

## Lancair Owners & Builders Organization

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### in this issue

**1** from the president

**3** maintenance matters

**8** events

**11** auction

**13** lobo business

editor: mark sletten

LOBO  
3127 creve couer mill rd, h-n5  
saint louis, missouri 63146  
[www.lancairowners.com](http://www.lancairowners.com)

### FROM THE PRESIDENT

jeff edwards



Happy Labor Day! Air-Venture 2013 is history and what an event it was!

This year's attendees were rewarded with the most pleasant weather in twenty years. I was greeted by volunteers in parkas when I landed Sunday at noon. The brisk wind made it even cooler and t-shirts and signs announced "Welcome to Frostkosh!" By Monday the chill wore off and the weather was downright beautiful.

Lancair and LOBO were busy during the show. On Monday LOBO hosted the annual LOBO forum and this year we were pleased to welcome NTSB Board member Dr. Earl Weener. Dr. Weener presented the NTSB's Experimental Amateur Built (EAB) study results for those folks in the forum crowd. It was a real honor to have a distinguished official and GA pilot address us on EAB safety.

Mr. Les Doud from Hartzell also spoke to the forum crowd about trouble-shooting vibration issues. If you haven't heard, a few Lancair owners have been experiencing vibration modes that they cannot resolve. Hartzell and Continental have offered to assist LOBO with technical advice, which we greatly appreciate. Later in this issue of *LOBO News*, Bob Pastusek tells us about LOBO's purchase of vibration test equipment which will be used for inflight tests as part of an effort to determine the scope and (hopefully) the cause(s) of the vibration. See Bob's

article for more information and get in touch with him if you are interested in participating.

Also at Oshkosh this year, the National Aeronautic Association honored LOBO member Bill Harrelson for setting a new American distance record while flying nonstop from Guam to Jacksonville, Florida.

Additionally, Australian Fred Moreno procured a pair of large, spherical objects made from brass which he asked his countryman Gary Burns to carry and present to Bill in honor of Bill's sojourn. We don't know what these particular items symbolize, but Bill's grin seems to indicate he does...



The Harrelson's will be in Greenville in October attending the 2013 LOBO/Lancair Landing, and Saturday night's Landing Banquet will be followed by the story of Bill & Sue's magnificent adventure as told by Bill. This is a story you don't want to miss!

### LOBO INITIATIVES

LOBO board members met with FAA and EAA officials several times at AirVenture as part of LOBO's ongoing effort to assist in the development and implementation of new FAA guidance

which would allow two pilots in the cockpit during Phase I flight testing.

Mr. Mark Giron from AFS 800 at FAA headquarters joined us at the 2013 LOBO AirVenture Banquet to describe his efforts to make this LOBO initiative a reality for the wider Experimental Aircraft community. LOBO believes this program will provide a significant safety benefit for everyone flight testing an aircraft, and we continue the dialogue with the FAA and the EAA Safety Council, headed by Charlie Precourt, to hammer out the details. More to follow.

We also met with Nationair's Jenny Estes and Chartis's Greg Sterling and his team of insurance underwriters at Oshkosh. They expressed appreciation for LOBO's efforts to bring down the long-term accident rate and suggested the positive benefits of those efforts are on the horizon. Thank you Jenny!

### **SPEAKING OF THE BANQUET**

LOBO Member Dr. Alberto Behar captivated banquet attendees with his NASA/JPL presentation on the Mars Curiosity and other exploration events. What an interesting tale about the exploration of the red planet. Thank you again Alberto!

### **YTD PROGRESS**

We have had a very good year with respect to aviation safety, with only four reported U.S accidents thus far. Two were gear up landings (no injuries), one an inflight fire with injuries due to aged automotive wiring and one runway excursion (landed long and went off the end).

Please look over your aircraft for any airworthiness concerns; train often

with qualified instructors and keep your skills sharp! You cannot get too much training; it is the cheapest insurance you can get.

