

## Lancair Owners & Builders Organization

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### in this issue

**1** from the president

**3** safety corner

**7** website update

**8** maintenance issues

**12** social occasions

**13** from Lancair

**14** fly-in sponsors

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### FROM THE PRESIDENT

*jeff edwards*



The end of summer is fast approaching, which means another AirVenture is over.

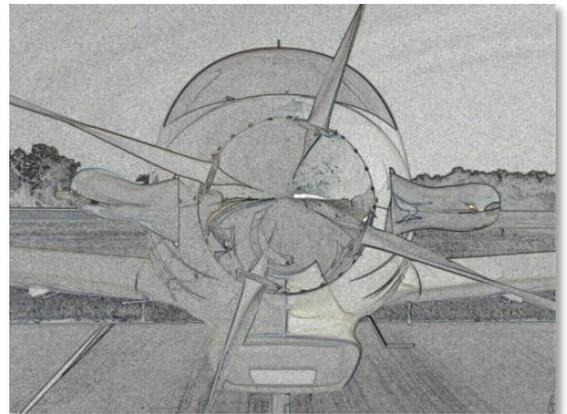
For me, EAA AirVenture at Oshkosh has been a place mark in my flying calendar for the last two decades: The last week of July = AirVenture. Our household anticipates the annual sojourn to Oshkosh. My wife confirms reservations, rental house, car, etc. I get the Lancair spit and polish ready. I make last minute calls to people that the board meets with. We finish preparing presentations for our annual dinner event and the Lancair forum.

This year the hot weather was on every attendee's mind. In St. Louis we experienced a few 106°-108°F days in late June early July and a long stretch of 100°+ days in the weeks leading up to AirVenture. One of the best things about going to Oshkosh in the summer is knowing it will be 10° cooler there. Monday was blistering at the show, but the temps slowly dropped during the week, and by Thursday it was much nicer. If you attend AirVenture you know to prepare for any kind of weather.

On Tuesday at AirVenture your board met with Mr. John Allen, Mr. Mel Cintron, Mr. Jim Viola and Mr. Mark Giron. Our purpose was to continue the

dialogue we started in May with FAA staff concerning LOBO proposals we forwarded aimed at improving Lancair safety. We are discussing mandatory transition training for new Lancair owners, and changes to current rules to allow a qualified second crewmember for initial flight testing. The FAA's point person on these matters has been Mel Cintron, who is leaving for a new post in Afghanistan. Mr. Cintron will be helping the people of Afghanistan to develop the country's transportation infrastructure. I'd like to take this opportunity to thank him for his help and support of LOBO, and wish him the best.

Additionally, we met with NationAir Aviation Insurance President Jeff Bauer, Vice President Dave McCoy and



a representative from Phoenix Aviation to discuss Lancair insurability. Safety of the fleet and insurance go hand in hand and we are making progress.

NTSB Chairperson Deborah Hersman honored LOBO when she highlighted our safety initiatives during her briefing on experimental amateur built safety. It was nice to see our logo and ideas featured prominently by the NTSB's top leadership!



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After the formal remarks your board had a chance to chat with the NTSB members. They truly recognize the difference our small community is making.

Finally, members of LOBO's board participated in the Type Club Coalition roundtable with FAA Administrator Michael Huerta and his staff from the FAA. The Type Club Coalition is comprised of the leadership of many type clubs like ours that meet and share best practices to advance aviation safety and type club goals.

Thanks to the extraordinary efforts of Claudette, Jennifer, Lisa (and a few others), our fourth annual LOBO dinner was a tremendous success. Of course, none of it would have been possible without our sponsors, Lancair, Aero Design and Aircrafters. We achieved

another attendance milestone, with over 110 guests from around the globe. Mr. Brent Regan provided a great talk on all things EFIS.

LOBO continues to expand, with membership now exceeding 300. Our board and volunteer list is likewise growing. As part and parcel of effort to further expand our membership we have committed to a proactive approach in our outreach to new Lancair owners. Bob Pastusek, Colyn Case, myself and others are taking steps to find and contact new builders and second owners. Our message is one of encouragement: to get effective training and to participate in our small community of fliers. Our goal is a community of safer, better Lancair pilots, and we are having some success—one person at a time. If you

know of someone who is selling an aircraft, purchasing one, who is new to the fleet, or could otherwise benefit from this kind of outreach, contact the board.

