



**LANCAIR 320 MK-II
LANCAIR 360 MK-II**

THE MK-II SERIES HANDLE

THE WAY HIGH-PERFORMANCE

AIRCRAFT SHOULD: SWIFT, STABLE,

TIGHT AND RESPONSIVE.

THEY ARE PURE SENSATION.

LANCAIR®

LANCAIR 320 MK-II LANCAIR 360 MK-II

At Lancair, we believe that good design is a process of continual refinement. The high demand for our two-seat models justifies this drive for excellence. The new Lancair 320 MK-II and 360 MK-II are our latest editions of a great aircraft design.

MK-II MODEL DESCRIPTION

Two models are available in the MK-II series with differences that are firewall forward. The Lancair 320 MK-II uses the Lycoming 320 series engines (160 h.p.) and the 360 MK-II uses the Lycoming 360 engines (180 h.p.).

MK-II REFINEMENTS

The 320 MK-II and 360 MK-II refinements are more than cosmetic. For example, noted test pilots give rave reviews on the new MK-II

configuration. One of the more significant changes is in the horizontal stabilizer and elevator. They are now approximately 25% larger than the original model 320, providing a higher aspect ratio as well as enhanced control and stability. The CG envelope is enlarged as well to provide greater utility. These enlargements, coupled with the carbon fiber tail, contribute to the MK-II's exceptional control and reliable stability. The MK-II trim system has been enhanced by an electric trim servo. The engine

mount has been extended forward to optimize the expanded CG offered by the tail, and simplified by the longer mount.

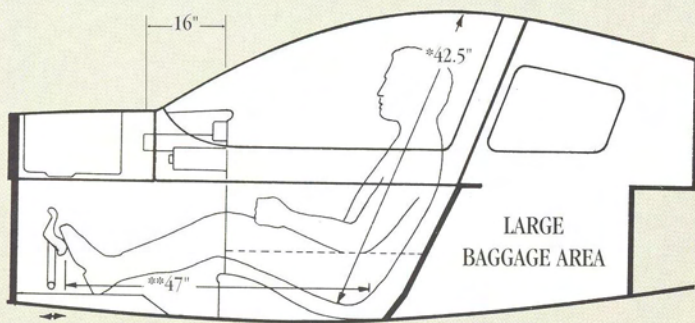
The result is the new Lancair MK-II series—sensational aircraft that offer tremendous performance with true economy.

THE WING

The wing is an effective Natural Laminar Flow section, the NLF-0215-F, designed by NASA. Originally designed for trailing



LANCAIR 320 CABIN AREA



Rudder Pedals

*Assumes 2 1/2" Seat Cushion

**Assumes 1 1/2" Seat Back Cushion

Enjoy Lancair's easy chair seating position in one of the roomiest cabins in its class, with no bulky wing carry through.

"What was simply a beautiful airplane before, now has lines that propel it into the truly awesome category. Fortunately, the airplane is as fast as it looks."

Bud Davisson

Air Progress Magazine

edge reflex at cruise speed, the Lancair MK-II has its reflex built into the wing design. This produces lower induced drag and greater performance. This efficient wing design and an aerodynamically clean fuselage permit the MK-II to outrun its competition by 15-35 mph.

THE CABIN

The cabin area remains comfortable; we made no compromise to achieve the MK-II's incredible cruise speeds. While

some kit planes have bulky wing carry through sections that restrict movement during flight, the MK-II has no such obstructions. You'll have extra leg room plus a large 42" cabin width.

The removable canopy, forward deck and seat bottoms provide easy access to systems. This design feature allows quick assembly, and is handy when performing routine maintenance and inspection operations.

THE CONTROL SYSTEMS

The control systems are simple and straightforward. Ailerons and elevators operate by push rods mounted on bearings. The rudder is stainless steel cable actuated. The superb control harmony and tight responsiveness provides, with proper pilot training, an ideal aerobatics platform offering high roll rate and excellent vertical penetration.

