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## From the President

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Where did the summer go? It seems just yesterday we were at Oshkosh winding our way through the exhibit halls or enjoying the air shows. Today in Redmond the afternoons are warm but the nights are cool. Fall has arrived.

Speaking of Oshkosh – this year’s week long EAA extravaganza was threatened by stormy weather but EAA volunteers persevered and as usual the gathering was outstanding. Your LOBO board worked hard all week at Oshkosh representing you at several events including the EAA/FAA Amateur Built Safety Board meeting. Thanks to you we were happy to report the Lancair fleet safety record has improved dramatically.

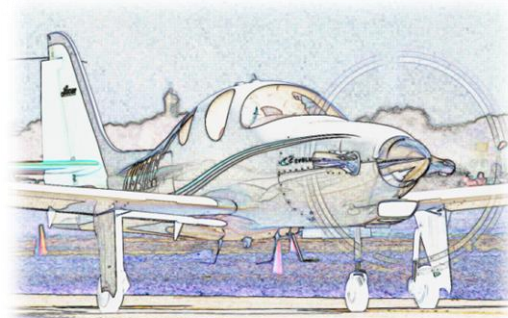
Additionally, your LOBO Board and our NationAir Insurance representative, Dave McCoy, met with several insurance underwriters to tout the improving safety record for the flying Lancair community.

Last but not least we enjoyed the annual Oshkosh LOBO social where LOBO member and USAF Major General (Ret) Pat Hallorhan regaled us with informative and entertaining stories about his illustrious military career flying the SR-71. Thank you Pat!

In August, I represented LOBO at a meeting in Kansas City with the EAA and FAA concerning drafting the new Advisory Circular on Pilot Transitions to Amateur Built Aircraft. LOBO has participated in this effort from the beginning. This is yet another example of how LOBO continues expanding the safety envelope.

LOBO is also recruiting and training new flight instructors to make your initial and recurrent training convenient and enjoyable. Two instructors have been added since our last newsletter: Bob Jeffrey of Bend, OR and Bill Harrelson of Fredericksburg, VA. Both gentlemen are high time pro pilots and outstanding instructors.

Those of you who read our last newsletter will recognize Bob Jeffrey’s name from his outstanding article on



the unforgiving nature of engine loss in high performance aircraft. If you made it to this year’s air races at RENO you will have learned why Bob is so well

versed in engine-out procedures for high-performance aircraft: it’s because he likes to race them!

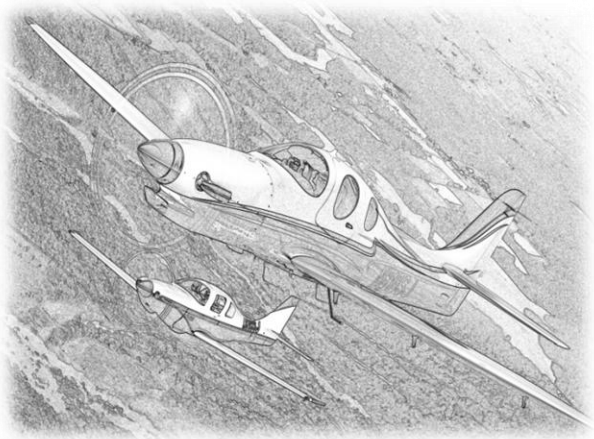
This year Bob took first in the Sport class Silver race flying his Lancair Legacy named “I Dream of Jeanie.” And just to prove an air-racing LOBO instructor isn’t an aberration, another LOBO instructor, Ernie Sutter, placed fifth in the Sport class Gold race!

Congratulations to all the other Lancair racers at Reno – including Lee Behel,

Vince Walker, Lynn Farnsworth and Pete Zaccagnino.

### LOBO Training

The LOBO flight training program continues to grow. With the addition of several new instructors anyone around the country should be able to get initial



or recurrent LOBO training when they want it and where they want it.

Two things you should consider before seeking LOBO flight training: The first is scheduling. As in, don't wait until Thursday to go looking for a qualified instructor to do your initial Lancair training on Friday. Try to schedule as far in advance as possible.

The second is "airworthiness." The squawk list on the aircraft you wish to use for training shouldn't include items affecting its airworthiness. All avionics should be in good working order with all calibration work performed and checked. IFR certification should be current. You should discuss the maintenance status of the aircraft you wish to use with your LOBO instructor prior to scheduling. Significant airworthiness issues will likely preclude training, which could prove costly to you.

Occasionally, interested owners ask about the initial flight training program. Questions include the length of the program, number of days, number of flights, etc. The initial program is scheduled for twelve hours

of ground school and six flights. Obviously, the number of flights is dependent on pilot skill and unforeseen circumstance. For example, an equipment failure may require terminating a training flight early, or your instructor may judge you need more than six flights to meet curricula training objectives.

