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LOBO
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chesterfield, MO 63005
www.lancairowners.com

From the President



jeff edwards

Spring has arrived here in Missouri, site of our October LOBO/Lancair fly-in. The dogwoods and redbuds are blooming. Spring weather is announcing itself in loud tones across the country, following on the heels of cold winter weather throughout much of the US. For most of us spring heralds the start of the General Aviation flying season. Sun 'N Fun in Lakeland, FL saw its share of spring thunderstorms and even a tornado. Although there were no deaths, many aircraft were damaged. Fortunately, no Lancairs were destroyed.

LOBO hosted its third annual LOBO dinner at the Huntington Hills Country Club. Forty seven Lancair friends attended the get together, enjoying talks from Jim Parker on Caribbean flying, Doug Meyer on Lancair, and Dave McCoy on insurance. Check out our social event schedule in this issue to make your plans for our dinner at Oshkosh AirVenture and the first LOBO/Lancair fly-in at Branson, MO in October.

I can assure you of this: LOBO's social chair, Claudette Colwell, and her contemporary, Lisa Williams at Lancair Inc. are organizing a premier event; it will be one to remember! Branson promises to be a marvelous venue, including a lovely autumn setting along the shores of Table Rock Lake.

Many thanks to Claudette and Lisa for organizing the fly-in. Contact them and

sign up if you haven't already made your plans!

Troubling Numbers

On a more serious subject, LOBO members have made great strides in reducing the Lancair accident rate; however, there remains much to be done.

We have had six serious or fatal accidents so far this year. This equals all serious accidents last year and we are not even to June.

Among the accidents were a two-fatality 360 crash in Chesapeake, VA involving a suspected engine malfunction which prompted a turn-back to the airport and subsequent low-altitude stall; a new IVP forced landing (fortunately with no injuries) in Mexico; a 360 forced landing in a median strip on US Highway 400 near Atlanta (again no injuries); a Legacy loss of control on landing following flight in icing conditions with an inoperative electric deice system; a single fatality 360 accident whose pilot attempted flying through a blizzard on his way home to SOCAL from Colorado; and regrettably, our first LOBO member fatality involving a downed Legacy in South Carolina (details still pending).

If you haven't already done so, please get involved with recruiting for LOBO. Getting more Lancair owners and pilots involved with our organization will only serve to help the entire Lancair community. If you know or meet a non-member—urge them to join. This is especially true for "new to Lancair" pilots. LOBO's magic resides in its members who mentor these fledgling Lancairians.

When you are speaking to a non-LOBO member about membership, keep in mind LOBO is making great strides to improve our flying community for both our pilots and their families with flight training programs, social events and

more people collaborating on various sub committees, including one focusing on experimental amateur built aircraft. The FAA's goal is a 10% reduction in the total GA accident rate. LOBO was recently recognized for its

and the coalition will seek to advertise that message to promote membership. Rod has tasked my friend John Lohmar to get the ball rolling on this project. I met John at the airport where he and I hangar our airplanes. He is a captain for

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maintenance clinics—all designed to foster a culture of safety and members watching out for each other.

What Else Is New?

LOBO is continuing its efforts to improve GA safety on other fronts as well. In March I attended the General Aviation Joint Safety Committee meeting at GAMA's HQ in Washington, DC. This kick-off meeting brought many segments of the GA community together in partnership to develop strategies to reduce GA accidents. This multiyear project will involve many

work on AC 90-109 - Airmen Transition to Experimental or Unfamiliar Airplanes. Several LOBO members participated in its drafting and development. [Click here](#) to download a copy of your own. I encourage you to take a look at it if you are new to Lancairs or are beginning your Lancair flight training.

LOBO recently accepted an invitation from the EAA to be a charter member of its coalition of type clubs. This is an idea I floated with EAA President Rod Hightower several months ago. Type clubs have proven successful at improving safety for their members,

American Airlines, a Reno T-6 racer and an EAA member. Part of the message LOBO brings to the table as we work with organizations like FAA and EAA is that type clubs work! LOBO's experience of the past two years reinforces the idea that pilots who belong to type clubs have a much lower rate of serious accidents.