### **TRAINING VS MAINTENANCE**

Speaking of airworthiness and training, as an instructor nothing is more frustrating than having a pilot show up for a training session with a plane having issues that limit or prevent training. My experience as an instructor with the American Bonanza Society pilot proficiency program suggests some 2-3% of scheduled training was curtailed or cancelled due to mechanical issues. LOBO instructors report that number is more like 40% for the Lancair fleet. The story usually goes like this... "Hey, I just want to tell you before we go fly that I have been having trouble with (fill in the blank)". Many times it is the engine that is not set up for the correct fuel flow, or its baffles have leaks causing high temps during climbs. Sometimes avionics calibration (AHARS, AOA, magnetometer) have not been performed. Sometimes a pesky drippy hydraulic cylinder turns into a gusher at the training site.

What's worse, some owners are mystified as to why they can't train with such an aircraft since they have been flying their aircraft that way for years.

If you or someone you know has a maintenance/mechanical problem with their Lancair let's get it fixed. Many of these items we see are neither difficult nor terribly expensive to repair—certainly not as expensive as the loss of training they can cause. Luckily, your LOBO membership is loaded with top talent who can help you. There's no



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maintenance issue that cannot be properly addressed, even the kind that might crop up on a cross-country trip. If your fellow members do not know the answer, they can usually get you one within 24 hours. There are very few good reasons to fly a broken aircraft!

### **TRAINING OPPORTUNITY**

LOBO will be conducting an all-day ground training symposium on October 3, 2013 (the day before the LOBO/Lancair Landing) at Greenville on a variety of topics. Bob Pastusek will host a half day seminar on preparation for first flight and Phase I testing.



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Captain Sue Harrelson will be offering a half-day course for non-pilot cockpit companions who are interested in learning to share cockpit duties with the pilot. Meanwhile, I'm hosting an all-day operational safety seminar with topics including single-pilot IFR, emergency procedures, developing a personal flight training program and a review of the Lancair stall/spin controversy. Additionally, Dr. Allen Anderson will review high-altitude physiology issues.

**NOTE:** All Ground School attendees are requested to bring their Pilot Logbook to training.

#### **FLIGHT TRAINING AT THE LANDING**

I have heard that some very popular Lancair flight instructors will be present at Greenville. If you have need of their services you should contact them

directly as LOBO will not be offering flight training at Greenville.

We hope to see you in Greenville next month!

### **MAINTENANCE MATTERS**

bob pastusek



#### **CRANKSHAFTS**

A few months ago, one of our IV-P owners discovered a crack in the crankshaft

flange that fastens the propeller to the engine. He thought he'd found the cause of a troubling vibration issue he'd been chasing for some time, so he immediately pulled the engine, replaced the crankshaft and posted his

experience on the Lancair Mailing List (LML).

A number of other LML subscribers reported similar unexplained vibration issues prompting the following LOBO initiative.

Colyn Case conducted an informal survey to assess the magnitude of the problem and see whether or not we could isolate it to specific Lancair models, specific airplanes, or specific components. The results, in summary, indicate that:

1. The only known crankshaft failure in our fleet is Ed Smith's IV-P (N9JE), in 2010.
2. Of the thirty current owners that responded to Colyn's survey, four indicated significant vibration issues that they've been unable to isolate or eliminate.



We determined from Colyn's survey that although none thought their vibration problem was critical, each had made significant, and ultimately unsuccessful efforts to eliminate it.

In looking for a solution we found the reports of vibration did not appear to have any common thread, with the possible exception of a prop/engine "mismatch." Our initial inquiries to Hartzell and Continental identified literally thousands of identical prop/engine installations on other GA aircraft with no vibration issues reported—and a few other aircraft that did. The information indicated the vibration might more likely be a prop/engine/mount/airframe transmissibility issue. There's no question some of our owners have a problem, but we didn't have the type or quantity of data that might suggest a



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solution.

As has happened in the past, one of our own, a Legacy builder and helicopter structures and dynamics flight test engineer, offered to help. We also obtained agreement while at AirVenture 2013 from representatives of Continental, Hartzell and LORD Corporation (makers of [engine isolator](#)

[mounts](#)) to work with us on our project.