THE LANDING GEAR

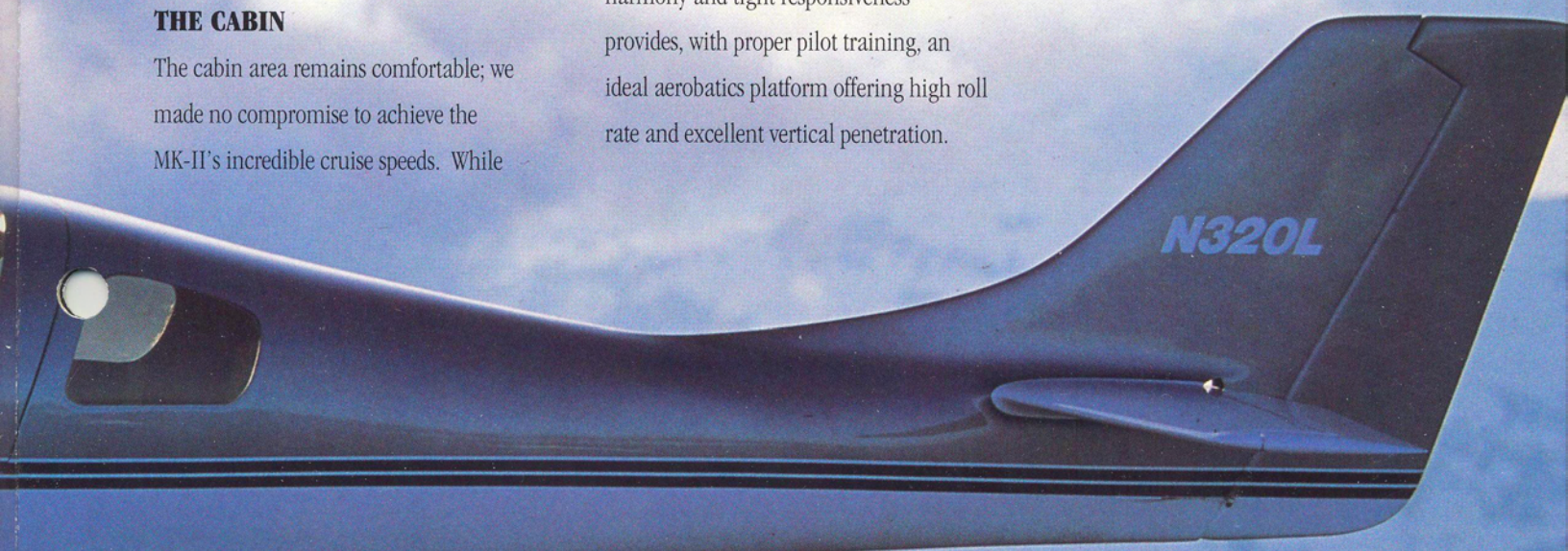
The landing gear is fully retractable and operated by a self-contained electric/hydraulic power pack. The main gear has a trailing arm dampened by a synthetic compression assembly. The nose gear is air/oleo with an exclusive Lancair internal

Trailing arm main gear is simple, effective and available in two sizes.



shimmy dampening system.

The standard gear system uses 11.00 x 4 tires. A 500 x 5 main gear option offers improved operations on unimproved airstrips.



"THE LANCAIR APPROACH TO MATERIALS USE IS UNPARALLELED...IT IS THE SIGN OF THE FUTURE."

Martin Hollmann, Aeronautical Engineer

SUPER FAST-BUILD KIT

Our new **Super Fast-Build Kit** reduces assembly time by a whopping 1,000 hours or more! With this option, you can assemble your Lancair in far less time than any other kit on the market. Think of it like this: If you plan to invest 20 hours a week in assembling your Lancair, with the Super Fast Build Kit, you'll be nearly a year ahead of schedule the minute your kit arrives!

"There is one area where Lancair may indeed be superior to its competitors... in the bang-for-the-buck category."