If you or a Lancair friend needs type-specific training check out our website for flight instructor information.

Have a great spring and fly safe!

For questions or comments contact Jeff at j.edwards@lancairowners.com

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Blast From the Past

The following article was originally published in the April 1988 edition of Sport Air magazine and is presented here by permission.

LANCAIR!

jack cox

Several years ago Ken Brock and I visited Lance Neibauer at his shop in Gardena, CA to see the new all-composite homebuilt he had designed and was in the process of building. He had just hung the engine and had the airframe sitting out in the parking lot of the little entrepreneur's office/shop complex where he was renting space. The hand made prototype was powered with a Continental O-200 yanked off a Cessna 150 he had bought to serve as a source of parts. In those days, the airplane was known as the Lancer 200 but that evolved into the

Lancair . . . after a firm that had previously used the name "Lancer" complained. Besides being impressed with the beautiful lines of the fuselage, in particular, I recall being amused by the comments of some builders who were already camped on Lance's doorstep awaiting the first kits.

I had interviewed Lance a couple of years earlier at a fly-in in Arizona where he was showing his very fast KR-2, "Sweet Mildred" (after his mother), and I knew that his goal with the Lancer 200 was to take the next step beyond the VW powered KR-2 to a molded composite airplane powered with an aircraft engine . . . but retaining the concept of very high performance and economy on low horsepower. The O-200 and, later the Lycoming o-235 were to be the biggest engines his airframe would accommodate, but in talking with his would-be builders, the very first thing I learned was that a couple of them planned to use a Lycoming O-320 . . . and they knew of

another fellow who wanted to use an O-360! Lance just shook his head in resignation.

What was happening to Lance before he could even get the cowling fitted over the prototype's o-200 was simply another manifestation of the oldest and most steadfast truism in homebuilding — to wit, no amount of horsepower is ever enough for some builders.

The Lancair would go on to become one of the real success stories of the late 1980s, with the 235 version being sold faster than kits could be made. Lance would move his business to the famed Santa Paula, CA airport, occupying a modern building large enough to devote a portion of it to a supervised builders' workshop area. Here, kit purchasers could build all or part of their Lancairs, with the designer and other experienced personnel around for whatever assistance and advice they might need.



DON GOETZ'S LANCAIR. PHOTO BY JIM KOEPNICK.

Through it all, however, Lance never enjoyed a day of respite from the Fiends of Fast who bugged him incessantly to approve a larger engine. He held out for a couple of years, but finally relented when it became obvious that a significant number of his builders were going to install O-320s . . . or worse . . . whether he approved or not. Better to get involved and ensure the job was done right than to leave the task to well meaning, but not always technically qualified builders, he reasoned.

The first Lancair to be built specifically for an O-320 was the bright blue machine you see pictured in this article along with Lance's O-235 prototype. It belongs to Don Goetz of Santa Paula and was built in the Neico Aviation shop. It is a modified 235 rather than an all-new airframe. The structure had to be beefed up to handle the extra weight and speed and ventral fin area had to be added to counteract the increased R-factor. A new cowl was built for the O-320 and the landing gear was made to stand taller to provide clearance for a longer propeller.

Don's first flight came in early June of 1987 and a couple of months later he flew east to Dayton, Ohio to receive a Wright Brothers Award for his handiwork. Afterwards, he joined Lance and Bill Tracy, who had just

completed a Lancair 235, for the big week at Oshkosh '87. At the end of the year, Don and his wife, Carolyn, loaded up and headed south . . . ending up in Costa Rica. Because of some exorbitant fuel prices and a fine for his failure to appease the bureaucracy in a Central American republic that shall remain nameless,

Dan flew non-stop from Costa Rica back north to Mexico, covering nearly a thousand miles before landing. At one point he and Carolyn were 80 miles out to sea . . . in an effort to stay well clear of the unpleasantness in Nicaragua. By the time the Lancair touched down back at Santa Paula, it had been flown about 6,000 miles, including side trips, and had performed flawlessly. At the conclusion of its first nine months of existence, it had been flown about 300 hours!

