



# Hangar Talk *Lightning*

## The “Lightning” Newsletter

Sharing Info between Builders, Flyers and Future Customers.

**Third Quarter 2014, Volume 7, Issue 3**

**Published in August 2014**

### Letter from the Editor

I am back from AirVenture and had a great time as always. I have lots of things from Oshkosh in the newsletter, so you should enjoy this one. The trip to OSH was really nice and fast in the Velocity Twin, N91VT. The trip home was even faster in one of the Velocity customer aircraft, a single with an IO-540 Turbocharged engine. I don't have a Lightning highlighted again this time, but only because no one has sent me any good pictures and information. If you would like your airplane on the front page, send some pictures and a little information. Read a couple of older newsletters and you will see what I would like for the Lightning of the Quarter. Again, if you have interesting information for the community, send me the information and pictures to my e-mail below. This is your newsletter, please let me know what you would like to see in it.

Blue Skies,

Dennis W. Wilt  
[dwwilt@aol.com](mailto:dwwilt@aol.com)

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# Hangar Talk

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### Velocity Twin Trip to OSH (Two IO-320 Lycomings on a Velocity)

Dennis W. Wilt

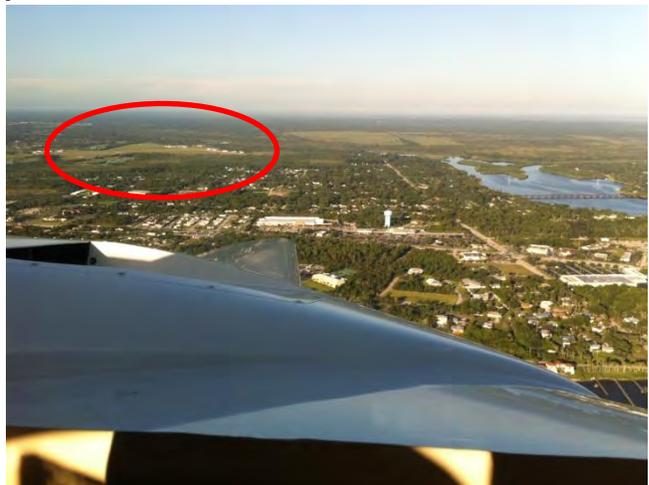
So, you might ask, how did you get a ride in the Velocity Twin to AirVenture?



Well, it helps if you know people. The Velocity test pilot, John Abraham was one of my wife's students at Florida Institute of Technology several years ago. When we were talking to him at Sun-N-Fun, he told us he had open seats for the trip to OSH and would we like to ride along? It didn't take a lot of arm twisting to get us both to say yes.

We loaded and boarded on Saturday, August 2. Donna had recently hurt her back and had to sit in the front, leaving me with a rear seat view. We took off just about 0800 hours and had a wonderful view of Sebastian (X26) as we headed North over the Indian River Lagoon. I have circled the Sebastian Municipal Airport for you in the picture on the right.

We had a very nice, smooth flight at 11,000 feet. The aircraft is quite roomy in the back and I was very comfortable. My only issue with the Velocity is that they all takeoff and land at higher speeds than most single and many small twins. The twin approach speed is 100 knots with a touchdown at 90 kts. The single engine version approach and landing is a little less than this, but you get the picture. Although this is not a high performance aircraft, you need to have training to fly it properly. One of the reasons for the higher speeds is that like most canard equipped aircraft, Velocities do not have flaps. If you change the stall speed of the main wing, then you have to change the stall speed of the canard. This is so the canard will stall before the main wing. To do this requires a pretty complex system and it would just be too costly and likely more weight. We all know that most pilots don't want extra cost or weight.



Cruise speed for the Velocity Twin is a nice 170 kts TAS using the two IO-320 160 HP Engines. The picture below shows the Grand Rapids Technology Equipment with Donna in the right seat and John Abraham in the left. We took a potty stop in Bowling Green, Kentucky, turning final over the Corvette Museum and Manufacturing Center. The flight from Sebastian to KBWG took just at 4 hours. This is about the max time that I can take in an airplane without stopping. The plane can go non-stop to

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KOSH from Sebastian, unfortunately, I cannot. So, after a quick stop to visit the restroom, we took off for KOSH. Although the plane did not need fuel, John bought 20



gallons anyway. The plane holds 100 gallons when full. On the way, we ran into some IFR conditions but John had filed IFR to KDKB (De Kalb Taylor Municipal Airport in Illinois) so we could get beyond the IFR portion of the flight. Still a very smooth ride all the way through the ILS approach to KDKB. Then John cancelled IFR, and we headed North for the VFR portion to KOSH. We performed the Rippon Arrival to AirVenture and, as we came in, John had to side step to 36 R in order to land. ATC had put us close

behind a Cherokee. There was no way that was going to work. We pulled up to Boeing Square and shut down at 1430 local. So, we had a very nice flight in a very nice airplane, it can't get a lot better than that.

