



Third Quarter 2018

Volume 11, Issue 3

September 2018



Letter from the Editor:

Hi folks,

Well, it has been too long since Oshkosh AirVenture, but I am just crazy busy. I am teaching two classes on campus and finishing one online course for The Florida Institute of Technology in the College of Aeronautics. I am also the Chief Judge for the National Intercollegiate Flying Association Region 9 competition in the South East US. This competition will be in Jacksonville from November 5 – 9. If you are interested in helping judge, please let me know at the e-mail below. It truly is an enjoyable experience. I have been Judging since 2003.

AirVenture was really good this year. We had some of the best weather I have seen for the event. The new demonstrator airplane was there and it was always busy at the Arion booth. I took some time on Wednesday to walk around and look at airplanes and other stuff. After the end of the day, I looked at my pedometer and I had walked almost 15 miles. On Thursday morning, I was a little stiff. But then, I am not as you as I once was and am not getting any younger.

If you are following Arion Aircraft of Facebook, you know that they have been really busy. They have been trying to finish up the demonstrator and help customers with builds, engine overhauls, upgrades, etc.

A flight school has ordered 30 Sun Flyer electric powered airplanes and the fuselage is the Lightning. I wonder how the orders will be handled through Arion Aircraft. I suspect they will continue to be busy.

I intend to go to the Lightning Homecoming planned for the last weekend in September. I hope to see you there.

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

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The Yak 110 at AirVenture 2018

AirVenture 2018 (Oshkosh, WI)

Article by Dennis W. Wilt



All Set Up and Ready for AirVenture

This year at AirVenture there were a couple of firsts for Arion Aircraft. The new Titan IO-340 powered demonstrator was on display, and I think it is the first time Nick had to truck the plane to Oshkosh. It is great that Arion is do busy, they have not had time to finish the latest demonstrator. That is a good thing over all. I certainly like seeing the factory busy because that means Nick can keep us all supplied with parts if we need them. Keep up the good work.

I was not at AirVenture the whole week this year, I flew up on Tuesday and left Saturday flying commercial. Not nearly as fun, but much quicker. The flight from Melbourne, FL to Appleton, WI went well and I took the shuttle bus from Appleton to Oshkosh. This all worked very well for me and if you can't fly yourself to OSH, I highly recommend using the shuttle service.

I got to meet some of the folks I have been communicating with over the past year and that was wonderful. Craig from Colorado is one guy that is going to build a Lightning with Greg Hobbs at Lightning Aircraft West. It was nice talking with him at the Lightning booth. There are more people, but I can't remember them all. I talked to a lot of folks while I was there. I think I also talked to Ted Lang who is getting ready to build a jet.

The weather was really nice all week except for a front that went through on Wednesday evening. The night airshow had to be postponed until Thursday. I believe there was record attendance and a record number of aircraft that flew in. I know that the field was closed to fly ins on Tuesday because there were no more parking spaces. They were sending folks to outlying airports. The shuttle busses were working overtime.

I got to see all of my favorite people like Crystal and Greg Hobbs, Nick, Buz, John Drane, and a whole bunch of other folks, too. It is like homecoming when I go to Oshkosh or Sun-In-Fun. As always, the air show every day was top notch and a lot of fun. Another AirVenture in the record books. Hope to see you there next year.



A Couple of Lightnings at OSH



Buz and Crystal Working the Booth



There I am Talking to Someone



A Nice View of the IO-340



The Panel for 34XS



Ok, it's not a Lightning, A Fairchild 71



I Borrowed This One from the AirVenture Web Site



The B-1B

More Pictures of AirVenture.



Ooh, Pretty



Heritage Flight



The Blue Angels Surprise Fly Over



Just a Few Airplanes



You Need a Multi-Engine



The F7F

The next page are just more pictures from Oshkosh. Some I took, some I borrowed, but they all only give you a small taste of the things you see when you go to AirVenture. Hope to see more folks next year.



Also, Pretty



The Really Big C-5



Waco on Floats



An F-35 Lightning II Demo



How About the Black Fly?



The Brown Arch



1/3 Scale B-17



Sea Plane Base

News from the Factory

I don't think Arion Aircraft is sending out a lot of news, they are just busy. I get most of my information from the Facebook page. I am assuming the Canadian Jet has flown, but there were no pictures. Just the one below just before the Air Transport Canada inspection. I'll try to get some more information at the Lightning Homecoming on September 29th.



