



Fourth Quarter 2018
Volume 11, Issue 1
February 2018



Letter from the Editor:

Hi folks,

So, another year is over and 2018 is in full swing already. The first show of the year is done, and it was a nice one, even if the weather did not cooperate very well. The Light Sport Expo at Sebring Regional Airport (KSEF) was well attended and although it was sunny, the winds were pretty high, at least on Friday January 26, so I had to take the 2-hour drive to Sebring from Sebastian instead of flying over. More on the show later.

This past October, I flew to Auburn, AL to help judge the National Intercollegiate Flying Association (NIFA) Safety Convention or SAFECON for Region 9. This is a flight and ground competition for Colleges that are members of NIFA and have flight teams to compete. I was the associate chief judge and will be the chief judge in 2018, so don't be surprised if I ask for judges to help out in Jacksonville this coming Fall.

I am still teaching as an Adjunct Professor at Florida Tech and this semester I am teaching the National Airspace System class for mostly non-pilots. Most of the students are interested in becoming Air Traffic Controllers. I surely hope they learn something, because some pilot, somewhere, will have to be talking to them on the radio.

A lot of things are happening at Arion Aircraft and those will be all covered in this issue.

I am still waiting for someone to step up and send me stuff for the Lightning of the Quarter and/or Pilot Spotlight. I may have to take matters in my own hands and just start interviewing folks that are on the e-mail list.

Still no news about the Taildragger Lightning or the Electric Lightning. I hope to see something in the near future, but for now, we wait.

Blue Skies,
Dennis W. Wilt
dwwilt@aol.com

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The Batmobile at Sebring 2018

LSA Expo 2018 (Sebring, FL)

Article by Dennis W. Wilt



The Tri-Motor Ready to Give Rides

Although I always would rather fly, as I mentioned in the introduction, I had to drive to Sebring this year. The winds were just a bit sporty for a very light airplane. But I had a great time and will drive again if I have to. As soon as I got there, I met up with David St. George, the Chairman of the Board of Directors for the Society of Aviation and Flight Educators. He was manning the booth at the LSA Expo. We had a nice chat and then I was off to explore. More on David later.

I found the new Jabiru sales guy for the US, Scott Stevenson from US Sport Planes in Oak Point, Texas and talked to him just a bit. He was busy, so that is good. Before I left for the day, it looked like he was in the process of selling an airplane. I certainly hope so. There is a picture on the next page of the Jabiru that was on display.

Like last year, the normal LSA airplanes were all there. Arion was not in attendance, but that is not too surprising since Arion is focusing on their E-AB sales. And they are really busy at the moment. Like last year, there were some non-LSA aircraft on display as well, like the T-51 as shown on the next page. There were several amphibian LSAs this year, the Super Petrel, the Icon, the Sea Rey, and the ATOL 650. I took pictures of a couple of the amphibians.

As I was wandering around, I ran into Carl Valeri of Stuck Mic AvCast. He was talking to people and interviewing folks for his podcast. At the time I found him, he was getting ready to interview David St. George, so I tagged along and sat in the Fort Tri-Motor for his interview. While I was there, I got a few pictures.

On the next page are some pictures of various aircraft that were there. This was not all of them, but a good selection of the aircraft on display.

The Drone Zone was in effect while I was there and although I did not take any pictures (just too crowded),

they were trying to race in the wind, which made for some interesting crashes. There were pieces of little Unmanned Aerial Systems (UAS) all over the place.

Some of the LSA folks were flying, too. With the winds at 20 knots and gusting much higher, it was interesting to watch.



Tri-Motor Cockpit



Carl Valeri Interviewing David St. George
Chair of SAFE



Jabiru on Display



T-52 at Sebring

I got a picture of the Sport Cruiser display just in time. Not long after I took this picture, the blow-up hangar was getting tossed around by the wind pretty good. As they took it down, it really got thrown and people that were trying to hold it got thrown with it. At least two people were checked out by the EMTs. Thankfully, no one was hurt badly, just some bumps and bruises.



