



Third Quarter 2019
 Volume 12, Issue 3
 September 2019



Letter from the Editor:

Hi folks,

So, this time I have not been able to work on the Newsletter due to a lot of different things, but I am now waiting on a hurricane, so I have time. We are all shuttered up and waiting for hurricane Dorian to move on. He is pounding the Bahamas and I am saying prayers for those folks, they certainly need some prayers. I am hoping the forecasters are correct and the hurricane will turn as predicted. Right now, until the turn happens, you never know. If you are reading this, then we got to the back side of the storm and all is well.

AirVenture was really nice this year, more about that later on, but the weather was good most of the time. Early on a lot of folks thought it might be another "Sloshkosh". The Arion booth had lots of interest.

I have been thinking that I have been writing this newsletter for nearly 6 years now. I can certainly understand after this amount of time why Buz needed to give the job to someone else. I think it is time for some new blood on the newsletter. I have less time than I used to, strangely enough, and I don't have the interest I used to have either. So, I am asking for someone to step forward to take over this publication. I will hang on for a little while, but I think after the last issue in 2020, or sooner if someone will take over, I will be done.

The picture on the right is the new XS Demonstrator aircraft getting ready to launch for a aerial shoot for Kit Planes Magazine.

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

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Early Morning Launch

AirVenture 2019 (Oshkosh, WI)

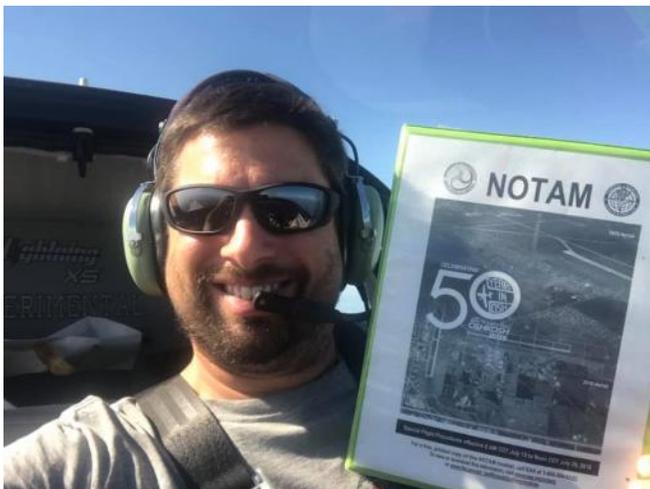
Article by Dennis W. Wilt



Heritage Flight

AirVenture 2019 was an extremely nice event this year. Yes, it started out just a bit wet and people had to land elsewhere until Tuesday or Wednesday. By Tuesday the weather was wonderful and stayed that way the rest of the week. The picture above is one I took with my phone as I was walking near the middle of the flight line. The silhouette of the F-22, P-51, F-35, and A-10 is just amazing with the sun behind the clouds. This is my favorite picture of the show.

Nick had a nice flight up with the new Lightning XS demonstrator and below is the obligatory selfie that comes with the NOTAM into KOSH.



There were people coming by the Aeron Aircraft booth all the time. And this year, Jason Biggs, the amazing A&P at Arion Aircraft got to come to Oshkosh. I think it was his first time to the event. I know he had a good time and talked to a ton of folks about building the airplane and answered a lot of questions.



Above is a picture of the booth in the new area set aside for the kit manufacturers. I am not sure I like the area better, but people still seemed to be able to find the Lightning. We certainly did not have as good of a view of the airshow since it was behind

the booth. And right behind the booth was the Lancair trailer that hid everything.

Both the Thunderbirds and Blue Angels did fly by during the week. Seeing them is always a thrill. The F-22 demonstration pilot from Langley Air Force Base did some really nice shows. It is amazing what that aircraft can do. Julie Clark is flying her farewell tour this year. I have been watching her do aerobatics for a long time. I will miss her very smooth routine in that pretty shiny T-34.

This year is claimed to be another record year and I can believe it. There were a lot of people and planes. I have included a picture with some statistics from EAA below. I hope to see more of you at future events like AirVenture and Sun 'n Fun. The following are some really nice pictures of the show.



