



Fourth Quarter 2017
 Volume 10, Issue 4
 October 2017



Letter from the Editor:

Hi folks,

It kind of bites, but I had to drive to the Lightning Homecoming this year. The weather was nice up, but the forecast for coming home was not good. And, I had to get home Sunday evening. I have a Monday class to teach at Florida Tech in Melbourne, FL. Yep, this semester, I am teaching an Introduction to Unmanned Aerial Systems course. Next week I begin teaching an online course for FIT on the National Airspace System. So far, this has been fun. New Title: Adjunct Faculty.

Anyway, the homecoming was a lot of fun, we had some new folks, some old folks, and a great time. More about the homecoming on Page 2.

The weather has been just crazy this Summer and Fall. There has been a ton of rain and not many flying days. I have been able to get up in the air only a couple of times since Oshkosh. And then there was Hurricane Irma. Not really bad, but it takes about a week to prepare, then a couple of days for the storm to pass, and then a week or so to recover and un-prepare. We only lost power for about a day and a half, but the little generator kept the refrigerator going. All was good and then Donna had a post hurricane party / cookout in the driveway with all of the neighbors. More fun.

There has been no new news about the Taildragger Lightning. You should see something in the future, but for now, we wait.

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

Inside This Issue:

| | |
|---|-----------|
| Homecoming 2017 | 2 |
| News from the Factory | 8 |
| News from the Dealers | 11 |
| Current Lightning Dealers | 12 |
| News from Builders and Owners | 13 |
| For Sale | 18 |
| Upcoming Events | 22 |
| Lightning of the Quarter and Pilot Spotlight Questions | 25 |
| Final Thoughts | 26 |



Lightning Homecoming 2017

Lightning Homecoming 2017

Article by Dennis W. Wilt



Evening at Arion Aircraft

This year was a really nice time at the Lightning Homecoming. For those that made it, thanks for the effort to get to Shelbyville, TN (KSYI). It was great to see you all. For those that didn't, well there is next year and I hope to see you there. The weather in Shelbyville was great. Not too hot, not too cold and although there were some reported bumps for the air race, it wasn't as bumpy as last year.

Yes, I had to drive this year. I didn't like it, but it was a good thing that I did. The weather going home on Sunday would have stopped me somewhere in Georgia and I would not have made it back. I also got to give Paul "Bear" Bryant a ride home to Brooksville, FL so we had a nice long visit on the way to his hangar. More on why Bear needed a ride later.

What happens at a Lightning Homecoming? Good question. Well, a lot of us arrive on Thursday to get checked into the hotel, see what is going on at the factory, visit our friends at Jabiru North America (their hangar is right next door), and generally hang out at the airport waiting for other arrivals. If you don't have a ride to the hotel or dinner, someone is usually driving and Nick many times loans the F-150 to those attending the homecoming. Thursday evening, we have dinner on our own somewhere in town, usually at Legends Restaurant right next to the Econo Lodge motel. On Friday, we either have breakfast at the hotel or meet for breakfast at the Midway Diner up the road. Then we head back to the airport for a day of camaraderie and hangar flying while we wait for other folks to show up.

Some of us may have things for Nick or Jason to look at on our Jets while we are there and this is a perfect time for those items. Bear had Nick look at a gear led that seemed to be bent. It was, and Nick had a

spare so, he replaced it. Dave, from Pennsylvania and a first-time attendee, needed a look at his elevator trim and actuation system. Nick looked at it, made some adjustments and Doug was very, very happy with the results. Friday lunch was at Arby's and dinner was beer, soda, and pizza at the Hangar while we all played different games like Kan Jam, Corn Hole, and Giant Jenga.



