LOBO news

Jun 2010
Volume 2, Issue 2

in this issue

editor: mark sletten
vice president, communications

LOBO
18437 edison ave
chesterfield, MO 63005
www.lancairowners.com

From the President

jeff edwards
j.edwards@lancairowners.com

Welcome to the spring 2010 edition of the LOBO's e-zine, LOBO News! Much has transpired with LOBO since the last issue published in January.

Sun 'n Fun was a huge success, due in no small part to the diligent efforts of our terrific board and volunteer members. Our social get-together coordinated by Claudette Colwell was both well attended, and a lot of fun. It was good to see so many members there!

To meet one of LOBO's primary functions of representing our membership with regulatory agencies, at this year's Florida fly-in I, along with LOBO board members Bob Pastusek, Claudette Colwell, Bill Harrelson, and LOBO member Mike Newman met with the FAA's Mel Cintron and his team. This planned meeting followed several months of telephone and email correspondence regarding FAA's response to perceptions of Lancair safety. We have made the FAA aware of LOBO's work toward improving the Lancair safety record, and Mr. Cintron has expressed a great deal of interest in our efforts as an organization.

Following our meeting with Mr. Cintron, as many of you know, we solicited inputs from LOBO members to aid the FAA and EAA in crafting an Advisory Circular to address the safe operation of high-performance, amateur-built aircraft. As part of this continuing process, LOBO Board Members will again meet with FAA and EAA staffers this month at Oshkosh to continue drafting the circular.

We take our safety very seriously and continue to work to drive down our accident rate. You can help by sharing your ideas with us or by volunteering to participate in these events.

Speaking of accident rates, 2010 has so far been one of the safest years on record for the Lancair fleet. There has been only one fatal accident since the fall 2009.

The unfortunate set of circumstances surrounding the March 2010 IVP accident in South Carolina are still under investigation and it will be many months before the NTSB completes its investigation. As always, we will publish details when all of the facts have been analyzed and published. Our thoughts and prayers go out to the families involved in this terrible tragedy.

A New Partner

I'd like to take this opportunity to announce LOBO's decision to grant preferred insurance broker status to NationAir Aviation Insurance!

Light Aircraft Branch Manager Dave McCoy has been working closely with LOBO leadership in developing useful and effective contacts with major insurance industry underwriters to benefit LOBO and all Lancair owners. If you're wondering exactly what this means for you, wonder no more. Dave authored this issue's Guest Submission which explains exactly how a partnership between NationAir and LOBO is beneficial for both.

Please join me in thanking Dave and NationAir for all the hard work they've done to support LOBO. And of course,

don't hesitate to give Dave a call if you think he can help you with your insurance needs.

Lancair Training

As nicer flying weather approaches I strongly urge you to be sure your skills have not become rusty through disuse over the long winter months. LOBO has a terrific cadre of recommended flight instructors, some of whom may be closer than you think.

LOBO member and instructor Michael Newman and EAA are working to make Lancair training more accessible for all pilots of experimental aircraft. Michael is working with his FSDO to obtain permission to use his own aircraft for flight training. The EAA is working with the FAA to reinstate the waiver system allowing flight training for hire in amateur-built, experimental aircraft. Allowing instructors to use their own aircraft will make training more accessible for everyone.

Speaking of instructors, two recent additions to LOBO's list of recommended instructors are Bill Miller and Ernie Sutter, both from Houston, TX. Bill is a retired naval aviator and IVP owner. Ernie built and now flies a Legacy after retiring as a Captain from a major airline. You can get in touch with either of these fine instructors using the contact information published on LOBO's website at www.lancairowners.com.

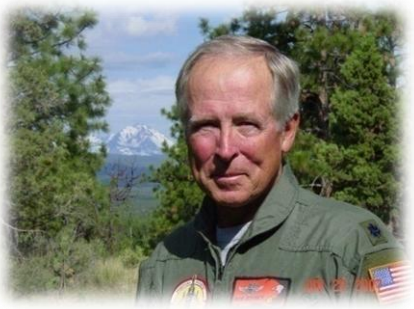
All of LOBO's recommended instructors have completed LOBO standardization and evaluation training with Rudy Haug. Rudy is a retired Missouri ANG F-15 pilot and former chief test pilot for McDonnell Douglas and Boeing. We are fortunate to have the best of the best involved in our training program.

Safety Corner

This issue's Safety Corner comes from Bob Jeffrey. This is a reprint of Bob's post (edited for clarity) originally sent out via the LML.

As you wing your way through the ether you have three sources of energy available to you: airspeed, altitude and power. When you lose power (your engine) the only energy left is that stored in your remaining airspeed and altitude; your life, the lives of your passengers and the safety of your aircraft are now dependent upon how well you manage that remaining energy.

Allow me to point out one fact that should be obvious, but seems to have been forgotten (or ignored) by many Lancair pilots faced with such a situation in the past. Experimental aircraft builders often put years of blood, sweat and tears into finishing their aircraft, so it seems appropriate to remind you that *it is expendable*. It should go without saying that the most important thing is to be able to walk away from any emergency unharmed. Ideally, you would like to avoid injury AND prevent damage to your aircraft, but it's not a perfect world – prioritize.



