**Lancair 320 – C-GLPV Specifications Sheet**

A picture containing plane, outdoor, ground, airplane

Description automatically generated

* 50 hours total time on engine and airframe
* First flight – October 2017
* 200 kts cruise
* Lean-of-peak operations ready

**Engine and Propellor**

* Lycoming O-320 D1F engine
* Fuel injection
* Traditional and electronic magnetos
* Electro Air Magneto and Starter Switch
* 8 amp backup alternator
* Three bladed MT wood/composite propeller (Fall 2018)
* Two oil analysis (25 and 50 hours) show normal metal values
* Engine analysis (Savvy Analysis) shows normal engine parameters
* GAMI test performed and GAMI advises that GAMI injectors are not required to perform lean-of-peak operation (huge fuel saving, cooler engine temperatures = longer engine life, small loss of TAS)
* 1800 TBO engine should easily go to 3000 hours on-condition

**Airframe**

* Wing extensions added to take the aircraft out of the high-performance category.
* Whelan LED position and strobe lights
* LED landing lights
* Professionally painted at Avialta Helicopter Maintenance (CZVL)
* Vertical Power Electronic Circuit Breaker System

**Avionics**

**A picture containing text, control panel

Description automatically generatedA picture containing indoor, dirty

Description automatically generated**

* **Displays**
  + Dual Grand Rapids GRT Hrx 10.4” displays
  + Dual Attitude Heading Reference System (AHRS)
  + Adaptive AHRS
  + Synthetic VisionA screenshot of a computer

    Description automatically generated with medium confidence
  + GRT Mini Backup (attitude, altitude, heading, speed, navigation) with Synthetic Vision
  + GRT Mini Back-up Battery System A screenshot of a video game

    Description automatically generated with medium confidence
* **Engine Display and Monitoring**
  + - Grand Rapids EIS 4000 Engine Monitoring System
    - VPower Electronic Circuit Breaker Control
    - GRT Sport SX Engine DisplayA picture containing text, scoreboard

      Description automatically generated
* **Communication**
  + - Dual VHF Comm Radios
    - Single VHF NAV Radio
    - PS Engineering Audio Controller
    - All radios and intercom controlled via EFIS displays.
    - LIMO connector jacks for headsets
* **Navigation**
  + - GPS/WAAS LPV Receiver
    - Dual GPS Navigation (with dual AHRS)
    - Single GPS Navigation (with Mini Back-up)
    - All radio tuning via EFIS displays.
* **Surveillance**
  + - Trig TT22 Transponder
    - Mode S and ADS-B Out
    - Transponder controlled by EFIS displays.
* **Autopilot**
  + - Grand Rapids Autopilot
    - Pitch and roll
    - Controlled by either EFIS
* **Miscellaneous**
  + - Symmetrical cockpit so the aircraft can be flown from either seat (HRx displays can display attitude or navigation)
    - 406 ELT
    - Capacitance fuel probes
    - Infinity Stick Grips with trim switch plus 5 buttons
    - AOA Sport Angle of Attack System
    - Two USB chargers

**Damage History**

The aircraft had a nosewheel failure from a pilot induced oscillation event leading to a propeller strike in the Fall 2017.

A picture containing sky, outdoor, ground, sandy

Description automatically generated

The engine was at lower power and combined with a wood/composite MT propeller, the engine incurred no damage. The engine was inspected per the Lycoming propeller strike directives, a new propellor was installed and the other damage was repaired, and the aircraft returned to service in 2020 following the installation of a new instrument panel.

**Price: $120,000 USD**