Express LINK
NEWSLETTER
June, 1999 - No.20

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.*

It Just Ain't Fair!!

Your Editor recently spent most of four days at the factory and the phrases that kept coming to mind were, "it just 'ain't' fair" and "the kit building industry will be revolutionized." This is kit building from a whole new perspective. Six weeks of work, and you have a completed airframe - no kidding! As a long time builder and, having kept abreast of developments in the kit plane market for the past 10 or 12 years, I didn't believe it was possible from Larry Olsen's description of the process he was proposing during a telephone conversation - I had to see for myself. For us, the thought of being able to be anywhere but through the first reading of the construction docs, and maybe setting up the wing construction fixtures in the first six weeks, was almost incomprehensible.

As most of you know, CBROS has been working away for the past 10 plus years to complete our version of the EXPRESS. Sure, most of it has been part time, we do have other lives, we have worked on other people's airplanes and, in trying to make our EXPRESS as safe, comfortable, useful and clean as possible, we have not been in any particular hurry to finish. We now think that we will actually finish in the

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First Builder Completed "Tail Dragger" Takes Off!

From builder John Kee comes news and pictures of the first successful flight(s) of his recently completed S-90, conventional gear EXPRESS. The picture shown below was taken about the time of the first flight which went well. We hear from other sources that he is wearing out tires quickly and will need to correct wheel alignment to eliminate the problem.

Following receipt of the pictures of his unusual EXPRESS model, in a tele-

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Take a peek at:

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

...It Ain't Fair!

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11th year, having had a lot of fun, learned many new skills, and met a lot of new friends.

The trip in a rental car from SeaTac South to Rochester took about an hour to reach Exit 88 off of I-5. (make a right at the first signal when coming from the north.) When I arrived at what seemed to be the "factory" it was not clear that I was in the right place. Unpretentious is the word that leaps to mind, but I soon was helped out by finding factory employee, Frank Martin, walking by.

Inside I found a well lit, warm room, filled with fixtures for the construction of wings, horizontal tail surfaces for the Series 90 and one for the construction (assembly) of the fuselage, which included provision for accurately attaching the aft fuselage and vertical stab parts. I also found Jim and Kay Butler, who are from Goodland, Indiana, working on tasks assigned for their second two week period. I had met the Butlers last September when they visited the CBROS shop and attended the Golden West Regional Fly-In while making up their mind to commit to the EXPRESS Builder Assist Program, and had jokingly told them that if they decided to go ahead on the project, that I would help them. So my being there with them was not mere happenstance.

I found that they had completed their horizontal stabilizer and elevators and wings (short of closing) during their first two-week period (those of you who attended Sun 'N Fun saw one of their wings), and were working on the bottom fuselage tasks. Included is the installation of the firewall, nose gear support, engine mount gussets, front and rear seat rails, construction of the seats (they have opted for a bench seat in the rear), installation of the rudder pedals and elevator and aileron control systems, mating the upper fuse to the lower and installing some of the windows. It was clear that they would be able to complete the work assigned to the second two-week period in the allotted time (in spite of allowing me to help them). Both Jim and Kay were very happy with the progress they had made and the support they were getting from Larry and his employees. I was amazed at how quickly Jim and Kay had picked up the skills necessary to complete each new task. They will both have the intimate knowledge of the construction of their EXPRESS that is the essence of the 51% rule.

Now here's the great part(s). Like the Hoffs, who are preceding them in the Builder Assist Program, the Butlers have opted to have a firewall forward package, including a new engine and prop, their instrument panel, upholstery, and paint completed through factory sources! What's left? Fly it away! An added feature of the program is the opportunity to be checked out in the factory airplane during your building visits. All in a total elapsed time of about nine months - certainly in less than one year! Not only can it be done, but it is being done!

Long time builders can appreciate a host of new features, which simplify construction and improve mechanical systems, that have been incorporated into the newest kits coming off the production

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Contact The Factory:

All factory administrative, engineering and manufacturing activities are now consolidated in Rochester, WA.