Peter Lert, Air Progress Magazine

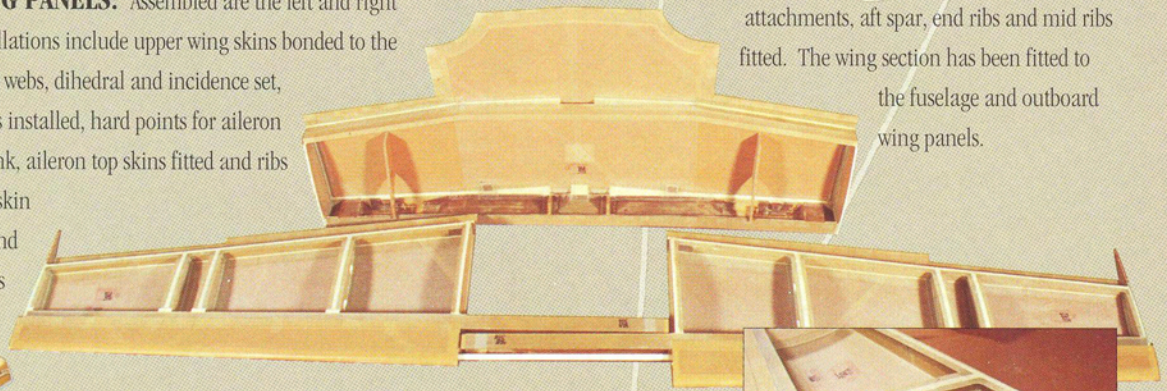
PRE-ASSEMBLED FUSELAGE: Fuselage shells are bonded together. Additional installations include firewall bulkhead, engine mount pads, longerons, nose gear tunnel, main spar load pads, baggage bulkhead and hat rack and aft bulkheads. Included are pre-fitted cockpit close-out ribs, console side panels and the seat back. The canopy frame and forward deck are fitted and canopy frame stiffeners are installed along with the cockpit rollover brace.



We've done the measuring, the layout and the major installations for you.

OUTBOARD WING PANELS: Assembled are the left and right outboard wing panels. Installations include upper wing skins bonded to the main spars, spar close-out webs, dihedral and incidence set, aft spars installed, all ribs installed, hard points for aileron hinges, aileron bell crank, aileron top skins fitted and ribs installed. The lower wing skin has been fitted to all ribs and spars with attach cap strips installed throughout.

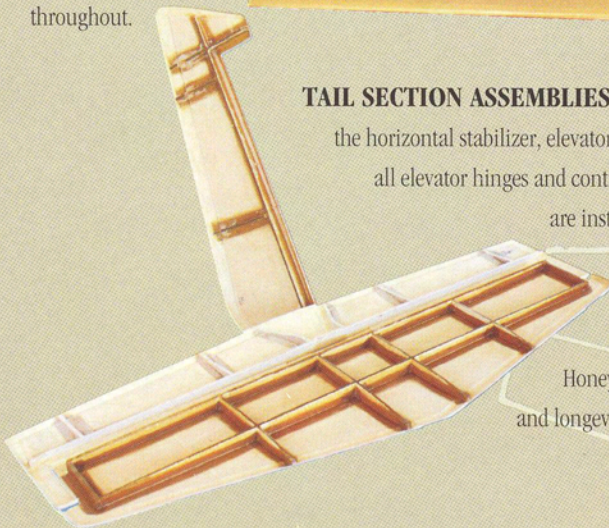
CENTER SECTION WING: Wing center section is assembled with the following installations: lower wing panel attached to main spar, spar close-out, wing attachment fittings, landing gear hard point attachments, aileron control attachments, control stick attachments, aft spar, end ribs and mid ribs fitted. The wing section has been fitted to the fuselage and outboard wing panels.



TAIL SECTION ASSEMBLIES: The ribs and spars are installed in the horizontal stabilizer, elevator and rudder. Hard points installed for all elevator hinges and control horn assemblies, attach cap strips are installed for final bonding of the pre-fitted stabilizer and elevator skins. Note: All ribs and bulkheads installed use the premium DuPont Nomex Honeycomb Cores, offering ultimate strength and longevity.



Ribs and spars have all bonding flanges installed— a tremendous time saver for you.





"The 320 is a sensational airplane, smooth controls with positive stability."

Dave Martin, Kitplanes Magazine

TRAILERING

Removable wing panels are a unique and standard feature of the MK-II series Lancair. The outer wing panel removal is a simple process that takes about an hour to complete. The aircraft remains on its gear with no messy hydraulic disconnections. Easy wing removal also allows a smaller required assembly area. A standard two-car garage is adequate room to assemble the MK-II. Trailering the MK-II is a breeze.

