

Media Tour

During the third week of May, Larry and John took 90ED to California for a Media tour, departing Olympia, WA around noon on Saturday, May 23. Due to low ceilings in the mountains and low freezing levels, we had to take the coast route. The Oregon and California coast is very scenic, but I prefer to fly at altitudes greater than 500'. Despite the weather we arrived in Livermore around 4:30 PM and spent a very enjoyable evening and Sunday morning before leaving as a flight of two with Dick Lind for San Diego. The next three days were spent giving demonstration rides for six magazines. Here's hoping they write favorable comments.

Improved Performance For N90ED

Over the past several months we have spent considerable time reworking the engine installation in 90ED. We have always been concerned about low cruise speeds observed in this model, and felt the engine installation had a significant

part to play in the lower performance. In an effort to improve the performance we installed a new induction system, exhaust system, engine mount, and cowling. In addition, we installed the new fiberglass landing gear. The result of this work was very gratifying. During our trip to California we found that cruise performance was increased by 10 knots, to 190 kts. @ 75%.

Factory Demonstrator

Our purchase of EDI assets included only one completed aircraft, the Series 90 model, N90ED. It was originally not our intent to use this aircraft as the factory demonstrator, since it had many modifications that are not representative of the

Note: This issue of the *EXPRESS* Link does not contain your regular "dose" of technical information to allow publication in time to be of value for those builders who are planning to attend Oshkosh '98. A "regular" issue will be forthcoming after Oshkosh and before the West Coast, EAA regional show to be held in September.

EXPRESS kit currently being produced by the factory. However, the need for a demonstration aircraft, and the fact that the flight characteristics have not been compromised by the modifications, has caused us to put

90ED into service as our demonstrator. We have just started work on the new factory demonstrator and hope to have it ready for Sun-N-Fun '99. This aircraft will have all new *EXPRESS* Aircraft LLC parts and will truly represent the product this company is producing. In the interim we will be using 90 ED as a demonstrator and test aircraft.

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From The Factory

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The "New" *EXPRESS*

To the casual observer the new *EXPRESS* will not appear to be any different from former models. No changes have been made to the basic design except that all new kits of both the Series 90 and CT models will be furnished with two doors to facilitate pilot and passenger access. (There are currently no plans to initiate an "exchange" program.)

For some current builders and all future builders, there are some significant changes being made which are intended to make the kit more user friendly and the completed airplane safer and more efficient.

1. **The aircraft will be more resistant to heat and fire.** This is made possible through the use of 470 series vinyl ester resin and polyurethane foam.
2. **The aircraft will be lighter.** All major parts will be vacuum bagged, which allows better control of resin to cloth ratios and prevents voids.
3. **Ease of construction.** Tooling has been modified to improve fit, and joggles added to facilitate ease of construction. Reference marks are being added to aid in alignment.

The above items are but a few of the initiatives we are pursuing to improve the quality of the kit and reduce building time. Making these changes takes considerable time and effort, but we are committed to making the *EXPRESS* the new standard for 4-place, kit built aircraft.

To date we have completed work on the upper and lower fuselage tooling and are working on the wings. Complete kits should be available in early August. Parts, supplies and technical support will be available as workload allows.



FLASH!!

Factory Relocates Office To Consolidate

From *EXPRESS* factory sources:

Operations Manager, Larry Olsen, has announced that all factory operations have moved from the Olympia airport to consolidate administrative, engineering and manufacturing activities to a single site.

The new address is:
Mail - P.O. Box 236, Olympia, WA 98507-0236
Ship - 5845 193rd Ave., Bldg. 4
Rochester, WA 98579

In addition new telephone and fax numbers will be:
Telephone: (360)273-8907
Fax: (360)273-9780



Count Your Blessings

We are sorry to have to report that long time *EXPRESS* builder Doug McMillan, who lives in Morgan Hill, CA, has been taken seriously ill. So seriously that he is being forced to sell his favorite project. We will have details on his project in the next regular issue of the *EXPRESS* Link.

Doug has been working on a TIO-540 Lycoming, turbo powered version and has managed to complete most of the fiberglass work. The engine is in place after being overhauled and having the turbo charger installed by Larry Olsen.

We think that Doug will welcome hearing from you, although he may not be up to answering a lot of telephone traffic, his wife Marybell will probably take messages.

Their telephone number is: (408) 683-2085 and their address is: 1820 E. San Martin, San Martin, CA 95046

FLASH!!

Need A Room At Oshkosh?