On the reactive side we are reaching out to the FAA and NTSB whenever there is a serious accident involving a Lancair. LOBO representatives have assisted on three fatal accidents this year. I thank LOBO member Scott Kreuger for being the LOBO point person on a recent 235 fatal near Rockford, Illinois. Although such duty is cause for sadness, LOBO's assistance to the NTSB and FAA in investigating these accidents will ultimately help us to avoid them in the future.

On a happier note, Sedona is just around the corner; we should have a great fly-in this year! Look for more

news in this issue on our second annual LOBO/Lancair Fly-In.

for questions about this article contact jeff at [vtailjeff@aol.com](mailto:vtailjeff@aol.com)

**SAFETY CORNER**



colyn case



I've long hoped LOBO would someday have access to a realistic simulator good enough to help Lancair pilots work through emergencies and pilot overload situations. Consequently, I've been on the lookout for usable technology.

On my quest, I visited Frasca, X-plane, and Precision Flight Controls at this year's EAA AirVenture.

I've flown a basic, non-motion Frasca trainer with a 6-pack flight instrument display. Despite its limitations, I felt that Frasca's effort with the instrument display, the instructor console and some other details was excellent; flying it was a useful experience in its day.

I stopped at the Frasca booth at Oshkosh to inquire about a custom IVP

simulator with an enclosed cockpit and computer-driven displays. I walked away believing they could do a nice job for about \$250,000, and someone would have to give up their aircraft for enough time to allow Frasca to characterize it accurately. That's a lot of money, but far less than 10 years ago for the same kind of product.

Next I went to the X-plane booth. If you don't know, X-plane is currently the main home computer flight simulation software (Microsoft has deserted the market it created). Manning the booth at the time was X-plane software author Austin Meyer (pictured above), who also happens to be a Lancair Evolution owner/builder.

I asked about configuring X-plane for a Lancair and Austin showed me the software's included aircraft configuration tool. The tool requires setting parameters on several densely packed screens, allowing you to customize just about everything affecting how the aircraft flies. In less than 20 minutes

(keep in mind, he's the expert) he had created a model exhibiting a fair approximation of a Lancair's flight characteristics.

He also pointed out a semi-spherical projection rig in the booth which provides a 130 degree—horizontal and vertical—field of view. Although I was unable to follow up on this intriguing bit of hardware at the show, I am corresponding with product rep Randy Witt; watch this space.

So far, using X-plane as the flight engine for a Lancair flight simulator seemed like a fairly plausible plan, so I moved onto my next question, which was "Can we get control feel that is more realistic?" I pointed out my experience with Redbird, which has struggled with control feel fidelity in its flight simulators. Austin said the problem right now is the lack of a good force-feedback joystick in the price range of the average PC buyer. He also admitted he hadn't looked into other markets for a source. However, he

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suggested we check in at the Precision Flight Controls (PFC) booth, a company Austin said was just beginning testing on a better force-feedback yoke.

PFC is a small company from Sacramento. According to the folks manning the booth, they've been in the business for over 2 decades. While PFC makes a variety of input devices, its primary business is Flight Training Devices, both standard and custom. Based on what I saw at Oshkosh, its simulation devices meld realistic hardware with X-plane software and best in class PC graphics.

I got to fly their new CRX Max unit (pictured). The CRX Max is an enclosed box with room for both pilot and co-pilot seats, a realistic panel and a 225 degree horizontal field-of-view display system comprised of five LCD monitors mounted to the walls of the box. The image generator for the display system is based on personal computer technology and sports high-

end NVIDIA graphics cards. A sixth display screen depicts a standard six-pack of flight instruments (there is an option for a Garmin G1000 suite) and various engine/system gages, while the



avionics "stack" includes a Garmin 530w simulation unit. The whole affair is mounted on four, limited-range (a few inches) motion actuators. Of note is that you could

load the whole shebang in a small truck, making transport around the country to different training venues not only possible, but economically feasible.

Having flown other relatively inexpensive flight simulators in the past, I was skeptical such a system could accurately reproduce the feel of actual flight. Nevertheless, I jumped in and flew the CRX Max configured as a Beech Baron. I have to say it was adequately convincing for most of the things I would want to do in a flight simulator. Although the range of motion seems limited, the device's motion and timing give your imagination just enough to work with to recreate a believable flight experience. My subjective conclusion is the flight experience of the PFC is more realistic than the Redbird device I flew a year ago.

As part of my demo flight I did the usual stalls, turns, climbs, descents and landings, all of which felt pretty good. (continued, page six.)