Corn Hole



Kan Jam



Giant Jenga

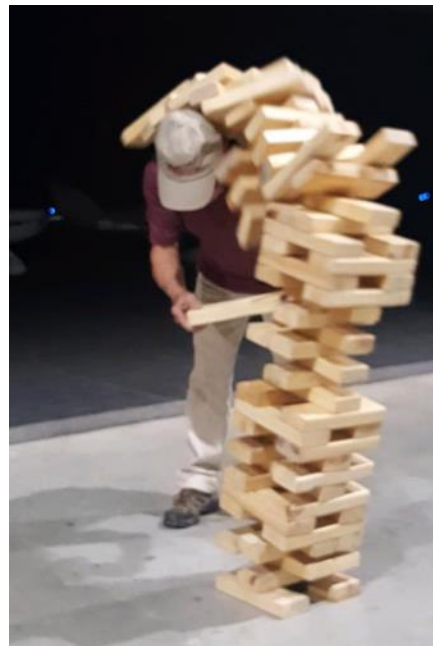


Nick Showing how it's Done

And in the end, Nick won the Giant Jenga game, Joe knocked down the stack.

I have never played Kan Jam before, but it was fun. You have these two "Kans" set up some distance apart. They are basically two plastic cylinders with a frisbee size slot cut up near the top. Two people from opposite teams stand at each side and you try to throw the frisbee into the slot. Your other team member can knock the frisbee into the Kan or in the Kan (the top is open). But can only hit the frisbee, not catch it. I forget the points for each, but whoever gets to 21 wins the game.

Here are some other pictures from Friday evening.



We are pretty serious about Giant Jenga since you get an award for winning.



Joe Reeves pulling a block



Dave pulling a block



Nick's Award

On Saturday, we have most of the events for the homecoming. In the morning. We go to a pancake breakfast somewhere in Tennessee, this time, it was in Lebanon, TN where they were also having a fly-in. I flew up with Bear in his pretty Jet. We did a circuit around the Shelbyville airport to let everyone link up in a very loose flight and then headed out. Bear and I did one circuit around the airport and then pointed the nose North to Lebanon. We thought we were around 5th in line of 6 aircraft. It turns out the other guys did three circuits and we just did one, so we got to Lebanon before anyone else. On roll out, Bear said, "I don't have right brake, do you have brakes?" I checked and I had both brakes in the co-pilot seat, so I taxied in and parked. Bear never had right brake on the way in. Soon after we got in, everyone else showed up.



Everyone at Lebanon

After breakfast, Nick and Bear looked at the wheel and brakes on the right side to see if there was anything obvious. There wasn't, so Bear and I briefed the procedure for me taxiing and him flying. I had the brakes and rudder on takeoff and he flew. When we got to Shelbyville, Bear did a long roll out and when he lost rudder effectiveness, I had the airplane. It worked beautifully. Crew Resource Management is a wonderful thing.

Evidently, they were judging airplanes at Lebanon. Son in a few days Nick got a little plaque from the fly-in.



Best Aircraft - 160 hp or Less

While other things were going on, Bear and I tried really hard to bleed his brakes. We tried everything and spent a long time working on them, but there was just a bubble of air in the pilot's side master cylinder for the right brake and it would not come out. Bear decided to let Jason take care of this problem and have Arion do his Condition Inspection, so he left the plane in Shelbyville. And that is why I gave Bear a ride home.



John from Continental

After Breakfast, we had a brief by John Heitland from Continental Motors Group who supplies the Titan series of engines. The presentation on the Titan engine was very interesting and informative. I think if I were to build a new Lightning today, with BasicMed in operation, I would build a Lightning XS with this engine.



Ray Lawrence from UL Power

Then Ray Lawrence gave a presentation on the UL series of aircraft engines. They are certainly beautiful engines and there are several Lightnings out there with the UL engine installed. One is being built at the factory now with the UL520 engine. More about this in Factory News section.

And finally, Gary Smrtic from AM Composites gave a presentation on his operation. He builds all of the composite parts for the Lightning Kit. The quality of the product coming out of his shop in Morgantown, KY is amazing. Although they are moving to a new facility in Georgia.



