

**1995 Lancair 320 SN 380  
SOLD!!!**

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SOLD!!!ngg\_shortcode\_0\_placeholder**

**SN 380**

**1400 TT SNEW**

**0-320-D2B 160 HP**

***This plane belongs to a very close friend and fellow MU2 Pilot, who has decided it is time to hang up his spurs!!! It is a sad day that is coming to all of us, and I can assure you that having known the owner and flown with him in MU2s that there is not a better loved and cared for Lancair anywhere to be found. Ron***

It is serial number 380 and it now has approximately 1400 hours on the engine and airframe. The engine is a Lycoming 0-320-D2B, the 160 horsepower version. It has an MT constant speed electric three blade propeller that was overhauled last spring at MT's Service Center in Deland, FL. At the beginning, about 15 years ago, I installed an Electroair solid state ignition system in place of the right magneto and that system has been totally trouble free...the remaining mag is still in position to function if ever the needed in the event of a total electrical failure.

Engine is equipped with an Air Wolf remote oil filter, 55 amp alternator, Sky-Tec light weight engine starter, and the Insight Graphics Engine Monitor reading each cylinder for EGT and CHT. Recently installed a new vacuum pump. I installed a set of Grove brakes and wheels (much larger braking capacity) on the main gear. I have the New Zealand main gear spring struts with the Koni shock absorbers.

I set the airplane up originally as my commuter; therefore it is equipped and approved for instrument flight. It has a Garmin 430W driving into an NSD-360 HSI, Bendix King KX-155 w/GS and KI-209 indicator. Garmin 330 Mode S transponder which supplies TIS (Traffic Information Service) for display of traffic on the Garmin 430W as well as the Monroy traffic collision device. PS Engineering audio panel. I installed an insight strikefinder. I have the portable Anywhere Map SST Duo XM sat downlink for sat weather, radar, lightning, and GPS moving map. A complete set of miniature standby emergency flight instruments (removed from a jet) located on the co-pilots panel for backup to the pilot side. The plane is also equipped with two Dave Clark Electronic Noise Canceling headsets.

To go with the airplane are two lockable cabinets just full of support equipment, such as an air compressor, hoses, and a portable air bottle, spare parts, lubricants, tires and tubes, aircraft jacks and pads, small tools, etc. In other words, all the equipment that I have found that was needed for support out at the hanger over the past 15 years.

No damage history of any kind.

I performed the Conditional Type Inspection (experimental version of the annual) last October. All hydraulic actuators were rebuilt by me and all new hi-pressure hoses fabricated by Hufco-Parker about a year ago. I disassembled the landing gears last fall and cleaned and lubricated all moving parts. I have all records from the beginning and have comprehensive

detailed logbook entries for the engine, airframe, and propeller.

I didn't mention that the plane has a plus 9, 4.5 negative "G" load to failure. There is a "G" meter on the lower co-pilot's panel and I have never seen over 2.5 "G's" and that was in some significant turbulence.

**Asking ~~\$110,000~~ Reduced!!  
\$90,000/Make Offer!!!!**

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## History

This is some of the history and details on my Lancair 320, that I am considering selling. This is a very condensed version and believe me, there is a lot more in the plane. The reason I am considering selling it is that I retired from flying for a living about a year and a half ago and don't really have to commute or go anywhere anymore. I will be 72 yoa in May and maybe it is time for me to consider selling my little pride and joy.

My wife and I were building our Lancair (started in 1993) when I discovered this one in the fall of 1995. The builder, Lowell D. Buesing, had finished it the year before, when I got word that he wanted to sell it as a purchase agreement with his wife. A friend of Lowell's had originally ordered the kit, it arrived on a Wednesday and the friend died of a heart attack on Saturday. The widow later asked them about what she should or could do with this airplane sitting in a crate in the driveway. As Lowell told me, he convinced his wife that they should buy it, he would finish it, and upon completion they would sell it and apply the proceeds toward their home.

I found out about this plane in 1995, paid Lowell a visit, and saw that the plane was drop dead gorgeous; this along with four large scrapbooks of photos of all the stages of the construction convinced me that here was a possible deal. His profession was as a musician and his workmanship was superb, as his hobby up to that point had been rebuilding grand pianos. A couple of his buddies even said that he was a "fanatic" and they actually observed, during construction, that if it wasn't perfect, he would tear it apart and start over.

Lowell was a very low time private pilot and obviously enjoyed building more than flying. And the only issue to me was that the plane was "butt simple", meaning it had a wooden prop, minimal and very basic instrumentation, and one radio. I realized that maybe that could be an advantage to me as I could then make it into something that would do what I wanted it to do.

I asked Lowell if he would like to trade airplanes. He got excited as he liked to build and after looking at the work we had done on our Lancair, agreed to trade/swap airplanes, obviously with some money difference for the more completed airplane. Well.....Apparently he didn't tell his wife until after the deal was done. She eventually made him sell our partially completed airplane and I sort of think that he wanted to build another Lancair.

Now I had to go to work to make the airplane the way I wanted it and for the past 17 years the plane has been a "work in progress", with me making continuous improvements and upgrades and some of these are noted below.

At best altitude (about 7000 to 9000 feet) the plane will true about 185 knots while burning about 9.5 gph the first hour, and will reduce to about 8.3 gph, and less, for every hour thereafter. Many times, from my home base (CX0), I have made the east coast of Georgia and Florida in a total flight time

of 4.5 hours.

I recently met with an upholstery type to recover the interior due to wear over the years and he may get started this week. The seats will be in leather and memory foam as before, along with new carpet.

I am still contemplating what to ask for the complete package and at some point I will make a decision. I want it to go to a good home and a pilot who will take care of it as I have.