



**First Quarter 2017
Volume 10, Issue 1
February 2017**



Letter from the Editor:

Hi folks,

Another quarter gone and a new "Hangar Talk" magazine to be written. This time, there are a few more bits of news from owners and some really good news from the factory. As we all know, the Lightning is a wonderful airplane with a lot of performance potential. Especially with the new Demonstration model coming soon with the Titan IO-340 engine. I for one can't wait to get to go fly it. If you want a ride, keep up with the Arion Facebook page to find out when it will be finished and take a trip to Shelbyville. Maybe you want to get a real go-fast airplane.

So, what is in the magazine? I did go to the Deland and the Sebring shows, each for a day. I talked to a few people at both shows and met up with Greg Hobbs of Lightning West and Pete Krotje of Jabiru USA. More on those shows later. I also helped judge the National Intercollegiate Flying Association (NIFA) Safety Convention (SAFECON) for Region 9 hosted by Embry Riddle University in Daytona Beach. I will also discuss this later in the magazine.

I am looking forward to this coming quarter. More flying and fly outs for lunch or breakfast for me. At least that is the plan. And again, if you want to get on an e-mail list for Lightning owners and builders so I can send you the newsletter and other updates, please send me your e-mail address.

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

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Deland and Sebring

Deland Sport Aviation Village and Showcase

Article by Dennis W. Wilt



Powered Parachutes at Deland

I arrived on opening day early at the Deland show. The volunteers were just getting there and some confusion about where to park and what was going on took place on that first morning. I will give the organizers a bit of leeway since the show is new and the volunteers had never done this before. Anyway, I finally made it to the entrance, bought my ticket and made my way into the show.

Below is a picture of the Jabiru USA aircraft on display at the show and a shot of some of the other displays. My impression was that the first day was pretty slow, but then the Sebring show was a bit slow that first year, too. I sat in on a Dynon seminar held by Kirk Kleinholz from Dynon. He makes all of the educational videos for Dynon and teaches all of the classes I have attended. Kirk is very knowledgeable and I have known him for several years. My thoughts were that the Deland show was very similar to the Sebring show in its early days. I also got a chance to talk to Gregg Hobbs from Lightning West. He was there promoting his show in Marana, AZ. Arion is currently planning to attend the Deland Show next year.



Jabiru Display Aircraft



Walking Around the Show

Sebring Sport Aviation Expo

Article by Dennis W. Wilt



The Stemme Motor Glider

I drove over to the Sebring show because there was a chance of a front coming through in the afternoon (it is less than a two-hour drive). I needed to get back home for an event that evening. It turns out that I could have flown over and back, but did not want to take the chance. Anyway, the show was different. They moved the display area to the front of the terminal building. The terminal is behind the motor glider picture above. There is a nice restaurant in the terminal and my EAA chapter regularly has a fly out to meet there for Lunch.

I met up with Greg Hobbs from Lightning West who again was promoting his USA Aviation Expo that will be held in Marana, AZ this coming May 3 through 6, 2017. The Sebring show was slow this year, but there was a lot of activity in the new Unmanned Air Vehicle (UAV) area. This is where most of the young folks were hanging out. It may be what this show becomes in the future, but it is hard to tell. I am sure that the folks that run the Sebring show obviously see it as a market to move into. I think more than 50% of the e-mails I received about the Sport Aviation Expo were about "drones". I hate that word because it is not an accurate description for UAVs.



Panorama of the Sebring Show

The interesting thing, or maybe not so interesting, is that you will see the same things at Sebring (other than the UAVs) that you will see at Deland. It is just a different location. And that is my opinion here folks. Arion did not attend the Sebring Show this year.