The Super Petrel



The Sport Cruiser in the ill Fated Blow Up Hangar



The Icon

Although I did not take a picture of the Sea Rey, they were talking about a low-cost RADAR Altimeter for the seaplane in order to provide flare assistance. Especially needed when there is no wind on the water. The RADAR Altimeter is around \$2500.



Retractable VL3 Evolution

More Pictures



Legend 600



A Couple of Gyro-Copters



The Bush Cat



The SAFE Booth at Sebring



Viper SD4



Sebring During WWII

The last of my photos from Sebring. Sebring is a historical airport used to train the Army Air Corp pilots during WWII. If you ever get a chance, fly in and have lunch. Their restaurant is quite good.

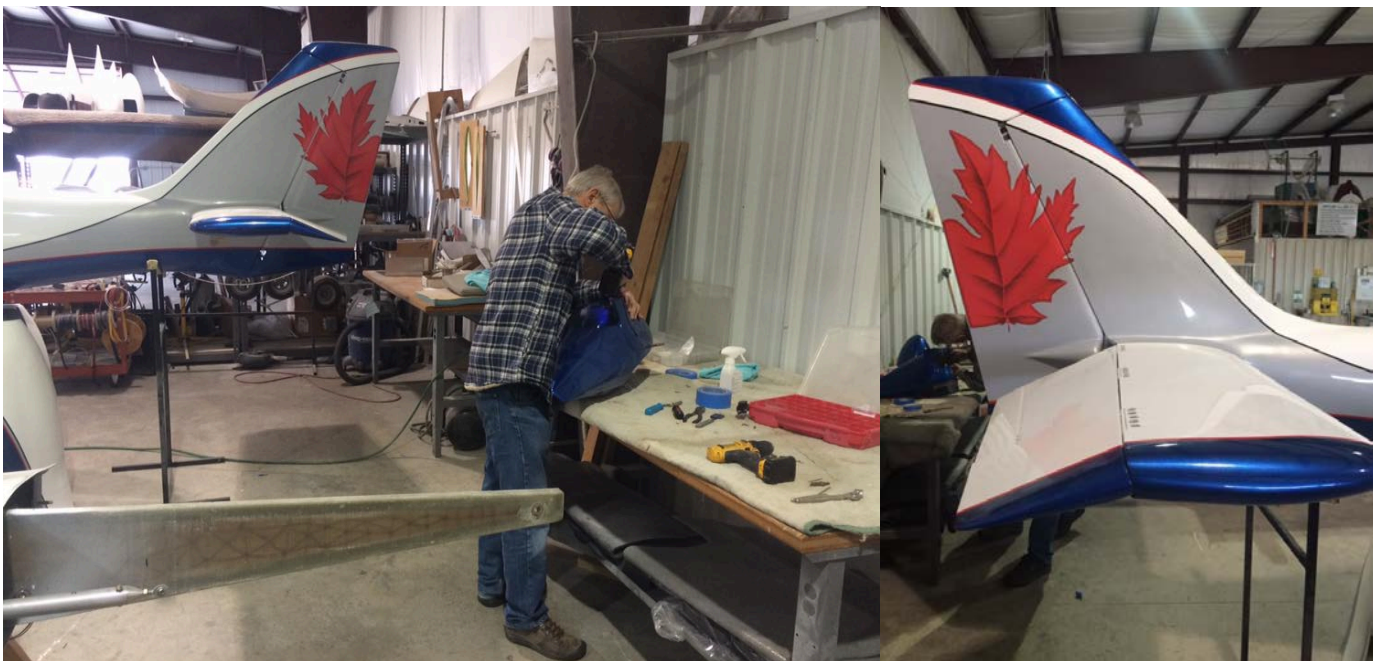
News from the Factory

The major news for Arion Aircraft this year is the addition of the Service for all Jabiru engines and aircraft. Arion Aircraft has been appointed the Jabiru Service Center for North America. This includes engine overhauls, upgrades, top-ends, Jabiru aircraft annuals, avionics upgrades, general maintenance, and anything in between! They do not sell the engines or aircraft. Jabiru North America is still the importer of the product and is still your source for new engines, parts, and technically driven questions. The company running the service department for Jabiru, Sport Aircraft Services, LLC has since closed and moved on to other aviation adventures. So, if you need annuals, overhauls, upgrades, or anything else for your Jabiru engine, aircraft, or Jabiru powered aircraft give them a call.



