

Express

NEWSLETTER LINK



December, 1999 - No.21

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 submitted from factory sources will be identified with an "EXPRESS factory" byline.

Australian Connection Orders Two Kits! Aussie Rep Nev Currey Notes Interest Increasing

From an interview with Australian EXPRESS representative Nev Currey

Nev Currey, official EXPRESS representative for all of Australia, is experiencing an increase in interest leading to sales of EXPRESS 2000 kits. He has placed an order for two kits which were scheduled to be shipped from the factory sometime in November.

Having the EXPRESS "Certified" in Australia appears to be driving prospects for future sales. The certification process was completed by Currey, former Boeing 767 captain, who notes that the most time consuming part of the testing was the extensive series of stalls and subsequent recoveries required by the Australian counterpart of the FAA. On the order of 50 stalls were performed in both power on and power off modes, as well as full forward and aft CG loading in his CT model. Australian civil authorities had only minor comments regarding the stability and other flying characteristics of the CT model as constructed by Currey with some help.

According to Nev, "interest in the EXPRESS in Australia has been good. The biggest sales barrier we have to face is the very unfavorable currency exchange rate. Currently the Australian dollar is worth only 63 cents American." Nev reports that one kit is sold and he is working on the other. Both kits are the EXPRESS 2000 models, and will be shipped in the same container to save shipping costs.

When asked if he was planning to establish an Australian Builder Support Center, Nev replied that "there are no plans presently for such a facility, but should a need present itself, we have space to do so in our 40ft X 80ft hangar at Southport Flying Club."

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New EXPRESS Web Site Online

Provides E-Comm for Express Builders

Tom Hutchison, a new builder in the EXPRESS Builder Assist Program, has put up a new web site for the edification and entertainment of the EXPRESS builder community.

Located at <http://www.admin@express-builder.com>, the site provides an opportunity for builders, and in fact anyone, to post questions, offer solutions to specific problems; and in general, participate in a free forum for the exchange of information between long-time and new builders.

After signing up at no cost, the interactive bulletin board format is easy to use and offers the additional feature of automatic notification of any new entries. Tom also provides periodic updates on his progress in the factory builder assist program including interesting pictures. The site is a welcome addition to the information base available to EXPRESS builders and compliments the factory and Jerry Sjostrand's sites. You owe it to yourself to check it out.

CBROS EXPRESS ID'd

If you look carefully at the masthead above you will find that the illustrated EXPRESS now has an N- number. Registration has not been completed but the number has been reserved and will shortly be applied to the big streamlined "bill board" fuselage side. Since there are tax implications in California attached to registration, it is generally left to be done "late in the game."

To us, then, proceeding with registration means that we are nearing completion of this long-term project. We will keep you up to date on progress toward certification and first flight soon thereafter. We have read Reinhart Metz's information on dealing with the FAA on page 6 of this issue and feel prepared to make the phone call. We suggest you read it also if you are facing the certification inspection.

VISIT THE EXPRESS FACTORY WEB SITE: WWW.express-aircraft.com



CBROS Visits Virginia

At the urgent request of Auriga *EX-PRESS* builder Jim Lewis, your editor made what is about the longest flight possible in the continental US, from San Francisco to Richmond, VA, (no, it was commercial) to help Jim get started with the completion of his Auriga *EXPRESS*. Jim had acquired the kit from early Auriga builder, Tony Rossi, in Portland OR. Jim and I were joined in Jim's shop by builder Lou Adessi, who drove about nine hours from his home on Long Island with his wife, Jenny, and stayed for two of the three days. (How's that for support!)

Three long days of intense activity in Jim's shop centered around determining where the kit was, in terms of procedures completed, and a thorough inventory of the parts which came with the kit from Oregon. As Jim has little experience with composite construction in general and *EXPRESS* construction in particular, a session was devoted to basic fiberglass techniques and another on fitting of the already hinged flap and aileron skins on one wing. A considerable amount of time was spent discussing instrument panel planning and cockpit systems layout. Jim now has enough information to allow him to proceed with construction, but will require additional support as he proceeds.