Arrival at OSH



AirVenture Statistics



The Arion Booth Invitation



On the Way to OSH in the XS



The Bottom Side of the P-82



P-82 Fly By



The Booth with a Fly By



A Heritage Flight with P-51s and the F-22



Julie Clark at the Night Airshow



It's Tom and Mark



The F-22 Low and Fast

Lightning of the Quarter

Hello Fellow Lightning Enthusiasts:

Article by *Stephen Behn* (edited by *Dennis W. Wilt*)



My name is Steve Behn and I have been building Lightning 69 for quite a long time 9 years actually, but she is finished and is flying. I live in a small-town Iluka on the north Coast of New South Wales Australia. I owned and ran a Yamaha Marine Dealership for thirty years but have been retired for the past 18 months and have been able to devote more time to the 69er. I fly from a local grass strip. It is 900 metres long (2952 ft) and in sugar cane fields.



I have always had a great interest in aviation, I always have to look up if I hear an aircraft and I was one of those kids that could fly in my dreams. I also flew Hang Gliders for a number of years, but I am a fairly low hours but careful pilot. I was speaking to Nick and was a little lost for a word to describe how I felt when test flying the Lightning he chimed in with "Exciting" which is very true.

Lightning 69 is powered by a Camit 3300 engine, a ground adjustable Sensenich propeller, has GRT Avionic instruments, a Horizon HXR 10.5" EFIS, Mini X backup EFIS, EIS 6000 engine management system, PS Engineering audio panel with a remote comm radio, Trig Mode S transponder with ADS-B out, and I have built a Stratux ADS-B receiver. The transponder is remote to



the HXR. Electrical power is controlled by a Vertical Power VP-X Sport electronic circuit breaker system. It also controls flaps, trim, and wig wags the landing lights.



I never thought I would be able to build and fly such a beautiful aircraft it's one of the best things I have done in my life. I would like to thank the lightning community for all the help I gained from you all, I really miss not getting those Matronics emails these days. The newsletters have always been great, and I don't think I would have bought the kit if I could not have poured over Buzz's early newsletters. Nick and all the staff at Arion and our Australian distributor Dennis are

just the best; you don't often get the sort of commitment to a product these guys provide.

This sort of sounds like the end of something well no its just the beginning of many hours of flying a Lightning for me.

Steve Behn

stephenbehn@bigpond.com

News from the Factory

It is busy at the factory, but this has been normal for a while now. Ed and Caelie Skalniak are working on their new RV-10 build at the Arion Aircraft hangar. I got to see them at Oshkosh and they are always nice to visit with. Hopefully they will be at the Homecoming Fly-In this month.



Ed and Caelie Working on the Wings of Their RV-10

Below are some more RV-10 pictures. The build assist at Arion is for more than just Lightnings. Ed and Caelie build a Lightning several years ago and now live at an airport community (Pine Shadows) just about a mile or so from where I grew up in North Fort Myers, FL. The Lightning and RV-10 will share a hangar.



RV-10 Parts and Instructions

Arion also does the assembly for US Sport Planes (the distributor for the Jabiru Aircraft in North America) and also does build assist for Jabiru aircraft. Below is the first builder assist for a 4 seat Jabiru. Very, very nice.



Four Seat Jabiru Build Assist All Done

In addition, the factory has done build assists on Rans aircraft. Below is a couple of pictures of a really nice Rans S-19 with a UL-520iS engine.



Rans S-19 with the UL-520iS 200 Horse Power

I am sure many of you are still wondering about the performance for the new demonstrator airplane. Well, since the engine is still not quite broken in and the adjustable propeller is set at a climb setting, there is no data at this point other than other Lightnings with the same engine and speculation. So, based on some customer information and my speculation, here goes. It looks like the demonstrator should be able to cruise at around 175 knots and burn 7.5 to 8 gph at a decent altitude. I will let Nick correct me if I am wrong and sometimes I am totally out in left field. The plane is certainly a beautiful aircraft and if I were to build one today, it would be very much the same aircraft with my paint scheme.

News from The Dealers

Lightning Aircraft West:

I was able to get some pictures from Lightning Aircraft West. Actually they came from a gentleman that took the Cochise College Flight Club to the build center for a visit. Greg and Crystal are doing well. I visited with them at AirVenture and as always it is good to see them both. They have been doing some work on the build center and they are busy. Below are pictures of the visit by the Flight Club.