Some pilots object to the scheduled six flights out of hand. They declare they are obviously a very skilled pilot and probably could get by with less training. My answer usually goes like this: Would any professional training organization such as FlightSafety™, Simcom™ or any of our nation's military flight training organizations plan to cut short your

training based on your individual flying back-ground? No, and neither will any of your LOBO instructors.

We have a robust, flexible, proven, professional, FITS-approved training syllabus designed to meet very specific training objectives. These objectives have the very specific goal of enhancing your enjoyment of flying your Lancair aircraft while minimizing the not inconsiderable risks. Nearly half of past Lancair accidents involved pilots with less than 100 hours in the model aircraft. Flying a significant number of those first hours with a highly-skilled instructor aboard can only be to your advantage.

And as the old adage goes, the proof is in the pudding. So far, our efforts seem to be paying off, as the numbers of Lancair accidents continue to decline. Given the success we've enjoyed, does it seem prudent to mess with success, to short-change a new Lancair pilot in the amount of scheduled flight training? We don't think so, and we won't do it.

### Safety Corner

*from the FAA Safety Team*

Think about the two scenarios:

1. It is a clear sunny day at your airport. You are taxiing out for a VFR flight to your favorite back country airstrip.
2. It is a cloudy, heavy overcast day with visibility near minimums. You are taxiing out for an IFR flight to your corporate headquarters 250 miles away.

Now thinking about these two scenarios, what is the common operational element in each?

If you said taxi operations, then yes, you are correct. But let's think about both of these taxi operations for a minute. One is conducted on a beautiful clear day while the other is in very marginal conditions with the visibility near minimums.

Apart from basic operation of your aircraft, would you treat either taxi operation differently than the other even though one is in VFR conditions and the other in IFR conditions?

The FAA Safety Team hopes that you would not. The FAASTeam wants to promote that taxi operations, either in VFR or IFR conditions are exactly the same. Your eyes and attention need to be on the task at hand. Taxiing your aircraft should be considered a 'VFR' operation regardless of the weather conditions. After all, you wouldn't drive your car in heavy fog while reading the newspaper would you? The same goes for taxi operations. You need to be alert to the taxiway/runway markings on the pavement; you need to pay



attention to all the airport signage; you should not be reading the preflight checklist or programming your fancy electronic flight instruments, and you should not be talking on your cell phone.

Distractions in the cockpit during taxi lead to a large number of runway incursions. These runway incursions can be classified as a D or C where there is little chance of an incident; whereas a B or A runway incursion classification could lead to a catastrophic event. Re-member, getting an A or a B in this class is not a good thing!

You are a pilot. You worked hard for your certificate. Up your game a little. Be a "professional" in your actions. Always use the sterile cockpit routine; preprogram all flight equipment prior to taxi; keep all chatter to a minimum or better yet none at all. Keep your eyes open and outside the cockpit and always follow any ATC instructions to the letter. Always write down taxi clearances and if you ever find yourself unsure of what to do or where you are, call ATC for clarification or progressive taxi instructions.

Be safe, be a "Professional" and -- safe flying.

For more information visit the FAA Safety Team website at: [www.faasafety.gov](http://www.faasafety.gov)

## Maintenance Issues

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We've conducted four highly-successful LOBO-sponsored maintenance clinics since May of 2009. As Jeff noted in his introduction, both the FAA and the insurance industry have taken note of these efforts and encouraged their expansion. We've also been asked to validate information about your attendance at a clinic to insurers that might use this as part of their



*Don Barnes-sponsored Legacy Clinic – Columbia, CA – November 2009*

insurability assessments in the future (more on this below).

Although we planned and tentatively scheduled six clinics this year, a variety of issues interfered. As a result we only found time for one. And while those members who generously volunteered time to host a clinic are still willing and available, adverse weather is almost upon us, so we won't try for any more clinics during 2010.

Currently, we have volunteers to host clinics in CA, FL, MA, NC, OK, OR and TN in 2011. We're very much interested in hosting clinics in other parts of the country as well. You'll need access to a hangar and meeting space, but almost everything else you need—to include an "inspection" aircraft or two, subject matter experts, and enthusiasm—is readily available from our membership. It's a great way to learn about your airplane and meet some very knowledgeable and generous people, especially if you didn't build your aircraft. Send me an email or call (703-271-8008) if you'd consider hosting a clinic in 2011 or 2012, no matter where you live!

## Airframes

In a more hands-on matter, I'd like to advise you of an airframe failure that I generated for myself last year...one that you can avoid with some care and attention. I pulled N437RP straight out of the hangar with the wind outside gusting 20-25 knots from the left. I then asked my wife to open the cabin door so we could load luggage in the back seat. Can you guess what happened next?

Because I failed to mention the wind she used the normal opening procedure of standing on the ground and giving the door a push upward while holding the closing strap. Of course, the wind caught the door, pulling the strap out of her hand and slamming it upward against the extended lift strut. We talked about turning the airplane into the wind before opening the door in the future, but thought nothing more about the incident since the door operated normally following the mishap.