One of the difficulties encountered was converting the ratio of grams of resin and cc's of MEKP using a scale, which read in ounces. Jim has since furnished a useful chart for such conversions, which will be published in a future issue of the *EX* Link.

Lou noted that he is planning to install a Ford V-6 in his CT version with an appropriate reduction unit. He brought along a detailed videotape from a reduction unit supplier regarding such an installation. Lou, who is an engineer by trade, also furnished Auto Cad drawings of an electrically driven pilot/copilot seat adjusting mechanism, which he plans to install in his *EXPRESS*. Thanks to Lou, the drawings are now available from CBROS for the price of copying and mailing.

Jim and his wife Nancy made the Adessi's, Lou and Jenny, and I feel right at home at their place in Haydensville, which is about 40 miles N.W. of Richmond.

Factory Telephone And Fax Numbers Changed

The main telephone and fax numbers which should be used to contact the factory have been changed.

The reason for the change is that operations have now moved into the new assembly facility which is located on the Olympia airport. The new facility also houses the latest service operation, the certified electronic shop.

Correct factory mailing address, shipping address, telephone and fax numbers are:

Mail - P.O. Box 236,

Olympia, WA 98507-0236

Shipping - 5845 193rd Ave., Bldg. 4

Rochester, WA 98579

Telephone: (360)352-0560

Fax: (360)352-0553

E-mail: information@express-aircraft.com

Web page: www.express-aircraft.com

Larry Olson - Operations Manager

Chris Michalak - Director of Marketing/ Avionics

Frank Martin - Mechanical

The

"EXPRESS BUILDERS HELP PAGE"

on the internet visit the URL:

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

Jerry Sjostrand maintains this web page specifically for *EXPRESS* builders. A good place to find completed aircraft and major kit parts for sale, as well as some detailed technical building tips.

The

"EXPRESS BUILDERS FORUM"

the web site maintained by Tom Hutchison can be found at:

<http://www.admin@express-builder.com>

This page is particularly useful for builders who have specific questions or needs. Not as much general technical information or detailed building tips as the "Help Page".



Strings Too Short To Save!

...real and unconfirmed news and rumors which may possibly be of interest to *EXPRESS* voyeurs!

... We have heard from the factory that **Frank Martin**, who "holds down" operations at the production facility, has had a minor accident at the site. We hope that his injuries were not serious and that he is back at work as you read this. This news is especially troublesome as Frank made the first pot of coffee each morning.



... Got a telephone call from **Jim Piccard**, an early builder in California who ran into a timing problem. He is now living in Colorado, doing quite well, but finds himself in a spot that requires that he give up his project.



... Also got a call from **Nev Currey**, the factory rep for Australia who reports he is anxiously awaiting delivery of two *EXPRESS* kits to his "down under" facility. Perhaps the *EXPRESS* is finally taking off (pun intended) in Kangaroo land.



... Had a nice visit from **Reinhart Metz** who was in San Francisco on "business" and managed enough time to travel to LVK. He didn't mention it but we were not really surprised to subsequently learn that his *EXPRESS* had won an award at Oshkosh for his building skills. He has furnished material for another article which can be found on page 5. Thanks again, Reinhart and congratulations!



... CBROS has just finished crating and shipped the cruciform tail constructed by **Jeff Miller** to new builder **Wayne Pearce**, who is based in Easley, South Carolina. Wayne tell us that he has an "extra" set of Wheeler wings that have some work done on them for sale. For details call CBROS. Wayne has "graduated" from his previous project - a

(Continued on page 5)

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A Look At Auto Pilot Installations

The CBROS Choice

The first item of business after deciding to install an S-Tec 50 auto pilot was deciding where and how to install the servos. Photo No.1, below, shows our solution for the roll servo. As can be seen, ours is located under