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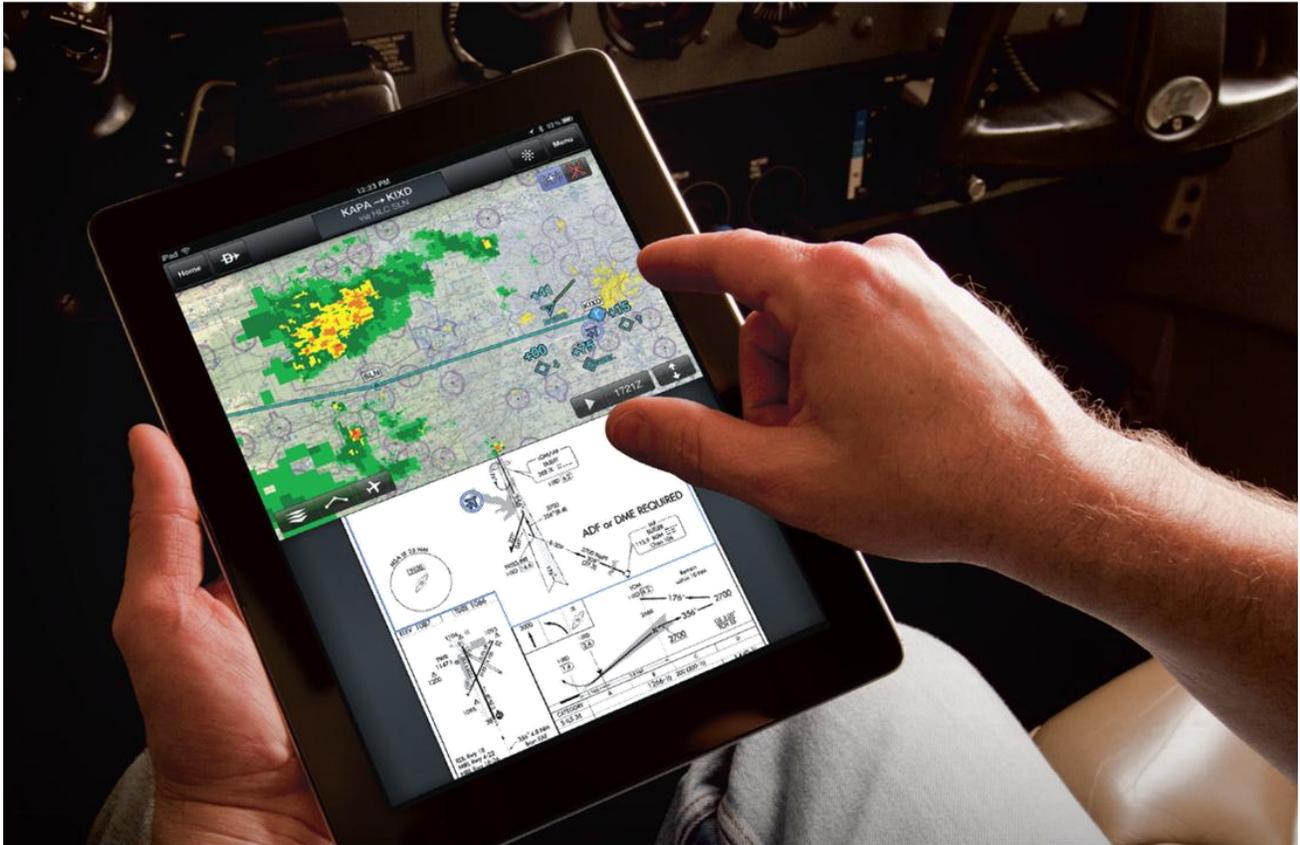
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Then I tried some very steep turns such as you might use simulating an engine out approach in a Lancair IVP. Everything worked well, but I felt a larger vertical field of view would be helpful for training on such maneuvers.

To simulate a Lancair, the yoke would have to be replaced by a stick, and we would need primary flight displays in place of standard flight instruments. (Or maybe we could just use a six-pack display since everyone can fly steam gauges if the PFD goes kaput—right?)

If I recall, PFC sells the CRX-Max in the \$35,000 range (for a standard, preconfigured device) and that a unit customized to simulate a Lancair would clock in somewhere above \$50,000. Given X-plane's versatility, it seems likely such a system could be reconfigured on the fly to accurately simulate at least the flight

characteristics, if not the controls, of all the different Lancair models. (Part of the work that PFC does for custom jobs is to create and test the configuration for each new aircraft type.)

PFC can configure systems to simulate a plethora of failure modes, and can fit an instructor console if desired.