About a month later during a routine pre-flight walk around, I noticed a "sparkly area" in the edge of the Plexiglas door window just below the lift strut attach point. This was only visible by looking at the window edge-

on; the window appeared normal when looking straight through it. The original defect is visible in the photo below; look where the window edge turns from dark to light. Eventually, in another month or so, a visible crack in the paint around the window developed and extended from below



Visible Window Defect

the original defect area upward and around the curve in the window.

I judged the aircraft safe to fly without pressurizing the cabin until I was able to replace the window this past spring. Those of you who subscribe to the Lancair Mail List may have read the report I posted there of the procedure.

If not, here's what I did:

First, I removed the outside carbon surface of the door around the window with a body grinder until I had exposed all edges of the Plexiglas. This clearly revealed a crack in the Plexiglas about an inch and a half from, and parallel to the back edge that extended outward approximately 4 inches in each direction from the strut attach point. (The attach point is the chrome fitting with the rope tied to it.)

Of particular note was that the ends of the crack DID NOT extend to an edge. I concluded the break occurred due to

extreme twisting of the door and window frame, most likely when the wind forced the door violently against the travel limit of the lift strut.

For the IV and ES owners out there wondering if a window replacement is possible I can now tell you for certain: As a structural repair to the airframe this is a rather simple job based only on the skills required. But you will also need a new window, a sizeable cut of carbon cloth and 40+ man hours of dirty work, including lots of grinding and sanding. Then you have to refinish and repaint the door.

In case any of you are wondering, I'd say

the minor effort required to open the door slowly and carefully—especially if the wind is blowing—is a small price to prevent the damage in the first place. The moral of my story is this: Brief your passengers carefully about opening the doors, or better yet, open them yourself. You don't want to do this job if you can avoid it!

### Powerplants

We've seen an uptick in the number of abnormal/unusual engine problems in the Lancair fleet over the past few months. I've even developed such an issue with mine in the form of a crankcase crack that is still under investigation.

Because of the level of operational use and the serious consequences of engine failure in most Lancair aircraft, we count on the reliability and serviceability of our engines even more

than the general aviation fleet as a whole. Fortunately none of the recently-reported incidents have resulted in a fatality, but at least one caused major aircraft damage. Due to the high potential for personal injury and/or broken airframes resulting from such events, we urge everyone to remember we fly single-engine aircraft: keeping those engines fit and happy should be one your highest priorities.

### A Win-Win Upgrade

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Here's a unique opportunity for you to help LOBO at the same time you help yourself.

For a limited time, [E-Mag Ignitions](#) has offered to donate to LOBO \$50 per system purchased (\$100 for a pair).



According to E-Mag Ignitions, the E-Mag is a next-generation electronic ignition, designed to serve as an upgrade or replacement for traditional aircraft engine magnetos. The E-Mag mounts in the same hole as a traditional magneto, with no other components required. And just like a traditional magneto, the E-Mag will continue to function if your electrical system fails in flight, courtesy of its built-in, three-phase, brushless back-up alternator.

Currently, E-Mag Ignitions offers products only for 4-cylinder engines, but models in development designed for 6-cylinder engines are slated for imminent release. Better still, E-Mag says it will make this same offer available for LOBO members



when those models become available.

If you're in the market for an electronic ignition system, here's how to get a new E-Mag Ignition system and help LOBO at the same time:

1. Only orders placed directly with E-Mag are eligible. Call Brad Dement at (817) 444-5310 and tell him you want to place a "LOBO order".
2. You must place your order on or before November 15, 2010 to qualify.

### LOBO Membership Dues

Most of you joined LOBO in 2008 or 2009 when we first organized, and paid dues of \$40 at that time. Although the LOBO board advised all new members we intended to make annual dues a requirement of LOBO membership, it has not actively sought payment from those who have been members for more than one year. (Thanks, by the way to those of you who sent money anyway).

While your board believes it has been very conservative with your money, recent events have made it clear we will need more than a one-time fee from our members to continue funding our efforts.

That's a very long way of saying the board believes it is time to begin collecting annual dues.



Given the time constraints on your board members, keeping administration efforts to a minimum is a must. To that end, the board proposes establishing January 1<sup>st</sup> as the start of our membership year, and to make annual dues payable as of that date for each coming year. New members

joining will pay a pro-rated amount based on the quarter they join.

For example, a new member joining in October would pay \$10 for their first year of membership, and \$40 on each subsequent January 1<sup>st</sup> should they choose to remain members.

Because we have not been consistent in collecting dues, and because some have paid dues anyway, the board proposes a transition period as follows: Members who joined or paid dues in 2010 are considered fully paid through 2011; all members who joined before January 1<sup>st</sup>, 2010 and have not paid anything since will pay \$40 for the membership year starting in January 2011.

The board will be mailing a payment request form to each member ASAP. We most sincerely hope you can willingly support this transition.