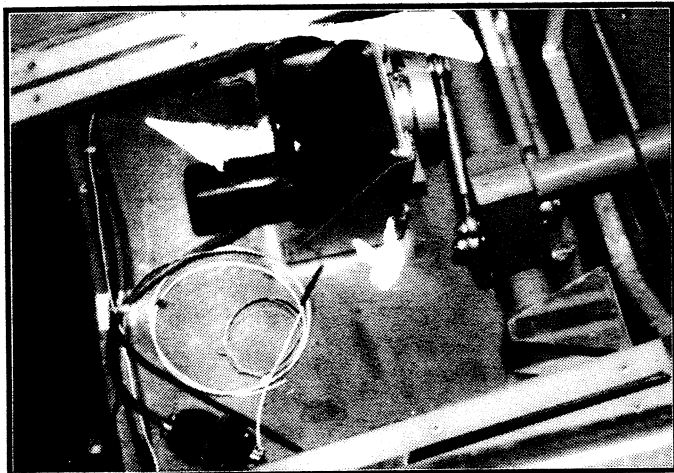


Photo No.1: S-Tec 50 roll servo installed by CBROS under Co-pilot's seat

the co-pilot seat. We found that there was just enough room to clear the seat and allow for a short, but workable, link to the control stick column using the same bolt that holds the link between the two control sticks. This location provides good leverage and, with judicious use of washers, allowed full movement of the control column without binding. The unit was secured to the cabin floor by removing the foam in the area of a piece of 1/2 inch G-10 into which we counter-bored the four mounting bolts before bonding the G-10 to the outer skin of the lower fuselage. S-Tec was unable to furnish appropriate mounting brackets, so we had them made locally from 6061T-6 aluminum. The pitch servo was installed aft of Bulkhead 162, using the same brackets. The pitch servo, shown in Photo No. 2, was furnished for operation with our elevator cable

driven system, but would need to work differently if you have installed a push pull tube system. Keep this in mind if you are considering S-Tec, as we believe that if you order a system for an *EXPRESS*, they may assume you have a cable-driven elevator system.

We have yet to test the operation in flight to find if the leverage provided will allow smooth operation of the auto pilot - we'll let you know the results.

Ed Bernard's Choice

Trading E-mail with Ed Bernard on another subject Ed mentioned that he was in the process of installing an S-Tec 30 auto pilot system in his well-traveled *EXPRESS CT*. He mentioned that he had written up the procedure he used to place both roll and pitch servos under the co-pilot's seat, so we asked him if he would share the information with *EXPRESS Link* readers. His response was typical Ed Bernard - the instructions are written in the style and detail of the original Wheeler factory construction manuals. They are very clear and precise. Ed also sent along some

drawings that illustrate his procedure, but for some reason we were unable to down-load them. In fact the procedures are so detailed that they take up more than three pages so we cannot include them in the newsletter. However, if any builder would like to have a copy, we will be happy to send a copy, sans drawings at this time, for the cost of copying and postage. We plan to work with Ed to make the drawings available with the written instructions.



Russ Mullen And Wife Die In Motorcycle Accident

Sadly, it has been reported to us by builder Tom Ware, that long time builder, Russ Mullen, and his wife were killed in a head on accident while touring in Colorado on their motorcycle following their visit to AirVenture '99 in Oshkosh.

As a result, Russ' family is, unhappily, planning to sell the mostly complete CT kit.

According to Tom, who has worked with Russ, the kit is essentially complete and includes a Lycoming IO-540 C4B5 with 2000 hours TT. The wings have been closed and according to Tom, the workmanship is excellent. The wing closing was video taped. An asking price was not available for this issue.

For more details contact Bill Bergner (Russ' brother-in-law?) at (609)397-6257.