PFC is currently working with Pilot Edge Live ATC (owned by Keith Smith, another Lancair owner from New Jersey), which simulates ATC services.

I also flew their PFC's CRX Promotion system. This is a 3-screen, full-motion system without the enclosure. The lack of enclosure and the narrower horizontal field of view reduces the credibility of the experience more than you would think. I thought it was not good enough.

While I was there I met Greg Sheets

who is trying to make a go of being a CFI with a PFC system at his main office. Greg is based at Minuteman airport in Stow, Massachusetts, only an hour flight from me.

There's a lot of research left to do. However, my main take away is that simulator capability has gone up and price has come down to the point where acceptable, effective flight simulation training is (or soon will be) within the price range of an organization like LOBO. I suspect there are Lancair owners that have already configured their copy of X-plane to recreate a Lancair aircraft. I would appreciate hearing from them about their experience and what they feel are the strengths and weaknesses of the software.

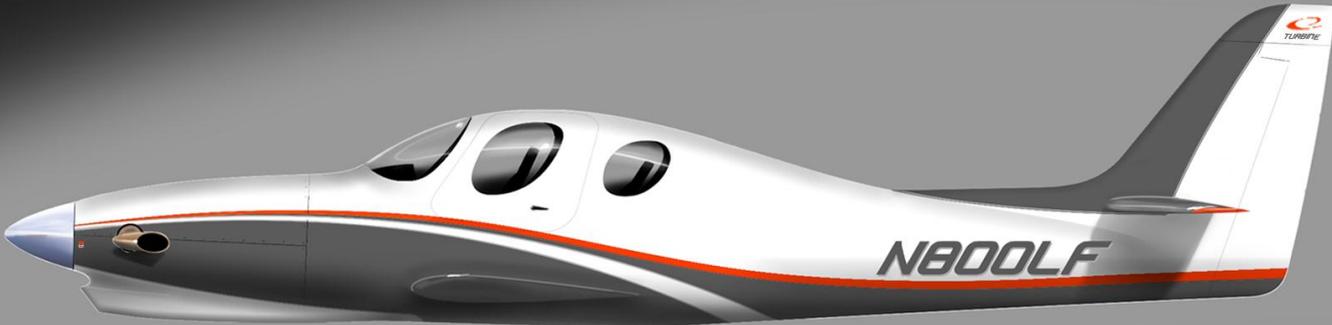
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## LOBO WEBSITE UPDATE

*jennifer ashley*



We have great news to share with you – LOBO’s website is getting a makeover! Aside from the aesthetics, we hope it will be easier for

you to quickly find the things that most interest you, like upcoming events and critical safety information. If you haven’t visited in a while, please take some time and do so at [www.lancairowners.com](http://www.lancairowners.com). We would love to hear your comments and suggestions!

LOBO has previously made all website content available to anyone who visited our site. The new website will contain a public section and a member’s-only section. The public section will contain information about upcoming events, critical safety topics, training recommendations and resources and the lists of service bulletins and airworthiness directives. The member’s-only section will contain information that creates value for LOBO members, like *LOBO News* (this newsletter), presentations and articles on maintenance strategies and techniques, and maintaining a complete, up-to-date library of service bulletins and airworthiness directives. These things take a great deal of time and effort on the part of LOBO volunteers, and sometimes require money, which we get from the annual dues you pay. We hope you’ll support the growth and maintenance of these valuable member-owned resources by keeping your membership current.

LOBO’s updated site is currently up and running, but parts (including the member’s only section) remain under construction. You can expect to see

these areas gradually coming on-line over the next few months. This also means this is the last newsletter you will receive via email if your dues are not current. In the future, LOBO News will be distributed via email to all current members, and posted for download on the website in the member’s only section. LOBO membership dues are \$40 per year, payable January 1 of each calendar year. Please remember to keep your dues current (see info at end of article) so you don’t miss out on valuable LOBO benefits.

The LOBO Council would like to thank Don Barnes for all his hard work on the previous website, and Rob Logan for donating space on his server. Don built the original website for us from scratch, and Rob gave it a place to live and grow. Without their time, energy and support LOBO would not exist on the web.

We would also like to thank Dico Reijers and his team of html wizards for helping develop our new website. We look forward to working with them in the future as LOBO continues to grow!

Again, we hope you like the updated website, and eagerly look forward to any feedback you may have.