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



Kitty Hawk – December 2003 – 100th Anniversary of First Flight

News from Builders and Flyers:

Ten Years Later

Article by Paul "Bear" Bryant (edited by Dennis W. Wilt)

Over the years and throughout these newsletters I've published several articles on modifications or additions I've performed on my Lightning, N82PB. Since I've now flown my "jet" for a little over 10 years, I thought I'd give everyone an update on the mods I've made and whether or not, after several years of flight, they were value added, reasonably priced, and sustainable.

It is truly amazing how the past ten years have screamed by. Stepping into the world of aircraft building was certainly not on my "bucket list" way back then, but an Air Force buddy of mine "encouraged" me to start a build. OK, so now to find the right build for me. At first glance, I immediately fell in love with the Lightning elegance and flight characteristics. Then after several discussions with Nick and his team at Sun 'n Fun and a trip to the Arion build facility in Shelbyville, TN it became a no-brainer. The Lightning "jet" was for me. I decided to go with the builder assisted program which turned out to be the right way to go for me, since I had little mechanical build experience, didn't want to make "one-off" jigs, and, most importantly, didn't want to wait several years to complete the build. I just knew life would somehow get in the way and I'd be laboring over the build forever. Good decision. I was flying my bird in just three months. Ten Year later, I still have the "Lightning smile".



One of my first articles, chronologized the build process. At that time, the 3 week build process with me at the facility was extremely well thought out, planned, and executed. The learning curve for me was almost vertical as almost everything I



touched was new to me. The two technicians who worked with me were very professional, patient, and encouraging. N82PB had its first flight the first week in November 2008. The build? Yes, I'd do it again!

I flew 82PB for a year and at my annual I noticed one of the brake lines near the caliper had a blister on it. It seemed the heat intensity of the brake system cause the blister to happen. So with that in mind, I decided to change out the line with Teflon and metal braided lines. It was a good choice and I've not had an issue with the lines since. With this upgrade the brass fittings



were changed out as well. This was a good decision; it was reasonably priced and I've had no other brake-line issues since. Yes, I'd do it again!



One day, I was on a long final descending out of 3500'. At about 300' and maybe a 1/2 mile final, the engine quit and prop stopped turning.

Fortunately, it was a non-event landing and as I was rolling out down the runway, I turned the starter again and the engine beamed to life. Even though I had

turned the mechanical carb heat on, it may have been too late to heat the carburetor sufficiently to prevent carb ice.



Afterwards, I checked the entire fuel system and could only surmise I did, in fact, experience carb icing. No other issue was found with the fueling

system inspection. At that point, I decided to purchase an electrical carb heat unit that was specifically designed for the Jabiru engine. This little device was a rather simple install and gave me the option of off, low or high carb heat. Since I've installed the unit, I've simply kept the switch on the low heat side and have never experienced carb ice again. A little pricey, excellent value-add though and I've not had any issues with it. I just wish the unit cost was a little less expensive, but nonetheless... Yes, I would do it again!

One time I had an issue with my autopilot and had to send it back to the factory. To remove the unit from the panel, I had to



disconnect the static and pitot tubes. This was not that big a deal, but it did require some dexterity and finesse to remove them. At one of the air shows, I had seen some quick disconnect fittings for those lines and thought it would be nice to have them outfitted to my pitot/static system. They were relatively inexpensive and easy to install. After all these years, I've only had to disconnect one of my units from the system, but these little disconnects made it a lot easier and quicker to remove the lines from the unit. The disconnects were very reasonable priced and a good value add. Although the old system was ok, the quick disconnects are sure helpful. Ok, I would do it again!

Another interesting mod I performed had to do



with the oil cooler piano pins. As you can see in the picture, the pin was about 3 inches out of the hinge due to vibration. I made a

simple slot in the oil cooler baffling, drilled a small hole in the center of the baffling and attached small springs to hold the pins down in place. This was a super simple mod, pennies to install and a great

value-add. Over the years it has worked out perfectly; yes, I'd do it again.