EXPRESS Aircraft Company principal, Paul Fagerstrom, advises that he may have 1 or 2 rooms available at Oshkosh '98.

For details call Paul at: (609)722-0878

Planning To Attend "Oshkosh West"?

CBROS has committed to hosting a gathering of *EXPRESS* examples, similar to the one coordinated by Mark Turner prior to Oshkosh '97, leading up to the West Coast Regional EAA event scheduled for September at the former Castle Air Force Base at Merced, CA. The Regional event is scheduled for September 25th, 26th and 27th, 1998, and CBROS invites all *EXPRESS* owners planning to attend, to gather at LVK on the 22nd, 23rd, or 24th and head for Merced in a group on the 25th. The factory is planning to have a display at Merced, and from the early indications there are a number of *EXPRESS* owners interested in attending. At this juncture it does not seem unrealistic to expect as many as ten *EXPRESS* examples to attend the Merced event and if we could get half that number at LVK, their entrance at Merced will be notable.

A flyer with additional detailed information will be mailed in the near future. Let's show our support for the factory and show the West Coast aviation community just how impressive the *EXPRESS* is.

If you are interested in attending the gathering at LVK with your *EXPRESS*, please let us know by calling, by Fax or e-mail. Your early response will significantly lower postage expenses and allow us to plan for the event.

The addresses are:
Telephone: (925)455-1036
Fax: (925)606-7534
e-mail: bnbent@pacbell.net

Let us hear from you on or before July 15th.

Have Saw-Will Travel

CBROS is fortunate to be close enough to his home base to be visited fairly frequently by Jerry Sjostrand, who is usually good for lunch, but always ready to share the latest information, gossip and techniques relating to the *EXPRESS* and other topics of world import, but this time was different.

When he climbed out of his airplane I noticed he was carrying a battery powered sabre saw and a shop coat. When questioned about this strange behavior he mumbled something like, "I came to work". Not wanting to look a "gift horse in the mouth" we went to lunch.

On our return to the hangar we learned that Jerry was planning to cut a BIG HOLE in our fuselage, explaining that if you ain't got a baggage door, you ain't "-----".

Actually, he didn't say that exactly, but he has been trying to convince us that a baggage door was a necessity rather than a "trick" for a long, long time (we were really waiting to see if his tail was going to fall off) but he decided that the time had come to move far enough forward with the door to prevent us from ignoring his suggestion or turning back.

So, after much "eyeballing" to get the door pattern in just the right place, he just said "stand back", put on his shop coat, picked up his saw and proceeded to cut this BIG HOLE in the side of our fuselage, just behind the right rear window. Not leaving anything to chance he got us busy removing some of the foam around the perimeter of the "door" and the "hole", and went ahead and filled these areas with resin, milled fiber and cabosil mixture while we cut strips of peel ply as directed.

So now we have this BIG HOLE and a door - all we have to do is find some gate hinges and figure out some kind of a door knob and we will have our baggage door/escape hatch, as Jerry knew we would all along.

To paraphrase a greatly loved poem:
".....and he said with a laugh as he flew out of sight, (in his *EXPRESS* with a baggage door) merry baggage door to you - now please, let's don't fight"

A word to the wise: If Jerry shows up at your place in his shop coat, carrying some tools - you could be in for it!

Seriously, there is no other builder out there who has spent anywhere near the amount of time on **OTHER PEOPLE'S** airplanes, including factory prototypes, as Jerry has. He is a great asset to, and greatly appreciated by, the *EXPRESS* Community.

Thanks, Jerry.

(A more technical documentation of the door installation will be furnished in a later issue)

The Web Is The Place - E-mail is THE Mail!

If you have not already found the "**EXPRESS BUILDERS HELP PAGE**" on the internet, let me introduce you. Visit the URL:

<http://www.sierratel.com/jerico/>

Jerry Sjostrand has installed a web page specifically for *EXPRESS* builders. Not only will you find a great picture of Jerry's award winner, but some interesting "hot links" to other pages of interest, as well as a link to his e-mail address, which is: jerico@sierratel.com.

Use caution in getting on his list of e-mail addresses however; as you can expect a "blizzard" of information which is whizzing (technical term) back and forth between builders with some very interesting information and some questions you might be able to answer. You can also ask questions in this venue and take advantage of some of the "expert" *EXPRESS* builders who may be able to solve your particular problem.