Once Lance decided to produce a kit specifically for the Lycoming O-320 series, an engineering study was done, the outcome of which was the decision to make tooling for a completely new fuselage. Since a longer fuselage would be required to handle the heavier engine and a constant speed propeller, Lance took advantage of the opportunity to enlarge the cockpit some, also. It was made an inch wider and given three inches more headroom to accommodate guys who shop in the big and tall department of

their favorite haberdasheries.

The engine was mounted two inches further aft for CG purposes and up an inch for added prop clearance . . . and the aft fuselage grew 8 inches in length. The vertical fin and rudder took on a few added square inches of area, also. Calculations showed the gross weight would increase by about 225 pounds, so the structure was beefed up as needed to retain the 9 G ultimate load rating of the Model 200 and 235. The wing planform remains the same, but the structure was made stronger. The flaps were enlarged, so that even with a higher wing loading, the landing speed will be about the same as the lower powered models.

In mid-February, the prototype of the new, enlarged Model 320 was nearing completion. It will sport a Hartzell propeller with the firm's smallest hub and the same 66 inch wide chord blades used on the Derringer light twin. An all new oleo landing gear has been built that is 3 inches longer than the old one used in the 235, and it features internal shimmy dampening — by means of friction between the telescoping components.

The Lancair was already a very fast airplane, and with the O-320, a top in the 250 mph range is expected. The biggest gain is expected to be in rate of climb, however, and that will be due to the use of a constant speed propeller.



LANCE'S PROTOTYPE 235. PHOTO BY JIM KOEPNICK.

In late February, we checked in with Lance to get the latest word on the progress of the new Model 320 Lancair for this article. Since the formal announcement of the 320 at Oshkosh last summer, 98% of the orders received have been for the new model. . . and at the present rate of kit production, Lancairs are sold out for the entire year of 1988! Needless to say, planning was underway to increase the output of kits at High Tech, the firm that molds the parts for the Lancairs. This is a big problem for all the companies that make molded composite air-craft kits. Only so many parts can be laid up and cured in a set of molds in a given period of time and the only ways to increase output are to make more molds, hire more employees and/or go to additional shifts. Molds are very expensive, how-ever, and it takes time and still more expense to train additional workers . . . all of which suddenly become ruinous liabilities when sales level off, as they inevitably do someday for all designs. None of the homebuilt kit producers, composite or otherwise, can afford to have tooling, materials inventory and employees going unused, so a backlog of orders always has and always will be



LANCE NIEBAUER. PHOTO BY JIM KOEPNICK.

a fact of life for popular designs.

At present, Lance says his firm has the capability of shipping ten or eleven kits a month, but he thinks that can be upped somewhat for the short term while initial demand is so high for the 320.

Asked about other Lancair developments, we learned that an even dozen kit built Model 200 and 235s are now flying and that they are expected to start popping out of home workshops in really significant numbers this spring and summer. Lance estimates that nearly 800 persons have

been given demonstrations rides in the company airplanes, including Don Goetz's 320 prototype, and that most pilots have been very enthused with the design. The only negative has been with a small percentage who, initially at least, find the responsiveness of the controls to be a little intimidating. This, of course, has always been a factor in the homebuilding world, simply because homebuilts are usually smaller and often much faster than the factory aircraft pilots have previously flown. At first Lance attributed this to the type of airplane in which people had the most experience, especially those factory jobs that are exceptionally stable in pitch. Ultimately, however, he has come to realize that the biggest factor is the plain old adaptability and motor skills of each individual. He's had low time pilots who have flown nothing but Cessna 172s adjust to the Lancair's quicker controls in just a few minutes of time . . . while some high timers who tend to be just a little ham fisted never seem to get the hang of it. Most of the former go absolutely wild over the

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"sports car-like handling" while the latter ask if something can't be done to make the airplane a little less "sensitive" . . . which is something I've heard from homebuilt designers for the past 25 years. In an effort to make the airplane pleasant for the widest range of pilots, Lance has experimented with an elevator bob weight and has found he can tailor the pitch to essentially whatever "feel" he wants. This may become an option in the future.