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

Telephone: (360)273-8907
Fax: (360)273-9780
E-mail: information@express-aircraft.com
Web page: www.express-aircraft.com

Larry Olson - Operations Manager
Chris Michalak - Director of Marketing
Frank Martin - Mechanical

If you have not already found 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. Jerry's E-mail address is:
jerico@sierratel.com.

Strings Too Short To Save!

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

Tom and Judy Carrillo formerly from Atwater, CA have sold their partially completed CT kit to Mike AuClair of Tuscon AZ. Mike has been connected to the other Tucson builders. .He has already provided your editor with a "heads up" regarding use of the push connect fittings featured in an earlier issue. (see Heads Up in this issue)He also advises that he has ordered an S-90 tail from the factory.

Jim and Kay Butler - Goodland, Indiana have completed their second two-week stint in the Builder Assist Program at the factory in Rochester, WA. They worked on the fuselage during this session and completed the mating of the upper and lower parts. They are scheduled to complete their S-90 example sometime in the Fall, this year.

Jim Lewis - Mineral, VA completed the Composite Workshop sponsored by Alexander Aircraft and is hoping to find time to get on with construction of his Auriga model. He has acquired a rebuilt IO-360 Lycoming which he says is "pretty enough to display in his living room." - better ask the wife!

Laslo Zamoli - Bath, PA is also trying to find time to work on his CT project which he purchased from Donna Hockett and trucked to his home from California. That's Long Haul trucking for sure!

Jeff Miller - Fremont, CA has sold his completed CT empennage to Wayne Pearse of Easley, SC. Now all they have to do is figure out how to wrap it for shipping. Jeff has also become a rep for the LoPresti speed mod program for production airplanes and is presently working out of a hangar at the Hayward, CA airport. He is also in the process of converting his EXPRESS to a retractable example and has purchased an S-90 upper

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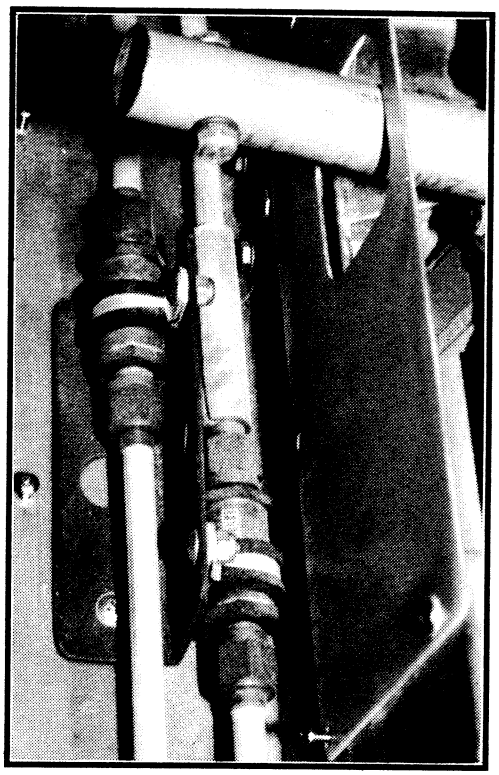
Fuel System Follow-up

In EXPRESS Link issue No.18, on page 9, in the article referring to fuel systems, in the Ed Note regarding the CBROS system, we forgot to mention that, with both outboard tanks plumbed together and the two inboard tanks plumbed together to the fuel select valves, a check valve was included in each line between the tanks and valve. Some builders have commented about the possibility of unbalanced draw or possible cross feeding problems. While we do not know if the check valves will solve these problems until we actually fly the system, we hope that the system will work. The picture,right, shows the check valves as they are installed on the starboard side. The valves are duplicated on the port side. Any comments?

In addition, after hearing about the fuel supply problem with Bob Pailca's version, where he recommends increasing the size of the fuel lines to 3/8 inch, CBROS re-thought the routing of the fuel line from the console to the gascolator. Now, instead of running back to the front shear tie, then over to the left side, then along the left side to the firewall and thence through a 45 deg. fitting to the gascolator, we now have installed a flexible line from the console directly forward inside the console to a bulkhead fitting in the firewall and another flex line (in a fire sleeve)from there to the gascolator. This makes for a lot cleaner installation eliminating one sharp 180-degree bend, One 45 deg fitting, and at least three 90-degree bends (not to mention that the line is now completely out of sight, and out of the way of future upholstery installation efforts).