Bob Jeffrey

So, what kinds of things can you do to enhance your chances of survival? There are many. Among them: fly smart, practice, know your critical emergency procedures by heart and practice them sitting in the cockpit using visualization. (This is by no means an all-inclusive list.)

Statistically, most accidents happen during takeoff or landing. An engine loss at low altitude robs of you one of your two remaining energy sources. To avoid becoming a statistic in the wrong column you must do everything correctly and quickly.

While preparing for departure, are you in the habit of verbalizing for yourself and/or passenger(s) your plan should you experience a loss of power on takeoff? Do you know the best landing sites off the end of your home airfield runways? At Reno a few years ago, we lost one on takeoff when he elected to land straight ahead. If he had turned 20 degrees left he would have had level ground instead of a cliff ahead of him.

Which earns the most 'cool points' on takeoff: 1) Lift off, gear up, and accelerate to cruise climb speed at ten feet AGL, or 2) Lift off, gear up, and climb at V_X to 1000' AGL before accelerating to cruise climb speed? If you're trying to impress the local airport bums, the former is a sure winner; if you're planning for emergencies however, the altitude you gain in that initial V_X climb will give you more energy and greatly expand your landing options should you lose power.

In the traffic pattern, do you fly at 1500' AGL, separating you from the slow guys at 1000' and giving you enough altitude to make the runway with an engine failure? Is your downwind wide and comfortable, or close enough to make the runway without power? Do you fly a steeper than normal (3 degree) final for the same reason? Do you consider mountainous terrain when planning your cross-country routing? Do you keep a potential landing site in view all the time? I could go on, but I think you get my point.

If you are not considering safety issues like these, perhaps you subscribe to the philosophy that "It can't happen to me." That used to be my philosophy. It's nice not having to think about all those horrible things that might happen; complacency may be dangerous, but it sure is comfortable.

Since then, I've been shot down, had five engine failures, one bailout, two dead stick landings (both last year, one in a TS-11 Jet Warbird and the other in a Legacy), one gear up (my fault), two runaway props, etc, etc.

Somehow I lost that comfortable feeling I used to get from complacency.

Surprise, Your Engine Just Quit!

OK, let's talk about the actual engine failure. This is directed primarily at the Legacy and Lancair IV type aircraft.

First, it's probably going to be a BIG surprise; you will burn time coming to grips with reality before you even begin reacting. If it happens on takeoff – ***this is important*** – you must immediately pitch from a takeoff attitude to a best glide attitude to avoid a stall/spin.

Do you know what this sight picture is for your aircraft? You want to perfectly hit the pitch attitude that results in L/D max glide, which is approximately 120 KIAS for the Legacy and IV (varies some with weight). If you hit that attitude perfectly, you will likely lose 300-400 feet as your airspeed slowly builds to 120 KIAS. Your remaining altitude will determine the size of your available landing footprint.

NOTE: *Do not try to make a 180 degree turn back to the runway. I can show you an exercise that will graphically prove it won't work. I know some of you hot sticks out there practice this and feel you can safely accomplish it, but statistics show a stall/spin crash is the result in a high percentage of attempts.*

If you think you know what caused the engine to quit (i.e. it's not a mechanical failure), you might make an attempt to get it running, but you MUST fly the aircraft first and concentrate on your landing.

If you're on downwind in the pattern you are committed to turning directly to the runway. When committed to a forced landing your throttle quadrant should have all levers aft or full out. Placing the prop lever full aft (coarse pitch or feathered) will make a big difference in your glide ratio.

Table 1 illustrates the effect of prop pitch on glide performance for a Legacy flying at 120 KIAS. The columns on the right show descent rates (ft/min) for prop settings with the aircraft in different drag configurations.

NOTE: *These are typical numbers; each aircraft is different. You should calculate accurate numbers for your own aircraft. The numbers for the IV are a little better, but the relationships are the same.*

Aircraft Configuration	Prop Lever	
	Forward	Aft
Clean	1500	800
10° flaps	1700	1000
Gear down	2200	1700
Full flaps	3000	2300

Table 1: Prop Pitch vs Descent Rate

You should note a couple of important relationships in this table: 1) your rate of descent is reduced significantly if you can get your prop to coarse pitch or feather, and 2) the rate of descent increases incrementally with the addition of different drag elements. Ten degrees of flaps is fairly insignificant. The gear is the next highest drag factor and full flaps adds the most drag and results in the highest descent rates. This is important to know in a forced landing pattern.

Flying an Engine-Out Pattern

If you experience an engine failure at altitude you should immediately turn toward that site you have picked out (you have one picked out, don't you?), trim the aircraft for best glide of 120 KIAS and determine if you will try a restart or secure the engine. Once you commit to a forced landing, fly the engine-out pattern you have practiced and are familiar with. A practiced pilot flying a familiar engine-out pattern can constantly monitor progress and accurately gage the probability for a successful landing at the selected site.

