

EXPRESS LINK

NEWSLETTER



July, 2000 - No.23

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.

Factory Builder Assist Program Produces Butler's Millenium

From EXPRESS factory sources

Butler Millenium completed in 18 mos. total elapsed time, Hoff's not far behind

Surely, in what is a record for the least amount of time spent constructing an EXPRESS from start to finish, the factory rolled out Jim and Kay Butler's completed, and ready to test fly, EXPRESS Millenium model, complete with a temporary Airworthiness Certificate on June 9th. According to Owner/Builder Butler, his EXPRESS was test flown for the first time on June 15th. Two circuits were completed uneventfully, but the flight was cut short due to "low and lowering weather".

Factory sources indicate that this is the first example to fly and, along with the Hoff's, to include all of the now standard engineering changes, which have been made to simplify, lighten and strengthen the basic airframe. Following closely behind the new prototype factory demonstrator, the Butler construction schedule slipped as engineering changes were made, evaluated by flight testing and set up for manufacturing runs. All new Millenium models to be started in the future will benefit from the Butler's and Hoff's patience during the development process and will surely be completed in far less elapsed time. An additional reason for the slipped construction schedule was that both Butler's and Hoff's aircraft are being powered with Continental IO-550 engines, which have been the focus of an AD resulting from broken crankshafts in new engines. Fortunately, it turned out that the Butler's engine was not included in the Serial numbers requiring metallurgical testing, but the Hoff's engine was. The results of tests on the Hoff's "sample" indicated that the crankshaft did not need to be replaced in his engine. Following the initial 25 hour flight test program, the balance of the interior and final paint will be completed. It is planned that the aircraft will be delivered to the Butlers in time for it to be the featured display at the EXPRESS booth at Air Venture 2000.

Check out the latest progress on these two important projects on the factory web site at "June On-line Newsletter".

Take a peek at:

Factory and Web Page Listing.....	2
Strings Too Short To Save	2
CBROS Weight And Balance	3
Take A Seat!	3
Builder Survey	4
Permanent Wing Pins.....	5
An EXPRESS Happening.....	6
EXPRESS Stuff For Sale.....	7

EXPRESS Factory Update

From EXPRESS factory sources

This is a busy time of the year as we try to maintain a full work schedule and try to plan expeditions to Arlington and AirVenture 2000 at the same time.

Hoff

The Hoff's airplane is about ready for engine start. The project is also ready for the DAR and should be inspected sometime next week. The plane still needs the balance of the interior and paint completed, but should be ready to deliver sometime in August.

Butler

The Butler EXPRESS has ten flight hours on it at press time, and is apparently going to be very fast - 195 kt cruise?

AirVenture 2000

EXPRESS Aircraft will be outside booths 17 and 18 (very near the main entrance). The EXPRESS Builder dinner is scheduled for Friday the 28th at 7 P.M. at the Reeves Memorial Union (building) at the University of Wisconsin / Oshkosh. This is the same place where it was held last year.

There will be two EXPRESS examples in the booth (511 and Butlers), with 90ED out on the flight line for demonstration flights.

Retractable Gear Prototype

Design of the retractable gear version has progressed to the point that the first complete prototype gear was being made in early July

(Continued on page 2)

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



Factory Telephone And Fax Numbers

The current 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
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Tele: (360)352-0560

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E-mail: information@express-aircraft.com

Web page: www.express-aircraft.com

Larry Olson - Operations Manager

Chris Michalak - Director of Market-
ing/ Avionics

Frank Martin - Mechanical

...Factory Update

(Continued from page 1)

and hopefully parts should be available for exhibit at AirVenture 2000. A slight modification of the airfoil on the rear half of the wing is being made to allow for a fully flush retracted main gear. The modification is also expected to slightly lower overall drag of the wing. The use of 6.00x6 wheel/tires, necessary to accommodate a 3200 lb. gross weight, requires a slightly thicker aft airfoil section to get the wheel and cover completely flush with the lower skin. The revision will reduce the drag coefficient of the wing slightly, without hampering lift. If the airfoil modification works out as planned, the revised airfoil may be adopted for future production fixed gear models as well.