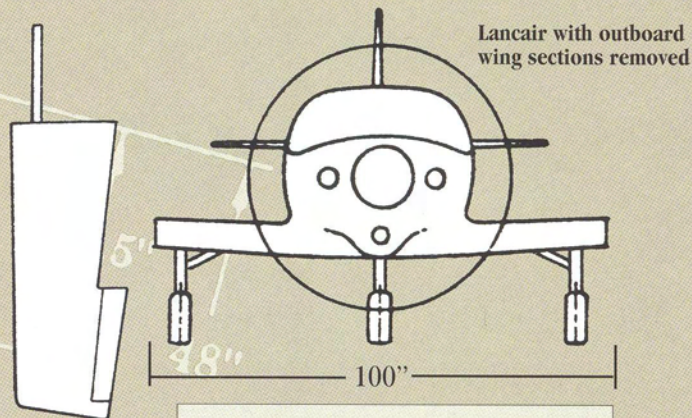
POWER PLANTS

There are two basic Lycoming engines that fit the Lancair 320 MK-II, and two others that fit the 360 MK-II. For the 320 MK-II there are the carbureted Lycoming O-320 160 h.p. and the IO-320 fuel injected, and for the 360 MK-II there are the O-360 and the IO-360 180 h.p.

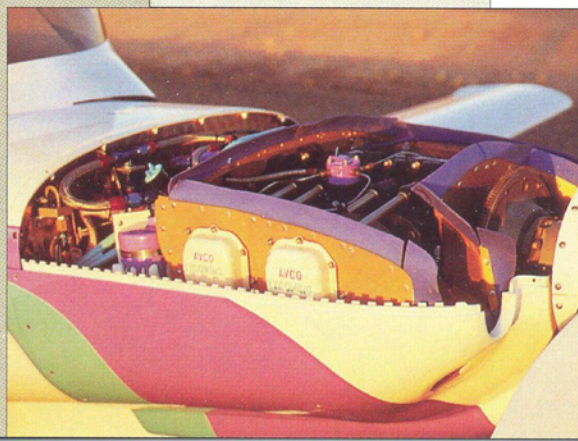
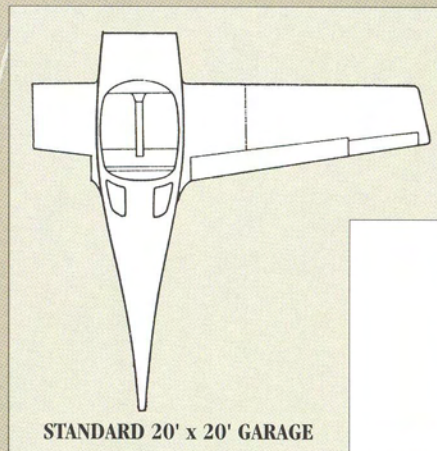
While several models can be adequately installed and operated, we have chosen the premium factory new and fully warranted models and offer them to Lancair customers at reduced prices. In addition to these factory new engines, we also offer complete engine baffling kits, which are pre-cut and pre-bent with all items necessary to complete your firewall forward installation. At Lancair, we work hard to provide not only a faster flying aircraft, but a faster means of achieving flight ready status from our kit plane!

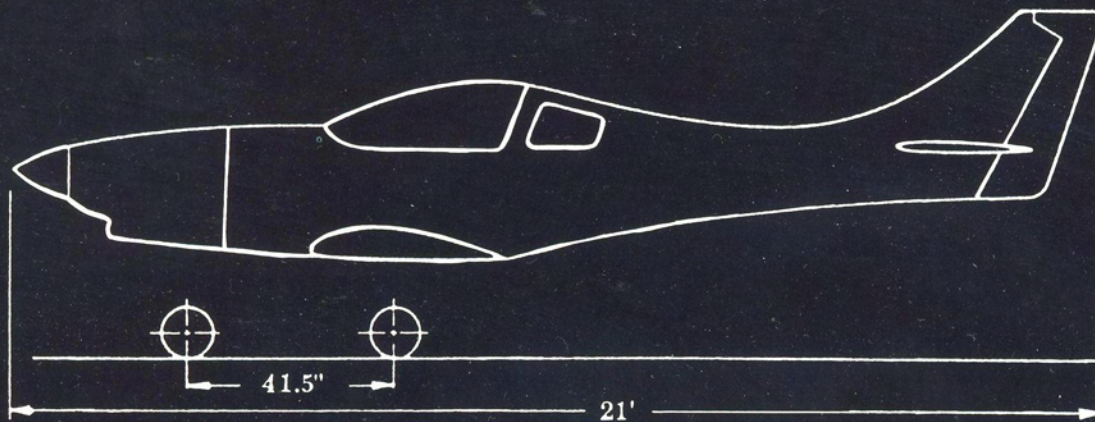
**Our customers take great pride in their Lancairs.
Here an engine installation becomes a work of art.**

(Courtesy of Lancair owner, Mike Campbell)



A standard two car garage is all the assembly space you need, thanks to the MK-II's easily removed wing sections.