The Canadian UL520is Just Before Inspection

Below, Gregory Mesa from Monument, Colorado is getting ready to head home with the 320XS. New longer wings and some additional avionics so it is Instrument Flight Rules (IFR) ready. I hear he used the new systems in IFR weather on the way home. Send me some pictures of you flying around in Colorado. I'll put them in the newsletter.



Gregory Mesa Heading home in N320XS

On the next page, the first pictures are of Bob Haas' pretty Lightning built in 2009. His jet is one of the few Lightnings with a panel that has no glass. All old-style steam gauges. They certainly work just fine. His plane had some service modifications, a new Mark 2 tail and ready to head home very soon after these pictures were taken. Greg, send me more pictures. How would you like to be in the Pilot Spotlight or have your jet as Lightning of the Quarter?



N330BH All Finished up with a New Tail – A No Glass Jet!



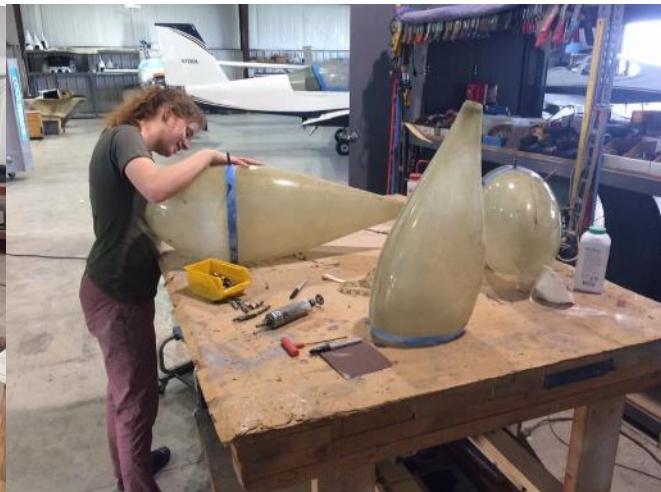
A Rans S19 Build Assist Almost Finished

The Rans S19 build assist shown above may have flown since I got this picture. If not, it is pretty close to first flight.



Is There a Turbo-Prop in the Future?

Well, the answer is: Yes!! Below are some pictures of the build at Arion Aircraft of this unique Lightning which will get shipped back to Australia to have a 200 hp turbine installed. I can't wait to see it fly. I got to meet Dave Limmer and he says he is trying to keep this fairly quiet. Too late Dave.

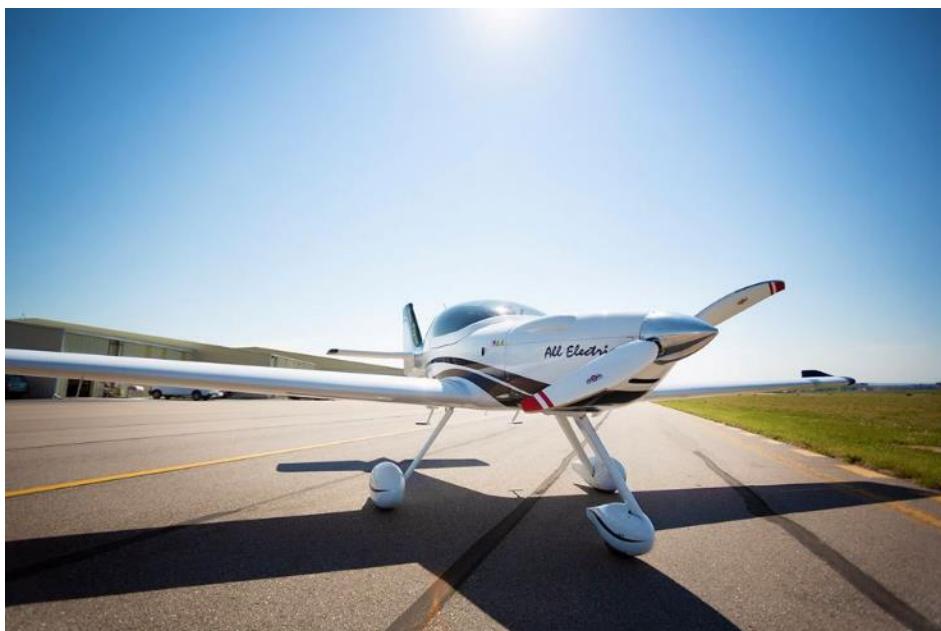


The Turbine Lightning Taking Shape – Hanna Working on Wheel Pants



It Has Wheels!! – Dave and Hanna Doing a Glass Layup for the Wing Root

Below is a picture of the Sun Flyer (Lightning XSE (E for Electric)). A flight school in California has ordered 30 aircraft. I think Nick is going to need some help putting airframes together.



