




Arion Hangar Talk*

*Official name (for now) of the Arion Aircraft “Lightning” Newsletter.

June 2008

Volume 1, Issue 5

Welcome to issue # 5 of the  Newsletter. The goal of the newsletter remains the same. First, “to get the word out” on happenings at Arion Aircraft, and second, “to give a voice” to Lightning builders and flyers as well. It is **Lightning “Hangar Talk”** sessions put into print. To be successful we will need the inputs from Lightning flyers and builders in order to meet that goal. So it is not only a way for the factory to provide Lightning news, but it is your newsletter as well, and as such its success will depend on you getting involved to spread the word and to help other builders and / or flyers with their project airplanes. So think of this newsletter as an “exchange of information publication”. Send your inputs directly to me at N1BZRICH@AOL.COM.

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And now, the rest of the news:

Lightning Lead Story

Most of you know about Lightning builder and flyer **Earl Ferguson** and the “**World Record**” he holds in his Lightning, **N17EF**. Below is **Earl’s** impressive story – one of initiative, strength of character, and dedication to “the mission”. As a retired Navy aviator and Sport Aviation pilot, **Earl’s** story is an inspiration to all of us.

At age 70, most pilots are willing to play golf, tennis or bridge for excitement. **Earl Ferguson** is a little different. A double cancer survivor, **Earl** was in the hospital on September 1, 2005, just one year after the new FAA Sport Pilot rule became effective. Knowing his FAA Medical could not be renewed, he let it expire, sold his airplane and went looking for something to fly under the Light Sport rules. These new rules allow pilots to fly small aircraft with a valid state driver’s license instead of an FAA Medical Certificate.

He found Arion Aircraft in Shelbyville, Tennessee. Arion had a proposed design for a low wing experimental amateur built two-place airplane that could meet the Light Sport requirements with excellent performance. After a ride in Arion’s pre-prototype, which they called the **Hybrid** due to the fact that it had an Esqual fuselage and the new Lightning wing, **Earl** signed up to be their first retail customer for the new LIGHTNING. Arion’s strong Factory Assist Build program was a key to the decision. **Earl**, who is a retired Navy Pilot had never built an airplane and, at the age of 69 with known medical problems, wasn’t interested in a long build time.

The kit arrived in Shelbyville in March of 2006, and the build process got underway. Considering that this was one of the first Lightnings and the Builders Manual was in draft form, things generally went well. But one evening at home in Atlanta, **Earl** got a phone call from **Pete Krotje**, the President of Arion, explaining that they had done some redesign and they were planning to replace the fuselage. This happened after the Lightning had come back from the paint shop and was ready to install instrumentation and the canopy. **Pete** explained that there would be no cost and that his staff would do the work. In spite of this delay, N17EF, **Earl’s** Lightning passed its FAA airworthiness inspection that August, and after flying off the required 40 hours around Shelbyville, went home to Atlanta in October. The total elapsed time from start to completion of 5 months is unusually short for amateur built aircraft.



Earl and N17EF on an early test flight; northbound over SYI. Photo ship (N31BZ) flown by Buz Rich

Even with the Light Sport limitations, the Lightning's performance numbers are impressive, and **Earl** got interested in a coast-to-coast record flight. He joined the National Aeronautic Association (NAA) and got his Sporting License, a requirement for any record attempt. Since the flight would have to be flown under Light Sport rules, which do not allow night or instrument flights, weather was critical. The original plan was to conduct the flight around the longest day of the year, June 21st. There was just barely enough daylight to make the flight if all went well. The planned route was from Savannah, Georgia across the southern US to San Diego, California. However, the summer of 2007 brought exceptionally wet weather to the south central US. This delayed the flight with the first attempts on July 4th and 5th being aborted due to bad weather. Two more attempts in July, one of which got as far as Guadalupe Pass in west Texas, were also aborted for weather. As the days got shorter, making the trip in one day was out of the question, and a tentative decision was made to wait until the summer of 2008.