JERRY AND PAULINE SJOSTRAND

"Tail Dragger" Takes Off!

(Continued from page 1)

phone conversation with John, we learned that he now has 40 plus flight hours and reports that he is satisfied with the overall performance, calling the flying qualities "good". Many of the hours flown so far have been shared with another pilot who sometimes flew with John as "essential crew" and who sometimes flew alone.

John reports that, since the wings had been completed prior to making the decision to switch to conventional gear, he now cannot fill the fuel tanks completely. This is due to the location of the vent system. He estimates his total fuel load has been restricted to as little as 70 gallons total, plus or minus. He has not yet determined the total exactly.

John also noted that he is having new landing gear legs fabricated at Oregon Spring and is expecting delivery soon. New legs were required as the EDI factory furnished examples, together with the mounting system documented by EDI, made it impossible to properly set the camber and toe-in to eliminate "touchy" ground handling and excessive tire wear. John cautions anyone building or contemplating building a "tail dragger" (there, I've said it) to not trust the parts and documentation furnished by EDI, but can check with him for information relative to his experience.

The picture right, was taken at the same time as the picture on the front page.

Congratulations John!

...Strings Too Short To Save!

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and tail - which he may complete installing at the factory as part of the Builder Assist Program.

Ed Bernard reports that he has more than 600 hours on his CT example (and a great one it is!)

In an E-mail exchange to inquire as to the latest address of Theron Hunnicut, Ed advised that Theron is preparing to sell his CT model that appeared at Oshkosh last year and experienced a nose gear failure in Utah on the return trip home.

Ed also noted that he has most recently installed an S-Tec 30 auto pilot in his EXPRESS, managing to get both servos under the right front seat. I plan to pester Ed to send a photo, and if possible, a write up describing the installation. "Ya got that Ed??"

Shopping? Here's a web site you will want to visit:
www.sound.net/~hartmann/yelrpage.htm
Our neighbor at LVK has put together a very comprehensive reference guide for home builders. Gary has completed an RV-6A on which CBROS did the fiberglass work in exchange for which he wired our panel and provided the wiring diagram described in an earlier

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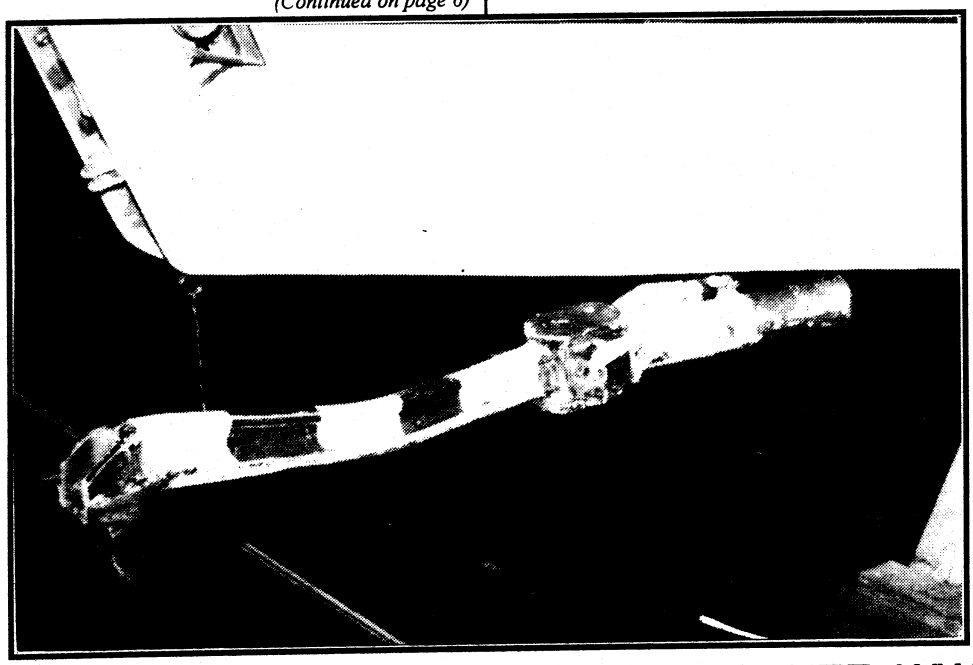
So, You Want To Be A Naval Aviator!