Gary Smrtic from AM Composites

I may not have all of these in the correct order, but they were very informative presentations on the products that go into our aircraft. I always learn something new.

After the presentations, Nick had a Tennessee BBQ catered and it was really good. Good food, good friends, airplane talk, it really can't get much better than this.

After lunch, Buz gave his air race briefing. There are two classes in the air race, Light Sport and Go Fast. We had three in the Light Sport class and two in the Go-Fast class. Doug, Joe, and Dick flew in the LSA class. Nick and Mark flew in the Go-Fast class. Nick flew the Lightning XS demo and Mark flew his RV-9. Mark and Nick compete hard each year. The planes are nearly identical in speed, so it is a toss-up for the race.

Buz and I judged the race. I gave him the mark as he passed the entrance to the course and the finish line. He made the calculations for the race classes. After the race was over, we gave out awards. There are 7 awards, The Tired Butt Award, given to the person who flew the furthest, The Vintage Lightning Award, given to the person who flew in with the oldest Jet, The Giant Jenga Champion award (you saw this one earlier), The People's Choice Award given to the plane voted as the nicest in attendance, The Go-Fast Class award to the fastest plane in the Go-Fast class, the Light Sport Class award to the fastest plane in the Light Sport class, and finally The Fred Noonan award that goes to the person that got closest to his flight time and fuel burn that the pilot claimed before they took off. We need to really thank Buz Rich for making these awards every year.

They take time and they are coveted by those that receive them. I know that I have mine prominently displayed in my office.



The Awards

The following pictures are the awards that were given out (except for the Giant Jenga Champion award).



Bear Bryant - The Tired Butt Award



Bear Bryant – Vintage Lightning Award



Dave – Light Sport Class Award

Dave's speed in the Light Sport class for the course was 144.3 mph. Pretty darn fast for a Light Sport airplane.



Bear Bryant – People's Choice Award

Did I mention that Bear took home most of the awards? And, he didn't get to fly in the air race. I absolutely know he was disappointed in that. Ok, more pictures of awards.



Dick – The Fred Noonan Award

Dick Birch won the Fred Noonan award this year for accurately estimating his speed, time, and fuel over the course. I won this award last year, it is not an easy one to win. Although I think mine was just luck.

On Saturday evening we decided to go to dinner as a group to the Bell Buckle Café in Bell Buckle, TN, just a few miles from the airport. We had a blast and the food was excellent as always. The Bell Buckle Café has live music and we were entertained by a couple that call their group Radio Farm. They play mostly 60's and 70's music and they were really good. They overheard me wonder if they played Jim Croce and off they went with one of his greatest hits. They also played a couple more Croce tunes and I gave them a good tip. They deserved it. The following are some pictures taken during the homecoming. I hope I see you at Arion Aircraft next year.



Mark Stauffer – Go-Fast Class Award

Mark's race speed was 167.4mph and beat the XS by only 30 seconds to the finish line. I told you they were very competitive.



Beer and Pizza on Friday Evening



A Mean Looking Lightning



Dave on his Electric Bicycle



Formation Back from Lebanon, TN



Jason Riding the Crazy Bike



Sven says, "Fear the Wrenches".

News from the Factory

The new demonstrator airplane is still a work in progress. If you saw the work going on at the factory, you would not be surprised. They are building two assists with builders that are building Zenith 650 aircraft. One has a Corvair conversion engine and one has a UL Power engine.



Corvair Powered Zenith 650 in Process

They also have another XS in the build cycle. This one has a UL5620 engine, rated at 200 hp! I can't wait to see how this one does.