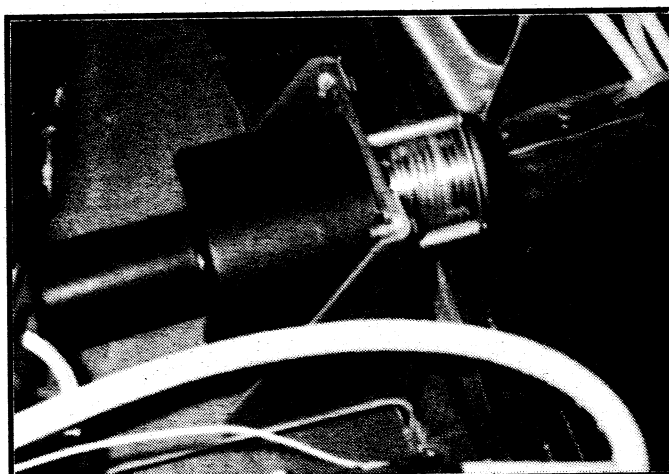


Photo No. 2: Showing the CBROS pitch servo mounted behind Blkhd 162

VISIT THE *EXPRESS* FACTORY WEB SITE: WWW.express-aircraft.com



Reduce Control System Friction - Master Cylinder Mounting Mod

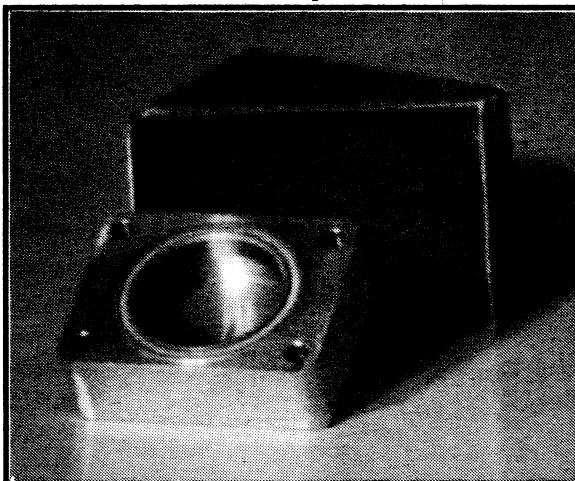
From builder Charley Scott comes details of two modifications to his EXPRESS that he and Dave Powell designed and Dave's father machined, which we found worthy of mention for builders in the more early stages, or perhaps interesting enough to inspire a rework of already installed systems.

Needle bearings reduce control system friction

One of the continuing "knocks" on the Wheeler/EDI versions is the "heavy" aileron control system. We believe the control breakout pressure of the system is a significant part of the so-called "heavy aileron" complaints, which seem all too common.

One of the most obvious approaches to reducing friction in the aileron control system is to replace the fiber bearings originally supplied with kits with needle bearings. While it is practically impossible to physically change the bearings, which support the fore/aft torque tube inside the wing, it is possible and practical to make substitutions in the bearings, which support the control columns. Checking the original Wheeler manual we find that there is a fiber bearing on each end of the control column torque tube and an additional supporting bearing attached to the left hand seat support on the Co-pilot side. For maximum effect Charley and Dave decided that substituting off-the-shelf needle bearings for all three fiber bearings in this part of the system was the way to go. As can be seen in Photo No. 1, above right, they have made simple, aluminum bearing carriers, which can simply be bolted to the kit-designed bearing supports which bolt to the front shear tie. A some-

what thinner carrier was made for the bearing which bolts to the seat support. Photo No. 2 shows the completed instal-



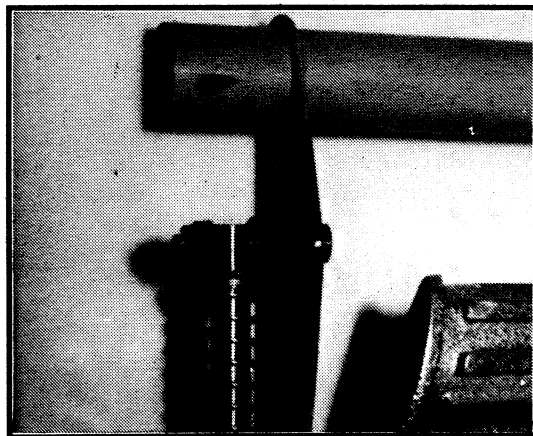
Above: Photo No. 1- Closeup of an end bearing and support

lation - very neat! Charlie also has available a drawing of the carrier they produced for the bearings at the ends of the tube which may, or may not, tell you everything you need to know, but you can get the idea.