Below is a picture of the tug getting ready to take the airplane to the velocity booth.



The trip home was not in the twin, but in one of the Velocity customer's airplane. His plane is decked out with dual GRT displays as well and it is a single engine Velocity. Donna and I had to ride in the back on the return trip since John and the Customer were up front. Velocity uses this airplane for demonstration flights and keeps it at Sebastian. The customer lives in Leesburg, FL and is still getting

acquainted with the airplane. This plane has an IO-540 turbocharged engine and cruises at about 200 kts TAS. See the picture of Donna and me in the back seat on the way home.



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### Oshkosh AirVenture 2014



The Arion booth was in a different area this year. Almost all of the kitplane manufacturers were on the road that fronts on the flight line to the North of the Tower and just to the South of the taxi-way that you have to cross to get to the War Bird area. As you can see, Arion Aircraft was right next to the Kitfox booth. This part of AirVenture seemed extremely busy. It seemed to be much busier than the Vendor Hangars. Hangar D had a lot of empty space.

Most of the week was blessed with very nice weather, with temperatures maxing out in the upper 70s with some low 80s on Saturday and Sunday. We did have some heavy afternoon thunderstorms later in the week and you will see some of the results of those storms later in this article.

For a bit of AirVenture trivia and to show how the event fared for the week, Air Traffic Control reported the following:

On Sunday August 3rd there were 1,445 operations to total the week at 16,479 operations for 2014. In 2013 the total operations was 16,113. Fisk operations count was 5,164, Fond du Lac operations were 3,026, and the overall total operations were 24,669. There were a reported 150,000 folks attending on Saturday, August 2nd. And there were many, many camping aviators that stretched well south of the main grounds so that EAA ran out of rows to count and had to add points for the extra rows. What I mean is that the last row was 126 and the rows that were added were 126.1, 126.2 all the way to at least 126.6!

Unfortunately there was one fatality during the event. James Oeffinger, 75, of Versailles, Kentucky was killed in the crash of his Breezy. His passenger, Jennifer Woloszyk, 21, of Elmhurst, Illinois, was seriously injured and is expected to survive. Mr. Oeffinger has given many rides in his Breezy at AirVenture over the years. The NTSB is investigating the accident.

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Below is a picture of Greg Hobbs putting the floor of the tent together. The flooring under the Lightning XS and in the tent was a very nice touch. Every time I stopped by the Arion tent, there were lots of people looking at the airplane. Greg



handed one very interested shopper off to me since I built my plane at Green Landings and the would be buyer/builder was from Baltimore, MD. He is much closer to Green Landings than Shelbyville, TN. I talked to him and his wife for about an hour. They are very nice folks who really liked the Lightning looks and performance. He said it is the prettiest LSA on the market. I could not disagree. I hope I helped to sell a kit for Nick and Dana and a build for Ryan.

Arion also had their LSA on display in the special 10<sup>th</sup> Anniversary of the Light Sport Aircraft section near Boeing Square. “Moostang” Mike normally manned that area while Mark Stauffer helped out from time to time. They are both in the picture below. The EAA only invited a few LSA Manufacturers to display in the LSA area, so it is nice to see the Lightning in amongst those aircraft that have been recognized as one of the major LSA aircraft in the industry.



Nick told me that they flew the Lightning XS with Kitplanes for a photo shoot and that they are supposed to be on the cover again sometime soon. Keep an eye out for that issue and the article.

Now for some pictures of the Arion booth and folks at AirVenture. These were taken throughout the week as I stopped by from time to time.

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**The XS on Saturday before the show.**



**Kitplanes Photographer and the XS**



**Tom Hoffman and a potential Customer**



**The Arion Aircraft Tent**



**Now that is a pretty plane.**



**Folks hanging out around the XS**



**Crystal Hobbs explaining the Kit**



**Bill Hubbard's Lightning in Camping**

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**Bill Browns, Donna Wilt, and Paul "Bear" Bryant Talking Airplanes**

As I mentioned earlier, there were some afternoon thunderstorms and some were pretty intense. Early in the week there was one that produced a funnel cloud that



dropped into the lake and became a water spout. No damage from this storm. On Sunday afternoon, only about 4 hours before the end of AirVenture, a heavy thunderstorm passed over the area.