### Release of Membership Info

Those of you who participated in the LOBO socials at Sun 'n Fun and Oshkosh know that we are achieving some success in negotiating fair insurance rates, and influence with the FAA on rules consideration for Lancair owners. The FAA has asked us for general, summary information about our members and their aircraft, and the insurance industry specifically has asked that we provide the names of members who have completed LOBO flight training and maintenance seminars.

When the board solicited information about you during your initial membership application you were advised it would not be released outside our organization. Obviously, this is in conflict with the requests made by insurers and the FAA.

Given that some FAA data on Lancair aircraft was found to be inaccurate during our discussions, it seems to our benefit to provide information to correct it; therefore insuring new FAA rules affecting the Lancair community

are based on the most accurate data available. Additionally, the request from the insurance industry is not completely unexpected, given the emphasis LOBO has placed on education and training in our efforts to improve safety.

Ultimately, the board views these requests as quid pro quo for a continuing "seat at the table" during FAA experimental aircraft rule-making meetings, and for insurer consideration of reduced rates to LOBO members. Your board therefore proposes to amend LOBO's member information release policy as follows:

1. LOBO will provide aggregated summary information, not specifically attributable to any person or aircraft, to the FAA and EAA to enable more accurate assessment of Lancair operations and accident potential.
2. LOBO will provide insurers with members' names to validate successful completion of a training course and/or clinic attendance.
3. All LOBO members will receive a release form outlining these policy changes with their membership dues payment request. Your signature on the form will constitute your acknowledgement of these changes.

Again, we sincerely appreciate your consideration and support of these changes.

### Prop Balance for Chapter Tool Fund

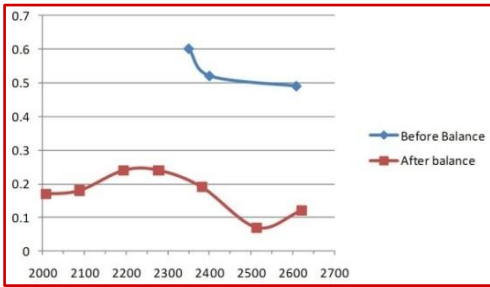
*by fred moreno  
originally published in  
Sport Aviation of Australia.*

Our chapter is located in Albany, WA (Western Australia), far from the hustle and bustle of big, well-equipped airports having lots of aircraft service providers. When one of our members asked about balancing his prop to remove an annoying vibration, we learned that doing so meant flying an hour to another airport, paying \$100-

\$150 for a prop balancing service, and then returning.

Then the idea struck – do it yourself prop balancing! New electronic prop balancers are so simple to use we felt we could easily do it ourselves. Brian Holman did a survey of available prop balancers and found that the DynaVibe unit [available through Aircraft Spruce](#) is accurate, durable, easy to use, and costs about \$1,500 (US).

Here is where the original thinking came in. We set up a scheme in our chapter in which payment of \$200 entitles you to a lifetime of free prop balancing as long as you are a Chapter 13 member. This quickly led to deposits



in excess of the amount needed to make the order.

Brian ordered the prop balancer, and two weeks later we completed our first prop balancing job on YFM producing a very satisfying improvement in smoothness with the results shown in the accompanying chart (above). The plot shows the vibration level in inches per second (IPS) versus engine RPM. The goal is to get the vibration level below 0.2 IPS. When we finished at normal cruise of 2500 RPM the vibration level was reduced about seven fold.

The hardest part of the job was making a fixture to temporarily mount the accelerometer and optical unit onto the forward-most crankcase bolt of the engine as recommended by the device manufacturer. In the photo (above right) you can see the mounted assembly. The optical sensor fires a beam forward to the back side of the prop blade where a strip of reflective

tape returns the light beam to the optical detector.

About five meters of cables (secured with a lot of aviation-grade duct tape) carry the signal from the sensors to the handheld display box. The cable is long enough to get the display box out of the prop slip stream by the wing tip.

The display unit also contains the computer which calculates the best position to mount counter weights based on the vibration levels. Weight positions are provided in degrees following the passage of the reflective tape. We weighed a few large washers to use as counter weights. Mounting them under the spinner screws kept them out of sight. We obtained the results shown in the chart using approximately 20 g or 2/3 oz.

Some precautions are required:

- Full power run ups need planning to prevent foreign object damage (FOD) of the prop, to prevent prop blast from damaging surrounding property and to keep the airplane securely in place
- Because the cowl is off during the run up, watch temperatures carefully
- Use lots of duct tape to secure the cables to the engine, fuselage, and wing to keep them from flopping around; wiggling cables can create spurious data signals
- It takes three people to do the job right – one to run the airplane, one to hold and operate the instrument and one to write down the results, preferably gathered over a range of RPM figures

Once the job is done, you make a log book entry and you are ready to go!



