



Arion Hangar Talk


The Arion Aircraft “Lightning” Newsletter.

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Welcome to issue # 7 of the  Newsletter. The goal of the newsletter is “to get the word out” on happenings at Arion Aircraft, and “to give a voice” to Lightning builders and flyers. It is your **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:

Lead Story:

Report from Oshkosh 2008

You have probably noticed that this issue of **Arion Hangar Talk**, better known as the “**Lightning Newsletter**” is several days late. My normal goal is to have each monthly issue “published” no later than the first day of each month. My excuse for this issue being late is, of course, the EAA Convention and Fly-In at Oshkosh. I went up ten days early this year to do my volunteer job in “EAA Showplane Registration and Camping” (actually working in the Vintage area) and just got home late Monday, 4 August. I particularly enjoy this volunteer position (I have worked in several other areas) because it lets me get out and see all of the Vintage aircraft as they arrive. Also, even though we are really busy before the show starts, I have pretty much complete control of my work schedule once the show starts. That lets me wander around and see all the airplanes and displays, attend lots of forums, and, of course, hang out at the Lightning display area and meet many of the Lightning customers.

Let me start out with a few Oshkosh photos:



There is absolutely no truth that it took Mark and Mike longer to put up this tent than it does for them to help you build a Lightning.

Oshkosh fashion at its best - Mike, Bill, and Nick. I think Bill's hat has been over "G'ed". Did anyone file an incident report?



Always a crowd looking at the Lightning.



Tom, John Chesbrough from Australia, and POK Man Mark – all trying to look cool.

“Moostang” Mike and Greg Hobbs trying to figure out where the pedals are on this toy car.



Overall, I think this was one of the best ever years for Oshkosh. I mention that for several reasons. First off, we had great weather – I don't remember any real rain once the show started and all of the approaching thunderstorms “magically” went around us, either to the north or to the south. The daytime temperatures were “warm” but not too hot, and the evening temperatures were great for sleeping in my tent (yes, almost three weeks in a tent – I must like airplanes). The second reason I think this was one of the best years was the attendance. Many people, me included, thought maybe the total attendance of people and airplanes would be down because of the price of aviation fuel and the “news media's” report of our economy being “in the tank”. In reality, I think the total attendance, when the numbers are released, will be one of the highest ever. I know from looking at the aircraft parking areas that all areas (homebuilt, vintage, warbird, ultralight and light sport, and north 40) were almost full. Also, the drive in camping area looked to be almost full as well. In the vintage area specifically, we have not been entirely full for a number of years, but this year we had only about 30 to 50 spaces left on the day before the show started. Walking through some of the display buildings on day one showed a good crowd at most booths and the vendors seemed to be doing a great business.

As far as Lightning-specific Oshkosh information, the Lightning team arrived a few days early, with the 2008 demo initially landing at Brennand Airport (where they used to be located) for a “clean and polish” session and a Friday night party at Tom and Al's hangar. Actually it was an airport wide party and I got to meet many of the local Wisconsin Lightning team members and see Bill Browns' recently completed Lightning. He had about 20 hours on it at the time. Bill, Tom and Al have come up with a relatively simple solution to moving the Lightning around on the ground or in the hangar that uses a standard nose gear tow bar and some easily constructed fittings for the tow



bar to attach to. See photos below in the “News from Builders and Flyers” section.

I noticed that every time I came by the Lightning display area, that there seemed to be lots of potential customers asking questions, requesting brochures, and climbing into the cockpits of the two Lightnings on display. Actually there were three Lightning cockpits for people to “try on”, the new 2008 factory demonstrator, the Lightning North Central’s demonstrator, and a Lightning cockpit mockup by Rick Disher, the Lightning “fiberglass expert” and supplier of all Lightning fiberglass parts. I have visited Rick’s factory in the past and it is an impressive operation. Besides making all the Lightning fiberglass parts, he also makes parts for several other experimental aircraft, many boat parts, and other large fiberglass assemblies for a variety of companies. His factory uses the very latest in fiberglass technology and oven curing. Rick also has a second company called TrickAir that makes snow skis for certified aircraft. And guess what else? Rick is building a Lightning for himself; that fact alone should tell you something about what he thinks about the Lightning design.