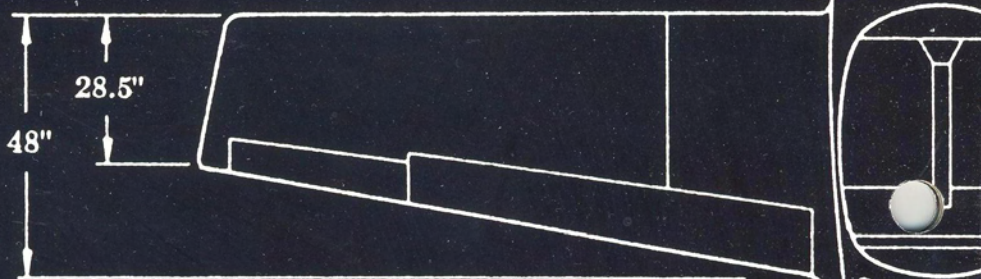


"EXPECT IT TO BE A SENSATION."

Jack Cox, Sport Aviation Magazine

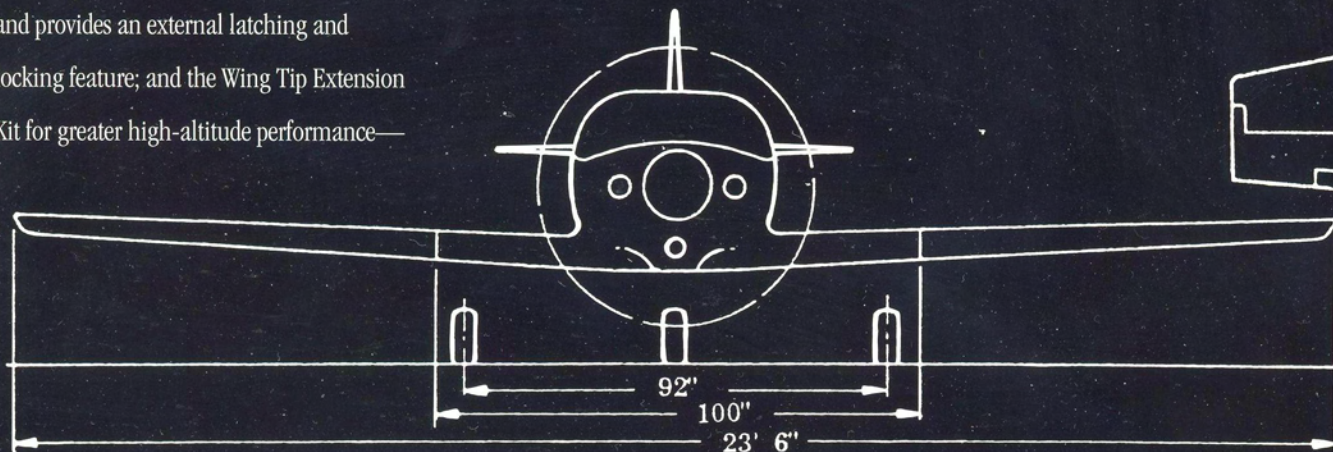
After years of refinement, we offer every option from tip to tail for your Lancair. Our technical staff is experienced and available to assist you with selecting the options that are best for you. Available options include factory new props, factory new engines, pre-wired avionics and instrument panel 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.*



Specifications



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!

LANCAIR	320 MK-II	360 MK-II
ENGINE	Lycoming 1O-320	Lycoming 1O-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	645 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.



**"The Lancair looks as if it was
extruded through man's mind to
be the ideal size and shape."**

Bud Davisson

Air Progress Magazine

LANCAIR MK-II SERIES

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