However, a break in the weather came in early August so the flight was back on, even though there would be an overnight stop. The take off from Savannah on August 6 was uneventful, and within 5 minutes of the beginning of daylight. The first of four planned refueling stops in Quitman, MS was uneventful and on schedule.

This photo shows **Earl** and N17EF over the Mississippi River.



Enroute to the next planned stop in Athens, TX a minor control problem developed, and the Athens stop took an extra half hour over the planned 15 minute refueling. Out of Athens, Flight Watch, FAA's in-flight weather reporting service, reported a line of thunderstorms developing in west Texas, and suggested a northern approach to Guadalupe Pass. The weather held during a refueling stop in Midland, TX, and N17EF headed west at 8500 feet. Flight Watch was a little off on location, but there was a heavy squall line across Guadalupe pass. Cloud bases were about 8500 feet, well above the high points of the pass at 5600 feet. Visibility was good below the cloud bases, but there were major electrical storms visible. Since the pass is wide, Earl turned south until there was a gap in the electrical storm activity. Flying in proximity to these storms caused some static electricity to build up in the airplane, and a static discharge caused the electronic engine instrument (EIS) to go blank. This led to an unplanned stop in El Paso, and the EIS came back on restart. By now, there wasn't much daylight left, so **Earl** and N17EF spent the night in Tempe, Arizona.

The morning of August 7 brought good weather to Arizona, New Mexico and California, except for the LA basin. Flight Watch reported a litany of reasons why a Visual Flight Rules (VFR) flight into San Diego was not recommended, but Earl pressed on. The entry into the San Diego / LA area is across a wide plateau about 5000 feet high. Flight Watch was still reporting poor visibility and low clouds as Earl crossed this plateau, and at 8500 feet, the line of sight into the basin was blocked until near the edge of the plateau. At 30 miles from San Diego weather was a big question mark. At 25 miles, **Earl** could see over the edge of the plateau, and the visibility had improved enough to see all the way to the ocean. All that was left was to make sure the FAA controllers at San Diego Approach Control recorded passage over the required point, a navigation radio just north of Brown Field, the planned landing airport.

Air traffic in San Diego and vicinity is always busy, and the controllers don't have time or patience for small aircraft. Even though the record attempt had been cleared with San Diego Approach Control management, the initial controller wasn't tuned in. After several brief on-air conversations, **Earl** was assigned his own controller who recorded the required "on top the Poggi VOR at 11:31" and passed control over to Brown Tower.

Then it was all over. Except for the final paperwork, which Art Greenfield at NAA handled and the World Record was awarded by the Federation Aeronautique Internationale (FAI) for Speed Over A Recognized Course: 107.27 kmh in Class C-1.b, Group I, from Savannah, GA to San Diego, CA. Class C-1.b is for landplanes weighing less than 1000 kg (just over 2200 lbs) during the record attempt.



Some of **Earl's** family after the world record flight. That is not **Earl** in the cockpit.

Editor's Note: Below is the official NAA news release of **Earl's** record.



Atlanta Pilot Sets Record on Coast-to-Coast Flight

March 12, 2008, Arlington, VA -The National Aeronautic Association recently approved a record claimed by Earl Ferguson, of Atlanta, Georgia, on a flight from Savannah to San Diego, California, on August 7, 2007. Ferguson made the flight in an Arion Lightning, in 31 hours, 14 minutes, averaging 66 miles per hour over the route. This record represents the fastest speed of any piston engine landplane weighing between 1,102 and 2,205 pounds.

Following up on the implementation of the new FAA Light Sport rules, Ferguson, age 70, decided to buy his next airplane - an experimental aircraft designed and built by Arion Aircraft in Shelbyville, Tennessee called the "Lightning." In August, 2006, after 5 months of construction, N17EF, the FAA number assigned to Ferguson's Lightning, passed its FAA airworthiness inspection. One year later, in August, 2007, Ferguson decided to pursue a coast-to-coast speed record in his new plane. Taking off from Savannah on August 6, he made stops in Quitman, MS; Athens, Midland, and El Paso, TX; Tempe, AZ, and, finally San Diego, CA on August 7. "We'll enjoy these bragging rights until someone new beats our record. It really was a neat experience," said Earl "being back in the

air again was wonderful but claiming a world record is a unique experience."