We wrote a test plan to characterize and measure the specific vibration on the engine, at the engine mount and in the cockpit at various power settings. LOBO evaluated vibration measurement equipment to assist in our efforts, eventually purchasing two kits with self-contained, battery-powered accelerometers to collect vibration data

We designed and fabricated appropriate mounts, completed equipment checkout and baseline data collection in late August, and will be collecting data from owners who would be interested in assisting in this project starting in September. We expect to have initial information available for discussion at the LOBO/Lancair Landing in Greenville, SC in October, but will likely continue data collection



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and evaluation through the end of the year.

A minimum expected outcome, with the help of our Continental, Hartzell and LORD advisors, is to determine the cause of higher cockpit vibration. Assuming that much of the problem is insufficient isolation, we hope the data we collect can aid in the development optimized engine mount isolators for the various Lancair models.

If you would like to be involved, LOBO will provide the vibration testing equipment (for a minimal fee) and a baseline set of expected vibration data, which you may use to optimize your own aircraft.

In addition to providing data analysis and advice, Hartzell and Continental

have agreed to come to Greenville to specifically address the vibration issue with LOBO members. Les Doud from Hartzell will be with us on Friday morning to talk and answer your questions. If you have concerns about engine vibration on your aircraft you shouldn't miss Les Doud's forum.

### EVOLUTION WINDOWS

An Evolution owner, friend and LOBO member asked if we would address Evolution-related subjects in our quarterly newsletter. Doug Meyer keeps us pretty up to date on most things Evo related but here is my two cents worth.

As most of you Evo drivers know, two early Evos developed cracks in the

acrylic windows. It appears that the window frame flexed more than the acrylic could accommodate.

Those windows were bonded in place with grey Hysol and a two or three BID layup over the interior window edge. Lancair published a repair recommendation which called for removing the three cabin windows (not the





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windshield or door window) and reinstalling with Chemseal.

Unfortunately, this proved to be unsatisfactory for some whose windows (typically the copilot side window) peeled away from the Chemseal and disbonded from the window frame. Again, too much airframe flex around the window frame was the suspected culprit.

The final solution was to remove the problem windows, reinforce the interior frame with additional layups, wrap the window edges with carbon (to improve bonding with the frame), reinstall the window over a layer of Chemseal and finally, apply multiple

layups over the interior edges of the installed window.

Several Evos owners have used this procedure to repair problem windows including one who has logged over 150 hours since the repair with no problems.

Several early Evos also experienced problems with windshield disbonding due to structural flexing. Owners noticed the windshield separating in the area from the left A-pillar extending to the bottom of the windshield.

Like the cabin windows, Evo windshields were originally installed using grey Hysol. The repair is to remove the windshield, reinforce the interior fuselage at the bottom of the left A-pillar and reinstall the windshield using blue Hysol.

Other structural reinforcements included the addition of various lay-ups around lower door frame and

between the baggage door and the right rear window, where airframe flexing was causing cracks in the exterior paint.

### AVIONICS

Another issue that has appeared in a few early Evos involves the Moritz touch screens. Occasionally, the screen may lock up or misapply the commanded function to another function. Apparently, some early units were shipped with a defective touch-screen.

This Moritz product was sold to another company and it has taken them a while to get up and running on repairing these units. If you are having





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a problem contact Alma at Lancair for return instructions. Unfortunately, these touchscreens are no longer covered by warranty and the repair is north of \$2000.

## **RUDDER UPGRADE**

A great upgrade to the Lancair Evolution is the addition of rudder trim. The original design did not include it, but adding rudder trim is a blessing. No more pressing on the rudder pedal in cruise!

## **LANDING GEAR**

If you are flying along and hear a loud bang followed by an intense repeated banging noise that changes frequency with speed, you may have sheared the bolt connecting the gear door to the landing gear leg. The continued,

repeated banging is the door pounding on the bottom of the wing.

There's no need to sweat the noise—it's just noise. Fly the aircraft, land as soon as practicable and get it repaired. You will probably need a bolt or stud/screw remover for the job.