Slotted Flaps

Design evaluation of single or double slotted flaps is also on the "drawing board". No decision has been made between the two systems at this time, but the single slot system will probably prove to be more than adequate, and simpler to produce and install.

There is also some additional exciting "stuff" on the "drawing board" for the near future, but details are not yet ready for publication. Stay Tuned!!

New face at EAC

Aeronautical engineer Richard (Dick) Scherrer is now on the staff and has been handed design chores related to the retractable gear and new slotted flap systems. Dick's background includes work at the Lockheed "skunk works" where the F-117 was developed.

EARLY WARNING!!!

After you receive the next issue of the *EXPRESS* Link (No.24) a new subscription cycle will begin. If you wish to continue your subscription from issue No. 24 thru No. 32 then you had better begin arranging for a home improvement loan on your house, start digging for some of those rusty cans in the backyard, sell off your IBM stock, or steal \$36 from your wife's purse so you will be ready for the big subscription campaign which will be appearing on prime time national television.(not)

(Continued on page 3)

Strings Too Short To Save!

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

...A very nice picture of Bob Pailea's retractable *EXPRESS* Series 90 in the "completions" report in the latest issue of Sport Aviation. We reported on Bob's project in *EXPRESS LINK* No. 18. From the pic in the magazine it appears that Bob has done a lot of cleaning up. Too bad no air to air. (that's a hint Bob!) Great example Bob, Congratulations!!



... Had a visit from Benny Thordarson, who described recently moving his CT project from his home to a hangar. He was on a layover at SFO on his job as a 747 driver. He confided that he has not been working on his *EXPRESS* recently, but was returning home for a two week vacation which he planned to spend working on his project.



...Bob Gisburne offered to fly his Series 90 *EXPRESS* to LVK from his home base in AZ during the Fourth of July weekend so that the CBROS group can get some flight time/experience in an *EXPRESS* before beginning the flight test program. (see story on page 6 in this issue)

Bob's generosity is just another example of the *EXPRESS* "family" experience.



...*EXPRESS* builder Denise Waters, from New York state, recently won the Air Race Classic- 2000 air "race" which is sponsored by the 99's. The course stretched about 2000 miles - from Tucson, AZ to Hyannis, MA. According to a report in AvFlash 6.26a, Denise and her partner, flying a Grum-

(Continued on page 6)

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.

CORRECTION
In the previous issue of the *EXPRESS* Link, the URL for the *EXPRESS BUILDERS FORUM* web page was incorrectly identified. The correct address is:
<http://www.express-builder.com>

The
"EXPRESS BUILDERS FORUM"
the web site maintained by Tom Hutchison can be found at:
<http://www.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".

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



CBROS CT Completes Weight and Balance.

Using the latest electronic scales and a computerized weight and balance spread sheet, a representative of the local EAA Chapter went through the weight and balance exercise on the the CBROS IO-540 CT with a minimum of trouble and a maximum of positive feedback. With nothing but unusable fuel and nine quarts of oil the "empty" weight was 1989 lbs. Turns out, as pointed out by John, that 1989 was the year we embarked on this adventure originally, so that figure will not be hard to remember.

From the best interpretation I can make of the information I have gathered from others, 1989 lbs. is about in the middle of the range that includes IO-360 powered models and IO-550 powered models.

The empty C.G. is located at Sta. 44.39, (datum = Forward Face of Firewall) the forward CG limit at 15% MAC = Sta. 41.2 and the aft CG limit at 35% MAC = Sta. 51.5.

The left main wheel weight was 802 lbs., the right main was 793 and the weight on the nosewheel turned out to be a respectfully light 394 lbs.

We were originally somewhat concerned about having excess weight on the nose wheel, so kept that in mind as we decided location and dimensions of the heavier parts such as the batteries - we have redundant electrical systems - and the prop hub.

In the case of the batteries, the main is a 60 amp/hr gel cell and the backup is a 20 amp/hr gel cell. A No. 2 cable was required to hook the main batt to the starter and ground circuits. The weight of the cable is about 80% behind the empty weight CG so plays a significant role relative to the location of the CG.