The most proven pattern is the one I learned in the Air Force and is taught by HPAT (editor's note: and LOBO too!). This pattern consists of a 360 degree circling descent (assuming your heading at the start of the turn is runway heading) from overhead the landing site to the actual landing. The point over the landing site should be 1/3 the distance down the runway/landing site.

NOTE: *It may seem strange to throw away 1/3 of your chosen landing site, but I think you'll agree it's better to run off the end at 20 knots than to land short at 120 knots. You can always move your aim point toward the approach end as the pattern progresses and you know that you have the landing site made.*

The point above the landing site is called *HIGH KEY*, and is 3500' AGL for the Legacy and IV. You are at 120 KIAS, clean with the prop lever aft. You will maintain 120 KIAS all the way around the pattern (for reasons discussed below). At HIGH KEY begin a 15 degree bank turn – assuming no wind – to the left. The left turn, even if opposite the published pattern

Bob and his passenger walked away from this emergency landing of a TS-11

direction at the airport, allows you to keep the runway in sight. Don't worry; you have priority as an emergency.

When you are half way through your 360 degree descending left turn you should be abeam HIGH KEY. This is called the *LOW KEY* point. At LOW KEY you should be approximately 1800' AGL with the runway/landing point off the left wingtip.

These KEYS are just that. They are key points in the forced landing pattern. By comparing actual altitudes to your calculated KEY altitudes (you must have calculated these altitudes and know what they are before starting) you can accurately gage your progress and adjust your pattern as required (see Adjustments below).

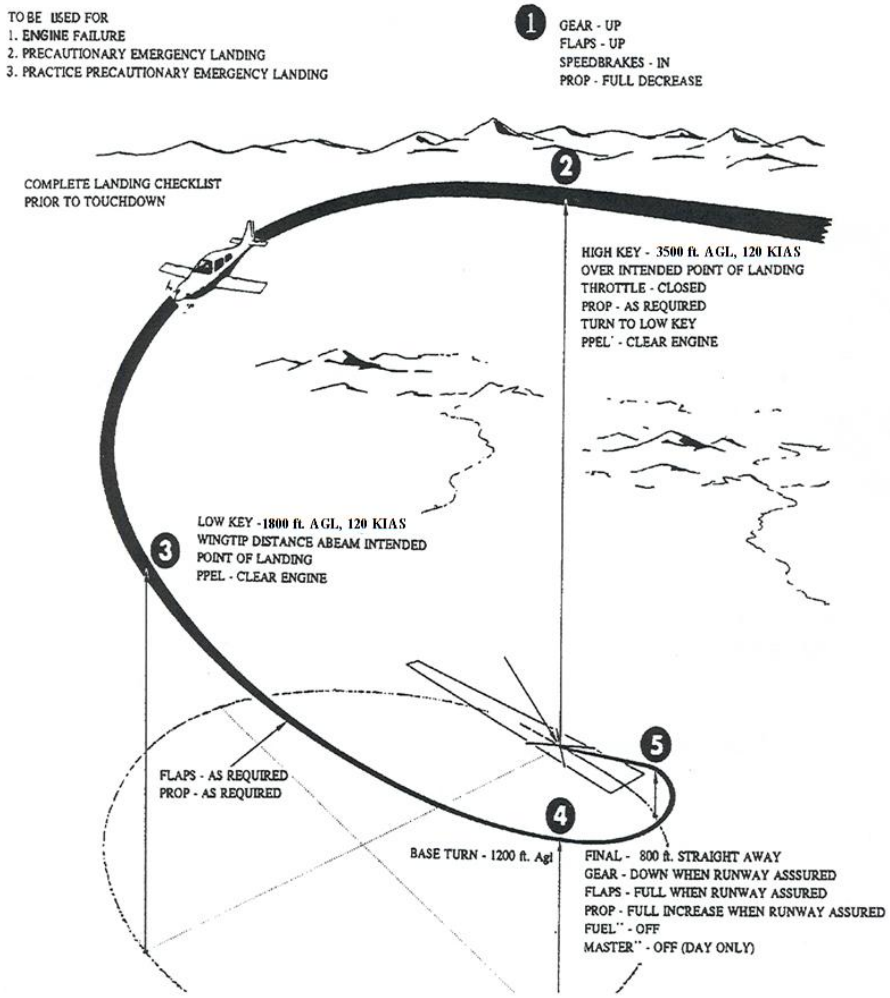
Such a planned engine-out pattern gives you many options. You can enter at either KEY depending upon the available altitude. You can land downwind if necessary and depending on runway length.

If your altitude is on schedule at LOW KEY, extend ten degrees of flaps. The last 180 degrees of turn is the most critical and requires the most judgment. Between the LOW KEY point and the 270 degree of turn point, you should have a pretty good idea how well you are doing. If everything is on schedule and you are confident you will make the runway, extend the gear. By the 270 degree point, you should be able to see the point on your landing site that is not moving toward or away from you. This is the point where your flight path will intersect the surface. When there is no doubt about making the runway, you can extend full flaps.