Jabiru J230 Built Assist in Process

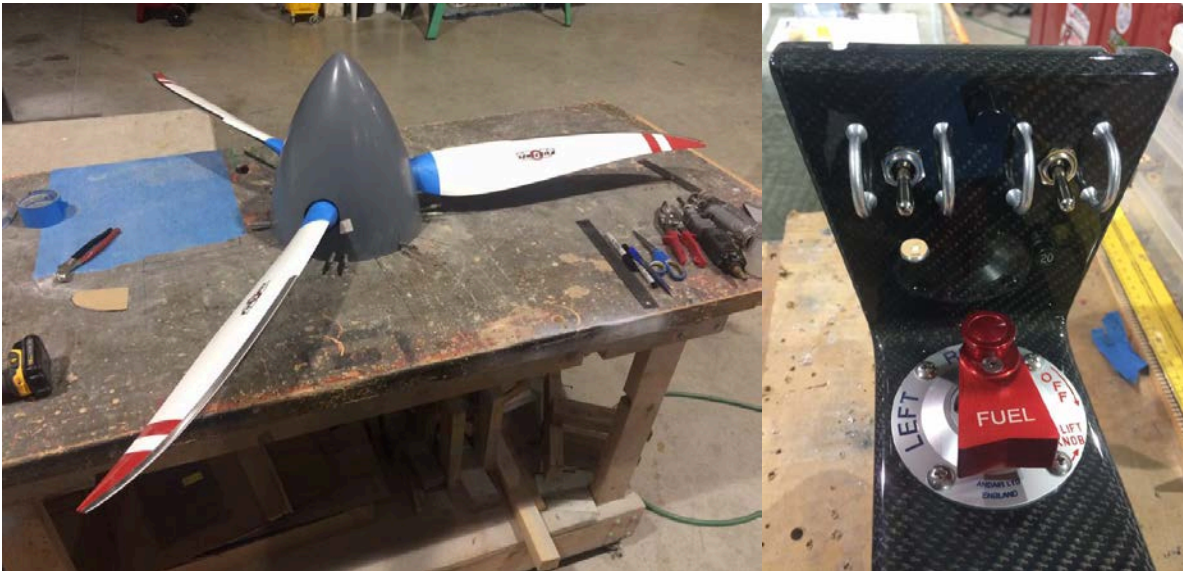
The Canadian Lightning is moving right along. This airplane has the UL power UL520is engine, rated at 200 hp. Below are some pictures of the aircraft and some of the unique items for this airplane.



Dave, the Builder Working on Wheel Pants, and the Maple Leaf Tail Feathers

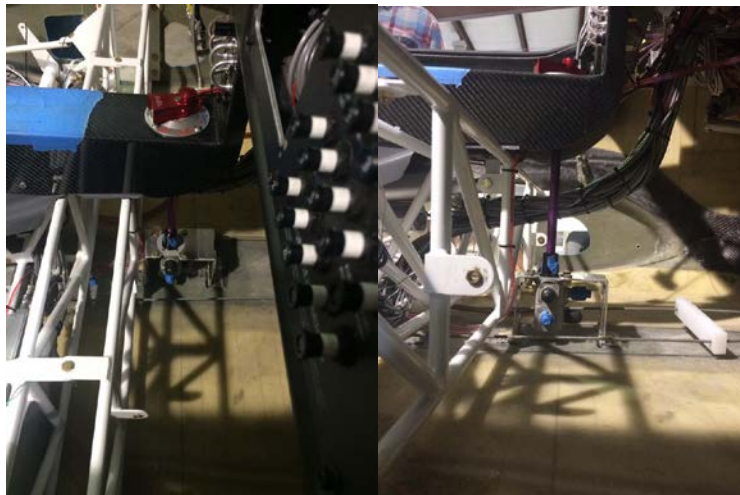


Jason Wiring the Engine and the Avionics Install (G3X)



