

Express

NEWSLETTER LINK



July, 2001 - No. 25

Factory Reports Builder Support Schedule Booked Thru 2001

Retract Progress Slower Than Planned, But Moving

From *EXPRESS* Factory Sources

Sun 'N Fun was a great success for Express Aircraft. As reported in the on-line newsletter, their location was "primo", resulting in hardly a time when the display was not crowded. In addition, an excellent representation of completed aircraft and many helpful builders produced high interest and kit orders. One of the sales concluded during the event was a Millennium 2000 to Hans Georg Schmid of Switzerland. Hans reported to CBROS, during a recent visit to LVK, that the kit was scheduled for shipment during the last week of May. (this year for you skeptics)

H.G. has recently had two AROUND THE WORLD record flights recognized - once each way, in a Long EZ. Hans has been asking questions about increasing the fuel carrying capacity of the *EXPRESS*. Hmmmmm - over the poles? Check him out at www.millenniumflight.com. In his spare time Hans Georg is a SwissAir Captain, which allows him time in SF fairly regularly. (see additional info in "Strings" column on page 2)

The Builder Assist Program has been filling up with builders, some bringing partially finished kits in for completion, some the results of Sun 'N Fun display, and some from the fact that increased kit prices have been announced. Unimpeachable factory sources estimate that the program is fully booked through the remainder of 2001.

Progress on the RG has been slow, but sure. The prototype main gear has been installed in a wing; however, drop tests are waiting for delivery of special parts from suppliers-expected momentarily.

Builder Jay Villalva visited the factory in the last week of May to help new Builder Hans Georg Schmid with the process of assembling Hans' kit for shipment to Switzerland. Jay reported that the factory is very busy, with many projects in process, but looked well organized. Jay noted that the new kits now include many items completed in jigs that earlier builders were required to complete with scant documentation and "home made" jigs. He noted that Larry Olsen seemed pleased with the way things are progressing.

Take a peek at:

- Factory and Web Page Listing 2*
- Strings Too Short To Save 2*
- So, You're Flying..... 3*
- Way Back East..... 6*
- EXPRESS Stuff For Sale..... 7*

It's Your Breather, Brother!

Tired of having oil splattered all over the inside of your cowl? Tired of oil streaks down the bottom of your fuselage? Tired of oil leaking out of your rudder? Have we got a clue for you!

During the first 50 or so hours of flight we had been continuously nagged by all of the above. We had just about done everything except pulling the engine before we found the main problem.

We had 1) replaced the magneto gaskets (questionable original install), 2) replaced the engine driven fuel pump gasket (poor original install), and subsequently replaced the pump itself, 3) tightened all the bolts and nuts we could find, 4) replaced the rocker box oil return line hoses (not an easy task), 5) tightened all the bolts and nuts we could find, and 6) tightened all the bolts and nuts we could find, again, all to no avail. We were reduced to covering the engine with baby powder to see if we could find the source. As we were getting ready to put the top engine cowl on to fly with the baby powder, as it had not worked by simply running the engine up on the ground, a scratch builder from across the way happened by and, after casually looking at the top of our engine said, "is that your breather?" pointing to a 1/2 inch Poly tube running from the top rear of the rear case over to the air/oil separator. I allowed as how it was, and he said, "I'll bet that's your problem."

(Continued on page 4)



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
Rochester, WA 98579

Tele: (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

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.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* builders.

... New builder **Hans Georg Schmid**, from Switzerland, has visited the CBROS hangar at LVK twice during his negotiations with the *EXPRESS* factory relative to the purchase of a Millennium 2000 kit. H.G. originally considered the RG model, but ultimately chose fixed gear. His primary concern was the weight carrying capacity of the *EXPRESS* as he plans to make more long distance flights. During his first visit H.G. took copious notes and pictures of the CBROS CT, and asked a long list of pointed questions. During his second visit, he managed to convince Jerry Sjostrand to join us - which he did, (Jerry is always looking for a free lunch) and spent a considerable amount of time questioning Jerry and taking pictures of his CT. Some of the discussion related to the possibility of adding more fuel capacity in each wing. H. G. is serious about long distance flight! One of the most interesting facts that we learned about his West-bound around the world flight was that he had stopped at LVK before his leg from California to Hawaii (16 hours). H.G. said he chose LVK to avoid any fog problems for his cool air, pre-dawn takeoff, (and because our Airport Manager is from a neighboring town in Switzerland). Hans left LVK at 30 to 40 percent over gross. (legal with a waiver) He said the T. O. did not leave much of the 5200 foot, 400 ft ASL, runway unused, but the "numbers" told him he could make it safely, -which he obviously did! We are looking for-

ward to following the progress on his newest project.