### Sensor Mounting Fixture

Here is the best part of the scheme. We quickly signed up more than enough people for lifetime prop balance services. That has yielded a surplus of money in our tool account, so now we can go shopping again. We are thinking about one of the new electronic bore scope units with the high resolution detachable color screen that can record digital photos. Cost is about \$300 from Aircraft Spruce. It would add a whole new dimension of thoroughness to 100 hour engine inspections, and permit one to record photos as well as the data for required and/or desired maintenance records.

*Fred Moreno is a Lancair owner and pilot. He is also volunteer instructor for the Sport Aviation Association of Australia (SAAA). You can contact him via email at [frederickmoreno@bigpond.com](mailto:frederickmoreno@bigpond.com).*

## Guest Submissions

*This issue's Guest Submissions come from Lancair Director of Marketing and Sales, Doug Meyer, and air-to-air photographer Steve Schulte.*

### Lancair, the New Reality

*doug meyer  
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We've been hearing from a fair amount of current Lancair owners asking about the direction of the company and support for Lancairs other than the Legacy and Evolution. Are we still selling them? Will we support them?

What about parts? Do we care about their owners anymore?

Yes, it's true that we are not producing the IV and ES series of kits any longer. We have one of each (both Fastbuild "P" models) in stock and will be happy to help them find a good home.

There are two primary reasons for discontinuing these kits. One is technically driven, and the other is market driven. There have been more than 600 IV, and 225 ES kits produced and frankly, the tooling (molds and



fixtures) is worn out. If there were a continuing market for these airplanes, it would be time to invest in new tooling that would need to be produced, and new steel and aluminum fixtures created to facilitate the customer assistance building process.

If we decided to make such an investment, the logical thing would be to incorporate improvements, lessons learned and better processes and materials such as those incorporated in the Evolution. Maybe we could engineer a better Evolution-style wing, with a lower stall speed and higher speed potential. We might also consider the capability for a higher pressurization level, or more glass in the panel.

As you can see, we could spend a lot of money creating a "better", newer Lancair IV or ES. And we would, if the

market for these aircraft still existed at the level we enjoyed in the past.

When these two models were introduced, there was no Columbia 400, no Cirrus TN-22. Unfortunately, as of this writing, there are too many of both. The "delta" between the cost of a very nice (admittedly non-pressurized) Columbia 400 or Cirrus and the finished cost of a IV or ES is just too close to justify the building process to most people, especially those who still have the money to consider the purchase.

The demographic of the customer has changed as well. Historically, the decision to build was made first, then the aircraft was selected. The aviation enthusiast who wanted to build an aircraft existed in greater numbers. The economy has driven many of these individuals out of the market. More commonly found now is the

individual who has the financial ability to buy, but neither the time nor interest to engage in the building process.

Given these obstacles, to update and keep these models in the lineup would be expensive, and the return on our investment would just not be sufficient.

The new Evolution addresses these concerns with more market value for the customer's investment, a simpler, quicker building process, and better performance.

We opted to continue production of the Legacy (with possible future upgrades) because it has already benefitted from many of the lessons learned while developing the IV and ES, and also due to its unique position in the market.

The existence of the original tooling for the IV and ES enables us to produce parts for those aircraft as needed and we will continue to do that.

Throughout the company history of Lancair we have kept in stock many of the more commonly needed items, to offer technical support for all Lancair airframes and to incorporate enhancements and improvements in parts where possible. We are committed to continuing that tradition in the future.

Please send any comments or questions to:

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**Get the Picture!**

by *steve schulte*

Growing up in Saint Louis, MO has given me great opportunities in both the aviation and boating industry. My love for aviation began at ten years old, in a way many of you will find familiar. A friend of my dad took me for a short ride in his Piper out of the Spirit of St. Louis Airport (KSUS). I was hooked, and as time went on I realized working on aircraft was going to be my career of choice!

In fact, my first paying job in aviation was right back at Spirit working for Executive Beechcraft as an A&P/IA maintaining corporate aircraft. There, I spent 14 great years working with some of the best people in aviation.

One day while taking a work break I was flipping through a copy of *Flying* magazine – you know, the one with all the sexy, glossy photos of airplanes. In it, I came across an article on the Beechjet 400A that included some truly incredible air-to-air photos taken by Mr. Paul Bowen (of [www.airtoair.net](http://www.airtoair.net)). Since seeing those marvelous shots of that Beech 400 I've learned Mr. Bowen has captured some of the most memorable images published in

*Flying's* long and storied history. His work served as the primary inspiration for my decision to get involved with air to air photography.

About a year after seeing Mr. Bowen's photos for the first time I met him in his hometown, Wichita KS, where I was attending a Flight Safety maintenance school on the new Raytheon Premier Jet. I knew Mr. Bowen hailed from Wichita, and decided since I was going to be in town I had to try and meet him. He responded warmly to my call, inviting me to drop by his photo hideout.

After I knocked, Paul met me at the entrance door, and it must have taken thirty minutes to climb the stairs to his second-floor studio. That's because I stopped to look at all the incredible adventures he had documented with the photos hanging on the walls in the stairwell!