Prop and Spinner for the UL520is and the Fuel Selector

The Canadian Aviation Authority requires some things to be a little different. The pictures below show the fuel valve as low as it can be installed in the aircraft.



Fuel Selector Valve

Other Stuff at the Factory

I have not seen a lot going on with the new demonstrator airplane, but I am sure that it is being worked on when customers builds are not happening. I am certainly hoping it will be at Sun-N-Fun in April. There are a few customer builds happening, like the Jabiru J230 shown in the beginning of this article and a Rans S19.



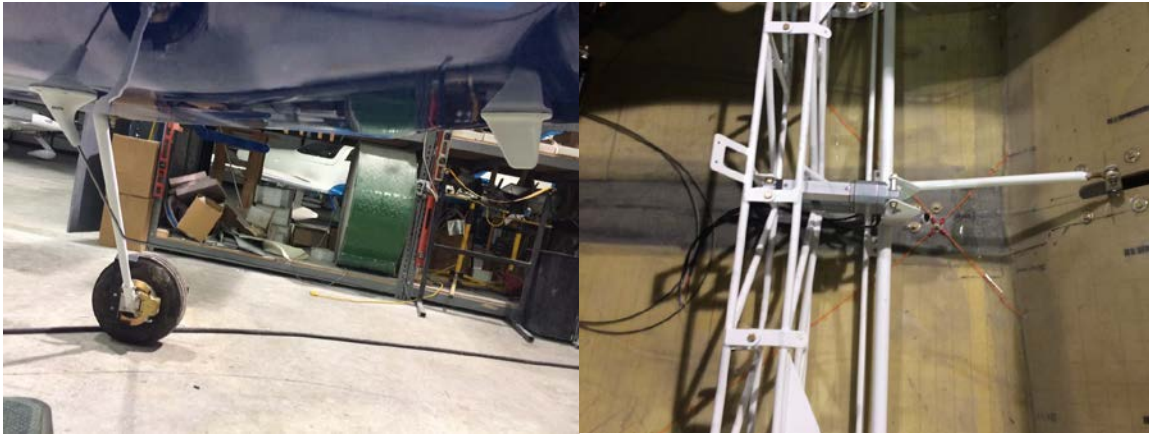
Jason Packing up Some Cylinders No Teflon Tape on Your Fuel Fittings

Jason is shown packing up some reconditioned cylinders and heads for a Jabiru 3300 owner. Once installed, they will complete a top overhaul. To the right are some fuel fittings that had Teflon tape put on them. Never put Teflon tape on your fuel fittings. Use Loctite 567 or something similar instead.