... Builders **Jay Villalva** and **Shane Mahoney** were recruited for "undercover" duty by your editor to "represent" Hans at the factory during the completion of preparations to ship the kit. Both Shane, and Jay, who lives in Port Orchard, WA, had agreed to "check things out" prior to shipment depending on scheduling, but Jay had the best excuse to visit the factory. (Said he needed an IFR check flight anyway - 30 mins?) Jay said that Larry Olsen was most cooperative, and that he was impressed with all the other activities at the factory shop.

Just another example of *EXPRESS* builder "family" cooperation - my thanks to Jay and Shane.



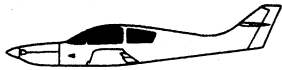
... Builder **Jim Lewis**, Mineral, VA has "twisted" your editor's arm to the extent that I agreed to travel to VA for 10 days, beginning June 17th to help Jim proceed with his Auriga project. Plans included mounting the landing gear, guide drilling the wings, locating and installing the instrument panel, installing the elevator push - pull tube system and installing the aileron counterweights. (See related story on page 6)



... In issue 24 I described a visit by **Werner Maag** and his son to

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VISIT THE EXPRESS AIRCRAFT WEB SITE AT: www.express-aircraft.com



...So, You're Flying, But are you finished?

Not wanting to pour cold water on anyone's "parade", this subject may come as a bit of news to those builders who are struggling with Rib R, or installing windows, etc. You may not want to hear that the "building" process will actually go on long after the first flight - perhaps as long as you own your project.

Actually what you will be doing is undoing and redoing all of the things that you find that you should have changed, together with the discovery of new techniques, materials or technology that happened along the way to flight. You will also change your mind on some systems or components which you originally installed as a "really good idea".

Take the CBROS example for instance. Here are some of the things we have done since the first flight:

1) Modified the fuel valve manifold to allow discrete selection of any tank or any two tanks. Our original configuration had the two outboard tanks plumbed together, and the two inboards plumbed together with check valves mounted HORIZONTALLY, which hopefully would allow the system selected to burn off evenly and to eliminate either tank draining into the other. We found that we could not get an even fuel burn, as the check valves seemed to not want to unseat once flow was started from one side or the other. Not wanting to experiment further with the check valves, which we now think would have worked if mounted vertically, we opted to acquire and install two Andair, left, inboard/outboard and right, inboard/outboard fuel valves. (What the heck, it's only money, and the Andair valves are worth what you pay for them - order off their web page from England - US dealers don't know what they're doing and are slightly more expensive). Problem solved.

2) Removed and replaced fuel tank drain, Right main tank. In draining the tanks to calibrate the fuel system, too much pressure was exerted on the tank drain fitting (I'll leave who was responsible to your imagination, but it wasn't me!), breaking it loose from its internal mounting. Simply installing the G-10 insert as described in the original manual

caused this, (it is now) which did not require laminating over the insert on the inside when it was installed. Using a 2.25 inch dia. hole saw we cut a hole through the bottom wing skin, removed the skin, foam core and inner skin, complete with the original G-10 insert and fitting installation. After removing the drain plug, we then laminated two layers over the inside side of the "plug" we had removed and, using Hysol adhesive, glued the "plug" back into the wing, held flush with tongue depressors. Although we have not yet had to remove the drain plug, we are confident that it will work when and if required.

3) After flying for about 25 hours we decided to add a Sandel HSI and a Apollo GS 50 GPS to the instrument panel. Fortunately, we had a hole to accommodate the Sandel, in the proper location, but did not have an obvious place for the GPS. To install the tray for the GPS required moving the fuel flow/pressure gauge and the dual, fuel tank level gauge down about 3/8 of an inch. This required cutting out part of the panel and replacing it with an insert with new, relocated holes. Sounds easy, but with little room to spare, without removing the entire panel, it was difficult and time consuming. Moral: plan a complete panel before cutting any holes, including all possible additions.

