

Lancair IV-P

\$125,000



Listing

Listing url: <https://aircraftforsale.com//aircraft/single-engine-piston/lancair/iv-p/25th-avenue-719-39301-meridian-mississippi-united-states/lancair-iv-p-for-sale-500371>

Listing reference number #500371

Seller

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Quick info

Listing type: For sale

Description

Lancair VIP Project NOT A TURBOPROP (Paradise Air LLC w all assets) w 2 EngineAir V8s-one w EPI Mark 9 PSRU and one w Geshwinder Chain Gearbox (not complete), Winglets, Speedbrakes, PGEI A/C and PushRod bearing Vacuum seal kit, Panel: Century HSI/Heading/Nav; PMA6000M-S PS Engineering Selector; KX165 Com/Nav; Graman GNC300XL GPS; KT76C IDT; Century 2000 Auto

Pilot; Avidyne Disk w Flight Situation Display, Eng Instruments Horizon: RPM; MAP: Water Temp/Fuel Pres; OT/OP; TOT/FF; Fuel per side; Auto Pilot; Cabin PSI; Oil PSI/Temp, Heater Defroster, 2 Odyssey Batt, Dual A&B Power and Engine CPU, All interior panels are complete w no covered upholstery. Seats in temp cover. . Plane in primer, all electronics ground tested. Modified King air cabin pressurization system. Modified Turbo Intakes. Capital Equipment includes extra Horizon Engine Instruments, extra firewall forward EngineAir V8 engine kit w Geshwinder w/o prop., tools, wing storage rack, fiberglass cutting table, various hand tools hardware. The fuselage was pressure tested and gear retraction tested. The completed Air Frame inspected w a report in 2001, before wind disassembly for relocation. Past Health/Cancer issues and now age forces sale of entire project. Avail at MEI.

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Add Details

Manufacturer year: 1998**Serial number:** LIV-387**Registration number:** N2207W**Passenger capacity:** 4

Additional information

Airframe:**Airframe Description:**

Lancair IVP Airframe parts are complete. Needs to be resealed for pressurization. Door seal inflator needs repair. The cowl has been modified for EngineAir V8 and that design was modified in order to accommodate new air feed for turbo and extra cooling for a KingAir type intercooler on pressurization air system. The PGEI A/C is vented underneath and I used the PGEI push rod bearing vacuum seal kit which replaces the Lancair rudder/elevator control system. The microfiber coating on wings and fuselage was removed and replaced to decrease weight and smoothness. As an amateur, my original was too thick.

Engine 1 hours: 25 SFOH**Propulsion:**

Engine Air V8's (400HP) were completely torn down and rebuilt by Terry Kell in N. Las Vegas. Kell's built engines for Funny Car racers. He added Beryllium Exhaust Inserts (as commonly used in race cars) to make the engine more durable. He then reassembled to exact factory specification (gives the max horsepower and reliability - his secret to success with race cars). He then performed dyno testing on the engines. I have two Engine Air V8's and I had this done to both.

The prop is a 5 blade MT Prop custom made for the EngineAir V8's. I sold the second prop to another EEA builder.

Inspection:**Inspection Status:**

I did a weight and balance in 2004 w the plane completely assembled and new micro-light and primer. I had completed the A/C install earlier that summer but never charged the system and tested the A/C. I moved the project to MEI, XMas '05, to finish, have inspected and test fly. Illness of my wife, two cancers for me and the home care of my parents, now deceased, delayed my work. I'm now 75 and have not flown since 2005 so it is time to throw in the towel. The plane has been sitting in hanger. I started engine frequently till 2010. The engine needs cylinder inspection, gas lines on engine replaced, oil change, new fan belt. The PSRU on EngineAir V8 is a EPI Mark 9. After EngineAir/TransAir's demise I hired Morris Industries LLC, submarine gearbox engineer, to evaluate Mark 9 and Geschwender PSRUs. I had EPI supply/install a new 90 mil Quill shaft and also modified the Geschwender in order to monitor chain stretch. I'm satisfied these modifications are safety/reliability improvements. Tons of documentation on my build need to be reviewed/organized for buyer. Will consider partner to finish and fly and or sell MEI hanger.

Damage history:

None

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Avionics:**Flight rules:** IFR**Comms equipment:**

All new KX165 Com/Nav, PMA6000M-S PS Engineering Selector, Graman GNC300lx GPS, KT76C ITD, Century 2000 Auto Pilot, Avidyne Disk w Flight Situation Display

Engine management:**Navigation equipment:**

The Panel and All avionics was built/supplied by Electronics Technologies, a subsidiary of EngineAir, iot support the engine.

Of course the '98 design is dated but still new. Panel: Century HSI/Heading/Nav; PMA6000M-S PS Engineering Selector; KX165 Com/Nav; Graman GNC300XL GPS: KT76C IDT; Century 2000 Auto Pilot; Avidyne Disk w Flight Situation Display, Eng Instruments: Horizon: RPM; MAP: Water Temp/Fuel Pres; OT/OP; TOT/FF; Fuel per side; Auto Pilot; Cabin PSI; Oil PSI/Temp, Heater Defroster, 2 Odyssey Batt, Dual A&B Power and Engine CPU, All interior panels are complete with no covered upholstery. Seats in temp cover. . Plane in primer, all electronics ground tested. Modified King air cabin pressurization system. Modified Turbo Intakes. Capital Equipment includes extra Horizon Engine Instruments.

Engine Instruments; Horizon: RPM;MAP; Water Temp/Fuel Pres; OT/OP; TOT/FF; Fuel per side; Auto Pilot; Cabin PSI; Oil PSI/Temp, Heater Defroster, 2 Odyssey Batt, Dual A&B Power and Engine CPU. 2 sets of Horiaon engine instruments and Firewall forward Engine and dual computer systems.

Additional equipment:

Speed Brakes, Seats in temporary covers. Plane in Primer. Modified King air cabin pressurization system, Modified turbo intakes. Auto AC with custom heat exchanger.

Interior:**Number of seats:** 4**Interior Condition:**

Interior panels are all made in fiberglass but not covered. The seats were covered with a temporary cloth with the intention of flying the plane before installing interior and doing final paint. In case I had to move antenna or make changes in wiring. The landing and marker lights are all old school. The panel has a Garaman 196 bracket which should be upgraded to a tablet or other panel for Glass Cockpit type support. The plane has winglet and I extended the fuel tanks in each wing and calculate > 90 (100?) gal capacity vs 75.

Interior Year: 2025

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Listing images