These were just a few of the mods I've done over the years to enhance my Lightning. I've also got the tail mod completed



at the factory and installed the L3 Lynx 9000 ADS-B to be 2020 compliant. Both of these mods have been a huge improvement in flight characteristics, traffic awareness, and in-flight weather assessment capability.

Detailed information on the mods I described have been published in past Lightning newsletters and are easily accessible through Arion Lightning web site. It's been awhile since I performed any additional mods, so perhaps the cylinder head sensor probs are next. In the meantime, I guess it's time to go fly. Thanks for reading and, as always, stay safe and blue skies.

Bear
N82PB
July 2019

Norwegian Royal Air Force, 75 year celebration:

Article by Per Pfeffer (edited by Dennis W. Wilt)

From infancy of flying to F-35 and Lightning from Arion Aircraft. The Royal Norwegian air force 75 years anniversary and the yearly fly-in at Kjeller.

Kjeller, an airport right outside Oslo, is one of the oldest military airports in the world, which has been continuously active since its start in 1912. It is the main airport for maintenance and upgrading of military jets and helicopters. Kjeller also manufactured aircraft like Tiger Moths and Gladiators before the Second World War and was the main maintenance airport of the Luftwaffe during the German occupation under the Second World War.

The first aircraft to be assembled at Kjeller was Maurice Farman's "Longhorn" in 1912. The Norwegian explorer Roald Amundsen, who was the first to reach the South Pole, trained at Kjeller before he received the first civil pilot license in Norway in 1914 (he managed to crash a Farman aircraft in the process though). He later made polar flights and died in an attempt to rescue the Italian balloonist Enrico Nobile, who was lost in the ice close to the North Pole.

This military airport also harbors several flying clubs. Among these: "Nedre Romerike Flyklubb", the biggest in Norway. It has a separate department for historic aircraft, most of them military, which have been restored to flying conditions and are participating in regular shows. What an appropriate place to harbor Norway's first Lightning aircraft. We have a separate hangar for home built aircraft under EAA 573, the Norwegian chapter.

Sunday, June 16 was the big fly-in day with all sort of local planes and a visit of F-16 and F-35. Possibly the rarest aircraft presented was a German "Fieseler Storch", which has been restored and demonstrated its superb short field take off and landings. So ugly that only a "stork" can love it, but with unique flying qualities in a period when helicopters were in their infancy. Another flying historic aircraft is a Fairchild PT-19 Cornell with an open cockpit that was a Norwegian trainer in "Little Norway" in Canada, where Norwegian pilots were trained before they went to Europe to fly Spitfires. There are also several Tiger Moths (DH-82), of which some were built at Kjeller, including the older DH-60 Moth, that bring back the good old days when flown in formation. The airport also has the only two flyable Bücker Jungmann in Norway, both built by CASA in Spain.

Until WW-II, Norway was neutral and did not spend a lot of money on the military including the Air Force. When Norway was invaded by the Germans on April 9, 1940, Oslo was defended by Gloster Gladiators. Two German aircraft were downed by the Royal Norwegian Air Force, but by the end of that same day Oslo had to surrender. One of the Gladiators is presently being restored with the intentions to make it flyable again.

Other aircraft found at Kjeller are: DHC-1 Chipmunk, North American AT-6G, Cessna Bird Dog, Max Holste MH 1521 Broussard, and a Chinese trainer Nanchang CJ-6A. Further a Spitfire, P-51D Mustang, Norseman, De Havilland Vampire, and Sea Fury T20 "Invincible" participated in the show.

Also modern aerobatic machines made their shows, as Kjeller has the best aerobatic pilots in Norway as per last national competition. The air show terminated as planned, while dark clouds came in over the area. Two of the Royal Norwegian Air Force's F-35s passed over the field in tight formation leaving with afterburners. They looked fierce and I would not like to be their enemy. The latest on the tarmac and in the air is a Pipistrel Alpha Electro, a two-seated purely electric aircraft partly owned by Avinor, a company under the Norwegian Ministry of Transportation. A new type of pilot license, specifically for electrical aircraft has been introduced. As a matter of fact, this is the first of its kind in the world. The Norwegian state has very serious plans for short haul commercial electrical aircraft in the future. With similar intentions, a new electrical amphibian aircraft has been developed in Norway, the first entirely Norwegian construction since 1949. The first test flight was completed last winter, only running on batteries. Testing on water is presently taking place. In the near future the Equator P-2 Xcursion will be a hybrid with a Wankel engine powered electrical generator. That will give enough endurance in addition to the Lithium batteries to run the electrical motor and the propeller on the T-tail. (www.equatoraircraft.com).