There were some very heavy winds that were blowing up the back of the Society of Aviation and Flight Educators (SAFE) tent, blowing rain in on the computers and papers in the tent. The tent was a 30 X 30 foot tent with really big 4 foot tent stakes that resemble those used for a circus tent. Along with Donna and a

couple of other folks, we were standing on the back wall of the tent to keep the water

out. A microburst hit the area and the strength of the winds lifted me off the ground. As this was happening, everyone ducked as the tent came apart and the side walls with the associated poles and hardware jumped over our heads. Thankfully, there were no injuries, just a soaking. The Liberty University folks took us into their RV to get dried off. Their RV is in the back of the picture. The picture to the right shows the tent after the microburst. All of those things to



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the left had been under the tent. The picture below shows the back of the tent (yes, that is the back wall I was standing on) with the middle tent pole way up in the air and a tent stake hanging from the tent pole.



The Liberty University tent is the red tent just to the left in the picture. The Ohio State University's Piper Arrow is in view directly to the right in the picture with another university's Cirrus beyond the Arrow. Evidently there were no aircraft damaged in the storm and other than our tent, only one other large tent was destroyed.

All in all, AirVenture was a pretty good event. It is always an adventure and the pictures show it. We should keep James Oeffinger's family and friends and his passenger, Jennifer Woloszyk in our prayers.

I hope that the show generated some sales and interest in the aircraft that we all have come to enjoy. Now a parting shot of the Thunderbirds parked outside the OSH Terminal the evening before their airshow.



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### Factory and Dealer News

From the Factory:

The UL Powered Lightning has flown! There is still work to be done on the plane, so no good performance information yet. As always, with a new engine, there are things to work on. I believe this is the first flight for the UL 390iS on any aircraft. How cool is that? Below is a picture of the UL powered plane owned by Doug and Rhonda Guy.



Below you can see some pictures of the newest LS-1 which took flight in July. This airplane also has the 20 gallon removable tanks. All kinds of firsts going on at Arion Aircraft! What a nice panel on this airplane.



**N324AL LS-1**

### Recent Safety Alerts and Service Bulletins:

There are no new Safety Alerts or Service Bulletins to report at this time.

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### For Sale at the Factory:

#### **N337AL is for sale:**

2012 Demo 210hr TT NDH, MK2 tail, big tanks, 8.4" EFIS w/ AP & GPS, Garmin stack. \$110K



#### **N339AL is for sale:**

Stock aircraft end of 2013 production 15hr TT NDH, MK2 tail EFIS w/ AP & GPS, Garmin stack. \$125K



#### **N830LW is for sale:**

2007 Light Sport Compliant EAB. 63hr TT, 10/13 Last Annual, 8.4" GRT EFIS & EIS, Garmin SL-40 & GTX-327 \$79,900 OBO.



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### News From the Dealers

#### From Lightning Aircraft West:

Greg gave me a hint to go look at the Blog on their web site, [www.lightningaircraftwest.net](http://www.lightningaircraftwest.net) so I did. It turns out that the latest builder / owner at their facility is Al Paxnia. Al, welcome to the Lightning family. You will enjoy the build and the airplane as well.

Al has been working hard on his Lightning as you can see from the pictures below.



**Al Working on the Bench (A bracket?)**



**Working on the Spar Box**



**Looks like Al is having fun working on the Rudder Pedal Assembly**

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From Moonshine Aviation:



### Lightning S-LSA for Sale!

This is a 2012 factory built S-LSA, 60 hours total time, Dynon Skyview 10" EFIS with autopilot, Mode S transponder, Garmin SL40 radio, Garmin Aera 796 with XM weather, Retractable sunshade, MK2 tail, all the good stuff.



The owner, unfortunately, passed away and I'm selling this for the widow. Accepting offers - hate to see a good airplane sit on the ground.