Here's the latest innovation to be hatched in the CBROS shop. We thought you might be interested in a new feature for experimental aircraft.

We have been investigating the possibility of equipping our EXPRESS with the equipment necessary to permit our landing on an aircraft carrier. Having high up connections in the surplus aircraft parts industry we were lucky enough to come upon a useful piece of equipment which will be needed by every homebuilt which may be landing on an aircraft carrier. (Preferably U.S.)

Shown in the picture below is the prototype of the installation of a **tail hook,** as it would appear on an EXPRESS. Note that this is an authentic hook which, no doubt, had been removed from active service on some jet, or other. We thought it looked pretty cool and offered the advantage of helping out our somewhat forward CG problem to the tune of about 65 lbs. We figured, after spending more than 10 years in construction, that our EXPRESS should be the first to have something - so here it is. Eat your hearts out, we have definitely beaten everyone to the punch with this one.

Just kidding!!!
Don't tell the FAA



...It Ain't Fair!

(Continued from page 2)

line. Even though most of the changes are not "retrofittable", many improvements, such as new lower wing fairings, molded wing leading edge, precut aft wing shear webs, new main landing gear and nose gear fairings, wing tip lighting, bolt on attachment of the S-90 and possibly the CT horizontal stabilizer, mounting of the flap drive actuator in the wing, upgraded control system bearings, the soon-to-be unveiled retractable landing gear, and others will soon be available. Existing builders who are interested in these new options as they might fit into their construction progress would do well to inquire as to their availability in the near future. The most efficient way to inquire is by Fax or E-mail which can be answered without interrupting the work in progress.

We are convinced that the factory fully understands the need to support the existing builders and, while being very busy with the builder assist projects in the "pipeline" and completion of a new S-90 demonstrator, they are making their best effort to make parts and supplies available as quickly as they can "freeze" prototype construction, and subsequent production of parts fits into the overall flow of production. Some patience will be required as the current focus of factory operation is directed toward sales of new kits and keeping the Builder Assist Program pipeline full. The new demonstrator is on track to be completed and available for display and demo flights at Oshkosh '99.The Builder Assist Program currently has three S-90 projects and one CT project, using Wheeler kit parts, in progress or scheduled.

Remember, no sales = no factory = no support!

The EXPRESS Aircraft Company has revolutionized the kit aircraft building industry, and is positioned to become the leader in four-place, kit-built aircraft production in the future.

Angle Of Attack Indicator

During the period of time that CBROS has spent constructing their EXPRESS there has been a multitude of innovations in technology that have influenced, if not altered, our thinking about what we would include as fixtures, systems or amenities to go faster, go farther, be safer or more ergonomically comfortable. Many of the new ideas have been adopted or installed, some have not. In the past year a system which theoretically will make flight in the low speed regimes safer and in the high-speed mode, more efficient, is the Angle of Attack Indicator.

The visual indication of the relationship between your airplane flying and quitting to fly as the wings lose lift in a stalled condition should be a very desirable addition to any instrument panel. Recently several different versions of the AOA indicator have been developed, emulating on a somewhat less sophisticated scale, the same system used by Naval aviators to monitor their state of flight during the most critical phase of operations - landing on a carrier. We figured if it was good enough for them, it ought to be a great help to us.

A careful review of the systems to recently hit the market convinced us that the system produced by Proprietary Systems, Inc., appeared to fit our needs. It would be simple to install, be able to be accurately calibrated, be adaptable to our installation constraints and have an instantly recognizable visual pilot cue. After receiving the unit, we proceeded to install its components per the instructions.