## **FUEL PUMPS**

If you installed an overhauled engine driven mechanical fuel pump it may not make it to 500 hours. Again, don't sweat it. Lancair added a backup electrical fuel pump on the engine side of the firewall.

You can ensure the electric pump is operational prior to takeoff by checking fuel pressure with the engine off. The electric pump should raise fuel pressure to >30 psi.

If fuel pressure is insufficient, or you can't hear the pump operating then it's time to pull the pump and send it to CJ Aviation for a \$950 overhaul. CJ will send it to Rapco in Wisconsin but CJ charges less than Rapco (go figure).

When you reinstall the pump make sure you replace the O-rings on the

fittings. You'll have to prime the pump as well. The recommended procedure is to attach a spare hose to the outlet side of the pump and run it to a bucket. Turn on the pump until fuel flows, then reattach the engine line to the pump outlet fitting.

**CAUTION:** *If fuel does not begin to flow within a few seconds turn the pump off*

*immediately. Do not run the pump dry or you will damage the pump vanes and spend another \$950.*

### 100 HOUR INSPECTIONS

#### **Starter Generator Brushes**

If you are an Evo owner and are nearing a few hundred hours of service you should pay attention to the starter generator brushes during your 100 hour inspections. The starter generator brushes (for the APC 250SG111Q) will likely not last 500 hours total time. APC wants over \$2000 to overhaul their starter generator. It would be wise to swap these units out for a different brand with longer brush life when your APC brushes are due for replacement.

#### **Deice Slip Ring Brushes**

Another item to consider is your deice slip ring brushes. Again, they probably won't last 500 hours. Make yourself a go/no go gauge and check these during your 100 hour inspections.

#### **Gascolator Inspection**

Gascolator inspection and cleaning is relatively simple and should also be part of your 100 inspection.

1. Disconnect the bowl drain line.
2. Cut the safety wire and remove the nut holding the gascolator bowl to the top of the unit.
3. Remove the bowl.
4. Remove the nut and jam securing the vertical shaft and carefully remove it.
5. Remove each filter element and spacer until all

are removed. The screen stack has a brass colored cap that "pops" off with a little finger pressure.

6. Carefully rinse each filter element to remove any debris. Handle the filter units with care as the membranes are easily damaged. Do not use any tools or stiff bristles on the membranes.
7. When finished cleaning reinstall the membranes and spacers on the stack.
8. Place the brass cap back in place and carefully reinstall on the threaded shaft.
9. Reinstall the nut and jam nut. Do not over-torque the nuts.
10. After cleaning, reinstall the bowl with new O-rings and reinstall the bowl nut.
11. Safety wire the bowl nut.

### **EVENTS**

*claudette colwell*



#### **THE LANDING**

By the time you read this newsletter it will be only a little over a month until we all convene for the

3rd annual LOBO/ Lancair Landing in Greenville, South Carolina, KGMU, on October 4-6.

The feedback from our previous events at Branson and Sedona was overwhelmingly positive, but we have good reasons to believe this year's Landing will raise the bar yet again.

Greenville's Downtown Airport, KGMU, is looking forward to having the ramp filled with Lancairs. The Hilton Greenville is preparing to make us all feel welcome and well fed. Judy Pastusek is busy planning special events for the ladies, and Bob

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Pastusek, Sue Harrelson and Jeff Edwards are putting the finishing touches on their Ground School presentations.

#### **FORUMS AND EXHIBITORS**

We have an impressive line-up of forum presentations and more exhibitors than ever. Forum presenters include Lancair; Garmin; Hartzell;

Continental Motors; Jeppesen; NationAir; Vertical Power; Regal Aviation Insurance; Cascade Aircraft Management; and LOBO. Other exhibitors who will be in the main Exhibit Hall to answer your questions include Barrett Performance Aircraft; Champion Aerospace; Elite Pilot Services; Freeflight Systems; Pratt & Whitney; Risse Racing and Tempest Plus. Those of you who went to

Branson and/or Sedona will recognize a few familiar names, but note many new ones as well.