He gave me a tour of his studio and offices, then took me out to dinner where we chatted about aviation photography. That was a dinner I never expected, but which became the end to a great story about how I was inspired by the best aviation photographer ever!

In 2007 I started working as director of maintenance on a Challenger for a local corporation. The job left enough free time to really jump-start my aviation photography career. I started off shooting corporate aircraft for sales and marketing materials for a few local brokers. In 2009 I did between 60 and 70 photo shoots all around the US, and this year got my first request for a shoot overseas. The work entails a great deal of traveling, which is stressful for the family, but the people

I've met and the places I've traveled to help to make up for it!

Air-to-air photography started out as a hobby, but has become much more than that. The aviation photography business is tough; it's a niche market saturated with talented people. The only way to get ahead is to be unique. That means trying new ideas – constant experimentation with new



shooting angles, lighting, weather, camera techniques, etc. – so your photos don't look like everyone else's. I've been involved with around 100 in-flight photo shoots, and it's always a learning experience for me. Learning new things to make my work unique is challenging, but it sure makes the job interesting!

**Air-to-Air Photo Tips**

Getting air-to-air photos of your aircraft can be a complicated and/or dangerous endeavor—especially if you have no formation flying experience. For those of you who are considering it, here are a few tips.

As it should be with all things in aviation, safety is the number one consideration for air-to-air photography. For me, safety begins with having the best formation pilots. Coincidentally, the quality of the photographs is almost directly related to the skill of the formation pilot.

Owners often want to be in the left seat for in-flight photos of their aircraft, for obvious reasons. If you have no formation flying experience however, I would strongly recommend you find someone who does to fly with you and act as your safety pilot. You might even give serious consideration to allowing him or her to do the actual flying for you from the right seat. The photos won't show who is doing the flying, and I can almost guarantee the photos will turn out much better. As a bonus, you'll learn much from your formation safety pilot.

To conform to FAA rules, formation flights require a discussion (or briefing) between the pilots involved. The unique requirements of air-to-air photography means the photographer must be involved in the briefing as well. The best air-to-air photographs result from a clear understanding by the pilots of the photographer's requirements and priorities. This is where you'll work out an in-flight communication plan (via radios or hand signals), relative positioning for the planned angles, background terrain, timing, route of flight, backup plans, abort plans, etc. The aim is to ensure to the maximum extent possible the photographer is properly positioned in relation to the subject aircraft to meet the photographer's vision (based on the owner's requests) with the least amount of work and the highest degree of safety.

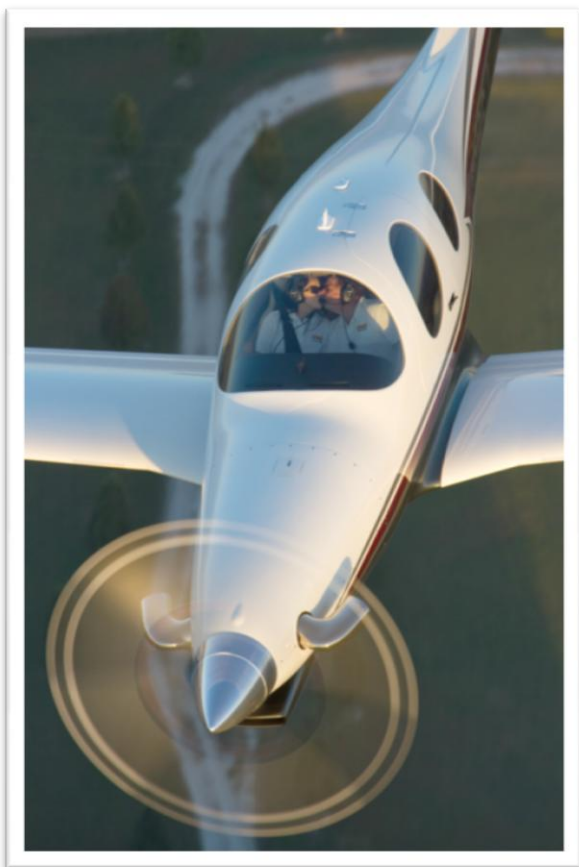
For most of the air-to-air shoots I've been involved with I've used a Bonanza G36 as the photographer's platform. My A&P license comes in handy as it allows me to legally remove the right hand aft cargo doors. Sans cargo doors the Bonanza is limited to 167 knots, which is fine, because any speed above

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## Social Occasions

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Thanks to everyone who had the chance to make it to the LOBO Annual Dinner at Oshkosh this year! Those of you who couldn't make it missed another great evening, with the Hilton again providing a wonderful locale and marvelous food. The hit of the evening, however, was Pat Halloran's fascinating presentation recounting his experiences flying the SR-71. The accompanying slideshow was filled with awesome pictures that put everyone there in the seat next to Pat as he described his adventures. Although Pat flew both the SR-71 and the U-2 he spent the bulk of his presentation discussing the Blackbird. If you run into Pat please take a moment to thank him, and maybe mention you'd like to hear him talk about his adventures flying the U-2...



which help to keep images in focus despite the slower shutter speeds required for propeller aircraft. (Propellers look much better when you see a flat disk instead of the individual blades. To get that effect requires the camera shutter remain open long enough for the propeller to make a complete revolution.)