Working through the hole for the landing light and the access panel we had installed in the lower wing skin at the tip, the tube which reads the differential pressure between the upper and lower surfaces was glued in place as shown in the photo No. 1 . The difference in diameters of the upper and lower parts of the two piece tube provides a slip fit to accommodate any dimension that could be encountered. We bonded our tube to the upper and lower skins with Hy-Sol, a structural adhesive. The installation directions require that the tube and the two hose barbs be located rather precisely and holes with a diameter of 0.004 be drilled in both upper and lower skins. In the picture can be seen the hose barb located in the lower skin, without the furnished tubing attached, and the barb installed in the upper end of the vertical tube with the tubing attached. The remaining task related to the tube requires the location of a "quick drain" fitting in the lower end of the tube. The tube with its drain valve will be flush with the outside of the lower skin. After routing the two 1/16th inch vinyl lines through the wing and installing one of the "push" connectors at the inboard end to accommodate future attachment and (hopefully never) removal of the wing, the tubing was routed inside the fuselage to a location under the left seat where we planned to install the CPU. See Photo No. 2.

We found ample room to install the CPU on the floor by the simple expedient of using heavy-duty hook and loop, nylon "velcro". We were careful to leave room for the insertion of an RS-232 plug which is used with a special unit rented from the manufacturer to calibrate the system for both stall warning and cruise flight conditions.

We next worked to find a location, said to be most advantageous in terms of being in or near the pilots field of vision, in the upper, left-hand corner of the instrument panel space. Realistically, since we already had located our instruments, it was impossible to mount the AOA indicator on or in the panel. We found, though, that mounting the unit on the glare shield yielded a position which provided a clear view of the unit, as well as the adjacent air speed indicator, and in addition, did not block the fresh air vent in the panel close by. Having the location, it was a fairly simple matter to construct a small fiber-

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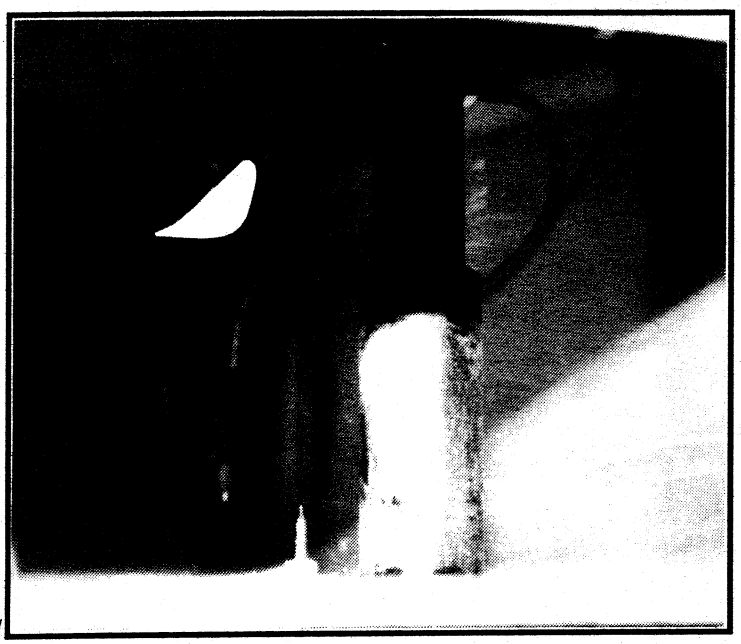