All three US Lightning dealers were represented at Oshkosh. Tom and Al from North Central, and Greg Hobbs from Lightning Southwest could be seen daily helping out in the Lightning display. And of course Ryan, Doug, and the rest of the Green Landings gang were at their display in the ultra light area. As I mentioned above, there seemed to be no lack of potential customers asking questions and studying the Lightning design. There were numerous international visitors and even several Russian visitors to the Lightning display area.

The Lightning forum presented by Nick was well attended (at one point I counted about 30



people) and all seemed very interested in the information that Nick provided. He basically covered a little about the background of the design, changes that have been incorporated, and an update on current sales and the number of aircraft flying. Several questions from those attending had to do with the 51% rule and how future changes might affect the Lightning kit. Basically, in the kit’s current form, Nick has evaluated the processes and found that the current kit takes several percentages over 51 for an individual to complete it. So a DAR should have no problem providing an Airworthiness Certificate if you, the builder, keep good photos and records of your build process. There were also some questions about the factory build assist program and

future plans for the design. I may cover some of the future things in the “Skunk Works” section, time permitting.

Once again Bill Hubbard flew his Lightning to Oshkosh and camped by his airplane. The one thing I noticed when I went looking for Bill’s jet, was that it was surrounded by aluminum (old technology) aircraft. Actually it was easy to spot Bill’s Lightning as it was literally surrounded by about every model of RV aircraft that has been built. Congratulations once again to Bill for making Oshkosh in his Lightning. There was one other Lightning in attendance (other than the SYI factory and North Central demos) and



that was Buddy Carlisle’s beautiful Green Landings Lightning. Ryan flew it up to OSH, and as he is prone to do, landed on the ultra light air field, for display in their booth. It really makes for a great display in the ultralight area to have an airplane on display that looks like it is doing “Mach 2” just sitting there in the grass. I can just imagine the dismay of potential light sport customers when they learn that the Lightning can be constructed to meet light sport standards. And speaking of ultra lights and light sport aircraft, just my observation, but it

seemed to me that there were many fewer ultralight dealers and ultralight aircraft in attendance this year. Could it be that this section of our “industry” is moving over to the light sport arena? That would certainly be my guess.

One last thing, the latest issue of KITPLANES magazine came out while we were at Oshkosh and was available there, so this is a good time to relay that information. This September 2008 issue has an outstanding photo of Nick flying the Lightning on the cover and a flight review by Chuck Berthe with lots of good photos as a main article. Although your thoughts on the article may vary, overall I think it is a positive story for the Lightning and the good folks at Shelbyville. Nick, Linda, Joe and I can give you some additional information on the story, but for now just let me say, get a copy, read the article, then have Nick sign the cover. He is now a “celebrity” and will likely be on a future episode of “Dancing with the Stars”. Atta boy Nick, you done good!



News from the Factory:

Update on the new wing tip extensions

Wayne Lenox's airplane is now flying with the new tips. A photo of his plane (and Nell's paint design and color scheme) is shown below and is used on the latest LSA compliant Lightning brochure that shows the new tips. The new wing tips are generating lots of interest, not only with those wanting to meet the light sport stall speed, but with those who want a more modern look to the tips or to go fast at altitude. Although flight handling characteristic testing has been completed, we have not yet completed performance testing. I hope to head out to SYI about a week early for the upcoming September Lightning Fly-In and do some more performance testing of the new tips on the prototype at that time.



Sales Update

Lightning Serial Numbers and Owners

Here is the latest list of Lightning kits sold to date; serial numbers, N numbers, owner's name, location, and flying status, if known, are all included. Hopefully this list will be helpful to current owners in order to share information and for potential customers to be able to find a flying Lightning or kit near their location. The newsletter may not include this list in every issue, but will publish it periodically as the numbers increase.

NOTE: Send me your N number (or national registration) and I will add these to the list.