The UL520 and the XS Fuselage with the Engine Mount



UL520 Mounted - Ray Lawrence from UL Power



Tanks for the UL Powered XS

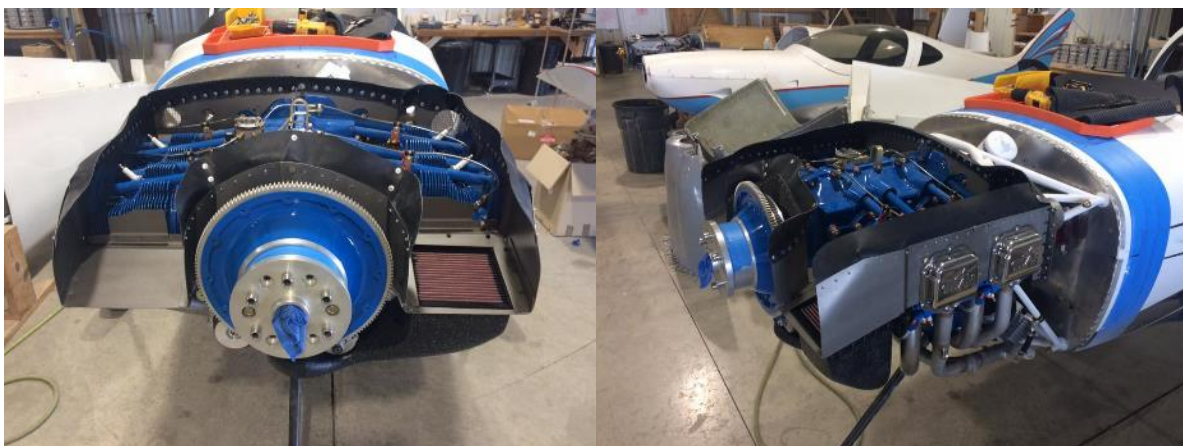
The RV-10 that the factory worked on with the builder has since flown and I suppose the builder will get there eventually to pick up his airplane. It is certainly a beautiful airplane



The RV-10 First Flight and After

The New Demonstrator

So, where is the new demonstrator airplane in the build process? Well, it is moving along, however slower than anyone really wants, but customer builds come first and we all agree those are the correct priorities. Below are a couple of pictures of the new demonstrator and where it is in the build process.



Baffles all Done

Arion has a 2006 Lightning that are parting out for an owner. If you are in need of parts, contact the factory. The engine is a 2015 with only 30 hrs. TT. The owner asked Arion to part out the plane because of his health issues and he would rather part it out than sell it as a complete aircraft.



News from The Dealers

From Lightning Aircraft West:

Lightning Aircraft West has lost their webmaster. Greg's sister, the original webmaster has moved away. So, until he gets his website up to date there may be less information from them. I called Greg to get the latest information.

Tony's pretty new jet has had a successful first flight. I hope he is happy with the really nice Garmin panel. tly stayed at the Lightning booth to answer questions about the Lightning kits and build assist program. Below are some pictures of the aircraft that were represented at the show.



Pretty Panel



First Flight Complete

There are a couple more things going on at Lightning Aircraft West, there is a fly-in the last week of January and there is a possible new Lightning build beginning in January.

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



Upper Midwest: H & S Aviation, Tom Hoffman, 3015 Shady Ln, Neenah, WI 54956-9509, (920)-585-9704, tlhuffy@aol.com



Midwest: Heart of America Aviation LLC, Jack Gonzenbach, 12906 W 122nd St, Overland Park KS, 66213, (913) 890-3052, jgonzenbach@flyhoaa.com



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

Editor's Announcement:

I would really like to hear from other dealers as there are sales and or aircraft for sale. The Matronics Lightning List seems to have been fixed. I am now regularly getting the e-mails. In any case, my e-mail is on the first page of the magazine and you can contact me any time with information. The composite parts are all made at AM Composites, LLC in Bowling Green, KY. Gary Smrtic is the President. Nice work being done there.