NOTE: *It is at this point (if necessary) you may wish to change your aim point toward the approach end of your selected landing site leaving more room for the landing roll.*

The engine-out flare to landing is critical. You are not used to seeing a 3000 ft/min sink rate on final; the ground will literally be rushing up to meet you. The engine-out flare to land is best accomplished in two stages. First, at approximately 100' AGL raise your nose to reduce your engine-out descent rate of 3000 ft/min to a normal approach descent rate. Second, make a normal flare for the actual landing. Remember I said there was a reason for maintaining 120 KIAS in the pattern? 120 KIAS allows you to begin a two-stage flare with a comfortable margin above stall speed, and complete it at normal landing speeds.

ENGINE OUT EMERGENCY LANDING PATTERN



Pattern Adjustments

If your altitude is higher than planned at LOW KEY you can start configuring for landing early and/or roll out of the turn and extend slightly on a downwind (while remembering it is better to land long than to land short). You may increase descent rate by increasing drag with gear, flaps, speed brakes, prop control, slip, etc.

If your altitude is lower than planned at LOW KEY you can increase your turn rate and/or delay configuring for landing, depending on altitude available.

WARNING: *A common error – which is very dangerous – is failing to complete the turn all the way back to the runway (in other words, rolling out on a base leg). This sets the stage for a classic stall/spin scenario: you are at low altitude with a lot of turn left to align with the landing site; if you proceed on a base leg far enough you can easily find yourself requiring a dangerously high bank angle (with the resultant increased wing loading) at low altitude to avoid overshooting final.*

You COULD find yourself so low at LOW KEY that you must continue your turn to the landing site while delaying configuration for landing (no gear or flaps) until just before the initial flare maneuver. Obviously, getting the gear down is the priority, and if you delayed configuring for that long extending the flaps in the flare is not recommended – land without them.

Straight-In Engine-Out Approaches

The previously discussed scenarios are ideal as long as you have the altitude. Lacking the altitude, you may have to attempt a straight-in, engine-out approach, the most difficult

Judging your progress is problematic without the KEY positions. After the engine fails and you are heading toward your landing site stabilized in your 120 KIAS glide, look for the spot on the surface that is stationary and not moving up or down in the windscreen. THAT is where your flight path intersects the ground. This spot will become more apparent as you get closer. If that spot is not on or beyond your intended landing site, then you are not going to make that landing site.

WARNING: *If you determine you cannot make the planned landing site do not pull up and attempt to extend the glide. This is the second-most common stall/spin scenario.*

Practice Make Perfect

First, make a drag/glide matrix for your aircraft. This requires a lot of altitude and still air. You will probably have to climb back up after doing the first half of the matrix. Get your numbers for the prop forward with different configurations starting with clean and then do the same thing with the prop aft.

Be sure to stabilize your engine temps to avoid shock cooling at idle. The engines on a number of the Legacy aircraft I've flown are set up on the rich side and show a tendency to quit when the throttle is pulled to idle in flight.

Consider practicing forced landing patterns at an airport without traffic (I know this can be difficult). I have had some success at towered airports by talking to the controller about the maneuver beforehand and practicing during dead periods. Since little changes in the first half of the pattern from HIGH KEY to LOW KEY, I would recommend starting at the LOW KEY point to save both time and wear and tear on your bird. Set up at the LOW KEY position with varying parameters (i.e. high, low, wide, tight, etc.) and fly your pattern from there. The more you practice the better you'll be able to gage your progress and make appropriate pattern adjustments.

Initially you should terminate your patterns with a low approach. As you get better at hitting your landing site you should start practicing your flare. Initially, begin stage one of your flare (breaking your high descent rate) at 200' and work your way down as you gain experience and sharpen your skills. Be very conservative here and DO NOT attempt a landing out of an engine-out approach until you have developed this judgment and have a long runway. Don't get distracted and forget to manage your fuel.

An Actual Engine Failure

So, that's about it except for the engine failure I experienced in the Lancair factory Legacy, N199L.

Ernie Sutter and I were practicing formation flight on our return to Redmond, OR from EAA Golden State. I was lead with Ernie on my wing. Just South of Bend at around 6000' AGL, the oil pressure in my bird suddenly dropped to 9 psi. One second later the engine raced to 3800 RPM before it disintegrated. (After removing the cowling, we found a large hole in the top of the engine case and a small one in the side. There were internal engine parts scattered in the cowling, including a rod that had been twisted 180 degrees).

There was smoke in the cockpit and over the canopy and the engine was rattling and shaking badly. I immediately turned toward Bend airport and requested Ernie switch to Bend CTAF. Good wingman he is, Ernie was already declaring a Mayday on that frequency.

I set up my glide and secured the engine. I only had enough altitude to do a straight-in, but it initially looked like I would make it. As I glided lower, it became apparent I would land short. I changed my landing site to the runway overrun, then, just short of it in a field.

I avoided the temptation to try to stretch my glide, held the gear until the flare (no flaps) and landed just short of the overrun.

Unfortunately, someone had thoughtfully dug a trench across the end of the overrun, which I hit just as the mains touched down. The force of the impact sheared the forks and main gear tires from both main gear mounts.