We elected to install a non-extended hub on our Hartzell three blade, again being conscious of the weight forward of the nose wheel. We expected that using the non-extended hub might cause problems when fitting the cowling, but such was not the case using our original, kit furnished Wheeler EXPRESS cowl.

Shown below is the worksheet used to document the CG condition at max. gross weight including full fuel, four occupants and 60 lbs. of baggage, and with only non useable fuel, but the same occupants and baggage - as at the end of a flight - worst case. As can be seen the aircraft is well within the CG envelope in both cases.

The Excel worksheet furnished by our weight and balance expert contains all the formulas required to recalculate the sheet to produce any "what if" scenarios you might wish to try. If you would like a copy, request one by e-mail, or if you enjoy talking, call CBROS on the telephone.



Below: Typical trip weight and balance sheet for CBROS EXPRESS starting with two pilots, two passengers, 60 lbs. of baggage and full fuel and ending with zero fuel.

WEIGHT AND BALANCE					
LOCATION	WEIGHT	ARM	MOMENT		
EMPTY	1989	44.39			88292
PILOT/CO-PILOT	400	46.00	inches		18400
REAR PASS.	225	87.40	"		19665
BAGGAGE	60	117.00	"		7020
Starting Fuel	80 GAL	480	"		22320
Ending Fuel	10 GAL	60	"		2790
PILOT(S)/PASS(S) + FUEL	3214	LBS.			159643.71
+ BAGGAGE					
Starting Weight	3214	Starting C.G. =	49.64 INCHES		
Ending Weight	2734	Ending C.G. =	50.11 INCHES		
SUMMARY					
MAX GROSS WEIGHT 3200 LBS					
C.G. LIMIT RANGE (FORWARD) 41.2 inches at 1990 LBS.					
(REAR) 51.5 INCHES AT 3200 LBS.					
NOTE: Datum used is FRONT FACE OF FIREWALL					

... Take a Seat

A follow up correction on the suggested adaptation of Chevy S-10 seats in the last issue of the EXPRESS LINK comes from CT builder Rob Jordan who lives in Avon Park, Florida and has adapted the S-10 seats to his CT. Rob says that the weight of the S-10 seats he is using, "as installed in the airplane, is 18lbs each. This is not a long way from (the weight of) the stock seats after covering, etc.

I gained the ability to recline and to adjust the seats (forward and aft) also. Add to this the savings in cost at \$50 apiece, the professional look, along with the built in ergonomic features, and I feel the (S-10) seats are a good trade off?.

(Ed note: CBROS front seats, including temper foam pads and upholstery weigh 19 lbs each; the rear seats, also with temper foam pads weigh 16 lbs. each)

Early Warning!!!

(Continued from page 2)

Checks should be made out to: Bill Copeland and mailed to: 4863 Primrose Lane, Livermore, CA 94550

If you have any questions about the status of your subscription, or any suggestions on how we can improve the newsletter, please call me at (925)455-1036, Fax (925)606-7534 or E-mail at bnbent@pacbell.net.

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



What You Know That We Don't

Survey To "Snapshot" **EXPRESS**

Construction Progress/Trends

It has been a long time since the **EXPRESS LINK** has attempted to collect data from its subscribers on their status, progress, decisions and choices. Please copy and fill out the form below, as completely as you can and mail it to: **EXPRESS LINK**, 4863 Primrose Lane, Livermore, CA 94550 or fax to: (925)606-7534. Consolidated results will be published in the next issue. Respondents names will be kept confidential unless permission is granted below.