Contact info - [voroninmax@gmail.com](mailto:voroninmax@gmail.com) and 386-873-9995 - Max Voronin

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From Green Landings:



Arion Lightning • \$98,000 • MOTIVATED SELLER • 2013  
Arion Lightning ONLY 1 hr TT! Perfect brand new Lightning just finished. Jabiru 3300,  
Sensenich Prop, Dynon SkyView, Dynon Radio and Transponder, Dynon Auto pilot.  
New kit with MK2 tail. Are you ready to fly right now. Don't miss this opportunity.  
Motivated Seller make an offer! • Contact Ryan W. Gross - GREEN LANDINGS  
FLIGHT CENTER, INC., - located Hedgesville, WV USA • Telephone: 304-754-6010. •  
Fax: 304-754-5240 - Email: [Ryan@greenlandings.com](mailto:Ryan@greenlandings.com)



This aircraft is N805V and has the exact same color interior as my Lightning. Pretty plane.

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### Current Lightning Dealers or Representatives



Arion Lightning, LLC, contact Nick Otterback, Shelbyville, TN, 931-680-1781, [www.flylightning.net](http://www.flylightning.net)



Lightning Southwest, Greg Hobbs, 18750 West Avra Valley Rd, Marana, AZ 85635, 520-405-6868 [www.lightningaircraftwest.net](http://www.lightningaircraftwest.net)



Mid Atlantic Region, Green Landings Flight Center, Ryan Gross, 309 Takeoff Dr., Hedgesville WV 25427, 304-754-6010, [www.greenlandings.com](http://www.greenlandings.com)



Lightning North Central, Tom Hoffman, 3015 Shady Ln, Neenah, WI 54956-9509, (920)-585-9704



Lightning New York - Jabiru Power Solutions, LLC, Dave Jalanti, 136 Millbrook Rd, Hudson NY, 12534, Kline Kill Airport, Ghent NY - Identifier NY1, (518) 929-4307, [dave@jabirups.com](mailto:dave@jabirups.com)



Lightning Florida, Moonshine Aviation, LLC, Max Voronin, 917 Biscayne Bay Unit #5, Deland FL, 32724, 386-873-9995, [www.moonshineaviation.com](http://www.moonshineaviation.com)



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



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



South Africa-Flylightning SA, Deon Lombard, Petit Airport, Pretoria, Phone 0834196613 or 0723122717, [deonandpamela@yahoo.com](mailto:deonandpamela@yahoo.com)

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### News from Builders and Flyers

**From Gerd and Uli Nowak:**

There were a couple of e-mails from Gerd on the Lightning List (Matronics e-mail list):

Hi everybody, at last my propeller has arrived. It is an Italian electric CS Prop, made to my specs by GT propellers in Riccione, Italy. 68.5" diameter should work well with my ULPower 390iS. With a little more dia. this prop might also be a good choice for the O320. Alessandro of GT told me a Falco F.8 was 7kts faster after this prop was installed. So when you plan for a Constant Speed prop this might be a good option.

You see the prop sitting on my living room`s glass table. Uli didn`t object, so far. You can see the flange adapter that extends the spinner 4 1/2" /11,4cm beyond the 55mm ULPower`s prop flange, so cowling installation should be a piece of cake - no cheeks on this Lightning`s cowls!

The embarrassingly un-straight spinner paint is only the primer! It will give way to a very white white, like the rest of my Lightning, and again, I plan to paint a classical German black spiral on it.

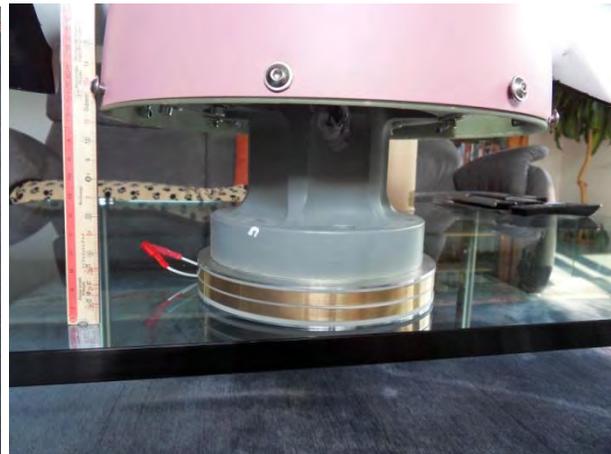
Btw I requested and received a Permit to reduce the size of my Marking letters from 30cm height to 18cm height, which will make possible to make a design that is more than the mere underlining of the Marking. Have I ever mentioned the we have a roaring, yodeling bureaucracy here in Germany?

Presently I am at 700hrs build time. When the new engine mount arrives I can close the firewall and hang the engine, then it might be only weeks to completion.