The Line Up at the Lightning Homecoming

News from Builders and Flyers:

An Article from Geoff Eather
Edited by: Dennis W. Wilt

The Quest for an Accurate Air Speed – Achieved at Last

Readers may recall my previous article on the quest for an accurate Indicated Air Speed, it was published in the June 2015 Lightning Newsletter. The article was rather long winded, but showed that position error (location of the static port) could change the stall speed in my aircraft (Lightning Kit 127) by more than 100%. A quick summary of that article would go like this:

With the standard Lightning pitot and static port located under the right wing my stall speed was 24 Knots indicated. All sorts of fiddles with dams in front of and behind the static port made no significant difference. Extending the standard static port down and out in an effort to find “clean” air again made no significant difference.

The static port was moved to both sides of the fuselage half way between the wing base and the horizontal stabilizer and connected with a T piece. The stall speed was 54 Knots indicated (not a typo). Other positions for the static port including free in the cockpit, free in the wing and just behind the cowls gave similar results with stall speeds of 54 Knots. (Editor’s Note: This is where my static port is located and my indicated stall speed is close to this, around 50 knots.)

After much experimentation and frustration, I returned the static port to its original location under the right wing and for the past two years or so have lived with the inaccuracies generated by the port. I usually fly final at 55 Knots, 40 over the numbers, then 30-35 at the flare. It sometimes makes passenger pilots quite nervous!

After two years I decided it was time to have another try at finding a location for the static port that gave reasonably accurate results. The only real place left was the vertical stabilizer. Jabiru aircraft use this location and owners have told me that their IAS is never a problem and always accurate. The static port on the Jabiru is a ¼ inch aluminum tube with two 1mm holes on each side, and a “dam” located a millimeter or so in front of the holes. The dam is made from larger diameter tubing. The port is mounted high on the vertical stabilizer (see picture).

This configuration was installed on my aircraft (see picture) and tested by flying three headings at about 180, 60 and 300 degrees. Altitude was 3000 feet and indicated air speeds were 115, 95, 75, 70 and 50 Knots. The very accurate data generated by the Dynon Skyview was entered into an Excel calculator (below). This calculator is freely available on the web. The pitot, by the way has always been in the standard location under the right wing.



Jabiru Static Port high on Vertical Stabilizer



Current position of Lightning Kit 127 Static Port

Raw Data on Excel spread Sheet: 10th September 2017:

The first table shows the raw data on the Excel spread sheet with the calculations of True airspeed generated from GPS ground track and GPS ground speed.

| IAS | Vg 1 | Track 1 | Vg 2 | Track 2 | Vg 3 | Track 3 | Vwind | Wind dir. | Vtrue |
|-----|-------|---------|-------|---------|-------|---------|-------|-----------|-------|
| | (kts) | (deg) | (kts) | (deg) | (kts) | (deg) | (kts) | (deg) | (kts) |
| 95 | 103 | 183 | 105 | 69 | 88 | 309 | 10.7 | 300.0 | 98.6 |
| 75 | 84 | 174 | 85 | 70 | 65 | 305 | 12.5 | 299.4 | 77.4 |
| 70 | 79 | 171 | 82 | 70 | 61 | 303 | 12.5 | 292.4 | 73.3 |
| 50 | 62 | 170 | 62 | 71 | 43 | 305 | 12.0 | 300.5 | 55.0 |

Legend:

| <u>Column</u> | <u>Data Definition</u> |
|---------------|---|
| Vg X | GPS ground speeds in kts on the three different legs (not necessarily 90 deg apart) |
| Track X | GPS track of the corresponding legs |
| Vwind | Calculated wind speed |
| Wind dir. | Calculated wind direction (deg mag) |
| Vtrue | Calculated aircraft true airspeed |

The second table shows the Dynon air speed indicators (IAS and TAS) compared to the calculated TAS from the spreadsheet. Tabulated with IAS and TAS from Dynon Skyview: (all speeds in Knots)

| IAS (Dynon) @ 3000' | TAS (Dynon) @ 3000' | Calculated TAS from GPS data (Excel Spreadsheet) |
|---------------------|---------------------|--|
| 115 | 121 | 118.9* |
| 95 | 99.5 | 98.6 |
| 75 | 78.6 | 77.4 |
| 70 | 74 | 73.3 |
| 50 | 52.2 | 55 |

*generated on separate spreadsheet

The GPS calculated true airspeeds shown are now all within a few percent of that shown by the Dynon airspeed indicators. The biggest error seems to be at 50 knots and is about 5%, a vast improvement on previous locations of the static port. The stall warning now comes on at 46 Knots IAS and the stall speed is now 37 Knots IAS.