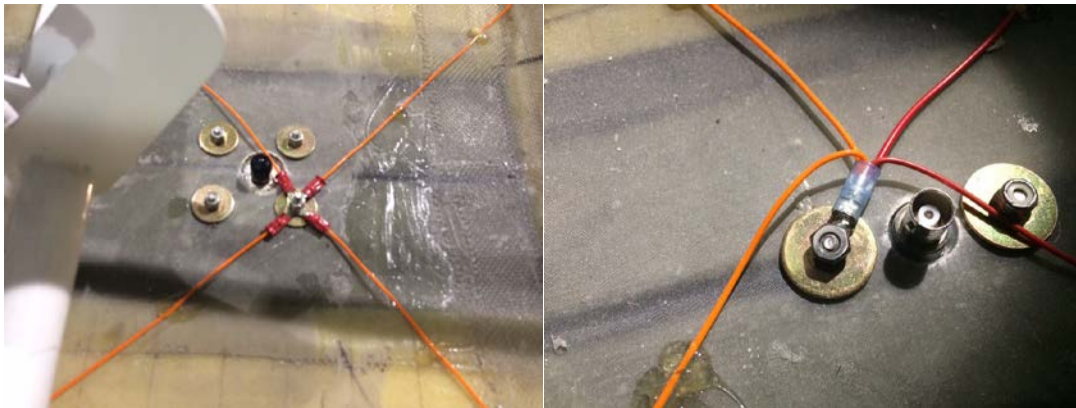
A Mark II Tail Upgrade in Progress

It seems like there is always a Mark II tail upgrade going on. This particular Lightning had quite a bit of filler around the leading edge of the old tail where it was faired into the empennage.

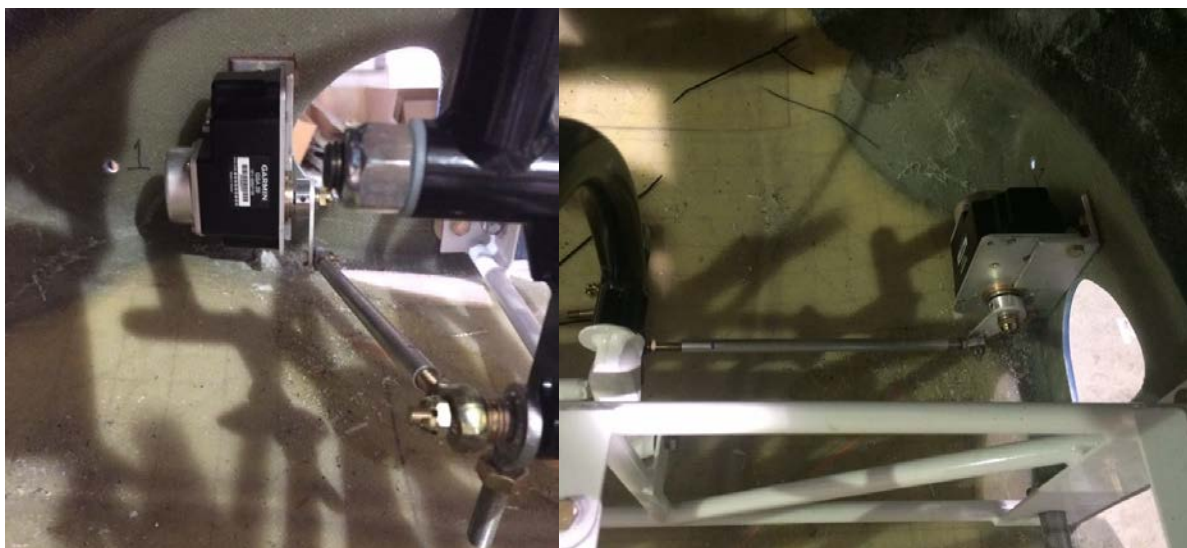


Do You Want External Antennas?

Personally, I like to have nothing sticking out of my Jet if I can help it, but some folks like external antennas. Maybe they have some sitting around and want to use them instead of buying the nice half wave dipole antennas from Advanced Aircraft Electronics, Inc. If you do want those external antennas installed, you must have a ground plane to make up the other half of the dipole. Arion knows how to do that, and uses the method recommended by RAMI for wood or composite aircraft.



4 Wire Ground Planes for Comm (Left) and Transponder (Right)



The New Installation for Roll Servos

Arion has a new and cleaner installation for the roll servos if you have an auto-pilot. It is now installed on the right of the fuselage at the wing root. It used to straddle the rudder cables in the middle of the floor board just ahead of the spar box assembly. I like it.



Serial Number 41 Back for an Annual



The Newest Addition to the Arion Family – Meet Wyatt Otterback

The Otterback family has a new addition. Congratulations to Dana, Nick, Cale, Mya, and Sven!!!