<u>Serial & N #</u>	<u>Owner</u>	<u>Location</u>	<u>Status</u>
1 -N233AL	Prototype, Arion Aircraft 2005	Shelbyville, TN	Flying
3 -N430GH	Greg Hobbs	Marana, AZ	Flying
4	Green Landings	Hedgesville, WV	Flying
5 -N17EF	Earl Ferguson	Atlanta, GA	Flying
6	Rick Discher	Weyauwega, WI	
7 -N62JV	Jerry VanHeeswyk	Tucson, AZ	Forever Flying
8 -N155AL	H&S Aviation	Neenah, WI	Flying
9	Tex Mantell	Fairport, NY	
10	Duane Sorenson	Pisgah Forrest, NC	Flying
11	Charles Dewey	Green Landings	Flying
14	John Davis	Crossville, TN	Flying
15 -N727RB	Rick Bowen	Colonial Beach, VA	Flying
16 -N396JC	Joe Cooper	Green Castle, IN	Flying
17 -19-4692	Dennis Borchardt	South Australia	Flying
18	Tholhuesyn	Australia	
19	Dunbar	Australia	
20 -N59JL	Linda Mathias	Windsor, VA	Flying
21	Charlie Keith	Green Landings	
22	Albert Wachtmeister	Green Landings	Flying
26	Johnny Thompson	Greg Hobbs	Flying
27 -N316H	Bill Hubbard	Kokomo, IN	Flying
28	Ernie Pritchard	Payson, AZ	
29 -N323AL	2007 Arion Demo	Shelbyville, TN	Flying
30 -VH-PDI	Peter Disher	Australia	
31	Keen	Australia	
32	Anthony Morrison	South Australia	Flying
33	Fry	Australia	
34	John Chesbrough	Australia	
35	Belie	Australia	
36	Grubb	Australia	
37	Dennis Borchardt	Australia	
38 -N730AL	Jim Langley	Green Landings	
39	H&S Aviation	Neenah, WI	
40	Claudio Nunes	Brazil	
41 -N166JG	Jim Goad	Punta Gorda, FL	Flying

42 -N213RC	Richard Cleavinger	Louisville, CO	Flying
44 -N838BF	William Fisher	Greg Hobbs	Flying
45	Ed Ricks	Glendale, AZ	
46	Ron Ritchie	Hamilton, New Zealand	
47	Claudio Nunes #2	Brazil	
48	Steve Sundquist	Yakima, WA	
49	Bill Applegate	Tucson, AZ	
50 -N716MZ	Bill Browns	Neenah, WI	Flying
51	Buddy Carlisle	Green Landings	Flying
52	Colin Kennedy	Owasso, OK	
53	John Eynon	Carbondale, IL	
54	Fred Peters	Greg Hobbs	
55	Walt Mefford	Greg Hobbs	
56	Borchardt #3	South Australia	
57	Borchardt #4	South Australia	
58	Borchardt #5	South Australia	
59 -N324AL	2008 Arion Demo	Shelbyville, TN	Flying
60	Lynn Nelsen	Shelbyville, TN	
61	Shramenko	Russia	
62	Walt Mendenhol	Greg Hobbs	
63-N123WL	Wayne Lenox	Hobbs (build in TN)	Flying
64	SLSA Demo	Shelbyville	
65	Wayne Patterson	Lightning Australia	
66	Selwyn Elliis	Lightning Australia	
67	Borchardt Stock	Lightning Australia	
68	Borchardt Stock	Lightning Australia	
69	Borchardt Stock	Lightning Australia	
70	Borchardt Stock	Lightning Australia	
	Green Landings Demo	Green Landings	
	Gary Pennington	Shelbyville	
	Reginald Corkum	Shelbyville	
	Davey Stanley	Shelbyville	
	Winkler,	Green Landings	
	Paul Bryant	Shelbyville	

Serial numbers 71 and up have not been assigned yet; however there are six more kits that have been spoken for (a total of 76). Out of the 70 kits with serial numbers (take that to mean kits delivered) 24 have already flown for a completion rate of 34%. That's fantastic. Have you ordered yours yet?