While in this area of the airplane, CBROS has found (while in the process of revisiting all mechanical attachments with a torque wrench for the final time) that provision for hard points, to which the aileron torque tube bearing supports are bolted, were not included in the original construction documents. They should be added if it is feasible, as this part of the control system is probably subject to more wear and tear than most.

Brake Master cylinder/rudder pedal attachment

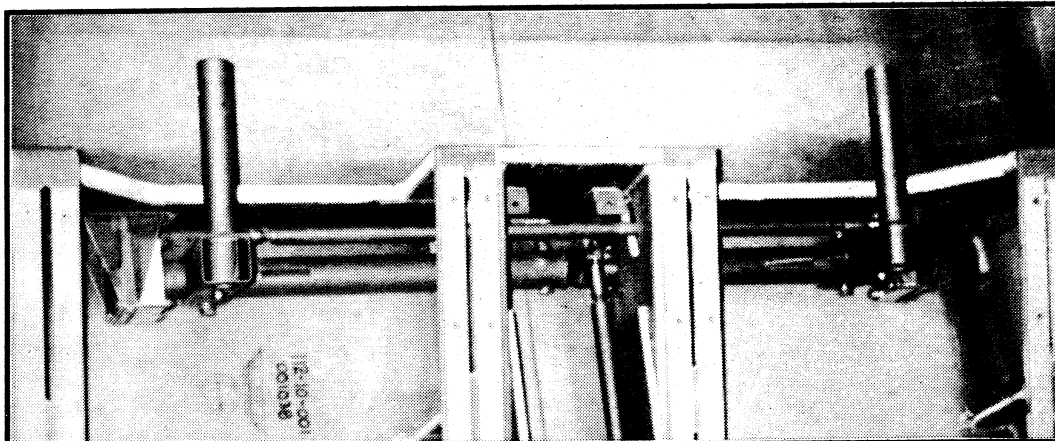
A procedure which could have used some additional attention at the factory production level is the attachment of the upper end of the brake master cylinder. In issue No. 13 we featured a machined part that served to improve the attachment, but was found to be somewhat expensive for those of us without access to a machine shop. Charlie has solved the same problem using the much simpler (perhaps not as elegant) expedient of permanently attaching an appropriately sized steel bushing, 9/16" in length, to the rudder pedal support bracket. The factory hole in the rudder



Above: Modified brake master cylinder attachment

pedal bracket is enlarged to 1/4" to accept the end of the bushing which is turned to 1/4" O.D. for the thickness of the pedal bracket. The bushing is then welded in place on both sides of the pedal bracket. Sturdy, simple, maintainable and repeatable.

For additional technical information you can get in touch with Charley at: 501-273-2471 days or; 501-273-1232 eves. His E-mail address is: exp159cw@nwa.quik.com



Above: Photo No. 2 - Completed installation showing modified bearing installation

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...Strings Too Short To Save!

(Continued from page 2)

"Lightning Bug", which is for sale and can be seen at:

www.angelfire.com/sc2/lightningbug/



... Ed Bernard has kindly submitted information on the installation of an S-Tec auto pilot system in his EXPRESS CT. (see page 3) Ed noted in his E-mail which forwarded his documentation that he currently has over 600 hours on his airplane. We are fairly certain that there may be one or two examples with more flight hours than Ed with some totals perhaps nearing 1000. We would appreciate builders having more than 500 hours on their EXPRESS letting us know so that we can publish those figures. Information such as this lends definite credibility to the EXPRESS marque and we are certain that all builders will find the information useful, as well as motivating.



... Bob Gisburne reports that he has sold his Piper Malibu (got an offer he couldn't refuse) and is temporarily back flying his EXPRESS Series 90. A complete description of his woes bringing his EXPRESS to its present condition would fill an entire newsletter edition by itself.

Bob says that his EXPRESS is still for sale and now, finally, sports a paint job. Given the amount of work that Bob has done on his airplane, it should be in really good shape for a lucky buyer.



...Having an approved EAA Technical Advisor on our home field, CBROS has taken advantage of involving him in pre certification inspections as we have progressed with our project. He has proved to be knowledgeable and cooperative and has found one (only) no-go item for us to complete.