I usually take two cameras (to avoid having to swap lenses); one with a wide angle zoom lens like a 24-105mm and one with a telephoto zoom lens of 70-200mm. You'll do most of your work with the wider-angle lens, but the telephoto lens works great for those far away unexpected shots, like in trail!

If you remember one piece of advice, remember this:

Take lots of pictures! Digital cameras make it cheap to take lots of photos – the ones you don't keep cost you nothing, while the ones you missed on the flight cost you another flight!

While choosing the best shots after the flight you may decide some need editing, or post-processing. Software like Adobe Photoshop makes it possible to edit digital photos, but it's expensive, and the learning curve is extremely steep. Many professional photographers spend years learning to use such software. For me, I've found getting things right with the camera, the shot angles, lighting, background, etc. pays big dividends in avoiding time with Photoshop. Unless you have experience using such software, I can assure you your time will be better spent with the camera (taking lots of pictures!) than editing after the fact.

To see more photos from the shoot that inspired this story, please visit my website.

135 knots generates an almost unbearable wind buffet in the cabin.

The Bonanza is an excellent photo platform because of its aft facing seats, large door opening and wide speed envelope. We've even used the G36 to shoot corporate light jets, although the jets certainly weren't pushing their speed envelopes!

Lighting and background are also very important for good photos. Early morning or near sunset provides dramatic lighting, but morning is usually a better choice because you won't run out of daylight! You can experiment with different lighting angles by flying in a figure eight pattern over your chosen terrain. Plus, the changing bank angle provides a variety of flight attitudes to shoot – because airplanes don't fly wings level all the time!

The camera equipment you use is also important (I use Canon). Many lenses now have built-in image stabilizers



**Major General (Ret) Pat Halloran**



Oshkosh 2010

I'd also like to thank you members as well, for attending and supporting LOBO's efforts to improve Lancair safety, to represent you with the FAA and to make flying these fantastic aircraft as enjoyable and affordable as possible.

It's been a productive year for LOBO with a vastly improved safety record, and we are counting on everyone's efforts to keep it that way! One of the most important things you can do is require Lancair-specific training for any future owner should you choose to sell your Lancair. LOBO statistical data shows second owners carry significantly greater safety risks compared to the rest of the fleet, and Lancair-specific training is the best way to mitigate those risks.

**A Special Announcement!**

LOBO and Lancair International, Inc. will unite their efforts in 2011 to bring you the first Annual LOBO/Lancair Fly-in! Join a fellowship of Lancair owners, builders and pilots in celebrating personal aviation, Lancair style!

Sponsored in part by NationAir, and tentatively scheduled for the fall flying season somewhere in the central US, the 2011 LOBO/Lancair Fly-in promises to begin a new tradition of support, cooperation and patronage between the people who enjoy Lancairs and the people who supply and support them.

Attendees can look forward to tremendous fun and the opportunity to learn more about building, flying and maintaining Lancair aircraft. The two-

day schedule currently under construction will include fact-filled forums, hands-on demonstrations, challenging builder and pilot skill competitions, informative vendor displays, field trips enjoying the local highlights, delectable victuals, a chance to show off your Lancair while appreciating the workmanship of fellow builders, and finally, for those who just love to yak about airplanes, hangar flying 'til your voice gives out.

If you're a Lancair enthusiast, don't miss this opportunity to help LOBO and Lancair International celebrate the world's best personal flying machines!

**A Call to Action**

In our June newsletter I referred to our Board members as volunteers who give their time and talent to LOBO. To that I would add money: None of us has been reimbursed for the travel expenses we've incurred getting to the various meetings we've attended representing our members.

I mentioned during Jeff Edwards' LOBO forum at AirVenture that we (the Board) are maxed out on the time we can allocate to LOBO. This was in response to some excellent member suggestions regarding new ways in which LOBO might serve its members.

One particular request was for LOBO to establish a parts exchange on the website where members might advertise parts wanted or for sale. Although many utilize Marv Kaye's excellent Lancair Mail List (LML) for this, it has a major draw-back in that posts to the LML are not repeated.

Obviously, a parts exchange on LOBO's website would be of great merit. The problem is finding the time and resources to make it happen. Don Barnes currently volunteers his valuable time in maintaining the website and he has even offered to help in developing a new section. But maintaining a parts exchange will require an ongoing effort.

Consequently, I'm soliciting help from the membership. I need a member who has the time necessary to help with such a project. You would work with Don Barnes in developing and maintaining the data on the site, to include ensuring data on the page is up to date.