Each year NAA tracks dozens of new world and national aviation record attempts, certifying new records as the official record keeper for United States aviation and ratifying them with the Federation Aeronautique Internationale (FAI), the world air sports federation.

NAA is a non-profit, membership organization devoted to fostering opportunities to participate fully in aviation activities and to promoting public understanding of the importance of aviation and space flight to the United States. NAA certifies all national aviation records, and oversees all world records set in the U.S.

Visit NAA's website for important record information and news at:

<http://www.naa.aero/>

News from the Factory:

Wing tip update

Nick has been extremely busy lately, so while in SYI during early May I started the new wing tip project by cutting off the prototype's old tips. An early "test" tip is temporarily attached in some of the photos below.



These photos show the new larger wing tips temporarily attached on the prototype Lightning.

Since then, **Nick** has installed the new tips and began flight testing in late May. In fact, he called me on 23 May while I was in South Carolina to give me a "very positive" early flight report after his first flight with them installed on the prototype. He has since put several more hours of test time on them and initial results are exactly as he had hoped for: a shorter takeoff roll, better climb rate, slower stall speed and no appreciable decrease in roll rate or cruise speed. At this time, testing continues, but you can expect a complete report in a later newsletter.



As you can see, the new tips will add quite a bit of wing area to the wing (about 10 square feet). With the old tips, the 2008 demonstrator, N324AL, has a wing area of 91 square feet, and that gives it a wing loading of 15.66 pounds per foot when using the 1425 max gross. If flown to the light sport standard of 1320 pounds gross weight, the current demonstrator wing loading becomes 14.5 pounds per foot. With the new tips installed the Lightning wing area goes up to 101 square feet and the wing loadings become 14.1 for the standard Lightning and 13.07 for the light sport version. The new tips should lower the stall speed, improve takeoff roll, increase climb rate, and increase service ceiling. I think they look great.



These photos show the new tips ready for their first test flight. Note the longer span in the photo below.



Sales Update

Mark Stauffer, Production Manager for Arion Aircraft (or as some have recently called him, the **Potentate of Kits – “POK” Man**), reported that they shipped the first kit to their Russian dealer, (serial #61) while they were at Sun-N-Fun. I wonder if the Russians are using it as their new lightweight fighter? Just kidding, but having spent some time in Russia I know for a fact that there are many aviation enthusiasts there. I hope their Russian dealer can visit with us at Oshkosh this summer.



Mark also reported that the two newest “stateside” Lightning owners are **Reginald Corkum** and **Gary Pennington**. **Reginald** will use the builder’s assist program starting in September and **Gary** will build at home. Custom Fiberglass hasn’t assigned serial numbers to all the fuselages yet, but they have orders through serial number 73. All total they have delivered 18 kits since the beginning of 2008 and if things keep going at that rate they just might hit 100 total kits sold before the year is over.

Factory Assist Build Update



Wayne Lenox started building his Lightning on May 12th. The photo to the left shows **Wayne** and his “bride” **Nell**. They are from Arizona, Texas, Oregon, Tennessee and all points in between. While in Shelbyville they are staying in their large motor home. **Wayne** is working with “**POK**” **Mark** and “**Moostang**” **Mike** on the build and **Nell** is in charge of coming up with the paint scheme and color combination.



Guess what car “Moostang” Mike owns?

Lynn Nelsen will return to Shelbyville to continue his build during the 1st and 2nd weeks of July. He is building Lightning serial # 60 which has been assigned FAA number N13LN.



The photo above shows two Lightnings about ready to go to the paint shop where Chad will work his “magic with a paint gun”. The one on the left belongs to Lynn Nelsen and the one on the right belongs to Wayne Lenox. Notice that Wayne’s airplane is being built with the first production set of the new wing tip extensions.