We'll be publishing the schedule of forums soon so look for upcoming news about that.

All the exhibitors will be in the exhibit hall with the exception of Hartzell who is making a special effort to attend on Friday with their expert Les Doud who will share important information about the vibration issue many of us have and are experiencing – see Bob Pastusek's article for details. Hartzell will be the first forum at 8:00 am Friday morning and will depart Friday afternoon for prior commitments, so if you want to speak personally with Les be sure you get with him before Friday afternoon.

Other sponsors who are supporting us but cannot attend the Landing include Aerotronics; Avalon Logistics; RDD Enterprises-Northstar; ASL Camguard; and Wiremasters.

#### **FOR THE LADIES**

This year our very capable and charming Judy Pastusek is heading up the ladies' events. The highlight, of course, is the all-day tour of the historic and palatial Biltmore, former estate home of the Vanderbilts. Judy has arranged a van to chauffeur the ladies to/from the Greenville Hilton to the Biltmore including transportation in the afternoon to Antler Hill Village to tour the farm/winery and the Vanderbilt Exhibition. The van departs the hotel at 8:30 AM on Friday.

If your spouse/partner has not signed up for this, please do so without delay so Judy can determine what size van will be required and if there are enough attending to allow a private luncheon. [Click here](#) for more details and to register. Please note: we cannot

guarantee space for last minute sign-ups.

On Saturday we have arranged for the Ladies to go on a shopping expedition to Chicos and surrounding shops in Greenville, with a pay-as-you-go lunch followed by a short stop in Downtown Greenville. The group departs the hotel at 8:30 AM and returns about 3:30 PM. Credit cards or cash are accepted at

stores and restaurants.

### **GROUND SCHOOL**

Don't forget to join Jeff Edwards and Bob Pastusek Thursday, Oct. 3 for the dual-track LOBO Ground School. Jeff will cover flying topics in track one while Bob helps you prepare for your first flight in track two.

Additionally, your partner/spouse may join Sue Harrelson in her "Partner in Command" presentation where non-pilots learn how to assist with cockpit duties. [Click here](#) for more details.

### **BANQUET**

Lastly—and another highlight of the weekend—hear LOBO member Bill Harrelson spin a tale of derring-do at the Saturday night banquet. Earlier this year Bill flew a record-setting, non-stop flight in his Lancair IV from Guam to Jacksonville, Florida.

If you want to hear this story, or be involved with any of the other activities we have scheduled, you'll have to make it to Greenville, SC in October.

Remember to register ([click here](#) and completely fill out the online form so we can have your registration package ready), pay your fees ([click here](#)),



make your hotel reservations ([click here](#)) and get to Greenville with your spouse/partner this fall!

### **LOBO AirVENTURE BANQUET**

If you were unable to join us for the LOBO banquet at the new Best Western Premiere Waterfront Hotel you missed a great evening. The new venue was absolutely great—and the food was better than ever!

The new venue afforded everyone in the large ballroom an opportunity to see Alberto Behar's presentation on one of the two huge screens flanking the podium. Alberto's talk generated so much fascination and so many questions we had to extend the bar service!

Alberto must log lots of airline miles as he had flown in from London the day before (after stops in many other places all over the globe in the previous weeks) expressly to speak to us. Well, that's not entirely true. He was promised a ride in a larger Lancair than his, and was rewarded with a wonderful flight with Bob Pastusek in his IVP. Thanks Bob!

Each of our AirVenture Banquets has attracted an outstanding speaker, and every year presents a challenge to match the previous. Please share any suggestions or requests you might have for next year's LOBO AirVenture Banquet!

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## LANDING AUCTION

*colyn case*



LOBO is doing something new at this year's Landing: a Silent Auction. We're doing this for a couple of reasons.

First, a few of our sponsors were better able to provide us merchandise than funds. Second, this format makes it easier for you to control which of these great items you want to take home. Finally, we'll also raise some needed funds for our safety initiatives, which is a nice bonus for LOBO.