News from The Dealers

From Lightning Aircraft West:

Lightning Aircraft West still has some updating to do for their website. Until they get their website up to date there may be less information from them.

Tony has flown his Lightning home. There is a pretty nice video of part of his flight. It starts with him taking off from Greg's place very early in the morning. I have seen that same view on takeoff and it is very pretty that early in the morning. Here is a link if you want to see the video. [Tony's Flight Home](#)



Tony's Jet

Crystal and Greg hosted a young lady from Paraguay, Magali Brizuela. She painted a beautiful picture of an Eagle on Greg's office door. And she got to get a ride in Greg's Jet. She currently attending Cochise Community college with Greg's granddaughter. There are also a couple of pictures of "Miss Paraguay" taking flight.



Magali Brizuela

Current Lightning Dealers or Representatives



Arion Lightning, LLC, contact Nick Otterback, Shelbyville, TN, 931-680-1781, www.flylightning.net



Southwest: Geronimo Experimental Aircraft, Greg Hobbs, 18750 West Avra Valley Rd, Marana, AZ 85635, 520-405-6868 www.lightningaircraftwest.net



Russia and CIS, AVIA-NIANIA Ltd, Moscow, Russia, Phone: + 7495518-62-75, Mobile Phone: + 7925518-62-75, avianiania@mail.ru or avianiania@aol.com



I want one of these.

News from Builders and Flyers:

Based on a Discussion about propellers during the Lightning Homecoming, Buz Rich had the following information:

I told Buz that my propeller was the WC62ZK58. I used the same prop that was originally used on the Experimental – Amateur Built Lightnings with the Jabiru 3300. Buz response below:

That is the prop that Nick used to put on the go fast Lightnings. Now I think he uses the 62FK58. Check out the Prop comparison data that I ran years ago before the FK blade profile was available.

Aircraft	N31BZ	N31BZ	N233AL	N324AL	N59JL
RPM	64ZK55	62FK58	64ZK55	62FK58	64ZK55
2650	142 mph	-	-	132 mph	139mph
2750	145 mph	145 mph	-	138 mph	143 mph
2850	150 mph	150 mph	150 mph	142 mph	147 mph
2900	155 mph	154 mph	155 mph	146 mph	149 mph
2950	160 mph	156 mph	157 mph	148 mph	153 mph
3000	162 mph	160 mph	-	150 mph	155 mph
3050	165 mph	164 mph	165 mph	152 mph	157 mph
3150	168 mph	168 mph	168 mph	158 mph (WOT)	164 mph (WOT)
3250	176 mph	177 mph	177 mph		
3300	180 mph	182 mph	182 mph		
3350	185 mph (WOT)	185 mph (WOT)	185 mph (WOT)		

NOTES: All speed runs were done at 5000' Density Altitude. N31BZ and N233AL have solid lifter engines. N324AL and N59JL have early hydraulic engines. The 62FK60 averages two to three miles an hour faster than the 62FK58 at all RPMs.

Since the data above is all in mph, if you use knots like I do, you can convert by multiplying the mph by .869. For example, 150 mph = 130.35 knots. WOT means Wide Open Throttle. I would like to see this same data using the new Ground Adjustable Sensenich Propeller we discussed in the Hangar Talk issue 10-3. See the picture below:



For Sale:

N320XS Arion Aircraft 2014 XS Demonstrator

150 hrs. TT, 160 hp Superior XP320 Dynon Skyview, Autopilot, ADS-B, Garmin SL40, 406 ELT, Garmin 796

\$100,000 OBO



N335CE

2009 Light sport Compliant E-AB, 433 hrs. TT

GRT EFIS, EIS6000 EMS, Garmin SL-40, Garmin GTX-327, Autopilot, MK2 tail upgrade

\$84,900 OBO located @Arion



N155AL

2007 Kit built Lightning SN009. MK2 tail upgrade. GRT EFIS. TruTrack Autopilot. Radio and Mode C Transponder 22 gallons fuel total. Current Annual. Carbon Fiber Prop. No Damage History, 180hr TT