News from the Dealers:

Lightning North Central

Bill Browns' Lightning's first flight was on 24 June and he had about 20 hours just before Oshkosh. See builder's section for more info.



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:

*The following two messages are from **Bill Browns**, kit # 50, who made his first flight on 24 June at Brennand Airport, in Neenah, Wisconsin. Brennand airport is known for its "ultra narrow" runway of some twenty feet wide. Well, either that or it's only twenty feet long and really, really wide. Below is Bill's Lightning and his recent messages to me.*



Buz,

Thought I would drop you a note on my "lightning" adventures so far. First flight was last Tuesday evening (June 24) at around 8 PM. I lounged around in front of the H&S Aviation hanger (original Arion hanger at Brennand in Neenah, WI) for the wind to die off. Brennand's 20 foot wide runway can be real intimidating. After all the preparation – there was no real excitement. Stayed on the runway during the takeoff and climbed with no problems. Experienced some engine roughness when I backed off the throttle at the top of my climb which we later determined was caused by the engine running rich at high RPM (above 2700). As long as I stayed under 2700 RPM the engine was smooth. Flew for about 35 minutes orbiting the field at 3500 and then came in for a landing. Oh by the way, did I tell you the runway is only 20 feet wide? Landing turned out to be a non-event (can't wait, however, to land on a REAL runway).



Since the first flight we have changes the prop pitch (multiple times but that is another story) and changed the main jet. The engine now runs smoothly through it's full RPM range. Have a short list of things to fix and a long list of things to test.

This is the second airplane I have build and real enjoyed the experience again. The folks in Neenah were great to work with (except maybe for the prop pitch changes they made but that is another story about a road, telephone poles, a silo, and trees). I added a few gadgets along the way and they never really complained, just jumped in to help get whatever installed (or not if what I wanted was really stupid).

Need to get a few more hours on the plane and then I'm planning to ferrying it down to Lewis University airport (KLOT) on the south west side of Chicago where I have a hanger to finish up the Phase 1 testing.

I'm planning to head back to Neenah this weekend to get some more time in and see if I can find a real runway to land on.

Bill Browns
Kit #50
N716MZ
Flying (and loving it)

Message #2 from Bill:

N716MZ made into the air June 24 for an uneventful first flight over Brennand airport in Neenah, WI. The flight lasted about 45 minutes. Since that initial flight I have flown off 20 hours and made a few adjustments to the engine and did some minor panel rewiring at the recommendation of Grand Rapids.

I started the build project with the Neenah Lightning dealer (Tom Hoffman and Allan Skruby) in August last year. The build out of the airframe and installation of the engine went very quickly. I ran into a significant delay getting a panel build which was irritating but not unexpected (this is the second plane I have built). Getting the panel installed and wired into the airplane also took some time. I did the wiring on weekends driving up to Neenah after work on Friday nights and driving home Sunday afternoon.

I added tow bar pins to the nose wheel to allow for the use of a tow bar. I think Buz has pictures. I acquired the tow bar pins from www.bogert-av.com. Product number 04-pkRVa (click on new products on the aviation products page). I also use one of their tow bars but other units will work.

During the 40 hour flight test period I'm flying the airplane without wheel pants and leg fairings although they have been fitted and painted. I also have a wood propeller. I'm planning on completing the flight testing in the current configuration and then adding the pants and fairing and switch the propeller.

I have a ferry permit to move the plane to Lewis University airport (KLOT) near Chicago where I rent a hanger. Should be making that flight the weekend of August 9/10. Once I complete the 40 test flight period it is off to visit the grand children in Indianapolis.

Bill Browns

The photos below show the new tow bar attach system that Bill Browns, Tom and Al have developed. It is a neat system and a simple solution to moving your airplane around the hangar.



This next message was from Ron Ritchie in New Zealand responding to Jim Langley's message about his upcoming airworthiness inspection. Below Ron's message are two photos of his ready to fly Lightning – the first in NZ.

