



## 2015 LANCAIR 360 MK IIc

### N360GL

Available for Sale

exclusively at

LancairTalk.net

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**Total Time:** frame, engine, prop 200+ hours. All maintenance log books are on hand

**Paint/Interior:** Exterior in white primer 2015, interior is like new 2022 in light/mid blue leather

**Performance:** flight at 5,500Ft., 24/24 setting, 73% power, 184KTAS, 8.8GPH, @362CHT at peak. This varies pending ALT and OAT, etc., but it has served very well, and runs great: See attached pictures. Longest trips: Oregon - N. Carolina; N. Carolina - Missouri; Colorado - Missouri, etc.

**Engine:** Lycoming IO360-B1F (standard, with no modifications; Lyc. manual on file), 180HP, 2700RPM, includes electric fuel pump,

**Electrical 14V System:** two (2) alternators 60A & 40A, the main batterie 12V/32A, and a second 12V aux battery for electrical essential systems, two (2) independent buses; no vacuum pump, nor vac. system/instruments. The most of the electrical components are from B&C Specialty.

**Frame:** Carbon Fiber (same as Legacy, IV-P or IV) This kit was from a last LNC2 carbon frame batch manufactured in 1999/2000.

**Propeller:** Constant speed two-blade Aero Composites (carbon fiber) with McCauley hub and governor.

**Avionics:** Complement of Garmin radios and G3X GPSs (see below)

**Experimental/Home Build Category:** Build process started in 2001 by professional mechanical engineer and the current owner; engine and panel installation with Lancair-experienced assist shops. Airworthiness, VFR, IFR, day, night received, and first 40 hours conducted at Redmond OR in April 2015. **NOTE:** no used components were incorporated in this build, only brand-new items from Lancair, Aircraft Spruce, Garmin and other reputable organizations.

**Annual condition inspection:** has been conducted to engine, airframe as well as prop and documented each year.

#### Options by Lancair:

- Carbon Fiber Construction
- Large MK-II tail (carbon fiber)
- Outback landing gear; now with Michelin tires and tubes

- TK-5 telescopic shocks on main gears
- Long engine mount with long carbon fiber cowling
- Canopy with front hinges and rear one-lever-two-hook-latches, Canopy with latch & key
- Dual rudder pedals with dual brakes and parking brake with lever and light indicator
- Aux (firewall) fuel tank 6.5Gal
- Extended main wing fuel tanks 21Gal each wing, 20Gal usable; 40Gal usable total
- Heated Pitot tube
- Safety pitot-static squad switch for landing gears (adjustable and set to 80KIAS)
- Hydraulic Power Pack and the Batteries located on the firewall

#### **Other options and upgrades:**

- GAMI injectors (tuned with GAMI's support)
- Ram air and filtered engine air intakes (selectable on center console)
- Aux electric oil pump with switch: ON-OFF-AUTO (before start engine lubrication)
- Electric fuel transfer pump – to pump fuel from aux tank to wings' main tanks
- Large 12-veins oil cooler connected to large NACA inlet on lower cowling, cooling air is controlled via electric butterfly valve and rocker switch of the panel
- Oil/air separator with a catch container
- Oil filter with ultra fine screen
- Full size gascollator on fire wall, fuel filter after fuel selector under the seat
- Tanis Engine Preheat System – Cylinders and Oil Pan
- Two (2) alternators 60A & 40A, the main batteries, and a second aux battery for electrical systems with two (2) independent buses
- Two (2) 12V receptacles in the cabin for lights, or rechargers, etc.
- Aluminum fuel lines, hydraulic lines, and brake lines
- Center tunnel with power quadrant, lever controls, fuel selection knob, and glove compartment
- Cockpit heating:
  - Defrost – via exhaust shroud (with push pull control)
  - Cabin – via oil cooler divertor (with push pull control)
  - Seats – electric heating, with switches: LO-OFF-HI
  - Additional ventilation via overhead consol and dedicated NACA in tail (ala Legacy)
- Overhead console also includes lights and headsets' receptacles
- Trims (3): rudder, aileron and elevator, all electric with dedicated indicators, operated from the both pilot and co-pilot control sticks
- Reinforced tail section with 3bids of carbon
- Leather interior with memory foam seats, 4-point-seat belts, pockets for maps, pens, lights. Lancair logo embroiled on the rear bulkhead
- Taxi/landing lights, Strobe lights, Position lights, pre-wired for Landing lights
- Military charging receptacle (external) for Aux Charging and battery jumping