Another interesting development is the fact that DuPont is having an all Kevlar Lancair built in the factory molds. Actually, several DuPont products are involved — a Nomex honeycomb core and some carbon fiber and Tedlar where appropriate. The project is a promotional instrument to show off the properties of the firm's materials, and, indeed, the resulting airframe will be 25% lighter and quite a bit stiffer than with foam and glass. It would cost about \$2,000 more to produce a kit with these materials, however.

While it is doubtful if government economists pay a lot of attention to the homebuilt aircraft kit market, it is interesting to note that the industry is doing its share to help this nation's continuing balance of payments problem. With the dollar currently so



devalued in relation to foreign currencies, sales of almost all the popular kits in other countries have been up over the past year. Lance says he has sold Lancairs in 13 nations, with West Germany and Switzerland having been particularly good. It would be intriguing to know, wouldn't it, how 1987 foreign sales of homebuilt kits compared to those of factory builds?

Anyway, the first Lancair 320 built in the new tooling should be flying by the time you are reading this and, possibly, could be at Sun 'n Fun at mid-month. It

will be at Oshkosh this summer and Lance expects it to have a lot of company, mainly customer built 200s and 235s. Model 320 kits are now being shipped, so next year we should be seeing the first of those completed by EAAers.

If you have a lead on a stray Lycoming O-320, better grab it while you can!

Guest Commentary

This edition's guest commentary comes from Lancair's Director of Marketing and Sales, Doug Meyer.

The eighth completed Lancair Evolution kit took its first flight recently at Redmond, OR. Owned by Scott Saldana of Chicago, IL, this great looking aircraft (above) is the first Evolution to sport a five-bladed MT composite propeller.

Mr. Saldana was assisted by Brian Harris in the construction his aircraft, and the stunning John Stahr-designed metallic green, pearl white, and black paint was applied by Coachmasters in Bend, OR.

The aircraft is currently flying daily, building time to complete its 40 hour Phase I fly-off period. The latest Evolutions are flying with very few squawks right from the first flight, with most requiring only minor adjustments to rigging and the new Pratt & Whitney PT6A-135A turboprop engines.

There are 28 more Evolutions under construction by owners around the US,



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so watch for more to be flying very soon.

Upcoming MX Clinics

Ada Municipal (KADH) Ada, OK

When:

- 14 May

What

- Engine baffling and cooling
- GAMI Injectors

Who:

- George Braly
- 580-436-4833
- gwbraly@gami.com

Manassas Muni (KHEF) Manassas, VA

When:

- 11-12 June

What

- Inspection/maintenance all models

Who:

- Bob Pastusek
- 757-286-4802
- rpastusek@htii.com

Lawrence Municipal (KLWM) Lawrence, MA

When:

- 25-26 June

What

- Inspection/maintenance
- Flying in the northeast US

Who:

- Bruce Ryan & EAA Chapter 106
- (Penny Bowman)
- 617-510-527
- bruceryan@msn.com

Taney County Apt (KPLK) Branson, MO

When:

- 7-9 October

What

- Mini-Seminar at the Fly-In
- Nose gear strut servicing

Who:

- Bob Pastusek
- 757-286-4802
- rpastusek@htii.com

** You can find the most up-to-date list on the [LOBO web site](#). Check back often as seminars might be added anytime!*

Details

It is important that you register your intention to attend a clinic with LOBO at www.lancairowners.com so we can prepare facilities, handouts and amenities. There will be a nominal attendance charge for each participant (\$25-50 depending on our material costs), and we reserve the right to cancel any clinic if the pre-registered attendance does not justify the expense and time to prepare and execute it.

Likewise, we need your early commitments—and money—to plan and execute these, so we'll accept your cancellation up to the day before and provide a full refund of your pre-payment.

We still need volunteers to host clinics in other parts of the country. ***Please lend a hand if you can;*** it's a rewarding and worthwhile experience, and you might even learn something...

For more information or to volunteer to host a clinic contact Bob directly at rpastusek@htii.com.

Social Occasions



claudette colwell

The date for the inaugural Annual LOBO/ Lancair Fly-in, scheduled for October 7-9, 2011 at Branson,

MO is rapidly approaching, and the way things are shaping up is cause for tremendous excitement!