I still find it almost unbelievable that the location of the static port (position error) can make such a huge difference to the Indicated Air Speed, but that's just my simple mind. The pressure changes involved, I understand, are extremely small (especially at lower air speeds) and to the Aeronautical Engineer this is probably not an unusual situation. Experts tell me that Position Error has involved countless hours of experimentation and countless amounts of money spent by all sorts of people and organizations in the past.

What's left now is to retrain my brain to accept the new numbers, it may take some time!

More News from Builders and Flyers:

An Article by Val Albert (N1XF): The Virginia Aviation Ambassador Program
(Edited by Dennis W. Wilt)



Val's Pretty Jet at Blue Ridge Airport, VA

On September 22, 2017, Mr. Val Albert flying N1XF (Arion Lightning S/N 114) completed the Virginia Aviation Ambassador Program. The Virginia Aviation Ambassador Program requires the pilot go to each of the 66 public airports in Virginia. The program was created to promote aviation in the state. The pilot is given a "passport" that he or she is to bring with them to each airport, to obtain a stamp with the three-letter airport designator embossed on the stamp. It took Val two years to complete the program. Flying the first year out of Front Royal, VA (KFRR) and the second year out of Manassas, VA (KHEF), Val started with flying to the closest and "easiest" airport, and eventually flew to the most difficult airports at the far-end of the state near Tennessee and Kentucky.

In the beginning, Val created a spreadsheet of all 66 airports including the distance to fly to each, the length and width of the runway, the altitude of the runway, and personal notes/comments on the airport after flying there. Val created a diary of his adventures and misadventures as they occurred. (*Editor's Note: To the right is Fog at Front Royal, VA.*)

Val found that some of the airports are far better than others. The one he liked the most was Martinsville (KMTV) because of the great FBO, the restaurant, and the length of the runway which was long and wide. Some of them he will happily never go to again -- ever. The least liked was Grundy (W90). It is remote, on a mountain top, out of the way, rundown, with airplane wrecks on the side of the runway. The FBO looks like a trailer park gone bad with a trailer that has dents on all sides and top and bottom. The trailer looks like it rolled in a hurricane. There was no one in the FBO, or anywhere in sight. The closest restaurant or motel is 20 miles away down the mountain in the valley below.

One of the flights he remembers quite well was the flight to Tangier Island (KTGI). An excerpt from Val's diary reads:

"Flight over the water was a little scary just prior to landing. There is a long, displaced threshold at the entry, and I had to keep adding power to make it to the runway. There are lots of oyster and clam shells on the threshold that the birds drop from a height, so they will crack open and they can eat the meat. The shells can also shred your tires. It is a very quiet place. Had to pay \$10 landing fee to the lady in the golf cart. She was very friendly,



and told me which restaurants were open. Neither their radio nor telephone were working. I spoke with a gentleman and his daughter who flew in a Cardinal. Friendly people. There is no cell phone service on the island so when I wanted to file an SFRA flight plan to go back through Gruby Gate to Manassas I could not. I contacted Patuxent Departure after taking off and told them I would try calling Flight Services. It was useless. I could not hear or make out what they were saying. I called Patuxent back and they assigned me a transponder code that was good all the way to Manassas. I transferred to four different Potomac frequencies on the way back. I landed on 16L which was unusual. I taxied to the end of the runway to go to Kilo taxiway to cross over to the West side hangars. I left 16L and taxied halfway to the hold short line for 16R stopping at what looked like another hold short line. Turned out it was the ILS hold short line going in the other direction on Kilo. The ATC guy said, "in the future pull further forward". Happy to get the trip to Tangier Island over with. I was sort of worried about flying 20 miles over water. But it wasn't so bad since I could see land and I could see the island from a good 9-10 nm away. Beautiful weather."