In addition to another pair of eyes, having these inspections qualifies you to be insured before you fly and a discount on your insurance. Check it out.

General Construction Hints/Advice/Precautions/Spells And Incantations

We seem to be running out of procedures on the CBROS airplane and are beginning to feel left behind as new builders and techniques come on line which relate more to the coming generation of EXPRESS's than to ours. During a recent conversation with Jerry Sjostrand we realized that there is still a whole generation of builders out there who are in the same boat we are and need help and advice based on historic construction experience. In addition, a whole pool of information should be available from builders who have completed their projects and know what worked for them and what didn't and should be helpful to struggling builders.

With that in mind we promise to continue to focus on the long time builders to see if we can make their projects easier, more efficient and safer. Use at your own peril.

As the headline of this continuing series suggests it will include articles and bits and pieces of information collected from builders, including CBROS, that are nearing completion or have completed, their projects. Any builder(s) who wants to add their two cents worth should feel free to drop us a note or E-mail and we will see that your suggestions see the light of day.

Reinhart Metz

I had already broached the subject with Reinhart Metz and he has sent the following information:

Paint Technique

I spent days and weeks making choices, trying different things, baffled with endless alternatives in technique and materials, until I arrived at what I believe works well for a paint/finish sequence. If you'd like a cook-book approach, here's mine:

1) Evercoat 100838 Chrome-a-Lite for rough surface fills, Evercoat 100400 Polyester Glazing Putty for fine finish fill.

2) All final sanding 320 random orbital or by hand, dry, not wet, wet makes the finish too smooth for good paint adhesion.

3) I used Spies/Hecker catalyzed Urethane paint. It is fabulous material, but a little like being on drugs - so nice, but Soooooo Expensive! Vario 8590 primer, sanded at 320, fix any revealed defects now. Note - A respirator, fresh air fed mask is mandatory if you want to live to do the rest of the job!

4) Finish coat (again, I used Spies/Hecker Permacron Series 257 in white), spray one extremely thin tack layer, let almost dry - about 20 minutes,

followed by two full wet coats separated by about twenty minutes. The idea is to get chemical adhesion, but as late as possible to avoid running.

5) When the finish coat is hard, but not ancient (between 36 hours and 1/2 year), wet sand with 1200 using 3M 01318 adhesive backed resin coated disks. Precede this with a thin layer of "guide coat", which is a lacquer, like red or black primer, that is sprayed on top of your finish coat, that will be sanded away and will quickly show any surface irregularities or places you missed with the following sanding step. Use the 1200 step to get rid of all orange peel and minor defects. Anything major will require re-painting. During the 1200 step, keep a small trickle of water flowing, use good lighting, and squeegee dry periodically to monitor progress along with the disappearance of the guide coat. I can't emphasize enough the importance of the guide coating technique - it works wonders for ensuring completeness of the sanding step! Do be careful not to sand through the paint and stay about 1/4 inch away from the edges. This also means you need to tape-mask the edges and details, such as countersunk screw holes before you guide-coat, as you will not be able to sand the stuff off in those areas.

6) Follow with 1500 3M hook-backed resin discs on the random orbital wet sander, with a foam inter-pad. With care, this combination can be used out to the edges.

7) Hand wet sand with 2000 grade paper. I found this step essential for the final polishing stage to be able to reach the highest degree of luster.

8) Finish with 3M Finesse 05928 polishing compound. This stuff is miraculous! Polish according to the 3M instructions, and watch a mirror finish appear! Just be careful not to burn the paint. Use very light pressure at the end of the process. You can let steps 5-8 go on to the plexiglass windows, as the Finesse will bring them right back up to optical quality.

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Construction Hints/Advice/ Precautions/Spells And Incantations

(Continued from page 5)

There are some horror stories about folks who have completed and flown their airplanes, only to discover that their paint shields the antennas, rendering them useless. To avoid that pitfall, I researched the topic and did some experiments (At 120 Mhz and 300 Mhz). Although it appears difficult to find authoritative information, as the manufacturers don't seem to know what you are talking about if you ask them, here are my empirical results:

- Apparently, the cause of the problem is lead content.