Photo No. 1, Above showing installation of vertical tube in wingtip

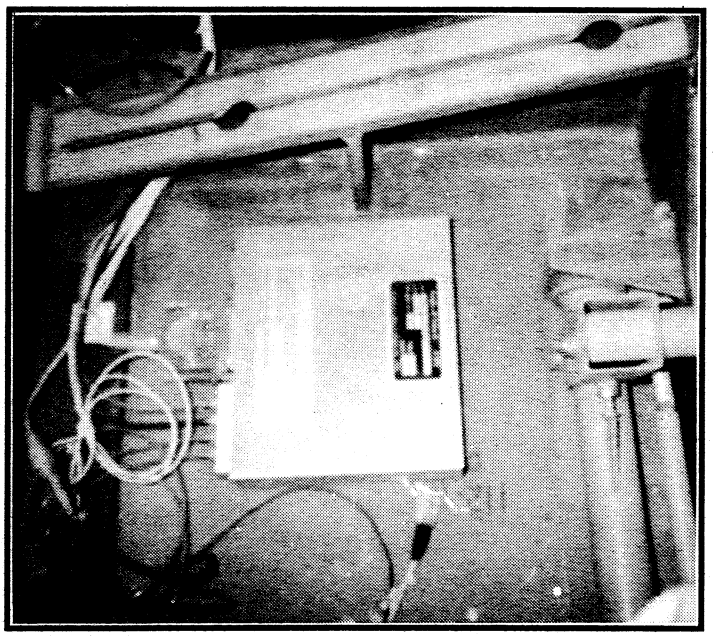

Photo No. 2, above showing location of CPU under left front seat

Angle Of Attack Indicator

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glass bracket that is now screwed to the glare shield as shown in photo No, 3 with the glare shield in place.

The wiring harness was routed through the existing cable raceway and will be placed in a trough formed in the glare shield, which is 1/4inch thick. The unit is plumbed into the main pitot-static system using nylon "tees" furnished with the unit.

All that remains now is some zero G maneuvers, required to calibrate the low speed parameters, and the installation of a micro switch in the flap drive system which will shut off the low speed mode when the flaps are more than halfway up.

Any volunteers for the zero G part?

The company that we purchased our unit from is Proprietary Systems, Inc. and can be found on the Web at: http://ourworld.compuserve.com/homepages/lfrantz/aoa.htm, where you can find detailed information and pricing. A competitive system can be found at: http://www.buzzardsrow.com/RiteAngle/ra2.htm(note the capital letters).

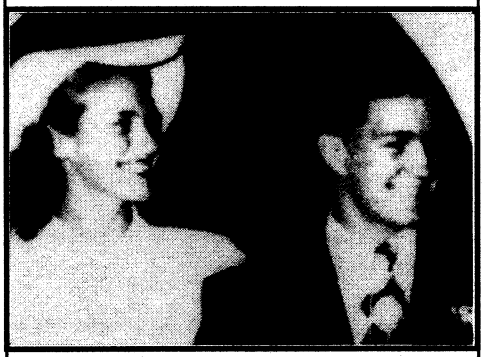
If you want to learn more than you ever needed to know about flying your angle of attack, there is a 22 page article on the web at: http://monmouth.com/~jsd/how/htm/aoa.html.

Jim Frantz, the designer of the system which we have will be conducting seminars at both Arlington and Oshkosh - or should I say "Airventure - 99". Jim and his wife Lynda, among other things, edit and publish the (ugh!) Lancair news letter.

Name This Couple! For Big Prizes!

Test Your Knowledge Of The *EXPRESS* "Family"

Pictured here, in 1949 as they were married, is a couple who were to eventually have a profound influence on the success of the *EXPRESS* as a kit plane.



The man is a builder of an award winning *EXPRESS*, a long term volunteer at the Wheeler *EXPRESS* factory, an unselfish teacher and mentor to many current builders, has raised a large family and has been successful in starting several businesses. The woman, a patient supporter of his work.

The first reader who can correctly identify the happy couple will win a self paid trip to the Lancair factory, in Bend or Redmond, OR - take your choice.

Congratulations to the Happy couple!

(If you have to cheat, the answer is somewhere on page 3 in this issue)

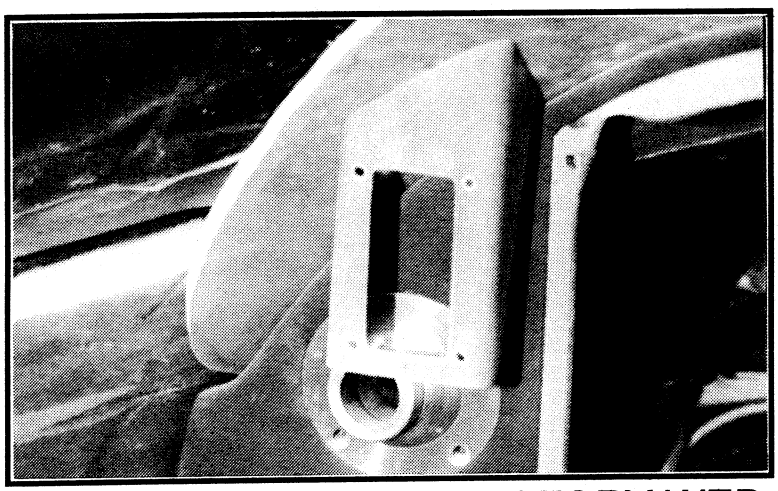


Photo No, 3 Left -Angle Of Attack indicator mounting bracket attached to glare shield

...Strings Too Short To Save!