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**MAINTENANCE ISSUES**

bob pastusek



In the [May 2012](#) edition of [LOBO News](#), I talked about recent observations concerning lack of

adequate fuel system testing and calibration. Unbeknownst to me, the National Transportation Safety Board (NTSB) report on Experimental-Amateur Built (E-AB) accidents was released about the same time as our last newsletter. Coincidentally, the NTSB report jibed with my findings regarding Lancairs, suggesting what I wrote is applicable to all E-AB aircraft. Subsequent discussions with three Lancair "first flight" experts have brought to light some sobering additional observations.

Extrapolating these experts' observations to the entire fleet, it appears a majority of Lancair builder/owners declare their projects airworthy and invite an experienced Lancair pilot to complete their ship's maiden flight for them (as LOBO recommends). The problem is builders often neglect to perform even the most basic fuel system ground tests before declaring their project ready for flight testing.

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The experienced pilots I spoke to either performed the tests themselves, or insisted that they be done before conducting any flight testing, but would you be so demanding if you were doing your own first flight? The NTSB accident report says that many builder/flyers are not, and that fuel system deficiencies are the second most observed cause (behind pilot error) of E-AB aircraft accidents. Sadly, but predictably, the majority of these incidents occur in the first few test flights, when a pilot with little flight experience in Lancair aircraft is least prepared to deal with them.

A related issue is builder modification of the fuel system. Many of us (me included), for one reason or another, have made changes to the factory-specified plans for our fuel systems. I'd like to share my experience with you in

hopes you will avoid my pitfall. Jim White and I built two aircraft "side by side" over a 6 year period from 1999 to 2005. The aircraft systems were virtually identical until we started avionics installation. I discovered a nice billet aluminum fuel filter in the Aircraft Spruce catalogue. It had a fine mesh metal screen and was rated for 70 GPH, far above that needed to support the big Continental TSIO-550. Jim and I connected one to each wing tank and mounted them behind the main wing spar, thinking this a clever use of the empty space.

The first naysayer to come along was Ed Smith of Chesapeake, VA. Having been a fluid dynamics engineer developing pump installations at the Newport News shipyard, he warned that any restriction such as a filter on the suction side of a fluid pump was a

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bad idea. Considering this to be "Navy shipbuilding advice," we ignored him and continued building. The next objection came from Charlie Kohler when he came to make the first test flight on Jim's airplane. Charlie simply refused to fly the airplane with the filters installed. I thought about objecting, but as it was a rather simple matter to make short lengths of tubing to replace the filters—he was to be the pilot after all—so I decided to humor him. But we only took the filters off Jim's airplane (mine wasn't ready for flight testing, and wouldn't be for some time). Charlie successfully flew N427JR, and Jim moved the aircraft to Florida. End of this story line.

I kept on building, and by 2008 N437RP was finally ready to fly, but I had not completely forgotten Charlie's insistence about removing the filters. So in a rare (for me) time of uncertainty, I mentioned the filter discussions to Bobby Thomas, my

DAR. The filters were installed behind a kick panel in the back seat, so Bobby had not noticed them during his otherwise extensive check of the airplane. But once I asked for his advice about them he definitely wanted to see them. He next wanted to see the original construction instructions and drawings (which, of course, showed no filters). We then had one of "those discussions" where you try to explain why you think you know more about fuel system design than the original designer, and also those builders who were already flying successfully. It did not go well. The net result was that I took the filters out—and successfully flew in May of 2008 without them.

Would the airplane have been OK with the filters installed? I really don't know. I can report that it's run for four years and 800 hours so far without them, and the total amount of debris collected in the gascolator during that time wouldn't smudge a clean hanky. The

filters were definitely not needed, and the experience of others suggests they would likely have caused problems. In this case, I'm now convinced that adding filters in the fuel suction lines was not an improvement, and could well have been dangerous.

The NTSB accident study confirms that many E-AB builders were not so lucky to have gotten the good advice I had. How about you? There is detailed information about fuel system testing available in the last LOBO newsletter. Take a look if you missed it, and test your fuel system if you haven't already done so. It only takes a bucket, a hose and half a day of your time!

**FAA Liaison Work**

I'd like to change to a subject not directly related to maintenance, but one that I hope all Lancair builders will appreciate. You know that we formed LOBO in 2008 principally to reverse the unacceptable accident rate plaguing our Lancair community. LOBO's initial effort was to expand the Lancair-specific initial and recurring training syllabi developed by Jeff Edwards and seek FITS approval for them. We next started an aggressive LOBO membership drive including social

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events and technical training seminars to encourage active participation. Following several high-profile Lancair accidents, and in light of a recent report on E-AB aircraft from the National Transportation Safety Board (NTSB), LOBO has turned its efforts toward proactive engagement with the Experimental Aircraft Association (EAA) and the FAA to better prepare and train owners/pilots who are new to our community to safely operate and maintain these magnificent magic carpets we call Lancairs.