The following are a few pictures from the Sebring show:



The New EAA Traveling Trailer and the Skyrunner



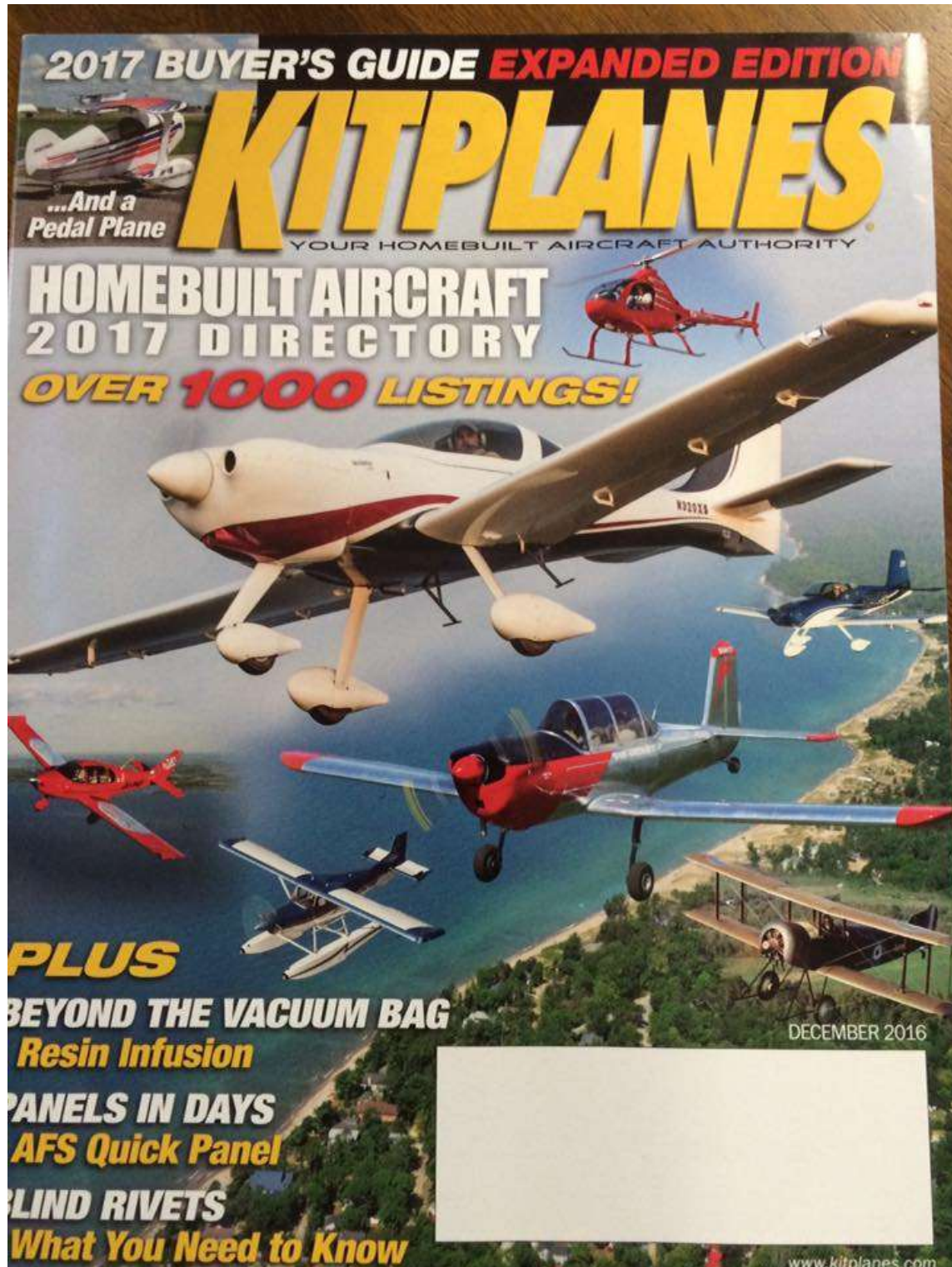
A Little Jet Drone and a JMB Aircraft (Notice the Split Flaps)



Pictures of the "Crowd"

News from the Factory

On the cover of the December Kitplanes magazine, front and center was the Lightning XS. How cool is that? It is always nice to see the Lightning in one of the aviation magazines. The factory is busy getting the new Demonstrator XS built and ready for flight. I am excited about this new demonstrator. I am sure all of you are as well. I don't know if it will be ready for Sun-N-Fun, but I know I will be there with my jet. Maybe there will be a Light Sport version (mine) and the new XS. Wouldn't that be exciting?



December Cover of Kitplanes

Nick has been giving some demonstration rides and you can see below that anyone who flies in a Lightning, just has a blast.



