

EAA Chapter 81 Project Meeting Minutes  
October 16, 2010

Meeting was called to order at 1115 by President Duane Boyd at the garage/workshop of Ken Rice. It was announced that the Copperstate Fly-In would take place the following week, running Thursday through Saturday. As always, volunteers are welcome, particularly for clean-up on Sunday. Several Chapter 81 members present had already volunteered.

Old Business: Joe Seibold is seeking candidates for Builder Profiles. He will go to your hangar and do all the photography. He also reminds us that his trailer is available to anyone who needs it, but that the new bed, just applied last year, is warping. He is looking for a supply of diamond aluminum sheeting to resurface it.

There was no New Business.

The Project Presentation began at 1120. Ken Rice has been building his Lancair Legacy for just under 10 years. He retired last year, so progress has become much more rapid recently. Although he is quite accustomed to flying jets, he admits that he does not own his own oil well and decided to build a very fast piston-engine plane instead. He built a custom garage, but sized it for the Lancair 360 he had originally ordered. The Lancair factory folks persuaded Ken to upgrade to the larger, faster Legacy, so the shop had to be enlarged. Already installed is its Performance Engines-built Continental IO-550 six-cylinder engine, fuel-injected, ported and polished, and making a claimed 370 HP. Prop is an M-T composite hydraulically controlled constant-speed 3-blade. The aircraft features a Grand Rapids Avionics suite and GPS and a Vertical Power Systems electronics coordinator for power distribution and switching, with an emergency backup system. With a two-screen system and synthetic vision, this panel has more capability than that of a Boeing 777 (and Ken would know because he flew the Big Birds for a living). This Legacy is a semi-quick build kit. The original-design gas canopy struts have been replaced with an electric opener with a keyless entry system (and an emergency manual opener for when the battery in the remote dies). Ken has installed an openable left rear window for use as an escape hatch. The rudder pedals have been made adjustable for fit, and so that one can stretch out with feet below them. With all his customization, he has moved the hydraulic pump three times already. When pressed for performance numbers, Ken modestly pointed out that the plane hasn't yet flown, but cited the numbers from Pete Goudinoff's Legacy, which differs mainly in that it spins a Hartzell metal three-blade CS prop. Pete has more than 100 hours on his new bird and sees 242 knots true airspeed at 10,000 feet. Economy cruise is 220 knots at around 10 gallons per hour (25 MPG!) and initial climb is 2000 feet per minute. It is still climbing at 800-900 FPM at 10,000 feet. With its 66 gallon fuel capacity, range is 1500 miles. Of course, with its high-speed comes high-altitude cruising, typically up to 16,000 feet, and the Legacy has a built-in oxygen system. Landing approach is at 95 knots, although 90 might work better; Pete is still working out the details. Ken is hoping that he will have the last of the "home" building done by spring, and several present offered to help him move it out of its now-crowded shop to

his hangar. We all applaud Ken for his craftsmanship, inventiveness, and sheer ambition and persistence in making his first project such a complex one. We also applaud the wonderful barbeque provided by his son, a professional caterer, and a significant upgrade from the usual donuts (not that we don't like donuts).

The meeting ended at about 1300. Next meeting will be at the Ryan Field meeting room on Saturday November 20 at 1000.

Respectfully Submitted by  
Secretary Bob Miller