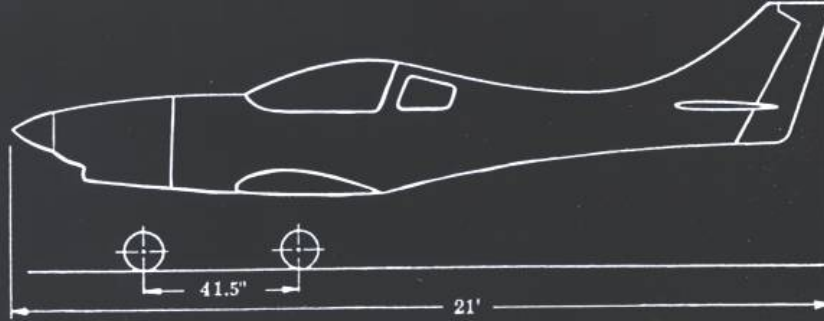


9G ultimate load validated through static testing.

Our technical staff is available to help you select the options to fit your life style and your Lancair. Significant discounts are available on many items, from propellers to tail lights— an exclusive offer to registered Lancair owners!

Specifications

LANCAIR	320 MK-II	360 MK-II
ENGINE	Lycoming 10-320	Lycoming 10-360
HORSEPOWER	160 h.p.	180 h.p.
PROPELLER	70" Hartzell	68" Hartzell
LENGTH	21 ft.	21 ft.
WINGSPAN	23.5 ft.	23.5 ft.
WING AREA	76 sq. ft.	76 sq. ft.
WING LOADING (standard wing)	22.17 lbs./sq.ft.	22.17 lbs./sq.ft.
WING LOADING (extended wing)	19 lbs./sq. ft.	19 lbs./sq. ft.
ASPECT RATIO (standard wing)	7.1:1	7.1:1
ASPECT RATIO (extended wing)	8.5 :1	8.5 :1
POWER LOADING	10.53 lbs./h.p.	9.36 lbs./h.p.
EMPTY WEIGHT	1050 lbs.	1090 lbs.
GROSS WEIGHT	1685 lbs.	1685 lbs.
FUEL CAPACITY	43 std., 53 opt.	43 std., 53 opt.
USEFUL LOAD	635 lbs.	595 lbs.
BAGGAGE CAPACITY	50-70 lbs.	50-70 lbs.
TRAILERING WIDTH	100 inches	100 inches
CABIN WIDTH	42.7 inches	42.7 inches
CABIN HEIGHT	42.5 inches	42.5 inches
MAX SPEED (sea level)	250 m.p.h.	260 m.p.h.
CRUISE TYPICAL @ 75%	225 m.p.h..	235 m.p.h.
RATE OF CLIMB (sea level)	2400 fpm solo 1650 fpm grs. wt.	2550 fpm solo 1750 fpm grs. wt.
RANGE (75%, std/opt fuel)	1020/1250 sm	940/1180 sm
G LOADING	+9,-4.5 (ultimate)	+9,-4.5 (ultimate)
ROLL RATE	120°/sec.	120°/sec.

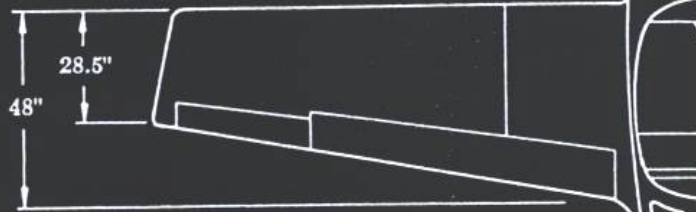


"EXPECT IT TO BE A SENSATION."

Jack Cox, Sport Aviation Magazine

After years of refinement, we offer every option from tip to tail for your Lancair. Our technical staff is experienced and available to assist you with selecting the options that are best for you. Available options include factory new props, factory new engines, pre-wired avionics and instrument panel sub-assemblies, and much more. A few of the airframe options include the Outback Landing Gear system that has larger main gear tires for superior handling on unimproved runways; the Forward Hinged Canopy that makes taxiing on hot runways a real breeze with its ability to be cracked open for ventilation; the Single Handle Canopy Latching System that greatly simplifies the canopy latching procedure and provides an external latching and locking feature; and the Wing Tip Extension Kit for greater high-altitude performance—

tips can be made interchangeable with standard tips for better roll rates and low-altitude flying.



"The aileron neutral spin is very predictable. The aircraft rotates about one half turn and the nose drops about sixty degrees below the horizon. At this point the rotation slows, a slight 'G' increase is felt and the airplane accelerates into an eighty degree nose down stable spin. The aileron neutral recovery is also very predictable. By relieving the back pressure, a recovery was always quickly achieved, typically within one quarter of a turn."

*Dave Morss, Test Pilot
Myriad Research, Inc.*