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issue. Those of you who requested copies of the diagram - have a little more patience - we have a couple more minor circuits to complete, after which the drawing will be back annotated and be available for reproduction..

Got a letter some time back from builder **Don Pugh** from Denton, TX who, with his partner, **Larry Luce,** are planning to install a Ford V-6 engine, using a Blanton designed reduction drive with a three blade, Warp Drive, 76 inch diameter prop. He writes that he is using "Panel Planner" software to design a full IFR panel. At the date of his letter, which I don't know exactly, he reported that he had completed the major parts of the airframe and had the wings ready to close. They are expecting to start test flights in January, 2000, which Don says will coincide nicely with his planned retirement. We will try to keep up with this interesting project and pass along the news.

CBROS Exits World Of Trade And Commerce

As we come near to completion of our project, we find that it is no longer economically feasible for CBROS to remain in the "retail" business (unless or until we start a new project). Where we had before offered fiberglass and other tools and supplies, lack of interest from builders and investment in stock which we cannot justify, forces us to suspend our offer to furnish such materials, tools and supplies. Besides, our prices were way too cheap.

Since the factory now is a reliable source for **all** support items, we suggest you deal directly with them. Our thanks to those builders who have been our customers in the past.

At the same time we still do have some self stick window covering available while the supply lasts and are prepared to offer our supply of templates and free advice as always!

EXPRESS STUFF FOR SALE:

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.*

The only significant modification to the original kit design was to include extra reinforcing layers of fiberglass on the leading edges and aft shear webs of the wings. All structural components, including control surfaces are complete, with the exception that the rudder has not been closed. Doors and windows have not been installed, but are included in their original packaging. No instrument panel installation has been planned, and no engine or engine mount is included. Also missing is a flap actuator and door hinges, both of which are easy to come by.

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
Tele:(W)(619)291-7311, x1887
(H)(619)277-8818
FAX(619)277-9748

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

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 offerred 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 Olsen at EXPRESS Aircraft Technology about two years ago.

The engine is available separately, including engine mount, log books and all accessories for $24,000.

The airframe, which is essentially complete except for the installation of the windows, features good, quality workmanship.

Construction of the wings features the two tank per side option, two wiring conduits per side, capacitance probe type fuel level sensors in the outboard tanks, standard float level senders in the inboard tanks, reinforced main landing gear attachment scheme with steel gear legs, and integral jack points. The engine has been mated with the fuselage, but the firewall is otherwise blank. The nose gear leg features a spindle reinforced by Express Aircraft Technology and has a "shock" system installed. The cowling modifications to allow for the turbo engine have been started.

Miscellaneous additional parts, besides the complete Wheeler hardware and composite part package include a 5 way fuel valve, audio panel and a Rocky Mountain Encoder.

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
E-mail:bnbent@pacbell.net
Fax:925-606-7534

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

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:

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

WANTED:

EXPRESS builder Don Adamson (501)676-7529 needs an engine mount and exhaust system for an IO-360 CONTINENTAL. He is also is looking for a set of windows for his EXPRESS CT. If you have what he needs, call Don at the above number and let him know.

FOR SALE

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

FOR SALE

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

Subscription Information: Subscriptions to the *EXPRESS LINK* are based on an 8-issue volume for the subscription price of $36.00. (Please 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.**

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Flash!!!!!

Dick Lind reports that he has two rooms in the dorm which he will not be using during Oshkosh Airventure '99. If you are interested, act quickly as he must make a decision to roll over to 2000 in the next few weeks. Contact Dick directly at: 949-727-3975.

EXPRESS LINK
4863 PRIMROSE LANE
LIVERMORE, CA 94550