First, we've had an outstanding response from vendors/sponsors. In addition to major sponsors Garmin, Lancair and NationAir Aviation Insurance, we'd like to thank Pratt and Whitney, AmSafe, Moritz Aerospace, Electronics International, Aircraft Spruce, Hartzell Propellers, Lycoming, Park Advance Composites, E-mag, Risse Racing, Heaven's Landing, Vertical Power, Barrett Precision Engines and TruTrak for their support. Additionally, many other vendors have indicated a desire to participate, but have not yet decided on a sponsorship level—watch this space because there is more excitement to come!

As announced earlier, we also have George Braly of GAMI presenting a forum on an alternative 100 LL fuel – something near and dear to our hearts, and our engines, which are the hearts of our planes.

We're also happy to announce a special event for our Lady Lancairians. Chico's, a shopping favorite with ladies, is hosting a Lancair ladies breakfast and style show in their store on Branson Landing on Saturday morning, October 8. Just a few steps from the Hilton Promenade, our housing headquarters, Chico's is a specialty retailer of private branded, sophisticated, casual-to-dressy clothing, intimates, complementary accessories, and other non-clothing gift items.

Chico's is offering a discount for all attendees, with a special gift for anyone volunteering to model clothes for the show. Please call me directly at (916) 712-1094 or [click here](#) to send me an email if you want to model. There are a limited number of slots for models, and half are already filled, so respond soon!

The activities will kick off in earnest at noon Friday with many Lancairians arriving as early as Thursday. We're planning a picnic-style lunch at the airport, followed immediately with the start to our airplane/forum activities.

The Friday night cocktail party at the Hilton Promenade at Branson Landing is scheduled for 5:30p to 7:30p. Branson boasts a variety of evening entertainment, including an assortment of over 100 different shows. For those looking for a bit of local flavor, we've left you plenty of time after the cocktail party to sample some good old-fashioned family entertainment, Branson style!

NOTE: While you can purchase show tickets in a number of locations, the Branson Chamber of Commerce recommends either the Branson Tourism Center or Terry's Tickets.

Saturday morning we'll have a continental breakfast at the airport before a day of forums, hands-on exhibits and demonstrations, including one on servicing landing struts, and much more. Lunch will again be picnic style at the airport. The banquet Saturday night starts at 6:00p, and promises to be memorable.

Sunday morning plans include a continental breakfast and the fly-in

wrap-up.

The Hilton is offering the "Lancair special" for 3 additional days before and after the fly-in if you want to stay and take advantage of the many attractions Branson has to offer. Visit www.branson.com to see what's what!

Stay tuned for more details, but make your reservations now directly with the Hilton Promenade at Branson Landing (417.336.5500). There are a limited number of rooms blocked for us at the "Lancair" rate, and over half are already booked. Also, don't forget to send your registration fee to Lisa Williams at Lancair by either check or credit card. We need your registration fees by June.

Your registration of \$75 plus \$50 for accompanying spouses (Saturday only attendance is \$50 plus \$40 for accompanying spouses) includes: Fri/Sat picnic lunch at the airport; Sat/Sun continental breakfast at the airport; Friday night cocktail party; Saturday night banquet; plus all forums and activities. The Lancair rate for rooms at the Hilton is \$139 (while still available). You must phone the Hilton directly for this rate.

Save the Date
LOBO Oshkosh Annual Banquet
Hilton Garden Inn, Oshkosh
1355 W. 20th Avenue
5:30p - 9:00p
Thursday, July 28, 2011

Our third annual banquet (has it been that many already??!!) at Oshkosh AirVenture is coming fast. Plan a relaxing evening with great company, sumptuous food and fascinating

upcoming events

MX Clinic

When: Jun 11-12, 2011

Where: Manassas, VA (KHEF)

Get inspection/maintenance tips from the experts—all models.

MX Clinic

When: June 25-26, 2011

Where: Lawrence, MA (KLWM)

Along with inspection and maintenance techniques, get the lowdown on flying in the Northeast US.

LOBO AirVenture Banquet

When: Jul 28, 2011

Where: Hilton Garden Inn—Oshkosh, WI

Take a break from OSH at our annual LOBO banquet. Enjoy a delicious meal, great conversation, and find out how to set new transcontinental speed records!