Asking \$60,000 OBO



N830LW

2007 Light Sport Compliant EAB. 63 hr. TT, GRT EFIS & EIS, Garmin SL-40 & GTX-327 Located in WI

\$55,900 OBO



N214DG

Experimental – Light Sport Compliant, Located at Geronimo Experimental Aircraft, in Marana, AZ

Asking \$87,000



Contact Lightning West for details and more information. They also have a Jabiru aircraft for sale.

Propellers for Sale at the Factory:

(Low Time - Used for Flight Testing at the Factory)

Sensenich W64ZK51 wood composite for Jabiru 3300, \$500

Sensenich W64ZK54 wood composite for Jabiru 3300, \$500

Sensenich W64ZK55 wood composite for Jabiru 3300, \$500

Sensenich WC62FK56 wood composite for Jabiru 3300, \$500

Sensenich W60ZK53G wood composite for Jabiru 3300, \$500

Sensenich Carbon EZ pitch ground adjustable for Jabiru 3300, \$1000

Kit for Sale, Partially Complete:

Arion Lightning kit partially complete... about 60-70%.

Just ran out of motivation and I am busy flying and finishing my Lancair ES. I think I burned myself out starting a 2nd project so soon! The kit was ordered and progressed as E-AB LSA. It could easily go up to non LSA.

See my Kitlog build site for pics and info. UL engine and Sensenich prop have already been sold to a Zenith builder. <http://www.mykitlog.com/users/index.php?user=n144gp&project=2185>

Will include all hardware and misc. additional parts and supplies I have. UL engine mount included.

\$15,000 plus shipping from Harrisburg, PA (KCXY)

Email me at esn14gp@yahoo.com for more info or questions.

Thanks,

Gordon



Our Jet at the Virginia Festival of Flight in 2012

Upcoming Events

60th Cactus Fly-In – Casa Grande, AZ
March 02-03, 2018

**60TH ANNUAL
CACTUS FLY-IN**



MARCH 2 - 3, 2018
CASA GRANDE MUNICIPAL AIRPORT (KCGZ)
WWW.CACTUSFLYIN.ORG

[60th Annual Cactus Fly-IN](#)
Airport Identifier – KCGZ

Jabiru North America Engine Seminar
March 9-10, 2018



Airport Identifier – KSYI
[Sign Up Here](#)
Shelbyville, Tennessee

Upcoming Events, Continued

Sun – N- Fun Fly-In-Lakeland, FL

April 10-15, 2018



[Sun-N-Fun](#)

Airport Identifier – KLAL

AOPA Fly-In at Missoula, MT – June 15 – 16, 2018



[Register Here](#)

Airport Identifier (KMSO)

Lightning of the Quarter and Pilot Spotlight Guidelines and Question

The following questions are to be used for your submittals of the Lightning of the Quarter and Pilot Spotlight articles. Every single Lightning out there deserves to be in the Lightning of the Quarter. Every single pilot has a story to tell. I hope you take some time and used these questions and guidelines to tell your story for the rest of us. Although similar, the stories for a Lightning of the Quarter and the Pilot Spotlight are just a bit different.

Before publishing any story, I will likely make some edits for spelling, punctuation, and clarity. So, with these guidelines, I hope I get a lot of input for future issues of Hangar Talk.

Lightning of the Quarter Questions:

If you are interested in submitting your jet for the Lightning of the Quarter, just use the questions below and submit some nice pictures of your plane. A picture of the panel is also interesting, at least it is to me. Take a look at the prior Lightning of the Quarter articles and use them as guidelines when you put your story together. Your story will be great - they all are.

Questions for Lightning of the Quarter.