4) The aluminum clad 1/2 inch balsa core shelf which we thought would provide a good ground plane for the Transponder and Marker Beacon antennas actually caused more problems than it solved. We had installed the shelf from the bulkhead at sta. 162 to a false bulkhead about 40 inches aft of 162. It seems that the aluminum caused reflectance problems with the Comm 1 antenna and we were unable to get consistent results from the Transponder and very short range and inconsistent results from the Marker Beacon. Since we also have the ELT antenna in the same compartment and the gyro for the HSI mounted on the shelf, when Ted, at the factory, installed the HSI, he relocated the Transponder antenna on the floor, behind blkhd 162 so that it now extends outside the bottom of the fuselage. (eeuuuu, dirty-dirty) Further suspecting the reflectance of the aluminum shelf we directly grounded it, and the

stainless steel battery box, also located immediately behind blkhd 162, to the ground side of the battery. With these modifications we were happy to find significant improvement in the performance of Comm 1, the HSI and the marker beacon. We are in the process of acquiring substitute material with which to replace the aluminum clad shelf and expect additional performance enhancement when complete.

5) Main gear wheel bearings were originally installed with the parts furnished with the wheels and brake assemblies and we were puzzled at the time by the fact that there was no washer supplied, or shown, on the exploded view drawing that was furnished, to install between the axle nut and the rubber face of the bearing. Naively believing that if a washer were required, it would have been included, we installed the axle nut directly on to the rubber face of the bearing. After many take offs and landings, the bearing seal began to fail. This time, instead of simply replacing the bearing, to get a new seal, we called MATCO and spoke to George Happ, which you old timers will remember for his work with WTI just before the "Oshkosh crash". George allowed as how there **should** be a washer between the axle nut and the bearing face, so he sent along some washers with the new bearings. It is important to remember that **the bearing seal should not rotate inside the wheel** when tightened - on the main gear as well as the nose gear. We actually discovered the extent of the seal problem when we attempted to install Cessna type axle nuts, which have a threaded extension on which to mount the outside of the wheel fairings. We continue the process of installing the main gear wheel fairings. *Hearing that Confession is good for the soul: While in the process of removing the wheels to replace the inner bearings, we discovered that we had inadvertently installed the rotor on the left brake backwards. Needless to say, although it seemed to work OK, we corrected that little problem.*

6) The stainless steel exhaust system, as furnished by the factory was getting the bottom of the fuselage, back of the firewall, very hot and actually turning the



... But are you finished?

(Continued from page 3)

"paint" brown. The first fix we tried was the installation of a 5X7-inch stainless steel plate on 3/16-inch standoffs for each side. Not enough - the bottom was getting a darker brown. Final solution - weld an additional 5 inches of stainless tubing to each exhaust header angled slightly downward. Simple process, but it required the removal and replacement of the complete exhaust system, including EGT probes.

We expect more changes as we proceed.

... Breather

(Continued from page 1)

To make a long story short, we replaced the reduced fitting with the original 1 inch fitting in the rear case, added a 3 foot piece of 1 inch tubing from there, overboard at the lower rear of the cowl and bypassing the air/oil separator, tied it down and, Voila!! we flew it for an hour - no leak! Now we have flown it for about 20 hours since replacing the tube and are getting only a fine mist on the bottom, which seems to be coming from the breather tube. We are finally at the point where we don't have to pull the cowling after every flight.

The moral to the story: DO NOT restrict your breather, brother!

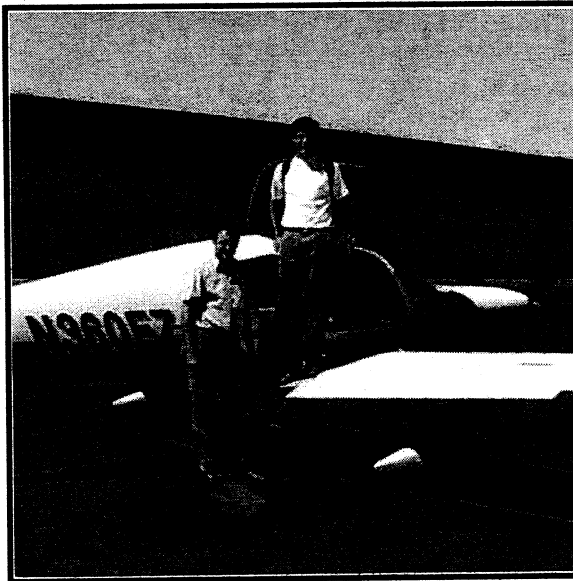
We have yet to decide what to do about "processing" the breather exhaust.