1st LOBO/Lancair Fly-in

When: Oct 7-9, 2010

Where: Branson, MO (KPLK)

Two full days of all things Lancair—food, forums, flying and fun! DO NOT MISS THIS EVENT!!!

For the latest information check our website at www.lancairowners.com

entertainment hosted by LOBO and NationAir Insurance.

If the chance to meet and greet with fellow Lancairians isn't adequate motivation to attend this year, LOBO



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has arranged for an intriguing guest speaker in Mark Patey. Mark and his twin brother Mike set new transcontinental speed records in their Lancair Legacys this year. For an idea of what to expect take a look at Mark Sletten's article based on his interview with Mark Patey. I can't wait to hear Mr. Patey speak about his tremendous accomplishment!

As we have for past banquets, reservations are required. Our banquet venue must have attendance numbers in advance, and LOBO must pay for the banquet no later than July 14.

The Hilton Garden Inn, an easy AirVenture shuttle ride from within the grounds, is at 1355 W. 20th Avenue. This year we are offering transportation to the dorms following the banquet, just notify us at the banquet sign-in table.

This year's delectable menu includes a 2 entrée buffet, complete with all the trimmings. Along with the same wonderful meal and great service we've come to expect from the Hilton, the no-host bar opens at 5:30p.

Important Reservation Information

Tickets for the banquet must be purchased in advance. Cost is \$25.00 per person if purchased prior to our reservation deadline of July 14, 2011.

****COST IS \$35.00 PER PERSON IF PURCHASED AFTER THE JULY 14 DEADLINE.****

Late reservations create a number of scheduling challenges for both the organizers and the Hilton Garden Inn – **SO PLEASE REGISTER BEFORE THE DEADLINE!**

You may purchase your tickets using the PayPal link at LOBO's website, or with a check payable to LOBO mailed to:

LOBO
18437 Edison Avenue
Chesterfield, Mo. 63005

Checks must be mailed no later than July 14.

We would like to know who is attending for nametags, so please [click here](#) to send an RSVP via email. Please include your name, the name of your guests (if any) and your aircraft info. If desired, you may add a short note with this information to the envelope if you are paying by check.

WE'LL SEE YOU THERE!

for questions contact Claudette via email: c.colwell@lancairoowners.com

Editor's Corner

mark sletten



Well, summer is almost here, which means another flying season without an airplane for me. I've been thinking about

motivation to build a lot lately, as you can imagine a builder whose project is approaching its seventh year might. For this edition of LOBO News, I got the chance to speak with Mark Patey, who has agreed to speak at this year's annual LOBO Banquet. Mark and his brother Mike, both businessmen with families, have somehow found the time to build six aircraft... Oh, and set a couple of transcontinental speed records too. Given the length of time I've spent on my project, for much of which I haven't had a traditional job, I'm almost embarrassed my plane is still sitting in the hangar partially assembled.

There are many LOBO members who are building and who, I'm sure, would love to hear an inspirational builder's story to give them a motivational push to keep at it. [Please contact me](#) if you would like to share yours!

A Tale of Two Legacys

Mark and Mike Patey, twin brothers who live and work near Salt Lake City, UT are aviation enthusiasts, in every sense of the term. Two of the things



MARK & MIKE PATEY

they are most enthusiastic about are the Lancair Legacy aircraft they own—one for each of the brothers. They are so enthusiastic about their Lancairs, in fact, they decided their Legacys are the perfect aircraft for setting new aviation records, the "Speed Over a Recognized Course: San Diego to Jacksonville" in the C-1, C, I (Internal Combustion) class, specifically, as well as two World Records for "Transcontinental Speed", West to East and East to West in the same category. And so they did, in spectacular Lancairian fashion!

I spoke with Mark via telephone about the brothers' record attempts; he's engaging, quick-witted and very animated when it comes to his Lancair Legacy. The brothers' business requires Mark to travel extensively to all parts of the US from their base in Utah, and he much prefers the convenience of a private aircraft over commercial transport. Before building his Legacy

Mark relied on a turbo Cirrus SR22 to get around. "I averaged 800+ hours annually," he told me, "and over four years traded for a new SR22 each year."