David Parker During a Demonstration Flight

So, where is the new demonstrator XS in the build process? There are a couple of pictures below that show the new engine in the box and being installed. Still a lot of work to go, but well on the way. This will be a very exciting airplane to fly with the 185 HP engine from Titan. Like you, I keep checking the Facebook page for updates. Late breaking news from Nick is the Demonstrator XS is ready for paint and is in line behind an RV-10 and a RANS S19 they are working on for customers. You still have to pay the hangar rent and although the Lightning is first priority, Experimental Aviation is a close second.



The Titan IO-340

New Pricing for the LS-1

Arion Aircraft has reduced the price of the LS-1 airplane to \$100,000 dollars recently. Where have you seen pricing go down recently? I am not sure there is a better deal anywhere for such a nice airplane that meets the Light Sport category of aircraft.



The LS-1 Lightning

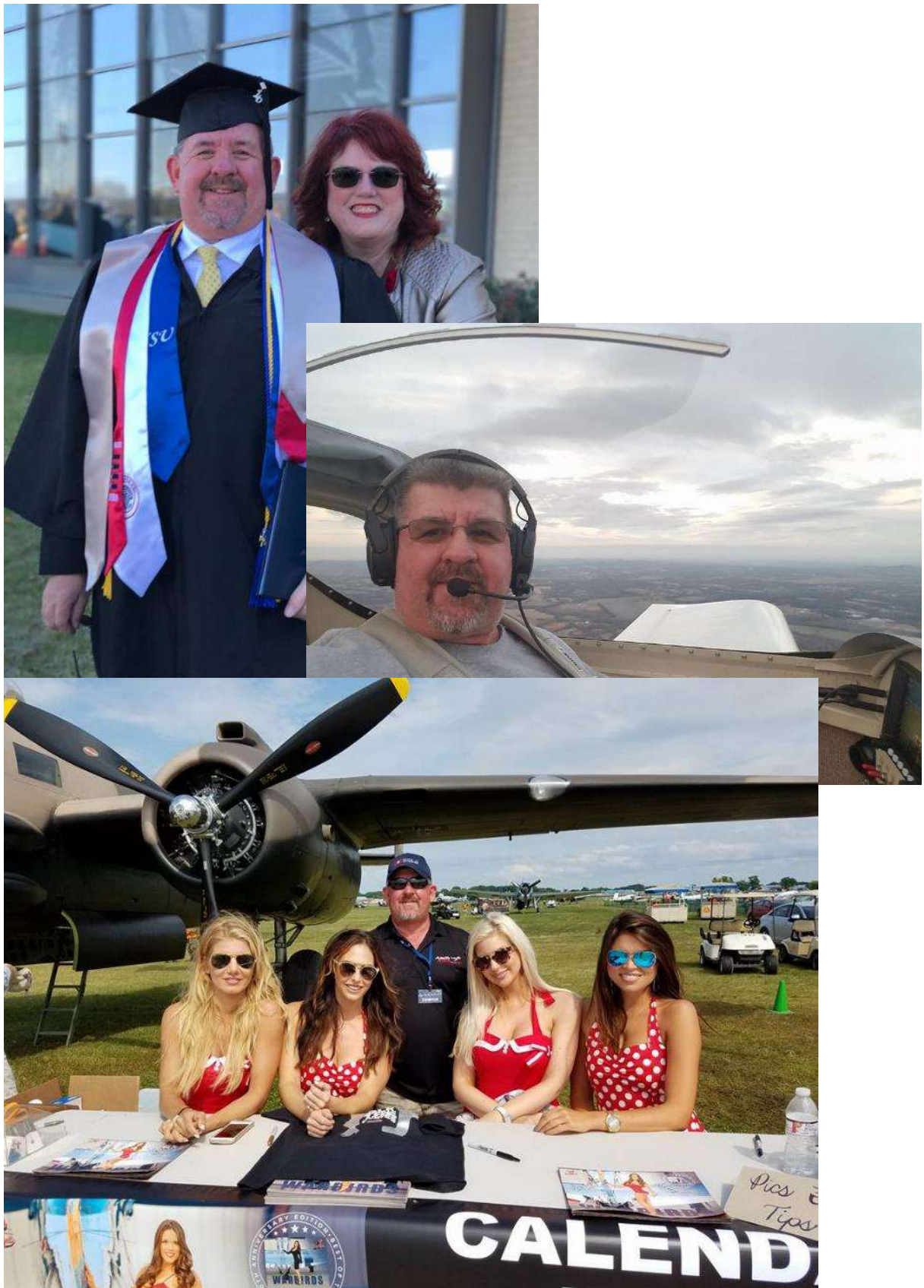
The base aircraft has a GRT Sport EFIS panel with GPS and Synthetic vision. This includes a Garmin radio and transponder. Pricing includes brakes for both pilot and copilot. Electric trim and flaps are standard. The LS-1 now has 40-gallon total with 20-gallon tanks in each wing. Pricing also includes 2 tone faux leather interior, either grey or tan to match paint. Paint is white with 2 trim colors. The LS-1 comes with wheel pants, wood propeller, and Navigation/Strobe lights. As always upgrades like Autopilot, dual screens, Dynon systems, Garmin G3x, are all available with additional cost. The pricing is base for 2017.