- Many yellow or red urethane paints still contain lead. The one paint known to cause problems is made by Herberts of Germany, unfortunately considered one of the tops in finish results quality. Neither white nor yellow are acceptable.

- Spies/Hecker and PPG Deltron in white have been tested and do not cause problems.

Fuel System

Since I am now finally flying, I can say the following approach is proven by some experience.

I have the 4-tank configuration - Two mains, and two auxes. For the most part, my wing plumbing is Wheeler stock. (Just don't forget if you install the Continental injector overflow vents for the future, and have a Lycoming, you need to plug them well.)

For me the biggest issue was not having to second mortgage my home to buy the fuel selector. The catalog market for selectors only goes up to three port models. The solution I chose to deal with this is to tie the two aux tanks together and treat them as one, and use a three port selector, which incidentally has a fourth "off" position. The mains are individually selected, and the third port is the T-ed Aux. This raises the question of what happens if one aux is emptied first, and the fuel system starts to suck air. So far, my experience has been that the tanks cross feed, the level stays the same in both and they run out together. Of course, if you fly

around in tight left (or right) circles, this won't work.

Finally, my A&P friend gave me a piece of advice that I respect when he saw the auto racing fuel filter I had installed between the boost pump and engine driven pump, as an added "safety." He said, "geet that thing outta there!" In other words, only minimal, necessary stuff in the fuel flow - there's already a screen in the gascolator and fuel servo. That's enough. Anything else adds blockage or leakage risk. The others are tried and proven.

One more recently gained piece of info - the fuel boost pump. If you are using a Weldon pump, they are notorious for leaking with age, and last only about 120 hrs. (pump operating time). They have a new series that has infinitely better seals, last over 1000 Hrs., and you can rebuild them yourself. The 12 volt version is part number D8100E. This model can be obtained from Stoddard Hamilton.

Certification

This has been a nightmare for some folks, and I am almost embarrassed to say, was a cakewalk for me. So, just in case some of these items can work for you, here's how it worked for me:

1. Get all the FAA publications ahead of time. There is a package prepared behind a cover letter by Don Hagar that includes examples of all the forms you will need, procedures to follow, timing, placards, typical restrictions, etc.
2. Read it!
3. **Follow their instructions exactly.** Leave a good six weeks for your registration to be issued, and make sure you register the airplane before you head into the certification process.
4. Before you apply for certification, get to know the people you will need to deal with at the applicable MISDO office, which usually has jurisdiction. Call them up, tell them your plans and timing, and feel

them out for their particular way of operating. The biggest problem is that they are usually way understaffed and underfunded, and will cause you a big delay in getting to you or try to deflect you to a DER. One alternative is that they may delegate the inspection and certification to a FSDO, if one happens to be closer to you. That was what happened in my case.

5. Don't apply for certification until you are really ready.
6. Fill out the application carefully, particularly when it comes to the section about ADs. If you plan to keep your certificated status on the engine and prop, then you need an up-to-date AD search and compliance record, and appropriate A&P sign-offs in your engine log.
7. Key items for easy passage:
 - Proper placards- Experimental, airspeed limitations, door latching, etc.
 - Engine control installation quality
 - Control surface stops
 - Proper safety wiring
 - POH

In summary, the most important thing I found was to just follow the documentation, do what the FAA asks for, and do groundwork getting to know people and their expectations.

More next Time!



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EXPRESS STUFF FOR SALE:

COMPLETE WHEELER EXPRESS CT KIT FEATURING TIO-540 LYCOMING WITH 3HRS SMOH ON A TEST STAND - MAJOR PART OF FIBERGLASS WORK COMPLETED

Doug McMillan's partially complete CT *EXPRESS* is being offered for sale by his estate.

CBROS is familiar with this particular example, as we worked with Doug on the completion and installation of the empennage. We have made a short video tape of the aircraft in Doug's workshop and will loan either an 8mm or VHS copy to anyone seriously interested in purchasing this project.