New Trim System Update

Mark reports that they have all the parts now to start shipping the new trim system. **Nick** has decided that the new trim system will be standard on all new Lightning kits. Therefore, first priority must go to getting new kits shipped with the new trim system, but then they will be filling retrofit orders for previous Lightning kits. Cost for the retrofit is \$50.00 (with the return of an UNUSED bungee trim linear actuator motor) or \$250.00 if you’ve already used the linear actuator.

Having quite a bit of time in Lightnings both before and after this new trim system was developed, I have to say it will be well worth your effort to install it in your Lightning. An “after the fact” retrofit is relatively easy and you will be very pleased with the results. The price that Arion is charging for the kit just covers their cost, as they want to encourage builders to convert to the new system. **Earl Ferguson** brought his Lightning to SYI and had the new trim system installed in early May. He was very pleased on the results of the retrofit and the effectiveness of the new system.



New Canopy Latch System

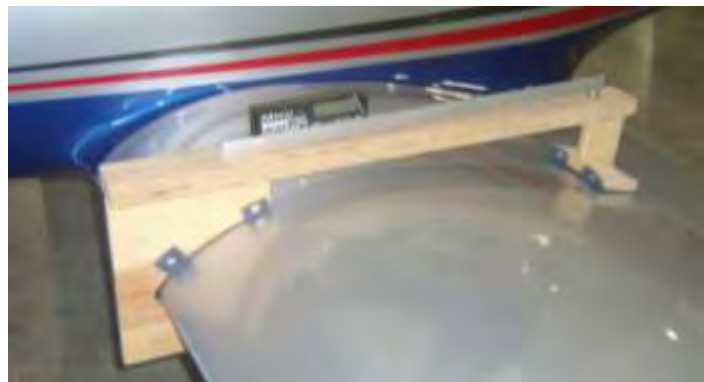
Mark also recently reported that as soon as the inside canopy latches arrive from their supplier, Specialty Welding, they will start sending out the new canopy latch system with new kits. This is also something that could be retrofitted to existing Lightnings, but I consider it a “nice to have” item instead of an operational improvement like the new trim system is.



The photos above show the new canopy latch in the closed position (left) and open position (right).

New Angle of Incidence Jig

In order to more accurately attach the wings so that the incidence of both is the same, Arion now uses a special jig to insure that both wings are set the same. Anyone can fabricate a jig for this purpose at home using some scrap plywood. It doesn't have to be anything fancy. The goal is to have a flat, stable surface to place a digital level on. Here is what they do at the factory:



- Insert the wings into the spar box and insert the spar bolts.
- Line up the left wing with the shape of the fuselage “karman”.
- Drill the angle of incidence bolt holes through the pre-drilled holes in the fuselage into the wing root using a 5/16" drill bit and insert AN5-7A bolts to hold the angle of incidence.
- Measure outboard 12" from the wing root on the left wing and place the jig perpendicular to the spar.
- Place a digital level on the jig and note the angle. The specific number doesn't matter - you're just going to match it on the other side.
- Measure outboard 12" from the wing root on the right wing and place the jig perpendicular to the spar.
- Place the digital level on the jig and adjust the angle of incidence to match the left wing. When they are the same drill the angle of incidence bolt holes in the right wing and hold in place with AN5-7A bolts.

News from the Dealers:

Lightning Australia had three kits shipped to them 19 May and will be receiving another three kits in June!

Green Landings Flight Center recently placed an order for their new demonstrator. Their original demonstrator was recently sold to **Jack Benson** from Silver City, New Mexico.

Lightning Southwest and **Greg Hobbs** will be helping **Walt Mendenhol** build kit #62 starting the week of 5 May. Hey guys, give up a report (with photos) of how it is coming along.

Lightning North Central reports that their first builder, **Bill Brown**, is about ready to fly his recently completed Lightning. I met **Bill** in May while he was in Shelbyville to do some transition training in the new 2008 Lightning Demo with **Nick**.