The NTSB's study of E-AB accident data showed 11 percent of new (second) owners—slightly more than one out ten—crashed during the pilot's first flight in their already-certified E-AB aircraft in 2011! This indicates aircraft airworthiness is not the issue. LOBO believes outreach to these second owners has the potential to



significantly impact this statistic, and the NTSB agrees. Consequently, we've requested access to FAA Aircraft Registry data to help us quickly identify and reach new owners.

Additionally, LOBO has been working to eliminate a catch-22 that many new builders find themselves in. The owner of an E-AB aircraft can hire an instructor to conduct flight training in their own aircraft, but training is not permitted during Phase 1 flight testing. Further, current FARs prohibit instructors who own a Lancair from using their aircraft to conduct flight training (without a difficult-to-obtain Letter of Deviation Authority or LODA). That means new builders must either hire a pilot to fly the entirety of Phase 1 flight testing for their newly finished aircraft, or they must fly it

themselves without the benefit of first obtaining flight instruction in the aircraft. LOBO has petitioned for an exception to the single-pilot for Phase 1 testing policy. If approved, a new builder would be permitted to bring along another pilot, one with experience in the specific model of Lancair, to observe and assist during Phase 1 testing.

At Jeff's request, EAA President Rod Hightower arranged a meeting involving FAA senior leadership and representatives of LOBO, EAA and the American Bonanza Society (ABS) on 17 May. Jeff and I represented LOBO, with Sean Elliot and Doug Macnair for EAA, and Tom Turner for the ABS. The FAA was represented by John Allen, Director of Flight Standards, John Duncan, Deputy Director of Flight Standards, Mel Cintron, Manager of the General Aviation and Commercial Division, and three additional staff members. LOBO sought help at this meeting from the FAA in three specific areas:

1. Timely access to contact information for the new owners of re-registered Lancair aircraft ("second owners").
2. Authorization for a builder/owner to fly with an experienced Lancair pilot during Phase I testing.
3. Active participation in establishing minimum pilot qualifications to fly Lancair aircraft.

At the FAA's request, Jeff, Claudette Colwell, Jennifer Ashley and I met with John Duncan, Mel Cintron, John Viola and Mark Girons at AirVenture to follow up on these initiatives. The FAA team

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acknowledged the recent NTSB report on E-AB accidents contained recommendations very similar to our requests, which provides an incentive for the FAA to act quickly. We received strong indications the FAA is prepared to act very soon on forwarding second-owner contact information to LOBO. Authorization for two-person operations during Phase I flying will be contingent on LOBO providing statistical data to support our prediction of fewer accidents. We are now compiling the requested analyses from the meticulous Lancair accident data Jeff has maintained for years; data that's not available from the government or any other source. Keep in mind, "quickly" is a relative term when dealing with a government agency, but I believe the FAA Flight Standards team is very motivated to report positive action on the areas we discussed, especially given they answer directly to three specific NTSB recommendations regarding E-AB aircraft. This is a biggie for the FAA—and for us.





Now to the positive part:

Colyn Case is leading our effort to contact Lancair second owners. He personally calls/emails these new owners, makes a pitch for LOBO membership and passes along a "Lancair Resources" information sheet (look for this soon on our website). You can help Colyn by:

1. Contacting him by phone or email (colyncase@earthlink.net) with information you might have about new Lancair buyers (you should know who it is if you're selling your airplane to them).
2. Download the info sheet from the LOBO web site (when it becomes available), keep it with your aircraft registration and airworthiness certificate and pass it along to the new owner if you should sell your aircraft.

Given what we now know about second owners of E-AB aircraft, I sincerely hope you would not let a new owner just take the keys and fly away without Lancair-specific training. Apparently many owners across the E-AB fleet do just that—with 11% of those events resulting in a crash during the new owner's initial flight!

Next, we have submitted to the FAA a draft Letter of Authorization explicitly permitting two qualified crewmembers during Phase I flight testing of new Lancair aircraft. The FAA Flight Standards team is currently reviewing it. LOBO is seeking new builders interested in participating in an FAA-sanctioned trial of the proposed

program. We have suggested the following qualifications:

1. The requestor must be the builder of the aircraft, and would be one of the approved crew members.
2. The second crew-member must be a current pilot with a minimum of 100

hours in the specific Lancair model and type to be tested.