Any suggestions out there??

... Strings

(Continued from page 2)

LVK. At the time we closed out the issue I had mislaid a picture of the two of them so was unable to include it



with the story. I have since located the picture and include it here, above. In the picture on the left is Werner with his son, Florian, posing with Jerry Sjostrand's N-360EZ.



... Recently heard from **Edwin Maudiere**, another French connection, with some questions about construction details related to his VM-1000 EFIS system, a Pilots Operating Handbook and a request for the forms required for FAA Experimental Certification. Apparently his plan is to register his *EXPRESS* with a U.S. N number through the Paris office of the FAA, and use the new European Joint Airworthiness Authority (JAA) regulations to subsequently register the plane with the DGAC (French FAA). We have mailed him a large packet of information which we obtained from our local (Oakland) FSDO, and a copy of

CBROS' POH.

Edmond noted in his Fax that he plans to return to the U.S. during the second half of August of this year.

For you wine connoisseurs, Edmond has a business connection with one of the major wineries in the Napa Valley. He also noted that he has at least another 100 hours of labor to go until the plane will be ready for its first flight.



... A new *EXPRESS* owner **Sherman Chaplin** has recently brought a CT example he purchased from Joel Biggs, who built it in Florida, to it's new base at LVK.

With about 100 total hours, the trip from FL to LVK was not without it's problems. The plane is powered with a Continental engine with its inherent injection system return anomaly, and the original fuel line plumbing for the four tank setup was not providing a reliable way of managing the fuel burn. He is currently "recovering" from his honeymoon and just beginning to sit up and take nourishment - and consider the problem(s) with his new toy.



... Builder **Richard Martin** has purchased the project started by Skip Popiak and has it in Colorado Springs. Richard is a very active member of the very active EAA Chapter 72 (www.eaa.72.org) and is currently their newsletter editor. (you have my sympathy Richard)

(Continued on page 5)

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... Strings

(Continued from page 4)



... At least 12 builders completed and returned copies of the builder survey we included in Issue No. 23.

Some interesting information included the response from **Keith Searcy** in Greenwood IN who noted that he is installing a TIO-540-51AD, twin turbo, 350 hp Lycoming. The engine installation will include dual electronic ignition, multi-port high pressure fuel injection system, and internal ceramic/solid lubricant mods. The top exhaust engine features the turbos mounted like #7 and #8 cylinders.

Ed note: *Looking forward to pictures of this installation.*

... Builder **Bruce Newlan**, Napa, CA responded that his Series 90 tail dragger is almost ready for flight. Bruce has had some alignment problems with his main gear and has had to extensively modify his original tail-wheel installation. Bruce has installed a Continental IO-550G which will develop 300HP.

... **Shane Mahoney** reported that he has moved to Evergreen Sky Ranch near Auburn, WA. (see: 51WA on your sectional) The development has its own airstrip and invites any *EXPRESS* visitors who find themselves in the area. Call ahead! (425-557-9086)

... Builder **Glen Farley**, Marysville, OH sent along a pic of his IO-360 powered Ct Model. He should be flying by this time.

... **Bob Kazmierczak** wrote that his first flight was on 5/1/00. Cruises at about 170 MPH, 2000 lbs empty with 600lbs on nose gear. Some mods

he made include Glassair type piano hinged rudder, "screwless" engine cowl, self aligning bearings in the aileron system with the flap drive motor in the right wing. Bob designed and installed an elevator push-pull tube system. He noted under "other" that he needs his head examined!!

... Builder **Bob Wallace**, McAllen, Texas, allowed as how he was ready for FAA inspection of his Series 90 example in September, 2000. One of the "special Features" he included is that he "made it this far". He also noted that he has a "tilting" instrument panel. He has installed a 280 HP, IO-550G Continental engine and should be flying by this time.

... **Kirke Watkins** is working on his Series 90 conversion. (new tail—single door) He was having fun installing and removing his wings several times. Kirke has chosen an IO-540, A1A5, 290 HP Lycoming for power. He notes that he has moved much closer to the airport, allowing him more time to work on his project.