Good onya mate!!! It's been a real pleasure as well as an education being part of your build through your website. Am looking forward to seeing the pics and or videos of the big flight. I too have got all the paper work completed with all the I's dotted and T's crossed. Had hoped to have had ZK TDT in the air this weekend but mother nature did not comply. Looks like next week end now.

Cheers from down under Ron Ritchie



Jim Langley's beautiful Lightning makes its first flight:

After a series of low, then high speed taxi tests, at 12:30pm today, 26 July, Lightning #38 took to the sky here at Green Landings with Ryan Gross in the cockpit. N730AL flew very well and straight with no



abnormalities. Of course there are going to be tweaks here and there, but Ryan was very pleased with the flight, and I am VERY excited to get my airplane up in the air.

The flight was about 15-20 minutes in duration and the Jabiru performed great with expected temperatures during the flight.

I did take some video and will post it to my site in the next couple of days.

Next up will be my opportunity to get some stick time in with my bird.

Jim Langley

www.jimslightning.com

Upcoming Events:

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** the tuba player. Since he is building a metal aircraft, maybe his “call sign” should be “canned tuba”.



Lightning Skunk Works:

New Arion aircraft model - The word has apparently leaked out that Nick is currently working on a new Arion model that will join the Lightning as a kit produced aircraft. No, it will not be called the Lightning "STRIKE" or the Lightning "BOLT" (although he is working on another type of "bolt"). The purpose of the new model is twofold. First, for those people that kind of wanted to build an RV, but didn't have the time it takes to complete one, and second, for those people whose spouse will not let them build an airplane. The new model will be called the Winnebago. So you can tell others you are building an "RV".

"Tower, Lightning Flight request taxi for a flight of three".



Technical Tips:

The photo below shows an easy way to keep your "Camlock" fasteners from getting lost when removing the top cowling. A small piece of plywood in the general shape of your top cowling (narrower at the front) and drilled with holes to match the pattern of the camlocks in your cowl will allow you to keep them in the right order when removing them. This method will also help to assure you get the right size back in the correct hole. I have always preferred to completely remove the camlocks so that there is no chance of scratching the bottom or "boot" cowls when putting the top cowl back in place.



Reader Feedback:

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

Here is the latest from Mr. Scotty.

THE AVERAGE AMERICAN

A recent study conducted by a University found that the average American walks about 900 miles a year.

Another study by the American Medical Association found that Americans drink, on average, 22 gallons of alcohol a year. This means, on average, Americans get about 41 miles to the gallon.

Kind Of Makes Me Proud To Be An American!
(Your mileage may vary)

Other Items:

This is a continuation of last month's article on what to do if you have an engine failure in flight. First a quick review of last month's suggestions and then I will cover some other thoughts on how to successfully deal with this emergency.

As with any in-flight emergency the first and most important thing is to maintain aircraft control, or most succinctly put, fly the airplane. After that, if you have the time, you can analyze the situation and take the appropriate actions. Below are some thoughts on analyzing the situation and taking appropriate actions.

If an engine failure can be "fixed" in flight, it will be by "correcting" at least one of the three things an engine needs to develop power: fuel, air and ignition.

Aircraft with multiple fuel tanks (like the Lightning) should have "check fuel" high on the restart checklist that you develop for your aircraft. And since the Lightning is a low wing airplane, you should **NEVER** have both tanks selected at the same time if your airplane has that capability. Doing so opens the possibility that you will "flame out" with fuel still on board when one tank runs low on fuel. Why? Well, what is easier for the fuel pump to "suck" – fuel in a tank or air in an empty tank? Remember, historically most engine failures result from fuel starvation (running the selected fuel tank dry) or fuel exhaustion (running all tanks dry).

If you have an engine failure and do not have enough time (altitude) to attempt a restart, or your restarting attempts fail to restore power, remember that best chances of "arrival" without injury come from

achieving three goals: **touching down under control, with the wings level, at the lowest possible speed.** Anything other than proper speed / pitch / attitude / or angle-of-attack control makes it highly unlikely you'll achieve any of those three goals. Next time you practice engine-out procedures get a feel for your aircraft's attitude (visual reference) that results in your best glide and least-rate-of-descent speeds straight ahead and in turns.