I was able to wheelbarrow the aircraft on its nose wheel across the overrun, between the runway end lights and on to the runway where it settled on the main gear struts and the tail. Luckily, the damage was minimal, and 199L was flying a month later.

I was very lucky this didn't happen over the Mt. Lassen wilderness area we had just flown over a half hour earlier. The main lesson I learned was an engine failure will be a complete surprise. It took me a few seconds to realize what had happened, analyze the severity of the situation, secure the aircraft and set up the glide toward the airport. This is where practice was of immeasurable value; the steps required to set up the aircraft and approach were second nature to me and I was able to fully concentrate on flying the aircraft. The old saying that you fly/fight the way you train is dead on.

If you take nothing else away from this article, at least remember this: *you don't want to attempt your first engine-out approach and landing in an actual emergency*.

Well, that's it. Please feel free to contact me if you have questions or comments. I look forward to hearing any ideas others have that might help in the unfortunate event we find ourselves there.

Bob Jeffrey is a highly-experienced pilot who has logged 26,000+ hours as both a civilian pilot and as a member of the US Air Force. Early in his military career Bob spent nearly eight years as a POW in North Viet Nam after his F-4 was shot down. As part of their program to maintain individual morale and unit esprit de corps, Bob and his fellow POWs organized classes and shared their knowledge with one another. Aside from his native English, Bob now speaks French, German and Spanish -- all courtesy of his fellow POWs. Following his repatriation in 1973, Bob continued in military service, retiring from the US Air Force in 1980 as a Lieutenant Colonel. Since then he has flown part 121 in the B-757/767, part 135 in the Hawaiian Islands, deep desert operations in Saudi Arabia for ARAMCO and for Bombardier's Lear 60 fractional ownership program. Bob has raced at the National Championship Air Races and is an instructor in various jet war birds as well as Lancair aircraft.

Maintenance Issues

bob pastusek
r.pastusek@laincairowners.com

It has been a busy year for LOBO. We have been involved in a number of issues relating to Lancair maintenance, not the least of which is trying to organize more seminars.

Some of you attended the seminar at Watsonville sponsored by Dave Saylor of Aerocrafters. We are still compiling data and information from attendees, and so cannot issue a detailed report as yet.

Due to unforeseen circumstances, the seminar that was tentatively scheduled to follow Sun 'n Fun at Deland, FL with Dimech Turbines was cancelled on short notice. We hope to coordinate a future seminar with Dimech sometime in the future.

Speaking of the future, we are working with a number of volunteers to coordinate several seminars between now and the end of the year (we are shooting for a minimum of six in 2010). Please keep an eye on our website and your email inbox for upcoming announcements.

B&C Voltage Regulators

Bill Harrelson and I, representing LOBO, were invited to attend an NTSB investigation debrief for an in-flight fire involving N731SJ, a Lancair IV-P. The likely cause of that fire, and how best to avoid a similar occurrence, is the subject of this article.

In August 2008, N731SJ experienced an in-flight fire after takeoff from the airport at Stafford, VA (KRMN). The pilot (also the aircraft's builder) was able to return and land safely at Stafford. After landing, the pilot extinguished the fire, which had extensively damaged the tail section of the aircraft.

The results of the follow-up NTSB investigation identified a potentially dangerous construction practice within the Lancair fleet of aircraft. Specifically, the NTSB accident investigator found the voltage regulator manufactured by B&C Specialty Products, and installed in the majority of the Lancair fleet, had been damaged by water entry into the regulator enclosure, which caused a short of the regulator's internal circuitry.

The main reason Bill and I were invited to attend this debrief is because the results of the investigation pointed to installation practices as the most likely root cause, meaning this problem affects many Lancair aircraft. In the Lancair fleet, these regulators are typically mounted on the engine side of the firewall; this despite the fact the regulator is not sealed against water entry around and behind the electrical connectors.

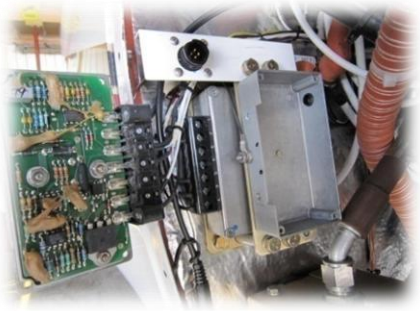
Because of the prevalence of B&C regulators in the Lancair fleet, LOBO worked with Mr. Bill Bainbridge of B&C Specialty Products to develop procedures Lancair builders, owners and maintainers may follow to avoid a similar problem. These actions are recommended for all Lancair (and other) aircraft using regulators manufactured by B&C.

B&C Regulator

A review of installation instructions provided with B&C regulators clearly recommends installation inside the cockpit, or other area protected from the environment. B&C is applying a yellow orientation tag to all regulators shipping after May 2010 which clearly illustrates regulator mounting orientation and recommendations.

The regulator on N731SJ was mounted inside the engine compartment with the electrical connectors oriented to the side (as they are mounted in the majority of the Lancair fleet in which they are installed) instead of down as recommended. Regulators installed in this manner are subject to additional

heat and cooling stresses, as well as water/solvents from engine cleaning and other maintenance when the cowling is removed.