**Help Us Help You!**

Your board has put tremendous effort into getting LOBO off the ground, but it won't remain airborne without your help. We love to hear members' ideas and suggestions to make LOBO better, but most of all we need your time and/or labor.

Here are a few things you can do:

**Newsletter Submission**

How about a trip report of one of your Lancair adventures – maybe even with photos (see Dennis Johnson's input below)? I know many of you have taken them.

**Sponsor an Event**

How about sponsoring a casual LOBO/Lancair fly-in? It doesn't require a great deal of work, just make arrangements for a venue. You might be surprised at how much help you would get from your local restaurants; all you need to do is ask.

LOBO is your organization; your volunteer board welcomes any help you can give to make it the best owner's organization possible.

**Trip Report – McMinnville, OR**

*by member dennis johnson*

We enjoyed favorable weather for the McMinnville fly in Saturday, July 10, 2010. The slightly warm weather was a fair trade off for beautifully clear skies. Some of our attendees arrived in fifteen aircraft—including a Quicke and a Falco—while a few locals drove.

Thirty-four people joined us for lunch and the museum tour, with twenty-two staying for dinner. Everyone had a good time, even enjoying the museum tour despite the lack of air conditioning.

I would like to thank everyone who worked to make the fly in a success. First, Cirrus Aviation (the FBO) provided ramp space and ground support for the aircraft. A special thank you goes to Jim Thomas, who captained our Crew Car, and the team of folks who provided ground transport. And finally, thanks to everyone who made things work out instead of complaining. You are an easy group to accommodate!

## The Lighter Side

*from member rich titsworth  
originally published by [COPA](#)*

### How To Land

#### Tips from a pilot born to fly

Ask any pilot and they'll tell you takeoffs are easy; it's the landing that requires consummate skill. A landing is really the only thing truly necessary of a pilot following a takeoff. Perhaps, it is the unyielding pressure of such an unavoidable necessity which leads to the dread and consternation many pilots experience when looking ahead to the landing.

The vast majority of pilots will tell you landing was the most difficult thing for them to master during training. Indeed, some never actually do, relying instead on any number of various forms of the "controlled crash" to return their craft to earth. Still others seem to switch between skilled landings and controlled crashes without warning—often on the same flight.

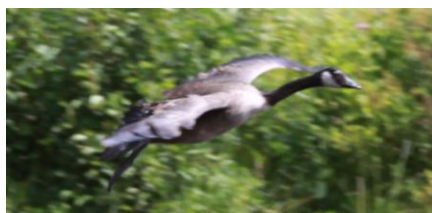
LOBO supports the proposition that any pilot worth the plastic of their pilot certificate will take every opportunity to improve their knowledge and skills. With that in mind, we offer a few tips on landing from one who is widely considered one of the best pilots on the face of the planet. Enjoy!

#### 1. Always turn base to final.



*Notice application of right rudder for coordinated turn.*

#### 2. Keep final approach stabilized.



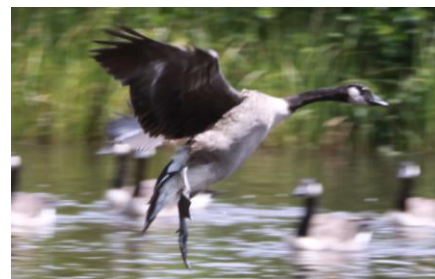
*See how calmly and serenely this pilot makes his final approach, making only minor corrections.*

#### 3. Plan to go around ahead of time.



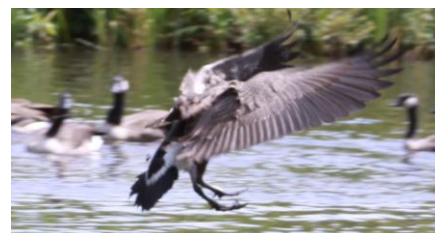
*This pilot appears destabilized, based on the large control inputs accompanied by the obvious look of fear and confusion. That fear and confusion can only be alleviated by a handy instructor pilot taking the controls, or a timely go-around. Planning ahead is critical.*

#### 4. Round out prior to flaring.



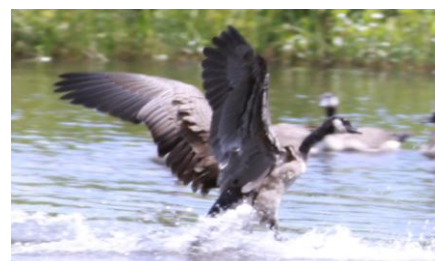
*Make your final speed tweaks here.*

#### 5. Flare prior to touchdown.



*Flare altitude is critical. Note the gawkers in the background: this is NOT the time to make a fowl-up.*

#### 6. Fly all the way to touchdown.



*Note this picture-perfect landing on the mains with nose held off for aerodynamic braking. Clearly even a bird-brain can master the skill of landing!*

I wanted to thank the pilot who provided us this wonderful and instructive photo essay, but unfortunately I didn't get his tail number. I think he was probably Canadian...