



Fourth Quarter 2019

Volume 12, Issue 4

November 2019



Letter from the Editor:

Hi folks,

This newsletter is a bit bitter – sweet for me. It is likely my last newsletter. But, I need to let it go and do other things, like teach my classes, fly my Jet, and do some traveling. I also need to get my 1967 Mustang Convertible back on the road and drive it a bit before I either sell it or keep it for my Son. I'll put an old picture of it in the newsletter somewhere.

I will be introducing you to the next Hangar Talk editor, Tony Gentile. He is in the Pilot Spotlight this month and lives in Kansas City. I think I may get to meet him in person this coming May. The plan is for Donna and me to travel to Kansas City so she can finish up some work she has with Garmin. It should be a really fun trip.

Last quarter, I told you that I have been doing the newsletter/magazine for 6 years. It has been mostly fun and although I would have liked more Lightning of the Quarter and Pilot Spotlights, the ones we have had have all been very good.

The trip to Shelbyville this year was another long drive, but well worth the trip. The weather going up was not good enough in between Florida and Tennessee to fly up. It is too bad because while I was there, it was beautiful. The weather on the way back was nice as well. Maybe next year.

The picture at the top of the page and the one on the right are from the homecoming. As always, it is a nice get together with people that are just top notch folks. More on the homecoming on page 2.

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

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Ed, Caelie, me, and Gary at the Pancake Breakfast KSYI

Lightning Homecoming 2018 (Shelbyville, TN)

Article by Dennis W. Wilt



Lightnings Hanging Out in Shelbyville

Unfortunately, only one person was able to fly in this year, not counting a Trike that flew in from Murphreesboro on Friday evening. More on that later. Gary Aylor flew his Lightning from Oklahoma City, OK for the event. It was nice to meet Gary and we had a nice time talking about his plane. He purchased the Lightning from Bill Beasley and has owned this lightning since 2018. I have placed a picture of his pretty plane below.



Gary Aylor's LS-1

We held the air race and it was nice even without more planes. We had Gary's Lightning that flew in the Light Sport class, and Nick's RV-6, and Mark Stauffer's RV-9A who flew in the Go Fast class.

The awards for the race were as follows: Gary Aylor winner of the Light Sport class at 112.5 knots average speed, Gary also got the Fred Noonan award for his navigation skills. For the Go Fast class, Nick came in 1st with an average airspeed of 156 knots and Mark came in second in his RV-9 with an average of 150 knots airspeed. Nick won the Frank Noonan award.



An Evening at the Hangar

As always, we have a lot of fun with games on Saturday evening. Giant Jenga is always a hit, especially with the small and large children. The

winner of the Giant Jenga Lightning Bolt award was Caelie Skalniak. Pictures to follow. We also played corn hole and I am never any good at that game. Not sure why, except that you probably have to practice to get any good. Additional awards given were, the Oldest Lightning, Gary Aylor (N226WB), the Tango Bravo (Tired Butt) award given to me for having the farthest distance travelled, and the Sierra Hotel award given to Jason Biggs because he gets all that stuff working on people's airplanes.

We had one more visitor fly in from Murphreesboro in his Trike on Friday evening. Pretty aircraft, but I would be afraid I would input the wrong control movements if I lost an engine or stalled. Just the opposite of a conventional aircraft.

Everyone got to meet the newest member of the Otterback family and Milly is just as cute as she can be. She is also a pretty good little girl. Not a lot of fussing at all.

I assume that the next Lightning Homecoming will be the last weekend in September again, which would be on September 25 (Friday) and the 26th (Saturday). I intend to be there even if I can't fly.



The Trike That Flew In



Ed and Caelie's RV-10 in Progress



Another XS in the Works



Introducing Milly Otterback



Our Very Own Giant Jenga Blocks



Pancake Breakfast Fly in at Shelbyville



Giant Jenga Game



This Zenith 701 was Written up in Sport Aviation Magazine and Kit Planes



Jenga Fall



Another Beautiful Plane at the Fly In



Caelie for the Win



Nick - Winner of the Go Fast Class



Caelie - Winner of Giant Jenga



Gary - Winner of the LS Class



Dennis - Winner of the Tired Butt Award

Pilot Spotlight

Hello Fellow Lightning Enthusiasts:

Article by Tony Gentile (edited by Dennis W. Wilt)



Hello everyone! My name is Tony Gentile and I would like to introduce myself as an extremely proud Lightning owner, builder, and pilot. My Kit, S/N 55 was finished about 2 years ago in November. I started out in my garage in the Kansas City area and spent a little less than a year on my project. I reached out a few times to either Nick in Tennessee or Greg Hobbs in Tucson with his Geronimo Build Center whenever I had a question or issue. For me, I was really enjoying the challenge but realized that I might be better off spending the 2nd half of my build with someone who's done this before, knew what needed to be done, and how to do it. Logistically it was difficult to get everything out there for the final push to completion, but I caught a lucky break when Greg was traveling through the Midwest on his way to Oshkosh. He stopped in and away we went! After that, we were able to finish it up in short order and spent quite a bit of time transition training and preparing myself for the excitement of 1st flight and ultimately the flight back home. Like most builds, all went reasonably well and with a little perseverance and luck, the flight back to the Midwest went without a hitch.