News from The Dealers

From Lightning Aircraft West:

Just a couple more pictures from Lightning Aircraft West. I don't have any new pictures of Jack's jet. Greg has likely flown it by now. He posted a note on the Lightning list that he has two Gen 4 Jabiru 3300 Lightnings in process. Jack's plane may be one of those. The other is a build that his Granddaughter has been helping with. Taking an old Lightning and making it new.



Jack's Jet Ready for its Wings (picture from last issue)



Savannah's Project

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



Serial Number 1 In the Rafters

News from Builders and Flyers:

There was nothing this time from our builders and owners.

Please send me some updates on projects and maybe some pictures of your airplane. I really would like to add a Lightning of the Quarter or a Pilot Spotlight.



A Couple of Texas Lightnings at Oshkosh



Not Sure What You Call This

For Sale:



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 at 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.

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 W60ZK53G wood composite for Jabiru 3300, \$500

Upcoming Events

AOPA Fly-In

September 14 - 15, 2018



your freedom to *fly*

[Santa Fe Municipal Airport \(KSAF\)](#)

Santa Fe, CA

Lightning Homecoming - Shelbyville, TN

September 28- 29, 2018



Airport Identifier – KSYI

Deland Sport Aviation & Showcase

November 1 – 3, 2018



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

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.

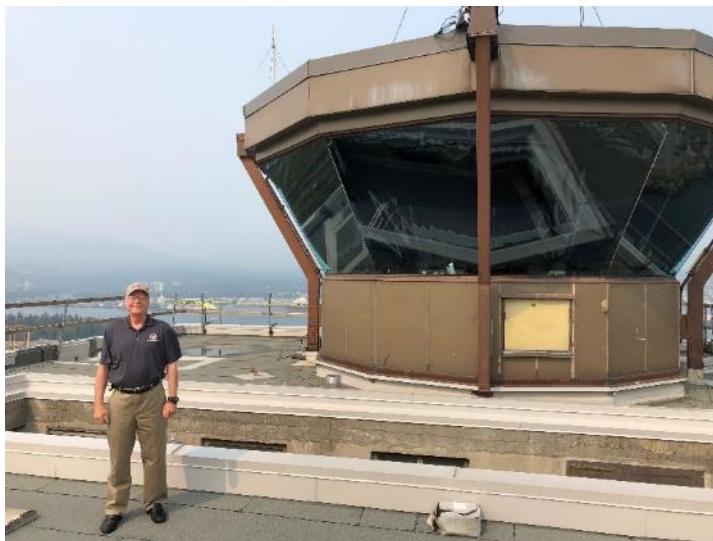
1. Do you have an online build log? If so, and would like to share it, provide the URL.
2. Where did you get your interest in aviation and what are your earliest memories of wanting to fly?
3. Does your spouse share your interest and does he/she fly as well?
4. What made you choose the Arion Lightning 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:



OK, Guess Where I Am

The more I live, the more I know that life is an adventure. Sometimes good, sometimes not so much. Last time I told you about the passing of my Father-In-Law. That wasn't so good. This time, I get to tell you about a trip Donna and I made to Vancouver, BC Canada. The picture above is outside the tower cab for the Sea Plane Base in Coal Harbor Bay, Vancouver. I got a chance to spend some time in the tower with Dan Clothier, an Air Traffic Controller with Nav Canada. He was extremely professional and all the while he was giving me the tour, he was directing Sea Plane and Helicopter traffic in and around the harbor. The tower cab is on top of a high rise overlooking the harbor.

Donna went to attend a conference and I went just to have some fun. Fun was had by all. I got to see some of the conference (a Virtual Reality conference called SIGGRAF, Special Interest Group in Computer Graphics) and also visit downtown Vancouver. The only complaint I have with the timing was that there have been a lot of forest fires, so it was very hazy and not very clear. You can see the haze in the background of the picture.

We took a short drive to Langley, BC and Donna got to fly a Canadian Registered airplane in Canada. We stayed in the pattern since the haze really made it difficult to do any real sightseeing. Donna still had a blast. The next day we took a Sea Plane flight to Vancouver Island and Victoria, BC for the day. This was a lot of fun and Donna got to sit in the right seat on the way back. A 35-minute flight by Turbine Otter on floats and a 4.5-hour trip each way on the ferry. The airplane ride had to be more fun, so that is the way we decided to go.

So, again, I say have fun! Go flying!

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



After the Flight from Langley Airport and Right Seat in the Otter