... **Dr. Robert Henderson**, Woodbine MD, indicated that he has a Lycoming IO-540 for his CT project and is planning to use composite main gear legs.

... Thanks also to builders **Dick Lind, Harvey King**, (not a doctor) **Steve Bussey**, and **Bill Sommer** for their responses.



... Builder **Lee Schoenfeld** who is currently based at the Marina, CA airport (the former Fort Ord facility) called to discuss his preparations for the FAA airworthiness inspection he had scheduled for June 27th. Lee has been an occasional visitor to the

CBROS hangar and has been working on his example about as long as CBROS has. He has installed a Lycoming IO-470 which will develop over 300 HP. Lee plans to test fly his *EXPRESS* himself as he is a 5000 hour pilot during which he says he "has flown a lot worse". In our discussion we again found a marked difference in the approach to certification of different FSDO's. Not having a certified engine or prop he is not particularly looking forward to the 40 hour requirement—with the cost of fuel being what it is.

It looks like the number of flying members of the *EXPRESS* family is growing every day.

Keep on laminat'in!!



Way Back East In "Virginni"

Your editor's 10 day visit to Virginia to assist builder Jim Lewis with some basic FRP instruction and a better understanding of the flexibility of composite construction was filled with activity. To get as much done as possible, work on the AC basically proceeded on an 8 to 12 hour day schedule. At the same time Jim attempted to keep his Roofing Consulting business on track, facing a schedule with 33 active projects. Having the usual Virginia early summer weather, we were saved by having an air conditioned shop.

Jim had purchased the Auriga project started by Tony Rossi, but had come to the point that he was unsure about proceeding without a "second opinion". The work Tony had completed was found to be accurate, neat and altogether well done. This made completing additional work easy to take up where Tony had left off.

Part of the problem Jim faced was a lack of documentation on some critical procedures. (anyone heard that before?) Included among the missing was information on the installation of the Elevator push/pull tube system that Jim had purchased from the Factory, and information regarding the installation of the reinforcing plates which are to be bolted to the main gear legs, and the main gear leg clamping brackets which mount on Rib R which are much different than the normal EXPRESS bracketing.

As usual, the EXPRESS "family" came through again. Searching for help we finally got in touch with Auriga builder John Harlow, Hobe Sound FL., who went out of his way to explain how, and where, the reinforcing plates were to be mounted on the main gear legs, and followed up with step by step documentation. John also described how the Rib R mounting brackets needed to be reworked to accept the Auriga clamping bracket system. Once John explained the clamping system, things began to make sense. It turns out that the Rib R bracket needs considerable attention to the extent of

grinding off one edge of the bracket and possibly having to weld up the original holes and re-aligning them on Rib R so that the Auriga clamping brackets will install as intended.

The push/pull system was another matter.

After locating all the parts furnished in the factory package, we began by placing the major components in their relative positions. The first logical step was to assemble the forward bellcrank/flap torque tube parts. This should have been a reasonably straight forward procedure, but as things would have it, it seemed that the bearings installed on the bellcrank would not slip on the shaft. Instead of

ing done on factory builder assist projects was required. Given the amount of room taken up by the 1.25 inch dia push/pull tube behind the aft shear tie, Jim decided to opt for the push/pull system and is in the process of locating a source. In spite of these problems we were able to mount the forward bellcrank, install the control column to forward bellcrank tube and locate and install the mid-bellcrank assembly located behind bulkhead 162. CBROS brother, John, saved the day by shipping a piece of 1/2 inch G-10 we needed to install the aft bellcrank assembly

While all this was going on we also located Ribs J and I by confirming the locating marks made by Tony. They were right on! To acquaint Jim, builder Laslo Zamoli who drove down from his home base in PA, and stayed two days and Glassair builder Bob Lum of neighboring Palmyra, VA with the technique of using aluminum tape to duplicate the shape of a part, we laminated cap strips for the installation of Rib J. They were then attached to the Rib.