Nick told me that he has an order in the works for a new LS-1 for a customer. That is absolutely great news and it will include the Lycoming IO-233 engine. Another exciting that a lot of people have been waiting to see in the Lightning.

Other Factory News

Nick also sent me some breaking news that two new kits were sold in January. One is a classic Lightning with the Jabiru 3300 powerplant and the other is a new XS with the Titan engine. So very soon, we should have some new Jet drivers out there and hopefully they will let us know how they like their aircraft. I am very happy for Nick and the crew at Arion Aircraft for all of this good news.

For some not so good news for Arion, but excellent news for Mark Stauffer. As most of us know Mark has been working on his bachelor's degree in accounting. Well, Mark graduated in December and has taken a position that will pay a little more and has benefits to go along with it. We certainly wish Mark all of the luck in the world. I hope that he keeps in touch. Mark is a good friend and I hope he is around to attend events like Sun-N-Fun, AirVenture, and the Lightning Homecoming. I have some pictures of Mark on the next page. I know that he will be missed at Arion Aircraft.



At the Top, Mark with His Sweetheart Clare, then Mark in his RV-9, at the Bottom Mark getting in Trouble at AirVenture (not really)

News from The Dealers

From Lightning Aircraft West:

Well, Jack's Lightning (The Gobbler) is completed and now at home. The picture below is Jack leaving Greg and Crystal's place in Marana, AZ and heading home. Jack will have more fun flights and hopefully some input to the "Hangar Talk" in the future. This is a really pretty bird. I would like to see it as a "Lightning of the Quarter".



Jack Heading Home in "The Gobbler"



This is Jack Getting Some Transition Training

Tony's Jet is well on its way. Greg and the crew has been working hard and the paint is nearly finished. I think it will be a nice paint scheme. I think it turned out really well.



Greg in the Paint Booth

The Grey All Done

More pictures of Tony's Jet are on the next page. The engine is mounted and now I am sure that systems are being installed and the first flight can't be too far away.



The Paint Scheme

Close up of the Tail

CopperState Fly In

Things have to be getting busy at Greg's place, this is the only picture he had of the CopperState Fly In.



Strange Growth on a Toyota Tundra

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



Mid Atlantic: Green Landings Flight Center, Ryan Gross, 309 Takeoff Dr., Hedgesville WV 25427, 304-754-6010, www.greenlandings.com



Upper Midwest: H & S Aviation, Tom Hoffman, 3015 Shady Ln, Neenah, WI 54956-9509, (920)-585-9704



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



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

Editor's Announcement:

I would really like to hear from other dealers as there are sales and or aircraft for sale. The Matronics Lightning List has been very quiet and although I am on the list for getting the e-mails for any posts, I only get them once in a while. I think their software is having problems, but they have not found the issue yet. In any case, my e-mail is on the first page of the magazine and you can contact me any time with information.



A Picture of the Crew at Lightning West Taping Tony's Jet

News from Builders and Flyers:

(Editor's Note):

The following e-mail and pictures are from Bob Perry; I think he built his plane at Lightning Aircraft West.