Hope to see many of you in October. Uli and I plan to come to SYI, we just booked the flight.

Greetings from wet and stormy Hessen

Gerd Kit 162



The second e-mail below: It will be nice to meet Gerd and Uli in October.

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Hi Group, The panel of D-EGFL, kit 162, is finished, most of the wires are already connected to their C/B`s.

The (1<sup>st</sup>) pic shows the happy moment when all was bolted on for trial. The 2nd pic shows the details of the central stick and the newly designed center panel in the raw with the duplex Andair fuel selector valve. It`s duplex because it simultaneously switches the feed line and the return line that the ULPower engines need. All the wires, fuel hoses and pitot/static tubes go through the half-moon hole at the bottom and then under the spar box.

The EFIS is GRT`s Sport SX. The traditional backup instruments are a must here in Germany as well as the fluid compass. I will use the same left hand throttle lever and casing as in D-ELIY and have a 2nd throttle that will go in the hole above and left of the right side Aveo air valve. The pushbutton seen below and right of said hole is the copilot`s PTT.

The electrical system is a little too complex to describe in a few words. I plan to do a little write-up for one of the next newsletter that will explain all the switches.

Uli and I will join this year`s Arion Open House And Fly-In this October, we hope to see many of you there!

Gerd



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### Upcoming Events

#### Lightning Homecoming October 4<sup>th</sup> and 5<sup>th</sup>, Shelbyville, TN



The Lightning homecoming is the first weekend in October, the 4<sup>th</sup> and 5<sup>th</sup>. This is another really fun event. I attended last year and had such a great time I am planning on going again. Take a look at the Newsletter Issue 6-4. Buz had a great write up and lots of pictures. You will enjoy this event. Check the web site for details.

#### Copper State Fly-In: October 23<sup>rd</sup> – 25<sup>th</sup>, Casa Grande, AZ



This Fly-In is at KCGZ Casa Grande Airport, Casa Grande AZ. Last year's Grand Champion Composite aircraft was Stanley Peternel's Beautiful Lightning N843P. You can find out all about the fly in at [www.copperstate.org](http://www.copperstate.org).

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**Triple Tree Aerodrome Fly-In: Sept. 3rd-7th, 2014**



**Airport: SC00 / Woodruff, SC**

OK, Sun 'n Fun and Oshkosh are in the rearview mirror and you're just itching to go somewhere different, somewhere where aircraft manufacturers, MILITARY FLIGHT teams, air show performers and vendors aren't the focus, YOU are! Somewhere where you have room to spread out, enjoy your friends and their airplanes, maybe fish or hike or just enjoy Fun, Fellowship and Hospitality thru great dinners, incredible camping facilities and the very best 7,000 foot long grass runway. Well, the time is growing near for the eighth annual Triple Tree Fly-In in Woodruff, SC and you're invited!! Visit <http://www.tripletreeaerodrome.com/triple-tree-fly-in.php>

**LSA Expo: January 14<sup>th</sup> – 17<sup>th</sup>, 2015, Sebring, FL**



The LSA Expo will be at Sebring Municipal Airport (KSEF) in Sebring, FL again this year. The expo has moved up one day to start on Wednesday and end on Saturday. This has turned out to be very nice event and you can review all of the latest Light Sport Aircraft in Sunny Florida during the dead of Winter. For all of the information on the event, visit <http://sportaviationexpo.com>

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**Final Thoughts**



The adventure continues. My current plans are to fly to Shelbyville on the last weekend in September to install the MK II tail on my jet and to attend the Homecoming. While I am there, I plan to get a few small things done that will be easier at the factory. I will write an article about the tail conversion and how that goes. I'll also take lots of pictures at the Homecoming and write an article about that as well. If all goes well, I may head back to some old stomping grounds after the Homecoming to Williamsburg, VA. I would like to help with judging the National Intercollegiate Flying Association (NIFA) Safety Convention (SAFECON) flight competition for Region X. It has been a few years since I helped out with Region X and the judges there are a fun bunch of folks. Judging these events is a blast and the College students that are on the flight teams are focused and a great bunch of young people. If you have never done this, you should check out where the NIFA regional competition is held near where you live and volunteer to judge. It is a lot of fun and the expenses are tax deductible. The web site is <http://nifa.aero>. Look under events and find the one near you. There should be contact information for the organizer running each regional competition.

Blue Skies,

Dennis W. Wilt