During that time, even though he hated the hassle, Mark was still relying on the airlines for flights to the far reaches of the East coast. Since finishing his Legacy, however, he's used it exclusively for all his

business travel. "I estimate using the Legacy will reduce my annual flying hours from over 800 to close to 600," Mark said, this despite flying himself to destinations he previously relied on airlines for. "The airlines can beat me, door-to-door, by a half-hour or so for the eastbound leg of my regular

business trip to Florida, and maybe an hour-and-a-half coming back. Over shorter distances the commercial carriers can't touch my Legacy." The whole point being, for Mark, so he can spend more time at home with his wife and four sons.

Speaking of whom, Mark says his is an aviation family through and through. His wife's regular ride is a Zenith 801 sporting a 220 HP TIO-360, which Mark claims can get off the ground in under 100 feet, even at many of the higher elevation airports dotting the Rocky Mountains. "All of my sons are currently pursuing ratings," said Mark, "all of them plan to be licensed pilots."

Mark holds a plethora of ratings, including a recently earned seaplane endorsement. He's also a volunteer pilot with local law enforcement flying search and rescue missions in his Robinson R44—yes, he has a rotorcraft rating too! Of course, what's the use of all those ratings and endorsements if you can't use them? To that end, Mark and Mike keep a stable of aircraft readily available. Aside from the various certified aircraft they own and operate, Mark and Mike have built six aircraft including their two Lancairs, his wife's Zenith, various RVs, a Compair and an Epic.

So what motivates someone with so little apparent free time to pursue a world aviation record? According to Mark, "It was something fun to do with



my brother and a couple of friends," which sounds about right!

The Pateys' Legacys were not built strictly to plans: Each is capable of carrying 100 gallons of fuel, and both brothers opted for, shall we say, a bit more engine. Mark chose a Performance Engines-built twin-turbo Lycoming TSIO 580, while Mike went with a Continental TIO-550, also twin-turbo, of course. For the record run, Mark's Legacy sported a four-bladed prop, while Mike's had only two paddles—the three-blade Mike had ordered wasn't delivered in time.

I didn't ask whether the Pateys planned their record attempt while building, but the extra fuel certainly came in handy in the event. The brothers were able to complete their record flights—both east and westbound—with only one fuel stop in each direction. "With the right winds I think I could make it non-stop eastbound," Mark opined, "but for the record attempt we always planned for a single stop in the geographic center at Brownwood, TX."

Mark's planning, old hat for him given the number of transcontinental flights he flies each year for business, suggested he needed a 50-knot tailwind to allow use of max continuous power. Although it may seem counterintuitive at first, a tailwind allows a higher power setting. That's because even though it is burning fuel at a higher rate the tailwind yields a

"You can't believe how frustrating it is to configure the aircraft for lean-of-peak best-economy when you're trying to set a speed record!"

higher ground speed, and thus less time en route. You can do the math yourself, or you can take my word for it that less time en route results in a less fuel used, even if you are burning it at a higher rate.

For Mark, when it comes to setting a new aviation record, flight planning, organizing the paperwork, working with the National Aeronautic Association (NAA—the organization which would certify the record) and actually flying the route were easy. What was the hard part? Coordinating the work schedules of four busy people—the Pateys and the passenger each would carry.

As it turned out, the week when the Pateys and their passengers would all be free simultaneously was not optimum for winds. Mark says he averaged a net 17-knot tailwind for his record flight, which meant he was forced to use an economy-cruise power setting around 22 inHg at 2200 RPM for over two-thirds of the route.

Luckily, his Grand Rapids Technology avionics made the job of choosing a power setting a snap. "The system monitors fuel burn rate and calculates fuel remaining at destination in real time," he said, "so even slight changes to the power setting result in immediate changes to calculated fuel at destination." This little trick allowed Mark to maintain the most appropriate power setting no matter how the winds changed over the long route, allowing him to arrive with an appropriate fuel reserve.

Mark's frustration with the lack of tailwind was apparent during our talk.

He said if he ever makes another record attempt he will prioritize weather over work schedules. "I had 50 to 60 knots of direct crosswind for a long portion of the flight," he groused, "It wasn't until the final third of the route into Jacksonville I was able to push it up and



go rich of peak to best power. You can't believe how frustrating it is to configure the aircraft for lean-of-peak best-economy when you're trying to set a speed record!"