Regulator Disassembled

If mounted in any position other than with the electrical connectors down, liquid can enter the enclosure around the connectors and become trapped within. If enough water is trapped in the enclosure the main circuit board is in danger of immersion and a possible short circuit.

In the photo of the disassembled regulator note how the electrical connection block is mounted directly to the circuit board. Note also the potting compound that secures the circuit board components, and that there is no sealant between the electrical connection block and the case. This is where liquid can enter the enclosure.

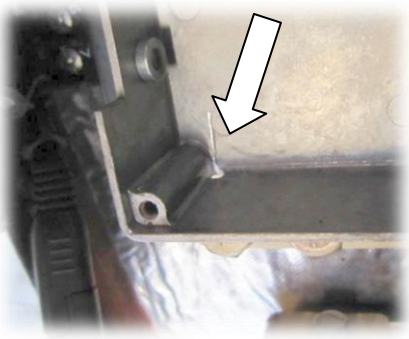
If you are still building you should strongly consider following B&C mounting recommendations regarding the location and orientation. Locating your B&C regulator(s) inside the cockpit is the safest option. No matter what mounting location you choose, mount them in the orientation that prevents water intrusion of the enclosure.

If your B&C regulator is installed in a manner that allows liquid intrusion of the enclosure, LOBO strongly recommends relocating and/or re-orienting it to meet B&C recommendations. If doing so is impractical, you should as a minimum consider shielding the connector area to limit exposure to liquids such as might occur during engine washing.

For those situations where moving or reorienting your regulator is impractical, LOBO recommends the addition of a drain hole in the lowest part of the enclosure to prevent a buildup of liquid and subsequent immersion of the main circuit board.

To add a drain hole:

1. Remove the regulator from the aircraft and disassemble it by removing the four corner cover screws
2. Remove the two screws that hold the terminal strip to the metal case. All screws are installed with Locktite and may be difficult to remove.
3. With the electrical components removed, drill a 3/16" hole in the lowest part of the case, as it is mounted on the airplane. Carefully deburr the hole and remove all metal shavings.
4. After drilling a drain hole as shown, reassemble using Locktite and reinstall on the airplane, taking care to correctly re-connect the wiring.



Drain Hole

Builder's Tip

Here's a tip for those of you using or planning to install Precise Flight speed brakes in your airplane.

Precise Flight speed brakes are mounted to aluminum cover plates that sit flush with the top of the wing when retracted. The blades are attached to the cover plates using #4 flat head screws.

The length for all but one of these screws is unimportant, but one just adjacent the blade must be no longer than ¼". This is a small screw!

Using a screw longer than ¼" in that position will interfere with full blade deployment. This can cause all sorts of mischief – to include unreliable operation and potential damage – and can also have detrimental aerodynamic effects.

You can test for full extension by manually extending the brake blades. It's not easy to do, but it's possible to get a small screwdriver under the edge far enough to get a finger in the gap.

The inside edges of the blades should be parallel to each other when speed brake is fully open. If you can't open them far enough to make the blades parallel, check for too long a screw in the mounting plate and replace it.

Guest Submission

This issue's Guest Submission comes from Light Aircraft Branch Manager Dave McCoy of NationAir Aviation Insurance.

NationAir Aviation Insurance is proud to be recognized as the preferred aviation insurance provider for the Lancair Owners and Builders Organization (LOBO). This is a significant step in establishing LOBO as a recognized owner's group with aviation insurance underwriters. LOBO's focus on insurance coincides with the safety effort it is making among its members and the wider Lancair community.

NationAir will use its size, influence and experience in the insurance marketplace to act as a strong advocate for LOBO members with all aviation insurers, while ensuring the short but excellent safety record of

LOBO's membership is known and recognized by the insurance companies.

We have been working informally with members of LOBO even before the organization was created, enabling us to get a sense of the marketplace issues behind the underwriters' reluctance to write certain models of the Lancair line, and what can be done to change that.

As many of you know, your board has already taken steps to make members of LOBO stand out from the rest of the Lancair community. The establishment of training programs, the creation of the LOBO Model Code of Conduct and the safety/maintenance seminars are great starting points. We want to get this in front of the "other" underwriters and show them the great opportunity for them with this group.

NATIONAIR AVIATION INSURANCE

Recently we collaborated with Jeff Edwards and Chartis Aviation to get formal underwriter approval for the various LOBO training programs. Until now, Chartis recognized only HPAT (High Performance Aircraft Training) as the sole source for initial and recurrent training for the purposes of insuring Lancair aircraft. Our successful collaboration between LOBO and Chartis means LOBO can offer a viable, industry-recognized alternative to obtain effective training in Lancair aircraft.

What's in this for you as LOBO members? The key benefit is the promotion of LOBO as we educate the industry, and more importantly, underwriter management – the people actually making the decisions – with a strong, united voice.

Having a voice with upper management is the best way to get carriers to change how they feel about certain risk groups. Ultimately, we hope promoting LOBO as the most active safety advocate in the Lancair community will result in more comprehensive and affordable insurance options.