Tony's Primary Aircraft Investor

My plane has the ever-reliable Jabiru 3300, standard ground adjustable prop, speed fairings, wing extensions, and a plush interior by Steve and his upholstery shop out in Shelbyville Tennessee. For my avionics I have a full complement of Garmin G3x touch displays, a G5 backup, GMC307 autopilot controller 2 comms, a transponder, and all the necessary hardware to make everything play along with each other

smoothly. My plane is also IFR equipped and has a GTN650 navigator to show me the way with an additional comm for the just in case situations. The interior is typical for the Lightning with a HACman for leaning out in cruise and my bragging rights to a built-in console cup holder for my wife's in-flight water beverage service.



Working on the Build at Lightning West

A little bit about myself. I'm retired US Air Force where I worked primarily with a variety of missile weapon systems. After retirement, I worked a number of exciting and challenging years at Garmin Aviation (hence my flight deck). I started out in Reliability Testing and was later given the unique opportunity to join the Aviation Mechanical Engineering Design Team where I was involved mainly with experimental systems for the airplane kit builder. I had direct participation with the design of the autopilot controller, magnetometer (GMU11), and some testing on the backup systems and servos. It was a fantastic experience and I enjoyed every moment of the adventure. But a unique opportunity took me away to join Honeywell's Federal Manufacturing and Technology Center and their Environmental Engineering Testing Team. Luckily, my wife and Lightning investor (insert laugh here) works with Garmin headquarters and I keep in constant contact with all my Team X and pilot network buddies out there. I have my Fixed Wing with an Instrument rating and am about half done with my Commercial rating. I fly about 60 hours a year and am hoping to get that number up closer to the 100 mark real soon.



All Done – A Front View

I'm very excited to share my adventures, stories, and thoughts to anyone who wants to talk airplane! I always want to know who flying their Lightning and where they're going. I have a couple of friends who also fly Lightnings and meet up with them occasionally to fly formation. If you have an interest or want to just share, I'm all ears. I've attended the engine seminar out in Tennessee but hope to fly out and attend again just for the refresher. I hope to meet up with many more of you guys over the course of the next few years and am ready to see your Lightnings and listen to your unique stories too.

Tony Gentile

News from the Factory

Well, as usual, the factory is really busy. Ed and Caelie Skalniak are still working on their new RV-10 build at the Arion Aircraft hangar. They were working on the plane during the Homecoming and it is really going to be nice when they are done. There are two Lightning XS aircraft going right now, one with a Titan XIO-340 and one with the Titan XIO-370. The 370 claims 195 HP, but I will bet it was more than that on the dynamometer.



Tim and His XS

Above, Tim completed most of the aircraft at home, but wanted factory assistance to install the engine, avionics and complete the build. This is the one with the Titan XIO-340. It's a beautiful plane. Below is the XS with the Titan XIO-370. It is really coming together nicely. This aircraft will include Air Conditioning.



A New XS with the Titan XIO-370 – 195 HP

Arion also holds engine seminars for the Jabiru engines. Below is a picture of Jason (in the black shirt on the right) explaining how to do compression tests on a Jabiru engine in a Jabiru aircraft.



Engine Seminar at Arion Aircraft

Another picture of the engine seminar class getting some instruction on the finer parts of the Jabiru engine. The attendees also learn all about the Bing Carburetor that is an integral part of the Jabiru fuel system. The seminar covers a lot of information, from installation, maintenance, and through overhauls.



Jason Giving More Instruction

News from The Dealers

Lightning Aircraft West:

I have not been able to get any new information from Greg Hobbs for this newsletter, but they are busy working on new Lightnings and also a major sponsor and host for the big CopperState Fly In and Expo airshow at Buckeye Municipal Airport Phoenix, AZ. Below are some pictures from last year's airshow.



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



Nick Taking Mya for a Ride in the RV-6

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

Buckeye Air Fair & Copper State Expo

February 9 -10, 2020



[Buckeye Municipal Airport - KBXK](#)

NAF El Centro Air Show

March 14, 2020



[Naval Air Facility - El Centro](#)

El Centro, California

Sun – N- Fun Fly-In–Lakeland, FL

March 31- April 05, 2020



[Sun 'n Fun](#)

Airport Identifier – KLAL

Vero Beach Air Show

April 25 – 26, 2020



[Vero Beach Air Show](#)

Vero Beach Airport - KVRB

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:



Wing Back on a Restored Cub

This is very likely my last article in my last newsletter as the Editor. I will be sending in articles from time to time and will help along the way as I transition the newsletter / magazine to Tony. I will still be at the Sun 'n Fun and AirVenture booth and go to the Homecoming as often as possible. I like the interaction and the people at Arion and those folks that visit too much to not go when I can. So, I hope you have enjoyed my run with this enterprise. It has been a lot of fun.

The picture above is from this past Thursday as I write this "Final Thoughts" section. I was going to go flying, but our mechanic has been re-building/building these wings for about a year now and needed help to get them up and pinned for installation. So, I sacrificed my morning flight to help put the wings on a beautiful vintage cub. This one has the original Continental A-65 engine. It is a beautiful airplane and I am happy to have been able to help.

It turns out, I spent most of the day at the airport. We are having a Hangar Party for our Pelican Flying Club next Saturday. So Donna and I and one of our members washed the C-152 and cleaned the hangar. Another member came on Saturday and waxed the plane. I would rather wash it. The little Cessna just finished a very thorough annual and as always, when you dig into one thing, you find another. But, it is done and flying. We did reupholster the seats which was planned. The interior plastic was also all removed, cleaned, repaired where needed, and painted (not planned). It is a nice little plane and fun to fly. Maybe not as fun as my Jet, but still fun.

See you all somewhere at Sun 'n Fun or Oshkosh. And as always:

Have fun! Go flying!

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