I asked Mark what part of the record attempt was the most fun. "The fuel stop at Brownwood; it was like a NASCAR pit stop!" The Pateys coordinated their fuel stop with the FBO on the field at Brownwood, TX (KBWD), and the ground crews were waiting for their arrival. The FBO set up cones allowing a rapid, unobstructed taxi right to the self-serve pump, adjacent to which they had pre-positioned a fuel truck. With two hoses and fuel nozzles available, they were able to fill both wing tanks simultaneously with a total of 85 gallons. "Including a quick relief visit behind the fuel pumps, we saw twelve minutes between touchdown and wheels up. The guys at the FBO were just great!" NASCAR indeed!

The result of all the work ("fun" according to Mark) is thus: According to the NAA, on March 11, 2011, Mark flew his Lancair Legacy on the eastbound course from San Diego to Jacksonville in 6 hours and 11 minutes (including the twelve-minute fuel stop), which the NAA computes to an average speed of 338.51 mph. That means Mark shattered the previous record of 6:59 by 48 minutes. What's more, Mike's new westbound record of 8:36 (nearly 244 mph) set on March 14, 2011 completely smashed the previous record of 15:39 by a phenomenal seven hours and three minutes

What do Mike and Mark look forward

to after such an incredible feat of airmanship? "We can't wait for someone to beat it," said Mark, "because then we'll have to do it again!" I asked Mark if he had anything to add before ending our talk. "People worry about me because I fly so much," he said, "but I worry about my pilot friends who don't fly enough. If I had only one piece of advice for pilots I would say stay safe, by flying—and staying current."

That sounds like good advice to me!

What's Your Story?

What are you building or flying? We are looking for great articles for each issue about Lancairs. Tell us what you are building or flying, include some pictures and tell us a story about your project and adventures. Authors selected for publication will receive a LOBO polo shirt.

FAA FYI

I don't know how many of you subscribe to the FAA's biweekly newsletter, which it calls *FAAST Blast*, but if you don't you should. Sure, the info you get from it is often old hat, but sometimes you get a gem worth taking to the bank.

A case in point is the April 18-22, 2011 issue advising of the FAA's new Advisory Circular 90-109. I've copied the text of the notice below:

FAAST Blast — Week of April 18-22, 2011.

Accident data indicates that a significant number of GA fatalities occur when experienced pilots first fly an unfamiliar aircraft, especially when they are the second owner or pilot of an experimental amateur built aircraft. To help address this issue, the FAA issued a new Advisory Circular (AC 90-109, Airmen Transition to Experimental or Unfamiliar Airplanes) which advises that all pilots should consider the first flight in any particular experimental airplane a test flight. This AC may also be useful in planning the transition to any unfamiliar fixed-wing airplanes, including type-certificated (TC) airplanes. It urges pilots to review the associated hazards and risks (outlined in the AC) and complete the recommended training.

This AC is part of the FAA's focus on reducing GA accidents by using a non-regulatory, proactive strategy to get results. [Click here](#) to view the AC.

As noted earlier, LOBO leadership figured prominently in the development of this AC, which likely replaced regulatory action the FAA was considering in response to the same rash of accidents that prompted the birth of LOBO.

I don't know about you, but to me this one instance of LOBO successfully lobbying to avoid regulatory action that could have significantly impacted the Lancair community is worth the annual dues!

About Our Sponsors

You may have noticed in this and the last edition of LOBO News what appear to be vendor advertisements. While these are indeed advertisements, vendors are not paying LOBO directly for them. Instead, we are providing ad space for vendors who have agreed to sponsor the LOBO/Lancair Fly-in this October.

The next page lists all the vendors supporting the fly-in, and the sponsorship level they committed to. The next time you are in the market for products and services for your Lancair please reward our valued sponsors with your patronage!

For questions or comments contact Mark via email: m.sletten@lancairowners.com

PLEASE THANK THE FOLLOWING PROUD SPONSORS OF THE 1ST ANNUAL LOBO/LANCAIR FLY-IN WITH YOUR PATRONAGE!

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