Current Lightning Dealers:

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

Lightning Southwest, Greg Hobbs, Marana, AZ, 520-405-6868,

Green Landings Flight Center, Ryan Gross, Hedgesville, WV, 304-754-6010, www.greenlandings.com

Lightning North Central, Tom Hoffman, Neenah, WI, 920-836-2318

Sport Plane Dynamics, Ed Ricks, Glendale, AZ, 623-695-9040

Lightning Australia, Dennis Borchardt, Kingston SE, South Australia, 08-8767-2145

Lightning Brazil – Cimaer Ltda, Claudio Nunes, Brazil CEP 24 900-000, 21-2637-3605, 21-9451-9700

News from Builders and Flyers:

Here is an interesting solution to being able to take “longer” objects in your airplane. Esqual builder **Dave McCorkdale** came up with this innovative set up. I think the photo on the left (below) shows where the “tail gunner” sits. And the photo on the right, if you use strong enough monofilament line, is how you deploy the “tail hook”. You ex Navy guys should like that. The rectangle in the center is a cover over the ballistic recovery parachute.



“Corky” is well prepared.

Editor's note: I can see our ex Navy guys using this type of set up to carry their oars. That's OARS, with an “O”.



Below is a recent message on the Lightning list from **Jim Langley**.

To all:

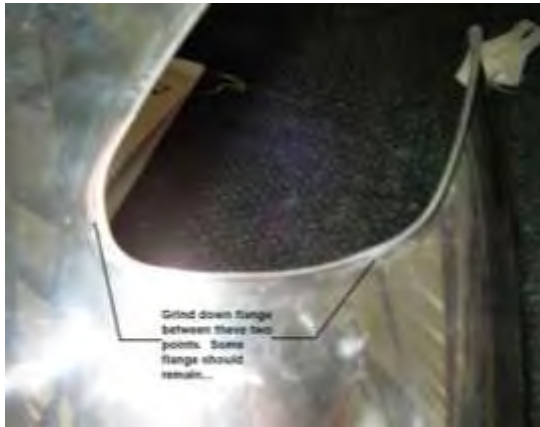
Please beware that if you are using the new aluminum spinner with one of the fixed pitched wooden propellers, you will need to grind out some relief so that the spinner does not cut in to the prop.

It only take about 15-20 minutes. Go slow with a dremel and be careful not to let it slip and dig into the surface of the spinner face.

See attached pics... Left photo shows where to cut. Right photo shows the fit after cutting.

Hope this helps.

Jim!



Editor's note: Jim is exactly right on this issue. The aluminum spinners were developed to fit the Sensenich fixed pitch wood props with the "ZK" blade profile. Nick and I discovered recently when doing some prop testing that the "FK" fixed pitch props are slightly thicker at the hub and require this modification to the spinners. The spinner manufacturer has been notified and he is working on a larger cut out for the spinners. The problem noted is only with the fixed pitch "FK" props and not with the "ZK" props or the ground adjustable carbon fiber props. Those fit fine, although the carbon fiber ground adjustable spinners have a different cut out for the prop blades. So if you order one of these aluminum spinners make sure you tell Arion Aircraft what type of prop you are using.

Two other things are different between the "ZK" and the "FK" props. First, both types have a "swept back" leading edge, but the "FK" prop has a slight "scimitar" shape to the trailing edge of the blade as well. Second, the "FK" is a "blended" blade prop meaning that the pitch changes at different stations along the blade. The tip has less pitch for improved takeoff performance and less noise, the mid blade has slightly more pitch for better cruise performance, and the hub area slightly more still for improved cooling near the engine air intakes.

Nick, Linda and I are continuing the testing of various props to try to determine the best overall set up for each Lightning. More to follow.