## Control Panel and Avionics:

- Two (2) bus electrical system
- PFD – G3X Garmin
- MDF – G3X Garmin, with SIRUS capable input
- Audio – GMA43 Garmin with Marker Beacons
- GPS/NAV/COM – GNS430W (IFR certified with valid database)
- NAV/COM - SL30 Garmin; connected to dedicated VHS indicator (or to PFD's HIS)
- X-PDR – GTX330 Garmin; with In/Out ADS indicates traffic and weather on the MDF
- ADS IN/OUT - Garmin
- A/P - GX-Pilot TruTrak, coupled to G3X and GNS430W via selector switch. Fully coupled precision approaches capable
- Steam Gages:
  - 3 ½" Speed Indicator w/ true airspeed adjustment (by Lancair with logo)
  - 3 ½" VHS Indicator
  - 2 ½" Attitude indicator (certified)
  - 2 ½" Altitude indicator w/baro adjustment
  - 1 ¼" Flap extension indicator
  - 1 ¼" Hydraulic pressure indicator – this one indicator shows extended and retracted gear pressures respectively, pending gear selector switch throw
  - NOTE: One 2 ½" not used, but available for oxygen gage, or other
  - NOTE: Steam gages section was design in such a way, that it can be easily replaced with a third G3X screen
- ELT – Artex
- Pilot lights: Canopy OPEN, Parking Brake ON, Ram Air ON, Starter ENGAGED, Landing Switch Override ON, Flaps DOWN, Aux Charging CONNECTED, Elec. Fuel Pump ON, including all G3X engine indicators
- Fully fused: with 37 appropriate amps breakers within respective zones; including isolator switch for essential bus/avionics
- Instruments illumination: eyebrow panel illumination w/ emergency light, Individual internal instrument lights, Panel flood light, all controlled via dimmer knobs. Baggage compartment light

**Fuel System:** Left and right main wing tanks selectable by LEFT-RIGHT-OFF knob located on the center console ala Piper Arrow. The Aux tank has a normally closed electric pump with a rocker switch on the center console to transfer the fuel from Aux tank to main tanks. **NOTE:** The Aux Tank was never used by the current owner.

**Landing Gear System:** Includes an additional red light for "Gear Unsafe"; this via additional gear up micro-switch on the nose gear. Also, a micro-switch on the power lever quadrant activates this red light: if power lever is at low-idle and gears are not fully down. Hydraulic anti-lock feature is wired in to the pressure switches to prevent hydro-lock due to temperature changes.

### Additional Items Available:

- Engine's closed-shroud-system, complete kit new (from Zavatson)
- Glare sheet for LNC2 (spare from Lancair)
- Mechanical Jacks 3 point, (great for annual gear inspection)
- Spare new prop blade's leading-edge tip
- Documentations: Lancair build books, drawings, sketches, Lycoming manual, Garmin 430W manual, A/P manual, and more
- Weight & Balance Calculations
- Epoxy Pump used, epoxy, resin, and e-glass fabric
- Spare "outback" tires and inner tubes lightly used
- Original Lancair donut shocks never used

**NOTE:** As mentioned above the airplane is in primer only. It has been like that since certification. Some sanding and microwork might be required on canopy and cowling prior a nice paint job. Make it your own, paint it per your design, or fly it as is. It flies great as is.

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