Val prepared meticulously for each trip. He typed - in a large font - the expected frequencies, the direction of the runways, which direction he would be coming from, the wind direction, and would sketch the landing pattern he would do. He would place the paper on the seat next to him. He also went to Google Earth and printed images of each runway as approached from 10 NM, 5 NM, and 2.5 NM out. No surprises. In spite of all the planning, a deer ran across the runway just feet in front of the airplane at Eagles Nest Airpark (W13). Eagles Nest has a very short 2,004' long runway which is only 50' wide. A large red fox ran across the runway and stopped on the runway at Smith Mountain Lake (W91). Both incidents frightened all three of them good.



(Editor's Note: You never know what you will find for a Manager's office, to the left is Grundy, VA.) Val flew solo to 56 of the airports, 8 of the airports he visited with his wife Judy, and two of the airports he flew to with his son Daniel. The challenge of flying in and out of the Washington DC area Special Flight Rules Area (SFRA) added to the adventure. Val

learned how to fly at age 60, taught by Buz Rich and Rock Skowbo.

In addition to the memories and greatly improving his flying skills the reward for completing the Virginia Aviation Ambassador Program is the State of Virginia buys you a very, very nice leather aviator jacket. Nice!



Smith Mountain Lake, VA



Val on the Ramp at Tazewell



Looks like Val had to spend the night at Lonesome Pine, VA

From the Matronics Lightning List:

From Gerd Nowack:

"White Lightning" flies again!

Hi everybody,

My D-EGFL aka "White Lightning" has received the new propeller blades, made by GT Propellers in Italy after a 3 month wait.

The electric constant speed hub is still the same, the new blade type is called V29, and they have a shape that makes it more suitable for the electric drive that is much weaker than a hydraulic hub. And looks better, too! (The ones with the colorful tips are the old ones.)

Yesterday I went flying, and all worked fine. Prop pitch adjustment works in both directions and in both Manual and C/S mode. GT has made a good job balancing the prop in the factory, it runs quite smooth.

Performance is also slightly better, climb rate (at) 87KIAS and 1340 lbs. about 1200ft/min. Top speed with 2700/26MAP in 4000 ft.: 147KIAS! You might remember that my XS is powered by a ULPower 390iS that has nominally 160hp.

That's it for now, more to come.

Greetings from a cold and wet Hessian early autumn!

Gerd



Another Couple of Photos from the Lightning Homecoming

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



N624MZ

2009 Zenith 601XL-B, 67 hrs. TT, LSA Compliant

April 2017 Annual, GRT EFIS EIS-6000, Garmin SL-40, Garmin GTX-327, TruTrack Autopilot

\$47,900 Located @ Arion



N396JC

2007 LSA compliant E-AB, 155 hrs. TT
GRT EFIS, Becker radio and transponder. TruTrack Autopilot EIS-6000 EMS

\$74,900 OBO, Located @ Arion.



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.

N830LW

2007 Light Sport Compliant E-AB, 63 hrs. TT
GRT EFIS & EIS, Garmin SL-40 & GTX-327

\$55,900 OBO Located in WI



N297S

2009 LSA compliant, 200 hrs. TT
GRT EFIS, Garmin SL-40 and GTX-327, autopilot. located South Carolina.

\$84,000 OBO



N272TH

2009 Arion Lightning E-AB, 285 hrs. TT
Icom A-210 Radio, winglets, Dual (pedals, brakes, PTT, Trim, stick), Located in Sapulpa, OK

\$46,400 USD



Avionics for Sale at the Factory:

Garmin GTX330 Transponder with tray and connectors, \$1000 OBO

PMA 9000EX Audio Panel with tray and connectors, \$500 OBO

Aircraft Extras Flap Controller FPS-Plus-NT Flap position and controller, \$75

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

Parts for Sale – Never Used: (From Linda Mathias)

HACman leaning system for \$100

Sam James wheel pants (only work done on them is reinforced rear and front with carbon fiber, haven't done any cutting) \$200 plus shipping.