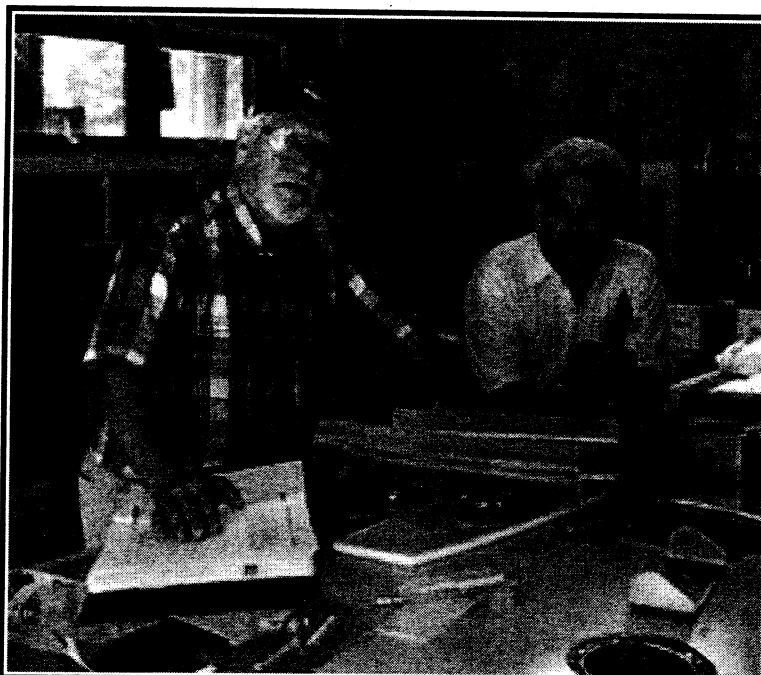
Another procedure completed was the installation of the spar blocks.

All in all we had a very busy 10 days (8 working and two traveling) and did not accomplish all that we had on our original agenda, but did manage to complete a wide sampling of techniques and procedures that will help

Jim to proceed with some confidence.

Imagine if you will, living 35 miles from the nearest hardware store, and a whole lot further than that from the nearest EXPRESS builder.

My thanks to Jim and Nancy Lewis, and "the boys" for their most gracious hospitality, including the visit to Monticello. I must have been a reasonable guest as Jim has asked for me to schedule another visit in the fall - we'll see!



Above: Jim Lewis, left and Laslo Zamoli with Rib J and landing gear bracket problem

stopping there and asking for help from the factory, we pressed ahead by slightly turning the shaft down so that the bearing would slide on and rotated easily. A later conversation with Larry Olsen revealed that apparently some of the shafts produced by a sub contractor were not within tolerance, which explained the "force fit". Larry graciously offered to replace the assembly should Jim feel it necessary. With the bellcrank assembled, a decision whether to proceed with the standard rudder cable/pulley system or the alternate of using push/pull cables, as is currently be-



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FOR SALE FIRST CUSTOMER BUILT CT

N-119NC - 1991 Wheeler Express
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IO-360-C1E6
certified engine and prop

IFR Panel w/Loran, hand held GPS,
Oxygen/4, TV and more...

California—Oshkosh Nonstop!

Asking 145K

Call Dennis Warner at: 530-265-6454
E-mail: warnerx@jps.net

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:

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

WANTED:

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

FOR SALE

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

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

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.

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

NEW PARTIALLY COMPLETE EXPRESS CT FOR SALE:

Current owner has developed a
health condition which prevents his com-
pletion of a partially built CT example.

All major fiberglass work complete
except for flaps and ailerons. Windows
not installed. Complete kit w/Many ex-
tras. Descriptive video available.

For details call: 610-746-2618

Or E-mail to: zamalama@aol.com

WANTED:

EXPRESS builder Don Adamson 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
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
Edinburgh, Indiana.

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

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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.

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.....*EXPRESS LINK*



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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.

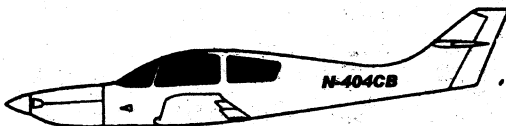
Usually, any departures from factory specified procedures have been cleared by the factory, but there is no guarantee that this will be the case 100% of the time.

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.

The *EXPRESS Link* is published for use as an informal "link" between individual *EXPRESS* builders.

EXPRESS LINK

4863 PRIMROSE LANE
LIVERMORE, CA 94550



.....*EXPRESS LINK - No 25*