Jerry's page is in addition to the "official" *EXPRESS* Aircraft home page which you can find at:

<http://www.express-aircraft.com/>

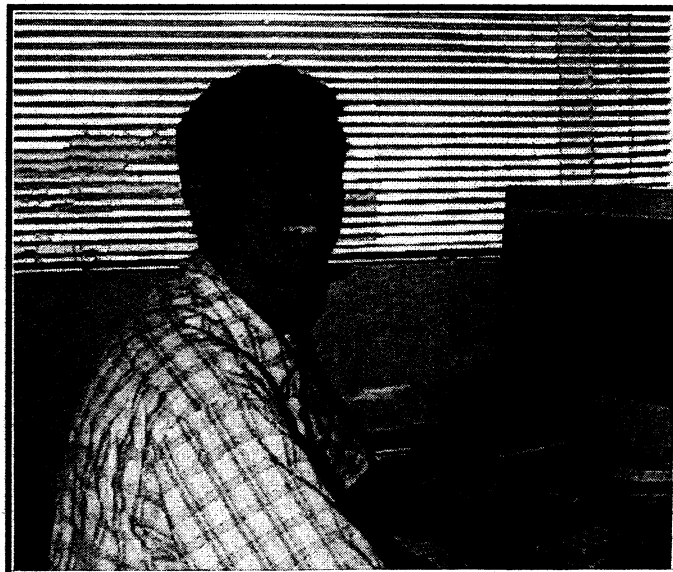
where you can get the latest info from the factory.

Use prudently - has been known to be addictive.



Right:

Matt Cameron, shown here at his computer work station, is currently employed by *EXPRESS* Aircraft as an engineering intern.



New Face At Express Aircraft

From *EXPRESS* Factory Sources

Pictured below is the latest staff addition to the *EXPRESS* Aircraft Company payroll.

The addition of Matt Cameron to the office at the factory will eventually mean that there will be a voice to consistently answer your telephone calls to answer questions and take orders for parts and materials.

Matt is an engineering student with considerable computer experience and will be working as an intern, at least through the coming summer months. While new to the *EXPRESS* business, we think he will be able to help with some documentation and more complicated engineering problems.

Certain to gain his early attention is the continuing problems with landing gear failures. He will be employing a sophisticated computer program operated by a qualified consultant to analyze the stresses on the main gear and the nose gear, and once and for all, suggest appropriate changes, if any, to allow builders to consistently feel comfortable that a reasonable landing will produce reliable results. Matt will be in charge of coordinating this program.

Builders are asked to be patient as Matt gets up to speed at *EXPRESS* Aircraft.

Welcome aboard!



.....**EXPRESS LINK**

Subscription Information: Subscriptions to the **EXPRESS LINK** are based on an 8-issue volume for the subscription price of \$36.00. (Make checks payable to Bill Copeland.) Subscriptions entered during each volume will entitle the subscriber to all back issues of the current volume. Back issues from the earlier volumes may be obtained upon request for \$3.00 each, which includes postage and handling.

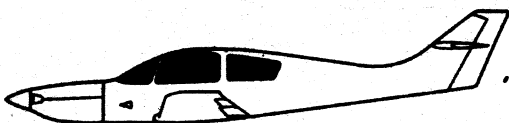
Documentation: CBROS, Inc. has retained an extensive file of patterns and templates for most procedures. We will be happy to share them with any builder for the cost of copying and postage. If you have a particular need, give us a call at (925) 455-1036 or Fax to (925) 606-7534. E-mail to bnbent@pacbell.net.

Materials/Supplies /Tools Available: CBROS, Inc. can furnish vacuum bag release film, 7781 fiberglass cloth, and self stick window covering, for use on your **EXPRESS** project. We also offer a limited selection of air tools such as angle grinders, together with support supplies which we use. If you are interested in any of the above, call John or Bill at CBROS, Inc. for prices.

Component Construction: CBROS, Inc. is prepared, on a limited basis, to assist other builders with their projects. It is not our intention to build complete airplanes, but to assist with component construction of parts such as wings, lower fuselage/firewall, empennage, and control surfaces. Our plan is to parallel the Factory "quick build" program, but on a more customer controlled basis. As each project is unique, if you are interested in speeding up your **EXPRESS** project, call CBROS, Inc. to discuss rates and scheduling.

The **EXPRESSLINK** is published by Copeland Brothers, Inc. Readers are encouraged to use any material in any issue, in any way. However, all information presented is intended as educational only, and must be used at your own risk. The **EXPRESS LINK** is currently produced in cooperation with the **EXPRESS** Aircraft Co., LLP, and is published for use as an informal "link" between individual **EXPRESS** builders.

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