There is a lot of detailed information available about these items, but rather than reproduce it here I will provide a brief description, a retail value and a link to the manufacturer's web page if you'd like to read more.

First up is a [Bose A20 headset](#). Sporting Bluetooth and standard General Aviation plugs, the A20 is widely regarded as one of the top two aviation

headsets on the market. At \$1095, it offers improved noise canceling and the aforementioned Bluetooth capability over the previous model Bose X.

To fit nicely under those earphones, check out these [Flying Eyes sunglasses](#). These sunglasses are specially designed to easy to wear for long periods under headphones, and at \$179, they are just as easy on the wallet.

Speaking of eyes, we have 3 offerings this year that relate to capturing video of your flight. The first is the famous

\$399 [GoPro Hero 3](#) camera, designed for shooting action packed imagery. You can read more about this remarkable device at the manufacturer's website. To integrate that GoPro efficiently into your cockpit check out the [NflightCam GoPro Cockpit Kit](#). \$99 gets you a filter to make your prop look right and patch cables to get headset audio on your recording. Or, if you prefer to use your iPhone for video recordings NflightCam has a [kit for that too](#), for only \$129.

If you would like your aircraft to show up well in an air-to-air video you might

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Those Pulsars are going to need some power to run them, and Concorde has provided a battery of your choice for your Lancair. [Click here](#) to view all their aviation battery offerings,

starting at around \$250.

In the flight planning department we have a one-year subscription to [Foreflight Mobile](#) for the iPad, which retails for \$79 for a single pilot. Foreflight has just completed a new release which includes approach plates integrated with the moving map.

If you are planning a long trip you'll want to safely stretch your fuel dollars by running lean of peak with a set of [Gamijectors](#) from General Aviation Modifications Inc. (GAMI). For \$949, GAMI will take the test data you collect from a simple procedure called the *GAMI Lean Test* and manufacture a set of custom injectors for your engine that will keep you running safely and smoothly LOP.

If you are flying a long trip you may also be flying high, in which case you may want to take advantage of an oxygen system from Precise Flight. The \$499 [Oxy-Pack 1 two-place portable emergency oxygen system](#) is the perfect high-altitude companion for a pair of travelers, while the \$110 [Solo-Pack breathing station](#) provides everything you need to connect to a Precise Flight oxygen system as well as select systems in Cessna and Cirrus aircraft.

One thing about flying high is that the sun can be very warm, especially with a canopy like the Legacy's. Kit components can help you out there with a [Legacy Sun Shade](#). At \$300, this shade will make your ride much more comfortable while protecting you from the sun's harmful radiation.



Navigating on a long trip, you may be lucky enough to have a Garmin G1000 or something very like it. If you want to know all the ins and outs of how to run it, you may want to consider Jeppesen's \$199.95 [G1000 VFR & IFR procedures online training bundle](#).

If you own a Lancair, you are the director of maintenance. And if you own a Lancair with a Continental engine you will want to know what Continental Motors has to say about maintaining it. We have two training certificates available this year. Go with a buddy or your spouse! Bob Pastusek and I took the *Aviation Technician Factory Training* course last January. It transformed my perspective on what it takes to keep these machines running. You can read about our experience in the [February 2013 edition of LOBO News](#). You can read what Continental says about the training course by [clicking here](#). The \$750 per person tuition Continental charges includes a student workbook, a reference CD and one year enrollment in Continental's information services.

Phew! There's so much to owning and equipping a Lancair, sometimes you just want to sit on the ground and watch someone else fly. There is no more exciting aviation spectator event than the Reno Air Races. The Race association has generously donated [two season ticket packages](#) valued at \$600 for the pair. This package includes reserved grand stand seating, pit passes and parking.

While you're there you may need something to carry your stuff around in, so consider a [Cross Country Backpack](#) from Sporty's Pilot Shop. The \$64.95 Cross Country Backpack is



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That is a lot of good stuff! We'll have the auction set up Friday night at the cocktail party and Saturday night during dinner. Close to twenty people are going to walk out of the 2013 LOBO/Lancair Banquet with something very special. If you want a chance to be one of them you'll have to register soon. See you there!