Dennis,

Sorry the delay in getting back to you. I've attached a couple of more pics of 335AL. I'm having a ball flying the Lightning around the California Central coast and inland as far as Las Vegas so far. I'm planning some longer trips as the days grow longer and have a trip planned to Jackson Hole, WY with my pilot daughter on August 21st to watch the total eclipse. We expect to orbit around the Grand Teton's at about 13,000ft about the time of the eclipse. Should make for some interesting Go-Pro video and pics.

Anyway, I've been flying about 38 years and have just over 7,000 hrs. PIC. Former comm/sel/mel/inst, cfi...now having a blast flying light sport.

Last pic is of the lighthouse at Point Conception a few miles from my home airport at Santa Ynez Valley Airport (KIZA).

Blue Skies & Tailwinds,

Robert "Captain Bob" Perry



(Editor's Note)

There were so many good pictures, it was hard to choose. Bob's plane is S/N 133, mine is S/N 132.

More News from Builders and Flyers:

Dennis,

I am building at my hanger in Los Alamos, NM (LAM, elevation 7171'). I got a ride in the XS prototype with Nick and fell in love with the plane immediately. I had a long, long list of questions and Nick answered every one of them. I received the kit (SN 177) in late November of last year and have been working full time to pay for it as I go. I have been building on weekends and a few evenings. Although I have rebuilt several airplanes, doing the Lightning is quite different from what I have done in the past. It's had its moments of frustration and redoing of some work but that is just me learning. For the most part the kit is excellent. (I would recommend full size paper "cut templates" for critical areas be sent along with the kit). The response from Nick Otterback and Greg Hobbs has been outstanding. I've had many questions and concerns and they have handled all of them with promptness and professionalism. If you want to see my progress check out my web site, <http://rlsmith3.wixsite.com/rogersplanes>. There are some spelling and grammar errors in the photo captions and comments that I haven't had time to go back and fix but otherwise it is pretty thorough. The Site will be printed out for the documentation to the FAA.

I am building the XS version and planning to install the Titan IO-340 with dual E-mags, (not acquired yet). I have an MT, 3 blade, constant speed electric prop to put on it. The panel will have either dual screen Dynon Skyview Touch or Garmin G3X Touch powered through a Vertical Power unit.

My wife, Betty, & I are planning to use the Lightning to visit family and friends after retirement (which will happen as soon as I get everything paid for).

Roger L. Smith



For Sale:

Low Time 2010 Lightning for Sale

REDUCED FOR QUICK SALE - Asking \$71,000.

Arion Lightning built in 2010 with only 65 hours total time. Garmin SL 40 Radio, Garmin GTX 327 Transponder, Grand Rapids EIS, Grand Rapids Sport EFIS Panel. Long wing tips, short tips available. Holds 22 gallons of fuel, uses 5-6 gallons / hour. Jabiru 3300 120 hp 6 cylinder with hydraulic lifters. Direct drive Sensenich propeller. Strobes, electric trim flaps. Wheel and gear leg covers. Experimental and qualifies for Light Sport Category. Always hangared. • Contact Sandra L. Discher, Owner - located Scandinavia, WI. USA • Telephone: 715-467-3290



For Sale Experimental – Light Sport Compliant Asking \$87,000



Contact Lightning West for details and more information. They also have a Jabiru aircraft for sale.



Buz's Esqual LS (Not for Sale, Just a picture to fill the page)

Upcoming Events

58th Cactus Fly-In – Casa Grande, AZ March 03-04, 2017



[58th Annual Cactus Fly-IN](#)
Airport Identifier – KCGZ

Sun – N- Fun Fly-In–Lakeland, FL April 04-09, 2017



[Sun-N-Fun](#)
Airport Identifier – KLAL

National Flight Expo May 3 – 6, 2017



Marana Airport US Flight Expo

Marana Regional Airport – KAVQ

This airshow is the invention of Greg Hobbs and Geronimo Experimental Aircraft LLC. If you can, you should attend and if you have the time to volunteer, you should contact Greg at usflightexpo@gmail.com. I am going to be there for the entire show. Knowing Greg and Crystal, the show will be a good one and I am sure it will grow over time. Greg is trying to create something for the Western US that is similar to what Sun-N-Fun is to the Southeastern US.