One of the most unique features of this project is the adaptation of a turbo charged Lycoming 540 C1A, which was overhauled and test run by Larry Olson at *EXPRESS* Aircraft Technology. The engine is available separately, including engine mount, log books and all accessories for \$24,000.

Asking \$50,000 for the complete kit, as is, where is, or \$28,000 for the airframe with all accessories except engine and engine mount.

For additional details contact CBROS Inc, directly at: (925)455-1036

A STRUCTURALLY COMPLETE SERIES 90 EXPRESS ORIGINALLY INTENDED AS THE EDI, SERIES 90, TURBINE DEMONSTRATOR.

Owner/builder *Ed Watson* is unhappily offering his "extremely" fast build *EXPRESS* kit for sale. Constructed by Ed, under the watchful eye and with the help of *Dick Lind* of Complete Composites, this aircraft provides a new owner with a quick way to a flying, Series 90, *EXPRESS*.

Ed is asking \$40K, and actually has more than that invested in kit components, not including the investment of his time.

For more detailed information contact Ed directly at:

7461 Batista Street, San Diego, CA 92111
Tele:(W)(619)291-7311. x1887
(H)(619)277-8818
FAX(619)277-9748

FOR SALE

Two wings. For Details call Dawson Burton @ 812-358-2453 or 812-523-2133

FOR SALE:

IO-540 Engine mount. Manufactured by EDI. Will not fit certain IO-540 models. Call to find out if yours will fit.
John Kee (803)328-3286

EXPRESS PARTS FOR SALE:

Wheeler *EXPRESS* lower fuselage kit, complete and still in the original crate. This kit component, at the bargain price of \$3,500 F.O.B. Bentonville, AR can easily be combined with other kits to complete acquisition of all five component kits.

Talk to: Charlie Scott
Days: (501)273-2471
Eves: (501)273-1232
E-mail: exp159cs@nwa.quik.com

FOR SALE:

Two each, Wheeler IO-360 (Lycoming) engine mounts. One is fabricated for use with the larger diameter pucks and one requires the use of the smaller pucks.

Wanted:

Engine mount to fit a Lycoming IO-540-C4B5
Call Ralph Kenner at (509)838-6807

FOR SALE:

All parts for CT kits 1 to 5. Wings 85% complete in the 92 gal configuration fitted with SkySport fuel monitoring system. Additional parts include Whelen Strobe kit, dual power supply, Nav/Com with Glide slope, marker beacon antenna kit. All manuals are up to date.

Asking \$25,000
Bob Rusteberg
153 Algonquin Road
Barrington Hills, IL 60010
Phone: (847)428-3630
Fax: (847)427-3677

WANTED:

Need an exhaust system for a Lycoming, IO-360. Stainless steel preferred. Call Jack Volkamer at: (501)443-9191

FOR SALE

Matched set of original Wheeler *EXPRESS* wings. The left is closed out, with complete documentation. The right is still in the crate.

I am unable to complete the project due to financial limitations. Asking \$7,500. Contact Jim Phelps (volunteer builder on Factory No. 3)
12015 246th Street N.E.,
Arlington, WA 98223.
Call (360)435-6845

WANTED:

EXPRESS builder Don Adamson needs an engine mount and exhaust system for an IO-360 CONTINENTAL. He is also looking for a set of windows for his *EXPRESS* CT.

If you have what he needs, call Don direct at: (501)676-7529

FOR SALE

Two wings. For details contact Alan Cranmer, 525 El Camino, White Salmon, WA 98672, or E-mail to: cranmer@george.net

FOR SALE

Matched set of original Wheeler *EXPRESS* wings. Almost no work has been completed (less than 5%) on either wing. Asking \$5,000. Located in Edinburg, Indiana.

Contact Dick Burton at:
dolphus@compugate.com
Rt. 1, P.O. Box 210.A
Edinburgh, IN 46124

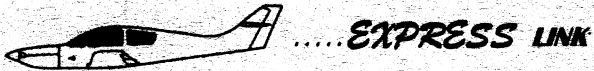
NOTICE!

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