Upcoming Events:

Virginia Festival of Flight is 14-15 June this year and will be at **Suffolk, VA**. The new location for this Regional Fly-In will allow the event to continue to grow. No event was held in 2007 because of the planning process for the change of location, but in years past this regional fly-in has been attended by Green Landings, the Lightning dealer from West Virginia. Hopefully they will be there again this year with their demonstrator Lightning.

Oshkosh is 28 July to 3 August. Several of you have indicated to me that you are planning on attending Oshkosh with your recently completed Lightning this year. I am hoping that we have between five and ten Lightnings attending, so start your planning process now. As I mentioned in the first newsletter issue, **Bill Hubbard** was at Oshkosh in 2007 and that qualifies him and his "jet" as a part of Lightning history, as his Lightning was the first Arion customer aircraft to attend Oshkosh. I have not heard yet if **Nick** or **Pete** plan on giving a Lightning Forum at Oshkosh, but I certainly hope so. **Pete** normally gives a well attended forum on the Jabiru engine, so I am sure a Lightning specific forum would be well received by many attendees hoping to learn more about this great aircraft.

NOTE: For those of you that are planning on flying to Oshkosh, the arrival NOTAM is available at http://www.airventure.org/2008/flying/2008_notam.pdf. I normally get there much before the NOTAM takes effect, but a friend tells me that there are some changes from previous years. So get a copy of it now and study up so you are ready to fly into the "world's greatest aviation event". It would be great to have a good showing of Lightnings attending this year. Who wants to be flight lead?

Next Jabiru Engine Seminar (that is not "sold out" already) **is 5 to 7 September**. Call **Dana Otterback** at Arion in Shelbyville to sign up. I have attended this seminar and I consider it a "must" for anyone with a Jabiru engine or anyone considering one. It is money well spent.

The 2008 Lightning Fly-In will be 27 September at SYI. This is the second annual event and you should start planning now to attend. Those attending last year had a great time. This is a fly-in for anyone that is interested in the Arion Lightning, not just those that are building or flying Lightnings. Good food, hangar talk, demo rides, informational briefings, and other "fun" activities are on the schedule. There will also be a "Metal Aircrafters Anonymous" meeting chaired by **Mark**.



Lightning Skunk Works:



Brian proves that there really is an "Arion" 51 at Shelbyville.



This man can fly anything.



High speed dive recovery.
Pull, Nick, pull!



Gear Check.

Reader Feedback:

This section will contain messages that I get from readers that really don't fit the **News from Builders** section.

Hi Buz.

Great Newsletter, Best yet!!!

Your landing techniques segment was particularly well stated and very timely. I was a formally trained Air Force accident investigating officer (attended USC) and an Air Force flying safety officer and we always tried to find the single most relevant issue that made the resulting accident inevitable. Your article (Nick's too) clearly approached these incidents/accidents in the same way. Element the primary cause and the potential for incidents/accidents will be virtually eliminated.

If you remember back to your T-37 UPT days you will recall that the Air Force was very big on teaching departure and arrival (pattern) type stalls. Every transitioning pilot should do these at an altitude that permits recovery way above the ground. What you learn at altitude is crucial to how you will fly in the traffic pattern. I was a tweet instructor in both UPT and PIT (did a lot of spins) and I believe this instruction was fundamental to safely recovering the aircraft at the home drome. Every pilot that was going to be allowed to fly solo had to demonstrate these stalls, and how to recover from them, to his IP before he was allowed to fly solo and he had to demonstrate them again on his transition checkride. That

is why I believe that military pilots are some of the best flyers in the world today.....they know the basics very well due the excellent instruction they received and the constant demand for excellence that was fundamental to getting their pilot's wings. You just can't stress the fundamentals enough and they should be in every BFR that is conducted.

Your commitment to excellence in flying is evident in all of your communications, Buz and you are setting a **very** high standard for us all to follow. Well done!