What will we be doing initially? We plan to work with the board in developing educational and promotional material to present to underwriters.

Where are we at today? For some, the markets are limited. Those of you operating the early models such as the 320 and 360 series aircraft tend to have less of an issue finding coverage at a reasonable price. Those of you who operate the IV and IV-P models probably have a different view of this. Rates are up, deductibles are high and options are limited.

The first 17 months of LOBO have established a baseline for the results going forward. A continuing positive trend is key to gaining the right kind of underwriter attention.

Considering the 950 or so FAA-registered Lancair aircraft out there, such a record presents a great opportunity to grow LOBO's membership, and a chance to get the right pilots to join and live up to LOBO's already high safety standards.

We understand relationships are key to the insurance buying process and we look forward to building that relationship and earning your business.

Your success is our success.

Please send any comments or questions to:

David McCoy
Light Aircraft Branch Manager
NationAir Aviation Insurance
dmccoy@nationair.com
636-449-2811 (direct)
636-219-9448 (cell)
877-475-5860 (toll free)

Social Occasions

claudette colwell
c.colwell@lancairowners.com

This has been a busy year for LOBO! We've named NationAir as LOBO's "Preferred Broker," to make insurance more available/affordable for you. Plus we spent much effort preparing for the meeting with FAA officials at Sun 'n Fun. This proved a very productive exchange of information regarding the recently released FAA InFO letter affecting Lancair owners and pilots. LOBO and EAA leadership were well represented as we discussed ways in which LOBO and the FAA can work together to reduce the Lancair accident rate, especially among second owners.

These meetings and the preparation for them encompasses an enormous amount of time on the part of your LOBO board members. All of them have day jobs (or wish they did) except me. I you all take time to thank Jeff, Bob, Mark and Bill for their dedication to LOBO and its members.

Sun 'n Fun LOBO Dinner

I've decided to declare the second annual LOBO dinner at Sun 'n Fun a tremendous success – everyone who attended had a wonderful time!

If you didn't attend, you missed out. This year's dinner was held at a new – and very nice – venue: the Huntington Hills Golf & Country Club.

In my opinion the staff served up a delicious meal with very good service, and Judging from the empty plates, I'd say everyone agreed!

We had a number of LOBO-branded merchandise items available for purchase. Making its debut was a new butter-colored polo shirt which seemed to be a big hit.

After dinner we enjoyed a presentation by Jim Parker of Caribbean Flying Adventures with enticing pictures of idyllic islands, sandy beaches, swaying

LOBO Sun 'n Fun Dinner

palms… you could almost feel the warm breeze off the water!

Click here for more details on Mr. Parker's company website about an upcoming trip to the Bahamas scheduled for November 5-8, 2010.

All in all, it was great fun seeing our Lancair friends again and sharing Lancair experiences.

EAA and LOBO

I'm very happy to report LOBO's relationship with EAA continues to grow and flourish, due in no small part to a couple of great EAA people.

We met and spoke with Joe Norris and Sean Elliott on several occasions prior to our meeting with the FAA at Sun 'n Fun. Joe and Sean represent the industry and EAA on the FAA's Amateur-Built Flight Standardization Board. Joe and Sean are not the only people at EAA we have to thank; we've gotten tremendous support from EAA leadership, especially Earl Lawrence, EAA's Vice President of Regulatory and Industry Affairs, and members of his staff who know how to make things happen. The help we get from everyone at EAA is exactly what we need to make LOBO a vibrant, effective organization. Thanks guys!

One of the small, but significant ways EAA has aided LOBO's cause was to provide a locale on short notice for our meeting with FAA during Sun 'n Fun. EAA graciously allowed us to use a meeting room in their building right on the Sun 'n Fun grounds. How cool is that?

So next time you see or talk to anyone associated with EAA headquarters be sure and give them a hearty "thanks" for their support

LOBO AirVenture Banquet

Brought to you, in part, by NationAir Aviation Insurance – LOBO's Preferred Insurance Broker.

Join your fellow LOBO members and fellow Lancair pilots/builders for a memorable evening of food, drink and fun.

Thursday, July 29
5:00 p.m. No-Host Cocktails
7:00 p.m. Buffet dinner
Hilton Garden Inn, Oshkosh
Speaker – Maj Gen (Ret) Pat Halloran
$25.00 per person
Reservations Required

As a bonus, you'll get to hear the fascinating story of flying the SR-71 as told by our own Pat Halloran, Lancair 235 pilot. Be sure to read Pat's bio later in this issue of LOBO News – it reads like a who's who in aviation.

We'll also enjoy a very short State of LOBO address from our President, Jeff Edwards. (We've been doing lots!)

If you're like me, you'll arrive early to get the latest from your fellow members on their building progress, or stories about where they've been flying. The no-host bar will open at 5pm to provide a bit of social lubrication, and the buffet opens at 7pm.

NOW HEAR THIS

We *must* have paid reservations no later than July 15. NationAir Insurance (see Dave McCoy's Guest Submission in this issue of LOBO News) has again generously agreed to help with costs for the evening, but they can't pay for everything – your $25.00 pays for the balance of the evening.