EXPRESS BUILDERS SURVEY 2000

Name _____ Current Address: _____

Tele:() _____ - _____ Fax:() _____ - _____ E-mail: _____ @ _____

OK for Publication: Not OK:

Model: <input type="checkbox"/> CT <input type="checkbox"/> S-90 Conversion(new tail-single door) <input type="checkbox"/> Series 90(EDI) <input type="checkbox"/> Auriga <input type="checkbox"/> S-90(Millennium)	Power: Make: _____ Model: _____ HP: _____ Propeller: Blades: _____ Mfg.: _____	First Flight: _____ / _____ / _____ Total Hrs to date: _____
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Wings: Complete <input type="checkbox"/> Not Closed <input type="checkbox"/> Tips: Integral: <input type="checkbox"/> Removable: <input type="checkbox"/> Fuel Capacity - Total: _____ Gals. Fuel Sender(s): Float <input type="checkbox"/> Probe <input type="checkbox"/> Main Gear Legs: Steel <input type="checkbox"/> Composite <input type="checkbox"/> Tricycle: <input type="checkbox"/> Tail Wheel: <input type="checkbox"/>	Control Surfaces: Ailerons: Complete <input type="checkbox"/> Not Complete: <input type="checkbox"/> Flaps: Complete <input type="checkbox"/> Not Complete: <input type="checkbox"/> Rudder: Complete <input type="checkbox"/> Not Complete: <input type="checkbox"/>
--	--

Wiring: Complete <input type="checkbox"/> Not Complete: <input type="checkbox"/> Fuel system: Complete <input type="checkbox"/> Not Complete: <input type="checkbox"/> Windows: Complete <input type="checkbox"/> Not Complete: <input type="checkbox"/> Windshield: Complete <input type="checkbox"/> Not Complete: <input type="checkbox"/> PAX Door(s): Complete <input type="checkbox"/> Not Complete: <input type="checkbox"/> Baggage Door: Complete <input type="checkbox"/> N/A <input type="checkbox"/>	Brakes Complete <input type="checkbox"/> Not Complete: <input type="checkbox"/> Wings Attached: Complete <input type="checkbox"/> Not Complete: <input type="checkbox"/> Exterior Finish Complete <input type="checkbox"/> Not Complete: <input type="checkbox"/> Final Paint Complete <input type="checkbox"/> Not Complete: <input type="checkbox"/> Upholstery Complete <input type="checkbox"/> Not Complete: <input type="checkbox"/> Other _____ Complete <input type="checkbox"/> Not Complete: <input type="checkbox"/>
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Special Features: (send detailed description and pics if possible, for future articles)

- _____
- _____
- _____
- _____

Remarks: _____

Critiam: _____

ED NOTE:

If you are looking for the second installment of the series on the fabrication of the Wing/ Landing gear intersection fairings, look no further - it's not in this issue as promised. We have been concentrating on completing things required for test flight and the fairings are not on the critical path. Don't despair however, we will include the completion of the fairings in the issue which follows our completion of this procedure.

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



The Ultimate Test: Installing The Permanent Wing Pins

CBROS had finally gotten to the place where we had to face the long dreaded task of drilling, reaming and installing the eight hardened steel pins in the spar carry through and spar. We had imagined all sorts of problems with this critical procedure, but it turned out to be much easier than we had thought.

We, of course, had long since set the dihedral, angle of incidence and sweep according to instructions, drilled the eight holes in the spar carry through and the four drag fittings and inserted 1/2 inch pins in the carry through and the 1/4 inch bolts in the drag fittings. This is a major procedure, which should be done with great care, as the result will determine, to a great extent, the final flying qualities of your *EXPRESS*.

Facing the insertion of the final 3/4-inch hardened steel pins we sought the advice of builders who had preceded us in their construction process. We got the most help from builder John Kee, who described how he did his, and then sent us a special reamer he had fashioned to facilitate the installation of the pins. The reamer works by having a 1/2-inch guide pinned on the end of the reamer and a 3/4 in OD by 1/2 inch ID sleeve that held the reamer in the correct alignment. The 1/2-inch guide is about 6 inches long.

In practice, using a 3/8 angle drill motor, the reamer was started from the aft side of one of the 1/2-inch holes in the carry through (after removing the temporary pin) and drilled and reamed a 3/4 inch hole as far as the reamer allowed. Next, the reamer was removed from the aft side of the carry through and inserted into the forward side, aligned using the

1/2-inch ID by 3/4-inch OD sleeve inserted in the just reamed 3/4-inch hole in the aft side of the carry through, and drilled until reaching the end of the previously drilled 3/4 inch hole in the aft side of the carry through. When cleaned out the hole was a tight push fit for the pins.