3. No pilot training shall be conducted during the aircraft test period.

**NOTE:** The FAA appreciates—and hopes—that some transference of piloting skills and model-specific information will occur during two-pilot test flights, but specifically prohibits typical pilot training activity such as slow flight, stalls, spins, multiple landings, etc. in "unproven" aircraft.

There are currently nine candidates, but at least two are already into Phase I testing, and they will likely be completed with Phase I before we get approval for this initiative. If you are nearing completion of your aircraft and would be interested in participating in this trial program, please contact me.

Finally, LOBO has asked to participate with the FAA in developing mandatory flight training/experience requirements for pilots new to Lancair aircraft. The MU-2 and

some models of Robinson helicopters currently have such requirements, and fleet safety for those aircraft saw dramatic improvement following their implementation. We are currently discussing ways the FAA might implement such a program for pilots of newly constructed Lancairs as well as second owners.

Although the FAA and NTSB credits

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LOBO's positive influence—combined with the membership's laudable increasing safety awareness—for the lower accident rate in the Lancair fleet since 2008, the LOBO Council fears this is a cyclical change rather than a permanent one. The number/type of accidents so far in 2012 indicates the long-term trend may be going the wrong way again.

Further, a significant number of Lancairs are being completed in the coming months, and even more are being resold. This exposes an increasing number of pilots to Lancair aircraft for the first time. Jeff's excellent statistics tell us that absent a strong effort on our part the fate of some of these new Lancair pilots is all but certain. Please do all you can to help ensure their first/early Lancair flights are not their last!

for questions about this article, contact bob at [rpastusek@htii.com](mailto:rpastusek@htii.com)

your reservations early because we sold out (again!) this year.

This year's OSH banquet was brought to you in part by:

- LANCAIR
- AERO DESIGN
- AIRCRAFTERS

Please thank them for their support!

**2012 LOBO/LANCAIR FLY-IN**

The second annual LOBO/Lancair Fly-In at Sedona, AZ will be another great time for all of us who fly and/or are building these wonderful "magic carpets." We have a great agenda again this year, chock full of forums, exhibits by our sponsors (listed on page 14), local excursions, cocktail parties, banquets and general frivolity for all. Thanks to Jim Hergert for getting many details about the Masonic Lodge, arranging meetings and being the go-

to-guy for Sedona and the airport.

Please take time also to thank our sponsors for their support of LOBO despite the tough economic times for the aviation industry, and consider their loyalty to us when you make purchases in the future. You can also support them by attending their forums to be held throughout the fly-in at the same venue as all the on-airport activities. Here's a satisfying factoid: Nearly all of last year's sponsors renewed their support for this year's fly-in. Your attendance at their forums will help demonstrate the value of their investment!

**Door Prizes**

Ah, the door prizes – OMG – the door prizes! We've been sending out notices telling you about them already (if you're not getting them let me know), and there are more notices to come in

**SOCIAL OCCASIONS**



claudette colwell

Oshkosh has come and gone – but not without great memories of Brent Regan's entertaining presentation at our annual LOBO

Oshkosh banquet. Not only did we enjoy Brent's wit, but his knowledge of EFIS systems and their quirks is very useful information indeed for the many of us with those wonderful whiz bang boxes in our panels. Thanks Brent!

Incidentally, we hit a new attendance record, which increased over 30% from last year, which was an increase over the previous year. If you didn't make the 2012 LOBO Oshkosh banquet, you should plan to be there in 2013. Make

## 2012 LOBO/Lancair Fly-In Agenda

**Friday, September 28**

<p><b>0800</b></p> <p><b>1000</b></p> <p><b>1015-1115</b></p> <p><b>1130-1200</b></p> <p><b>1200-1330</b></p> <p><b>1330-1400</b></p> <p><b>1415-1445</b></p> <p><b>1730-1900</b></p>	<p><b>Registration Opens*</b></p> <p><b>Welcome</b></p> <p><b>LOBO Forum</b></p> <p><b>NationAir Forum</b></p> <p><b>Box Lunch Break</b></p> <p><b>Cascade Aircraft Management Forum</b></p> <p><b>Vertical Power Forum</b></p> <p><b>Cocktail Reception Poco Diablo Deck</b></p>
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**Saturday, September 29**