See the Emergency Procedures section in your Lightning's Flight Manual or Pilot's Operating Handbook for the target airspeeds. And remember, part of your 40 hour FAA phase one test period is to learn what the best speeds are for your particular aircraft. You did do that, didn't you?

One more thing, it's vital to get the nose down to a glide attitude and to maintain adequate airspeed for lift and control. You absolutely don't want to stall. Stalling is falling, and that is not the way to arrive with the least energy to be absorbed by the earth.

When an engine fails in flight or at an even more critical point, such as on takeoff, it takes a real forward push to keep from losing lots of speed in a hurry. I don't want to say slam the stick forward, but it is an aggressive push forward to keep from losing valuable speed and altitude when you lose an engine on takeoff. And you will not have a lot of time to get this first move accomplished.

Once you get the stick forward to insure you have flying speed, you need to decide where you are going to land. When we developed the emergency procedure section of the Lightning Flight Manual, we gave some suggestions as to how to approach landing after an engine failure on takeoff. For example, if you are 200 feet or less you should land straight ahead. If you are between 200 feet and 400 feet, you can consider turns up to 45 degrees to either side of the nose if a better landing area is available. From 400 feet to 600 feet, you can consider turns up to 90 degrees to go for a better touchdown area. From 600 to 800 feet you can think about turning back to the airport area. (Note, I did not say back to the runway you just departed from). And if you are above 800 feet you might consider a turn back to the departure runway. Again, I said consider. Such things as wind and other available runways should be part of your decision process.

Practice your engine out procedures at altitude so you know what the proper glide looks like in your airplane. Try power off 180 degree turns to see just how quickly you can make the turn. Know your best glide speeds and configuration for both maximum loiter time and for distance traveled across the ground.

You have all seen a similar chart to the one shown below. The thing to remember is that there is not much increase in stalling speed with bank angles below about 30°, but a significant increase when you approach "steep turn" angles. Practice and plan any engine out situation with that thought in mind. Also never forget that your overall goal is to "arrive" at your touchdown point under control, with the wings level, and at the lowest possible flying speed.

Bank Angle	G-Load	Stall-Speed Increase
0	1	0
30	1.1	5%
45	1.5	22%
60	2	41%
75	4	100%

Note: I am assuming a loaded turn. If you are at 0 degrees AOA, you can't stall, but then you will not be turning either.

Next month we will continue this article with some thoughts on engine out landings when using the "high key / low key" technique for ensuring a successful engine out pattern. If you want to do some

“homework” before then, take your airplane out and determine how many feet you lose in a 180 degree turn while at best glide speed in the landing configuration.

One other important safety thought. Your best chances of survival, in an off airport landing, come from use of shoulder harnesses. FARs (and good sense) requires wearing shoulder harnesses at all times if they are installed in the airplane. The good folks at Arion Aircraft include shoulder harnesses for pilot and passenger as standard equipment in the Lightning kit. If you own any other airplane and it does not have shoulder harnesses installed, consider this your #1 priority for safety enhancement of your aircraft. Many times shoulder harnesses have literally made the difference between life and death in an otherwise under control, low-speed off-airport touchdown. Fly safe!

Final Thoughts:

Although I have never tried any type of illicit drugs, I think that flying a fun airplane like the Lightning is almost like having a “drug dependency”. Here is why:

1. After the first flight you immediately want more and after that you can never get enough.
2. It distorts your perception of reality and prevents you from ever really enjoying any other aircraft. You will have a difficult time focusing on day to day activities necessary for basic survival - such as work.
3. It may possibly drain your wallet.
4. There is no known manner of rehabilitation other than more flights in a Lightning.
5. You constantly need higher doses; more and more flights. It is the ultimate “high”.

If the DEA ever finds out about this, we will need to fear them more than the FAA.

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.)