## **LOBO BUSINESS**

*bob pastusek*

When we founded LOBO in 2008, we drafted and filed Articles of Incorporation as an Oregon non-profit. Article III specifies the purpose of the

organization, "...to promote the enjoyment and safe use of all Lancair aircraft and to be a representative voice for Lancair owners and builders in regulatory and other matters in which they have an interest." We declared Jeff Edwards, Claudette Colwell, Mark Sletten, Robert Pastusek and John Halle the initial directors, to serve without compensation. These were LOBO's original "Board of Directors."

We also drafted and agreed to operate under by-laws that were filed as part of our organizing declaration, and the directors subsequently elected Jeff Edwards as President; Claudette Colwell as Vice President; Robert Pastusek as Treasurer; and John Halle as Secretary. John has left the organization for personal reasons, and the board elected Jennifer Ashley (to

replace John Halle), and Bill Harrelson and Colyn Case, mostly to accommodate the increasing level of activities with members and outside agencies. Bill Harrelson left to focus on his world flight distance and time record efforts, but the board has continued to operate essentially as established in 2008. We've significantly expanded both our membership and community interaction since then, with 375 active members, and LOBO mentioned in the official communications of organizations such as the FAA, AOPA and EAA.

LOBO's by-laws require that we hold annual membership meetings, and we've held regular meetings as part of AirVenture, Sun 'n Fun and our annual LOBO/Lancair events. It's time however, to more actively involve you,



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the members, in selecting the leadership and agenda of the organization, and we plan to start this effort at the 2013 LOBO/Lancair Landing in October.

Specifically, the Landing, scheduled for 4-6 October, 2013, in Greenville, SC (hopefully this is not a surprise to anyone by now!), will constitute the annual meeting for the Lancair Owners and Builders Organization (LOBO) in accordance with our by-laws. Members unable to attend are requested to download a proxy form from our website ([click here](#)), fill it out, sign it and mail it to Bob Pastusek:

**2342 S. Queen St  
Arlington, VA 22202**

We will hold a LOBO Membership Meeting as part of the agenda, and

expect to review the following items (plus any raised by members):

**1. Committee Reports**

- 2014 LOBO meetings & events
- Initial & recurrent training
- 2nd Pilot & associated initiatives
- XP-3 & associated flight test initiatives
- Engine vibration isolation

- Newsletter objectives/support
- Website status/use
- Membership status
- Financial status
- Tax exempt/501c3 status

**2. LOBO director elections**

**3. Member issues**

A couple of the above agenda items warrant further discussion and



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explanation. First, our by-laws require us to elect/re-elect LOBO's directors annually, and it's past time we complied with this requirement.

The current directors came to their positions by virtue of their willingness to volunteer a significant amount of their personal time and money toward starting the organization. Each is prepared to continue serving for at least the coming year while we set up a process for nominating and electing new directors. We will accept director nominations from any member in good standing, if made to Bob Pastusek via email ([rpastusek@htii.com](mailto:rpastusek@htii.com)) not later than 1 October 2013. During the membership meeting, we will ask you to vote for six (6) organizational directors via paper ballot. You may designate another LOBO member, in

writing, to vote on your behalf, but we won't accept write in votes at this meeting.

The requirement for nomination before the meeting allows us to verify the willingness of each nominee to serve as a LOBO director prior to a formal vote. We will also establish a Director Nominating Committee at this meeting that will be responsible for developing a slate of directors for the following year. (Note: IAW the by-laws, organizational directors will meet immediately after their election each year to select the officers of the organization for the coming year.)

We've sought assistance from our



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members for such things as the Landing Site Selection Committee, and this year's Auction Gift Committee (of one), but LOBO's directors have largely initiated and personally directed the majority of LOBO activities. For our organization to continue to expand the services and influence we provide, we need additional people who are able to contribute a minimum of six hours per month (and often more) to LOBO.

Please come prepared to discuss and, hopefully, offer your services.