<p><b>0830</b></p> <p><b>0900-1000</b></p> <p><b>1015-1045</b></p> <p><b>1115-1200</b></p> <p><b>1200-1330</b></p> <p><b>1330-1400</b></p> <p><b>1415-1445</b></p> <p><b>1800-2100</b></p>	<p><b>Sat. only Registration opens</b></p> <p><b>LOBO Forum</b></p> <p><b>Continental Motors Forum</b></p> <p><b>Garmin Forum</b></p> <p><b>Box Lunch Break</b></p> <p><b>CamGuard Forum</b></p> <p><b>Lancair Forum</b></p> <p><b>Banquet at Poco Diablo Resort</b></p>
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\* If you are attending the Lancair Ground School you may register early

**Sep 2012**

the weeks leading up to Sedona. If you haven't been keeping track, there are several prizes (should you be a lucky winner) that will pay for your trip to Sedona. When you see the representatives of the generous vendors who donated these great prizes please pass along your thanks, and also to Sandy Gainza who again volunteered her time lobbying for them this year.

### **Ground School**

As I write this we have over 50 enrolled for the Lancair Ground School hosted by Bob Jeffrey and Ernie Sutter—Lancair pilots/instructors extraordinaire. The schedule listing topics to be covered is set. Class begins at 0900 on September 27 at the Masonic Lodge immediately adjacent to the airport, and concludes at 1630. The schedule includes two brief morning/after-noon breaks and a longer lunch break. If you don't want to leave the airport for lunch, you can stay and have a sandwich, which is included in the price for the event.

### **The Fly-In**

The fly-in event itself kicks off at 10:00a Friday, with forums beginning at 10:15a. Registration opens at 8:00a. The agenda for both days is set, and includes a one-and-a-half hour break for lunch (box lunch provided for paid attendees) to give everyone a chance to tour the ramp and admire each other's planes, or to hang out inside and enjoy a bit of hangar flying. Both the Friday evening cocktail party and Saturday evening banquet will be held at the POCO Diablo Resort. Door prize eligibility requires a paid registration for the fly-in and attendance at the banquet. EAA President Rod Hightower will speak at our Saturday banquet; I expect a very informative

talk about the direction of our industry and the future of amateur-built aircraft in particular.

Go to the new exciting website, [www.lancairowners.com](http://www.lancairowners.com) to pay your registration fees or send a check payable to LOBO to the address listed below for Ground School payments.

Be sure to fill out the registration sheet on Lancair.com website so Lisa will have the information we need. Note: Cancellations before September 10 incur a \$30 fee. There are no refunds of registration fees after September 10.

You can also still register for the Ground School, paying either by check or using the PayPal button on our website ([click here](#)). Cost is \$100 for attendees and \$10 for attending spouse/partner (2 guys pay \$100 each). If you haven't discovered the joy of online payments with PayPal yet, send a check payable to:

**LOBO**  
**18437 Edison Ave**  
**Chesterfield, MO**

### **Local Excursions**

Denise Knotts has planned a series of optional excursions including jeep tours, hiking, a gallery/shopping tour of the famed Tlaquepaque Art Gallery and Shopping Plaza, a private jewelry show for us at the Mesa Grill Restaurant on the airport as well as an optional Blazin' M chuck wagon dinner Thursday night after the Ground School. Contact Denise, [denise.knotts@gmail.com](mailto:denise.knotts@gmail.com) to sign up or for more details.

**IMPORTANT INFORMATION ABOUT POCO DIABLO RESORT:** *They are waiving the resort fee; however your reservation will not show that as they cannot change their reservation format. Just be sure it is waived when you check in. Check out time is 11:00 am – later*

*check outs incur a charge of \$30.00 per hour so be sure to check out no later than 11:00 am on your departure day. Cancellations are accepted 72 hours prior to arrival, and be sure you get a cancellation number.*

*for questions about the fly-in contact lisa williams ([lisaw@lancair.com](mailto:lisaw@lancair.com)) or me ([colwell.ch@gmail.com](mailto:colwell.ch@gmail.com))*

## FROM LANCAIR

*tom bowen*



We at Lancair would like to take a moment to say what a pleasure it was to be a sponsor for the 2012 LOBO banquet at EAA Air-Venture, Osh-

kosh this year! It was great to see so many people attend, and to visit with new and old Lancair Customers.

A special thanks to Brent Regan who with his wit and superior technical knowledge of the Lancair product put on a fascinating presentation, thank you, Brent!

We are gearing up to attend the Reno Air Races, September 12-16th, and then we are off to our annual LOBO-Lancair Fly-In, which this year is being held in beautiful Sedona, Arizona September 28-30, 2012, where we know everyone will walk away with some more knowledge of their airplane, and some new friends. We look forward to seeing you there.

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

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