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Lancair 235 flight manual

Lancair 235 poh. Lancair 235. Lancair 235 review.

The Lancair 235 is a lightweight, two-seat aircraft designed by Lance Neibauer, founder of the United States Lancair aviation company. Initially produced as an amateur-built airplane kit in 1981, the model was upgraded with stronger engines over the years. In 2017, the company changed ownership and renamed itself Lancair International, LLC. The Lancair 235 features a side-by-side configuration for its two seats, low wings, bubble-canopied cockpit, and spacious baggage area behind the seats. According to Wikipedia, at least 59 kits of this model were produced. It is an excellent choice for beginner aviators and those who appreciate its smooth flying, compactness, and affordability.

Specifications include: * Crew: one * Maximum passengers: one * Engine: 1 x Lycoming O-235 or O-290 * Length: 20 feet, 0 inches * Height: 6 feet, 1 inch * Wingspan: 23 feet, 6 inches * Empty weight: 650 pounds * Fuel capacity: 43 gallons * Maximum gross weight: 1,275 pounds Performance features include: * Maximum speed: 160 knots (180 MPH) * Cruise speed: 140 knots (160 MPH) * Stall speed: 55 knots (63 MPH) * Never exceed speed: 235 knots (270 MPH) * Service ceiling: 20,000 feet * Rate of climb: 1,300 feet/minute * Range: 1,000 miles Beautiful features include: * Retractable undercarriage * Three-wheel landing gear * Two seats with 8 cubic feet baggage hold behind the seats * Single-piston-engined composite fiberglass wings and fuselage with Nomex honeycomb * Forward-opening bubble canopy * Sleek, streamlined design * High-wing configuration A comprehensive pricing guide for Lancair 235s indicates that kit prices varied significantly from finished models. In 1988, base prices for an unfinished kit were around \$20,000, but these kits are now out of production due to newer models replacing the 235. On the other hand, used and completed Lancair 235 models can be purchased between \$50,000 to \$70,000. These planes are typically rare to find and often sell quickly. In terms of performance and handling, each Lancair 235 is unique as they're built to meet individual amateur builders' specifications. Generally, their avionics are simple and easy to understand, making them accessible for both beginner and experienced pilots. However, according to the AOPA, Lancairs account for just over 3% of the amateur-built fleet but have over 10% of fatal accidents among them. It's essential to note that these planes are capable of flying significantly more than typical local flights due to their cross-country design. When handled by an eager and willing-to-learn pilot or an experienced aviator, they can be flown both safely and fast. A couple of things to keep in mind while handling your Lancair 235 include the potential for loss of control when stalling or falling into a spin. As "experimental" planes, their avionics and handling are decided upon by whoever built them. Some builders have extensive experience, resulting in fewer instances of accidents due to poor construction. However, some may not be as skilled. To mitigate this risk, it's advisable to thoroughly inspect your plane with an expert or examine it yourself if you're experienced. Factory-built aircraft must comply with FAA regulations and are certified accordingly. Kit planes, like the Lancair 235, do not have this certification, resulting in a significant cost savings but also less dependability overall. Weather conditions can significantly affect your 235's performance; hence, fly when weather is right, and avoid storms. A video showcasing a pilot taking off, flying, and landing his Lancair 235 is available below. Additionally, regular maintenance checks are recommended for your personal Lancair craft, according to the official Lancair website. These include checking fluid reservoirs, brakes, tires, landing gear, flight controls, fittings, lines, and anything visible on the aircraft before each takeoff. Lancair 235 Maintenance and Ownership Considerations Regular maintenance is crucial to ensure the safe operation of your Lancair 235. Always follow the recommended maintenance schedule and keep a log of all activities, as this will give you peace of mind knowing that your aircraft is well-cared for. It's essential to obtain the original FAA certificates (Airworthiness Certificate and Operating Limitations) from the seller, as these may be difficult to replace if lost. Additionally, request any available builders' operating, maintenance, and construction manuals to ensure you have all necessary information. The Lancair 235 is classified as an Experimental-Amateur Built aircraft, which means it's considered a high-risk category. When purchasing, consider upgrades like the Lycoming O-290 125-140 HP Engine, which offers improved performance. However, the light weight and lack of sturdiness can be issues, particularly with landing. Even experienced pilots may struggle with these aspects. It's recommended to invest in training before flying and maintain regular currency flights to ensure your skills are up-to-date. Insurance options are available from companies like Aviation Insurance Resources, Ladd Gardner Aviation Insurance, and Gallagher Aircraft Insurance. Gallagher is considered the most trustworthy option, followed by the Lancair Owners and Builders Organization (LOBO). When selling your 235, its condition and airworthiness will significantly impact its resale value. Research what similar aircraft are selling for in your area and consider obtaining owner reviews to get a better understanding of the market. Some owners had positive experiences with their Mooney planes, but others faced challenges. Some owners praised the airplane's speed, agility, and responsiveness, noting that it was "fully aerobatic" and could perform complex maneuvers like snap rolls and barrel rolls. They also appreciated the +7g/-3g capability, although one reviewer noted that this was non-sustained due to a lack of inverted fuel or oil. However, some owners criticized certain design choices. For example, they found the electric gear to be inadequate, as it lacked mechanical or blow-down options. The castering nose gear could also be problematic in certain situations. Additionally, the faired (reflexed) flaps for cruise were not ideal, and the 2-place configuration meant that some owners had limited space. One reviewer noted that the best way to land the Mooney was to approach it with a "nose high" attitude, using assertive corrections with the rudder. However, they also mentioned that the trim slider could be sloppy in bumpy air, and that the airplane had a tendency to bounce if not handled carefully. Despite these challenges, many owners praised the Mooney's speed and agility, as well as its overall performance. One reviewer noted that the aircraft was "super clean" but required careful planning for descents due to its high speed. Another owner appreciated the airplane's aerodynamic profile, which provided an excellent view from the cockpit. In terms of specific recommendations, one experienced pilot emphasized the importance of understanding the aircraft's unique geometry and the need to consciously redirect vision during rotation and flare attitudes. This technique, he suggested, could help prevent landing accidents. Overall, Mooney owners praised the airplane's performance but noted that it required careful handling and attention to its design quirks. The Lancair 235 is a high-performance sport aircraft that can climb at speeds of up to 1,000 feet per minute from 1,000 feet mean sea level. Its design is similar to the Lancair 235 with features like a fixed-pitch propeller, steerable nose wheel, and bubble canopy. Although it's not an aerobatic plane, reaching speeds of up to 186 miles per hour safely, the Lancair 235 can be purchased for a reasonable price ranging from \$40,000 to \$70,000 depending on its condition and year.