1. Do you have an online build log? If so, and would like to share it, provide the URL.
2. Where did you get your interest in aviation and what are your earliest memories of wanting to fly?
3. Does your spouse share your interest and does he/she fly as well?
4. What made you choose the Arion Lightning for your aircraft?
5. Did you build it or buy it?
6. Is it an S-LSA, E-LSA, or E-AB? If it is an experimental, does it meet Light Sport requirements?
7. If you built your plane did you build it at the factory, a dealer, or at home?
8. How was the build process?
9. What type of flying do you do with your jet?
10. Have you flown it to a major fly-in? Which ones?
11. Finally, include some (3 or 4) nice pictures of you and your plane and some captions for each picture.

Pilot Spotlight Questions:

If you would like to be highlighted in the magazine, we do that in a Pilot Spotlight article. Each of us have unique stories about our aviation interests, careers, and/or hobbies. Each story deserves telling and they are all interesting to me.

1. Where are you from? Hometown? Current residence?
2. How did you get started in aviation? When did you begin being interested in flying? Why did you want to become a pilot?
3. What were the circumstances for your first airplane ride? Explain in detail.
4. What was the first plane you flew / soloed?
5. What is your favorite aircraft to fly?
6. Did you have to pay for your flight lessons yourself? If so, how did you do that?
7. Tell about your education. If you have a college degree, where did you go to college? What did you study? Do you have any advanced degrees?
8. Did you work in the aviation industry? If so, what was your occupation? If not, what was your occupation?
9. Did you fly commercially? Explain who you flew for, what aircraft you flew, how long did you fly commercially?
10. Were you in the military? Which service, when, how long? Did you fly in the military?
11. When did you meet your spouse? Was she/he supportive of your flying?
12. Have you owned an airplane before the Lightning? How many? What models? How long have you owned them? Which ones did you like best and why? Worst?
13. Have you ever built an airplane? What model(s)? Why did you choose that / those model(s)?
14. What are your favorite aviation events?
15. Have you attended AirVenture or Sun-N-Fun? How many times?
16. What are your other hobbies? Tell about them in some detail.

Final Thoughts:



Donna, After Our Flight in the Tri-Motor

This month, the Ford Tri-Motor has been making the rounds in Florida. One of the things I got Donna for Christmas is a ride in the Tri-Motor. I didn't promise her a chance to fly in the right seat, because you can't be sure there will be an opportunity until you get there for the ride. So, when we arrived at the airport in Fort Pierce, FL (Treasure Coast International, KFPR) we saw someone paying the extra \$55 for the right seat on the first flight of the day. I immediately got Donna the right seat for the second flight.

Donna had a blast and got a log book sign off for .2 hours in the Ford Tri-Motor. I sat right behind the pilot, so I could get good pictures and video. It is important to do things you enjoy with your spouse. I am so very lucky that Donna is a pilot and enjoys doing the same things that I do. I think she also feels the same way. For Christmas, she got me a 1st class ticket from Dulles to Denver on the Boeing 787. Well, she is going along, too but that goes without saying. We are taking the trip during Spring break the first week of March. Hopefully the weather will be good, and we can do the things we want to do in Denver and also drive to see Mount Rushmore. You never can tell about the March weather in that part of the country.

Life should be an adventure. Donna and I have been able to share ours for quite a while. That doesn't mean you don't have to work hard. We both have worked hard to get through college, work at our careers, work having children and raising them to be good people. We still both work hard at keeping our marriage fun and happy. We are also still working hard at working. Donna is still teaching as a Professor at Florida Institute of Technology. I am now working as an Adjunct Professor there as well. But, it is fun, and I think I am giving back to the world of aviation by teaching young people from all over the world to be good and safe pilots, airport managers, and air traffic controllers.

So, have fun! Go flying! When the Tri-Motor or B-17 comes to visit, go for a ride! You will never regret it. Take a Young Eagle or an older gal or guy for an Eagle flight. You are all ambassadors for aviation. Be good ambassadors.

Blue Skies,
Dennis W. Wilt
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