It is also interesting to read about the Sun flyer, which unmistakably is a Lightning with electrical propulsion, even though Sun Flyer is not the one to tell you. By the way, my interest for electrical propulsion

goes back 15 years, when I started to drive electrical cars. No controversy in a country, which is literally drowning in pure hydro electrical power.

All the aircrafts at Kjeller were also on static display. We had a separate stand for experimental aircrafts with my Lightning LN-PAP centrally placed. This is the third year LN-PAP is exhibited and the enthusiasm has been great. A little non-sponsored advertising can't hurt and a proud owner is certainly not rare among Lightning builders. Hopefully there will be more of us, also in Norway.

My aircraft stands right next to a Lancair and the similarity is striking. The costs of flying and the maintenance are of course much lower and simpler with the Lightning, which are important arguments when you are the sole owner.

The overall impression of the anniversary was a show with a large variety of aircraft from the earliest ones to the most modern military fighters. On this primarily military airport are also approximately sixty civilian aircraft and among those home built ones under the EAA. An exciting development, are the electrical aircraft of which we will see more of in the future. The airport has people with unique technical knowledge as well as flying experience with a large variety of aircraft.

What an exciting place to harbor my Lightning! I have noticed that F-35 is also called Lightning II. Incredibly much money one has to pay to add the II.



The Author's Lightning – Last Issue's Lightning of the Quarter



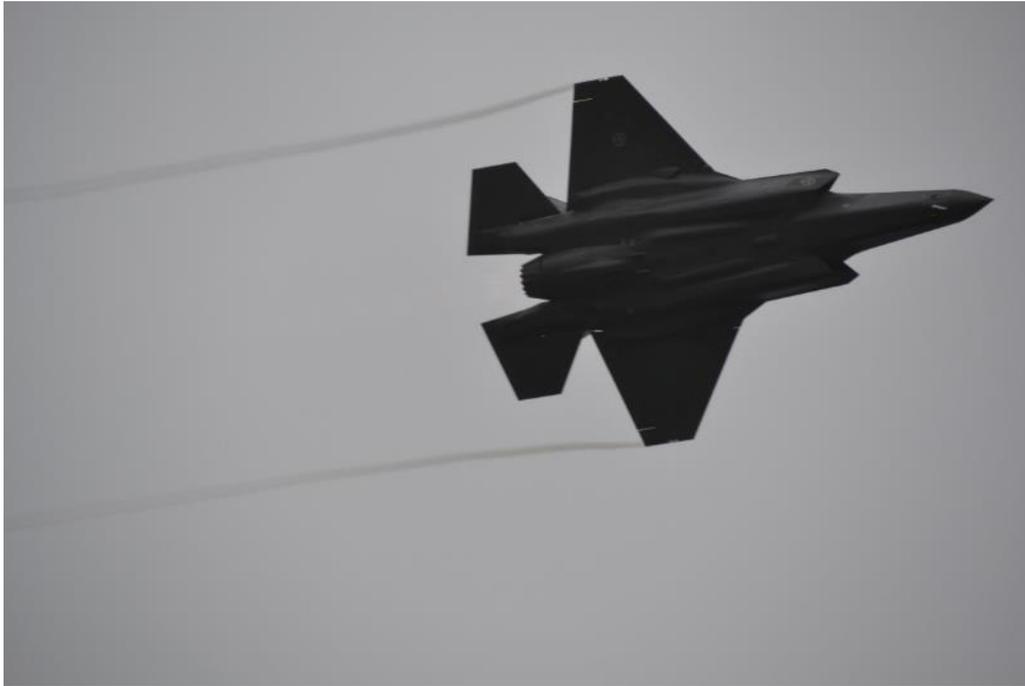
The polar explorer Roald Amundsen trying to rescue Mobile from the pack ice.



Recruiting new pilots for the Air Force.