It was clear that some force would be required to insert the pins, so we decided to mitigate the problem as much as possible by cleaning each pin with 400 wet or dry, turning them in our drill press, and then placing the pins in the freezer for several hours. We hoped that the shrinkage would make the insertion easier - and it did in fact seem to. A note of caution: make certain that the reamed 3/4-inch holes are clean all the way through. We then screwed an extra bolt from the pin set all the way into the pin, introduced the pin into the aft side of the carry through, inserted a piece of "all thread" with a nut, a jam nut and washers into the pin from the forward side and proceeded to pull the pins in from the forward side, as we drove the pins home from the aft side. We found some to offer more resistance than others, but we proceeded, one at a time, to pull the temporary pins, ream the holes and insert the permanent pins into the balance of the eight holes. We did manage to

break the 1/2-inch guide pin twice, but since it was secured with an Allen screw, it was easy to replace.

After inserting all eight pins, we found that all the pins turned out to be slightly long. Reinhart Metz reported that he drove all eight pins as far forward as possible - until the washers seated on the aft side of the carry through, to allow for smoother carpeting. He then simply let the pins protrude from the front side as much as they would as the ends of the pins would not interfere with the seats or upholstery in that area. Reinhart also shared that he had placed a milled fiber pad under each washer - just to seat the bolts. He also shared that he was reluctant to grind off the extra length of the pins as they are apparently heat-treated and he did not want to chance changing the physical properties of the pins. Following his advice we made certain that all our pins were driven flush to the aft side. We then found some washers at the local Orchard Aircraft Supply hardware store with 3/4-inch ID holes. (oh, all right, so they're not AN) One of the washers was placed on each pin on the forward side of the carry through and all the bolts were tightened. Turned out to be a tidy and effective solution.

By the way, John Kee's reamer is available for loan. Give us a call.



Above: Dr. Harvey King, left, and Jerry Sjostrand discussing details of the doctor's S-90 at the LVK "rally". See page 6 for details.

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



An *EXPRESS* Happening at LVK

Impromptu *EXPRESS* Rally

Scheduled as a day with Bob Gisburne, Saturday, July 1st turned into a major gathering of *EXPRESS* enthusiasts at the CBROS home airport.

Actually the Saturday event began to come together around the middle of June when Bob Gisburn of Carefree, AZ offered to fly his IO-540 powered Series 90, single door conversion to LVK so that the principals who were to be involved in the CBROS flight test program could get some time in type. Yes, the CBROS CT is ready to taxi as of July 2, 2000 - save the certification of the static/pitot system and calibration of the transponder.

Bob made the flight to LVK from San Diego (2.5hrs) on Friday evening, arriving just after 7:00 p.m. Bob noted the flight was essentially uneventful except for the fact that he was twice requested by controllers to either slow down or go over, under or around an Eagle Express flight and a Baron enroute. (What kind of experimental is that???) Following dinner and breakfast feasts interrupted by some time in the local Motel 6, we headed for the airport.

Rolling Bob's airplane out of the hangar, people started showing up, including Ken Coe from Livermore, who is scheduled as pilot for the first test flights, partner; Peter Becker from Burlingame, CA; Shawn and Nadine Kelly, Jim Ward (and subsequently his wife Elizabeth and daughter Hannah), all from San Jose, CA. We were surprised by the appearance of the unfamiliar *EXPRESS* of Dr. Harvey King, with the doctor and his wife aboard (together with their ferocious guard dog), who had stopped in Livermore to attend a wedding locally and were off to Mammoth, CA for the Fourth. And, finally the celebrated

EXPRESS of Jerry Sjostrand with the SawMeister himself aboard. Bob committed about 6 or 7 fam flights, which took care of the CBROS principals plus anyone else who even hinted at wanting to ride.