Bill Applegate, Kit #49, Tucson, AZ (putting the new canopy together)

To: 'sales@sonexaircraft.com'

Subject: Jim Langley's Article on Aircraft selection - Please forward to Kerry Fores

Hello Mr. Fores

In response to your feedback, I just wanted to drop you a line regarding my recent article for the Arion Newsletter about how I chose the Lightning. Let me say first that I really love most everything about the Sonex, and it remains on my short list of aircraft if I should ever choose to build an aluminum airplane. Your company is very professional in everything that you do, and others like Arion will likely learn a few things from you regarding how to document the build. Putting this aside, I felt that it is important to let you know how I came up with the \$55,000 build number for the Sonex. It was based on the following things.

1. Talking to several Sonex owners about the actual build cost versus the list price of the components, (I used a simple formula based on talking to about 15 people)
2. How I wanted to equip the aircraft, (I put a glass panel in mine, MGL Odyssey and some cool stuff along with a Garmin radio and transponder)
3. Comparable build "help" that I would need to hire to shorten the build cycle, I am using a build center with the Lightning.

All in all, for me personally, the comparison was fair and the Sonex still came out to be the least expensive to build/buy, but would take longer to get into the air. You have a fine aircraft and company and no mis-information was intended. I think the only thing I could have said differently was to clarify how I wanted to build the airplane, (options and assistance).

Kind Regards

Jim Langley

Here is the latest Navy joke from **Mr Scotty**:

A young Navy Ensign is working late at the Pentagon one evening. As he clocks out of his office at about 2000, he sees an Admiral standing by the classified document shredder in the hallway, a piece of paper in his hand.

"Do you know how to work this thing?" the Admiral asks. "My secretary's gone home and I don't know how to run it."

"Yes, sir," says the young Ensign, who turns on the machine, takes the paper from the Admiral, and feeds it in.

"Thanks," says the Admiral. "I just need one copy...."

Other Items:

Here are some things to think about before your first Lightning flight or before you attempt to fly any aircraft you are unfamiliar with for the first time. Of course, transition training comes first, but these things should be done before you get in a new airplane with your transition instructor. Bottom line – **do your homework before you sit down with your instructor to brief the flight.**

- 1- **Study** the Flight Manual or Pilot's Operating Handbook (Arion calls it a flight manual – like the military does for its fighters).
- 2- **Memorize the V-speeds** for both normal and emergency procedures.
- 3- **Review and understand all checklist items** for normal and emergency procedures. The Lightning Flight Manual is designed so that you can reduce the size of the normal and emergency sections in order to produce a cockpit usable check list.
- 4- **Get some cockpit time.** Know the location and operation of all controls for the aircraft and avionics. In Air Force pilot training you had to pass a blindfolded "cockpit check" before you were allowed to solo.
- 5- Using the performance charts, **compute the expected performance** for the planned flight.
- 6- **Calculate the Weight and Balance** for your planned flight.
- 7- Make sure your transition instructor covers all air-work that you will perform during each transition flight. Ask specific questions if you do not understand in detail anything that is briefed.
- 8- After the flight insist on a detailed post flight debriefing. Ask questions about any thing that you did not completely understand or flight maneuvers that you did not perform correctly.

By following the above suggestions you will be ready for the transition flights and therefore be more efficient with the allotted training time in the air. Remember this is supposed to be both fun and safe. The fun part is easy; the safe part takes some concentration on everyone's part.

Final Thoughts:

Light (and Lightning) travel faster than the speed of sound. That is why some people appear intelligent until they open their mouths and speak. Having said that, I am going to shut up – for now.

Blue Skies,

Buz Rich

N1BZRICH@AOL.COM (Contact me directly for newsletter inputs – I need your help to keep this newsletter both interesting and informative.)

See next page.

Look for the advertisement below in an upcoming issue of KITPLANES Magazine. I think it “says” a lot. Can you think of other appropriate captions?

How about, “Feel the need for speed? We’ve got you covered.”

Or, “Composite construction at its best.”

Or, “Toys R Us.”



Wanna Race....?

Designed and Manufactured with Pride in the USA

See ya'll at Oshkosh - Booth 426 North Aircraft Display