Don't get left out by waiting until the last minute to pay!!

You may pay by check or via PayPal.

To Pay by Check

Mail a check payable to LOBO for $25.00 per ticket and send to:

Claudette Colwell
1919 Country Club Drive
Placerville, Ca. 95667

NOTE: *To meet the July 15 deadline please mail checks by July 8th.*

To Pay Via PayPal

To use the PayPal to pay for your tickets click here, or visit LOBO's home page and click the link that reads "*Buy your dinner tickets by clicking here*."

Select the number of tickets you want from the drop down box, then click "Buy Now".

If you don't already have a PayPal account it's easy to set up one up. You may make all of your purchases through PayPal using a major credit card. There are other options if you don't wish to use a credit card; visit www.PayPal.com for more info.

You will not be mailed tickets; your reservations will be recorded by LOBO.

PayPal can be used for ticket purchases up to July 23. After that you must phone Claudette at (916) 712-1094 to see about attending.

NOTE: *Last minute reservations are difficult – please see below.*

Please plan to attend and make your reservations today – the more the merrier!

Seemingly Strange Requests

You'll note we have a cut-off date of July 23 to purchase LOBO AirVenture dinner tickets via PayPal. Steve and I plan to leave for Oshkosh shortly after that date.

While at OSH, we stay in the home of a wonderful elderly lady who has no idea

how to spell Wi-Fi, much less have it installed in her house. That means once Steve and I depart LOBO's Main Dinner Registration Headquarters (um… my house), I no longer have access to a secure internet connection where I can connect to PayPal and monitor activity. And because this involves **your money,** I need a secure connection to access our PayPal account.

Also, we have to guarantee the number of attendees 14 days in advance. After that, there is a very small margin for adjustments. We are committed to pay for the number we give on July 15.

Your cooperation in making your reservations early will not only be much appreciated, it can ensure you a plate at dinner and even prevent migraines – namely mine!

I'm fairly certain most of you know (barring extraordinary circumstances) if you're going to Oshkosh by July 15. Given the amount of dues you pay each year you'll probably be surprised to know LOBO has no paid staff, and no office. In other words, we are all lowly volunteers who very cheerfully give our time to LOBO. We even pay for our own dinner tickets; although we sometimes ask to be reimbursed for out-of-pocket travel expenses if we represent LOBO at an official meeting.

So please bear with us if some of our requests seem strange. If it seems like we are asking you to make things easier for us, it's because we are!

More Fun With PayPal

Even if you don't plan to attend our Oshkosh dinner you might visit LOBO's PayPal page anyway. We have just finished setting up a button so you can join or renew your LOBO membership.

NOTE: *Your membership is due for renewal annually on the date you joined.*

You can also purchase the really cool LOBO logo shirts online. The men's and ladies' sizes are in the drop down box under each color selection.

All of your orders are processed at LOBO's Main Club Merchandise Distribution Warehouse Headquarters (um… Jeff's house), where the staff works at least .27 days per week (really… every week!) packing and shipping orders from all over the world, so there may be a slight delay in the processing of your order.

Who Is My Wingman?

On our way home from OSH this year Steve and I had a most unexpected experience.

As we were winging our way westward, I caught a glimpse out of the corner my eye. Was it Superman? Santa Clause? An F-16 coming to escort us out the TFR we had just busted?

Nope; just your basic, everyday NXT!

It seems I saw him at about the same time he saw us; I watched as he circled around behind us and joined on our wing for a bit. Strangely, he didn't seem to have any trouble catching up with us…

Major General (Ret) Pat Halloran

LOBO is proud to count among its members people from all walks of life, many with very interesting stories to tell. Some, like Major General (Ret) Patrick "Pat" Halloran, are even willing to share them.

In the spirit of fellowship on which LOBO was founded, General Halloran has generously accepted an invitation to speak at LOBO's upcoming AirVenture social in Oshkosh, WI on July 29 at the Hilton Garden Inn.

Having amassed over 8,000 flying hours with the US Air Force, including 100 combat missions in F-84 Thunderjets during the Korean conflict and 1,600 hours combined time in the SR-71 "Habu" and the U-2 "Dragon Lady" at the height of the cold war, General Halloran is one of our nation's elite aviators and an accomplished, decorated military leader.

Naturally, he also happens to be a Lancair owner and enthusiast.

Following the Korean conflict and his tour flying reconnaissance missions at 60,000+ feet in the U-2, General Halloran volunteered to join the SR-71 program as one of its earliest pilots in the mid 1960's (I guess he got bored with the Dragon Lady).

His combat background and reconnaissance experience proved invaluable as General Halloran developed the tactics and procedures SR-71 pilots would use successfully for the next thirty years. Although flying his 235 is a bit less exciting than getting shot at, mushing a sleek Habu a few knots above stall speed during aerial refueling or blind landing the Dragon Lady based only on voice commands from the pilot in the chase car, General Halloran is still proud to be a Lancair owner and LOBO member.

Please join us for a very special evening this July in Oshkosh as we pay tribute to a very special LOBO member, pilot and patriot, our guest speaker Major General (Ret) Patrick Halloran.