6 Cylinder O-Ring & Gasket Set P/N 455707N, \$357.62 new price.

Anyone interested may contact her at 757 268-1022 or lbmathias1@gmail.com.



Wonder Where This Picture is from?

Upcoming Events

AOPA Fly-In

October 27 – 28, 2017



AOPA™

your freedom to *fly*

[Peter O. Knight Airport \(KTPF\)](#)

Tampa, FL

2nd Annual Deland Aviation Village and Showcase

November 2rd – 4th, 2017



[Deland Sport Aviation Village and Expo](#)

Airport Identifier – KDED

Upcoming Events, Continued

Jabiru North America Engine Seminar
November 10 – 11, 2017



Shelbyville, TN (KSYI)

Call to make sure you get a seat: 931-680-2800 or sign up online at
<http://jabiruna.com/engines/seminars/>

US Sport Aviation Expo - Sebring, FL
January 24-27, 2018



[LSA Expo - Sebring, FL](#)
Airport Identifier - KSEF

Geronimo Experimental Aircraft – Fly In



Last week in January 2018
Lightning Aircraft West Airport

Sun – N- Fun Fly-In-Lakeland, FL
April 10-15, 2018

BE A PART
of the 44th Annual

INTERNATIONAL FLY-IN & EXPO
Recognizing Designers, Builders & Maintainers

APRIL 10-15, 2018
Building a Brighter Future Through Aviation!

Supporting the Aerospace Center for Excellence

FLYSNF.ORG
#snf18 • Lakeland, FL

FlyLakeland
Lakeland Lindbergh Regional Airport

Central Florida
Economic Development

Sun-N-Fun

Airport Identifier - KLAL

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



The Lunch Counter at Blue Ridge Airport in Virginia

I've been doing this newsletter for quite a while now. Four years to be exact. Doing it right takes a lot of time, you really don't want to know how much. And if you did, when I get too old and tired of doing it, I may not be able to pawn it off to some younger guy or gal. So, I think I'll keep doing it. Writing the newsletter is fun and it keeps me up to date with what is happening with the Lightning.

This aviation thing that we are all enamored with. It is more than just the aviation and flying and the airplanes. Oh, it is a lot of that, but in reality, it is the great people you meet along that way that really makes us enjoy this vocation. In general, and I really don't like generalities, the people I meet in aviation, I would invite into my home any time, any place. They are great folks. Good hearted folks that will help you if they can.

This year at the Lightning Homecoming, I met a couple new people, like Dave, the retired Urologist from Pennsylvania. He was trying to kill any one of us crazy enough to get on his really expensive electric bicycle. I passed, but a few folks gave it a try. Ray Lawrence from UL Power is a really nice and knowledgeable guy and it was nice meeting him. I wish we had more Lightning owners and builders come to the homecoming, but it was a nice time even without a ton of folks. If you are reading this and have never been, go. It is worth it.

Val Albert didn't make it, but his plane was there. He is getting a little work done on it at the factory. His article about the Virginia Aviation Ambassador Program is really good. I have participated in the program and got to go to a lot of the airports in Virginia. I received the hat and the flight bag. I don't think I'll ever get the Leather Flight Jacket, but it is a really nice jacket.

I am still looking for Pilot Spotlight and Lightning of the Quarter candidates. Please consider taking a little time to answer one or both of the questionnaires and sending me the data with some good pictures. So, I have another one of these issues laid to bed. It feels good when it is done.

Blue Skies,
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