After the fam flights were completed Bob and Jerry decided to see if the rudder system in Bob's airplane could be adjusted to center and equalize the rudder pedals when the rudder was in neutral. They tweaked the turnbuckles, re-safetied the system and went for a test flight with Sjostrand observing to see if the fix worked. Bob reported that the airplane flew "100%" better. After topping off his fuel tanks, he was off for Arizona and home around 3:00 P.M. Jerry left for his 40-minute trip to his home base at Mariposa, near Yosemite.

Altogether a great day supported by some very generous *EXPRESS* Builders. At the height of the flight activity one of the local tower controllers asked one of the *EXPRESS*'s on approach if we were having an *EXPRESS* Convention. The reply was no, but when you think about it, counting the three under construction, the CBROS example and the Series 90 conversion parked in our hangar, there were 8 *EXPRESS*'s here in one place at one time. We look forward to more examples of this happening in the near future as more and more examples are completed.

...Strings Too Short To Save!

(Continued from page 2)

man Tiger, finished with the best adjusted score based on several critical criteria.

Congratulations Denise! Just imagine what you will be able to do in your *EXPRESS*.



...Builder Jim Lewis, Mineral, VA, recently took delivery of his CBROS production instrument panel. Jim reports that he is pleased with the blank panel - now all he has to do is dream up enough instruments to occupy the space and then find the money to fill the holes.



...Ed Bernard recently informed us that the sale of N-55PP is pending. He reports that the new owner will use the IO-540 powered example, which Ed helped build, to commute between San Jose and Jacksonville, Oregon. The new owner was on the list for a new Columbia, but when the price went over \$300,000 he decided to look elsewhere.



Left:
The three *EXPRESS*'s at LVK.
Front to rear: Gisburne, Sjostrand and King with assorted spectators.

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



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 details contact CBROS Inc, directly at:

(925)455-1036
E-mail: bnbent@pacbell.net
Fax: 925-606-7534

FOR SALE

1995 S-90 EDI *EXPRESS*

320TT
290hp IO540 Lycoming
Complete, certified IFR panel
Leather/wool interior
Damage history due to failed inboard gear bracket.
Professionally repaired!
Recently painted in Malibu/Mirage paint scheme white over blue with red stripes.
Previously known in *Express* circles as "Desert Storm"

Contact Bob Gisburne for complete details and digital pictures or see message in the *EXPRESS* Builders Forum at: <http://www.express-builder.com>

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:

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@compuage.com
Rt. 1, P.O. Box 210.A
Edinburg, IN 46124

NOTICE!

Unless otherwise noted CBROS, Inc. cannot verify the quality, usefulness or completeness of items offered for sale or trade.

With one exception, the McMillan kit, CBROS is not responsible for "brokering" any proposed sale or trade of any items listed, nor do we require any monetary reward for completed transactions. You are on your own.

Further, we reserve the right to print, or not print, and to edit submissions as we deem fit.

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



.....**EXPRESS LINK**

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.

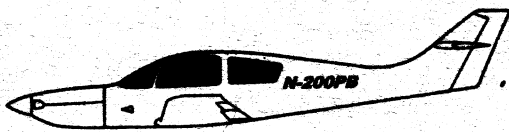
Documentation: CBROS, Inc. has retained an extensive file of patterns and templates for most procedures. We will be happy to share them with any builder for the cost of copying and postage. If you have a particular need, give us a call at (925) 455-1036 or Fax to (925) 606-7534. E-mail to bnbent@pacbell.net.

Please be advised that all comments and data regarding the building of the **EXPRESS** kitplane, or any derivatives, presented herein are based upon our own personal experience and may or may not conform to building processes and recommendations provided by the factory. We'll endeavor to advise of any departures from factory recommended procedures, but make no guarantees that we'll get them all. Any data contained herein is for educational, informational, and entertainment purposes only and not intended to be construed as a replacement for data provided in the factory manuals or drawings.

Usually, any departures from factory specified procedures have been cleared by the factory, but there is no guarantee that this will be the case 100% of the time.

If you have any questions or comments about what we're doing, we'll be pleased to respond to any and all email messages as time allows.

EXPRESS LINK
4863 PRIMROSE LANE
LIVERMORE, CA 94550



.....**EXPRESS LINK - No 23**