Norway's first electrical aircraft



F-35, Lightning II



PT-19 Cornell, The Norwegian trainer in «Little Norway», Canada



The «Storch» Equator, ugly but versatile



Equator X-2 Xcursion, the author in the prototype of Norway's first hybrid amphibian aircraft.

For Sale:



N335CE

\$55,900 OBO located at Arion Aircraft

2009 Light sport Compliant E-AB, 433 hrs. TT, GRT EFIS, EIS6000 EMS, Garmin SL-40, Garmin GTX-327, Autopilot, MK2 tail upgrade. (This is a great deal folks.)



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.

Overhauled Engine for Sale:



Jabiru 3300 33a2426 - \$12,500 – Located at the Arion Aircraft Factory

Fresh major overhaul, ready to ship. 2 hours run in on our test stand. Late Gen 2, updated thru bolts, hollow push-rod oil feed. Owner bought a new engine when this one came up for 1000hr top. Opted to perform a major on it. Available at Arion Aircraft for sale by owner.

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

Propeller for Sale by Val Albert:

Aircraft / WC62FK



WC62FK

Sensenich offers a complete line of wood and wood core composite propellers suitable for use on Light Sport Aircraft. These propellers were designed specifically for the Light Sport class of airplanes, with tailored airfoils and pitch distribution for maximum efficiency. Designs are available for multiple engine configurations, in both tractor and pusher configurations.

SPECIAL FEATURES:

Aircraft birch construction is used, with the number of laminations providing the proper combination of strength and material stability under the high loads and stress environment of aircraft use. All Sensenich propellers are manufactured under strict production certificate standards, with material certification and 48 point conformity inspection for each experimental category propeller. Propeller pitch is selected as appropriate to aircraft type, engine rating, and climb/cruise preference. Propeller leading edge protection is provided by an inlaid urethane leading edge, which is cast in place on the blade with no aerodynamic penalties. Wood construction propellers are available with fiberglass covering for added environmental and abrasion protection. This is highly recommended for rough fields and/or pusher aircraft. A clear spar varnish finish is standard on wood propellers, with specific color options available for wood propellers and required for wood/composite propellers.

\$1,230.00

This propeller is a 62FK58. It was sent to Sensenich and completely restored – like new. It is in the shipping box sent to Val by Sensenich. Never been opened. The prop cost \$1,230 new. Sale price is \$750 and Val will pay for the shipping to the buyer. Contact Val at val.albert@verizon.net.

Upcoming Events

AOPA Fly In – Tullahoma, TN

September 13 – 14, 2019



[Fly In to Tullahoma](#)

TULLAHOMA REGIONAL NORTHERN (KTHA)

Lightning Homecoming - Shelbyville, TN

September 27- 28, 2019



Airport Identifier – KSYI

Deland Sport Aviation & Showcase

November 14 – 16, 2019



[Deland-Municipal Airport \(KDED\)](#)



One of the Fly Outs During a Lightning Homecoming

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:



My Jet at the LSA Mall - AirVenture 2012

As I mentioned in the opening, I am waiting out Hurricane Dorian. We are currently directly to the West of the storm and likely getting the worst winds we will get from the hurricane. We have had some Tropical Force winds and have been blessed that the storm is staying off the coast. The Bahamas has been decimated and the Marsh Harbor airport is underwater, most of it just gone. Without an airport, the General Aviation folks that are planning to bring relief supplies cannot go. It may have to be helicopter flights. The harbor is gone, so boats cannot dock. Fortunately, the US Coast Guard is there helping as much as they can. I will be saying my prayers for those folks for quite a while. Our little C-152 is in Leesburg, VA. One of the club members flew it out and got to go visit his brother up there. He took a 12 hour day to get there, stopping every two hours for fuel.

The picture above is a throwback picture from several years ago. That was a fun trip and it was an honor to have my jet represent Arion Aircraft at AirVenture. I have had the pleasure of doing that several times in Sebring and Lakeland. So, those of you that are Lightning fans and either builders or owners, think about taking over this little newsletter / magazine. It has been fun, but I need a break.

I hope I see some of you folks at the Lightning Homecoming at the end of the month of September. It is always a good time and once in a while, the fly out is very interesting.

Have fun! Go flying!

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



A Line of Lightnings - Homecoming 2016