Donna Getting Ready for the Air Race Classic in 2010

National Intercollegiate Flying Association (NIFA)

Competitions

Article by Dennis W. Wilt



Florida Institute of Technology Falcon Flight Team

I am writing this article for education reasons. I am sure that many of you do not know about the National Intercollegiate Flying Association (NIFA). Most colleges that have flight programs are members of this organization. NIFA promotes safety and education by holding flight competitions called Safety Conventions (SAFECONs) in different regions of the country and a National SAFECON every May. I have had the privilege of helping to judge at the regional level for over 10 years. Judges are all volunteers and usually consist of EAA and 99's members from chapters local to the region where the competition is being held.

I have judged in Region 9 (Southeastern US) and Region 10 (Mid-Atlantic states). While judging, I have made a lot of friends, all of which are aviation related. To learn more about NIFA click on the link here: [NIFA](http://www.nifa.org)

You can poke around on their web site, learn about the competitions and find out where the next SAFECON is in your area. I will be the Associate Chief Judge for the Region 9 SAFECON which will be held in Alabama at Auburn University this year. The Region 9 SAFECON will likely be held in late October or early November. You have to be willing to donate your time for almost a week and your travel expenses as well. The expenses are all deductible.

The events that are held at the regional level are:

- Navigation (a flight event where the teams have to figure out their route, fuel burn, and time. Winners usually get their fuel burn within tenths of a gallon and time in seconds.)
- Power Off Landings (a flight event where the contestant is judged on not only how close to the landing line they are, but their entire traffic pattern and technique)
- Short Field Landings (similar to Power Off, but power is allowed up to the flair.)
- Message Drop (a flight event where the pilot and drop master try to place two small message containers as close as possible to separate targets on the airfield.)
- Pre-Flight (an event where the contestant tries to find the problems with a "bugged" aircraft.)
- Aircraft Recognition (a ground event where the contestant is shown pictures of aircraft or pieces of an aircraft and has to determine make, model, and common name.)
- There are many more ground events you can look up on the web site.

My purpose here is to get more people involved in giving back to the aviation community. You will not find a more dedicated group of young people that are focused on their career. They are polite and it is a lot of fun to work with them and when you get a chance to talk to them about their aviation experiences and their plans.

So, if you have questions or need someone to help find the SAFECON for the region you live near, I will help out. Just send me a note. My e-mail is on the first page of the "Hangar Talk" magazine.

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



Another Beautiful Picture from Captain Bob

This industry certainly has its ups and downs. I was certainly worried for a little while about the new BasicMed regulation that is going to become reality on May 1, 2017. The executive order written by President Trump placing a hold on all new regulations caused me to think that once again, the government would be holding up this critical piece of legislation that should breath some new life into the industry. I was very pleased when I saw a notice from AOPA that the regulation did not get held up because the order exempts “any regulations subject to statutory or judicial deadlines.” The FAA had a statutory deadline of early January 2017 to publish the third class medical reform final rule in the Federal Register. That limit was set in the legislation signed into law last summer.

This new rule has certainly gotten me to begin thinking about how I fly my Jet that is LSA compliant. Should I increase the gross weight? This would certainly make giving rides to people (Eagle Flights in particular) much easier. As you know a LSA gross weight by definition is 1320 lbs. But two people that weigh 180 lbs. and full fuel take me over that gross weight limit. So when I give rides, I have to make sure my tanks are not full. We also know the Lightning will handle a much higher weight than 1320 lbs. So, should I change the gross weight? That depends. If I do, I can never sell the plane as a light sport compliant aircraft. Once it has been flown outside the LSA category, it cannot be taken back to LSA status. So, I have a decision to make and I will have some time to think about it.

In the last issue, I told you I was going to be judging the Region 9 NIFA SAFECON. That competition is over and I had a lot of fun. I included an educational article in this issue so you can become familiar with the organization and why you might want to volunteer your time and resources to the students that are our future in aviation. I led the ground trainer event this year. Ground trainer is a simulator flight event where the contestant flies a pre-designated course while climbing, turning, descending, and trying to maintain different airspeeds through the course. The event is usually flown in a FRASCA 141 simulator (picture below). The event is very hard and the lowest score wins. Points are assigned for not being on airspeed, not making a standard rate turn, not making 500 fpm ascents and descents, etc. The nice thing about using a FRASCA simulator is the system scores the event automatically. Otherwise it takes a team of judges. With a FRASCA simulator, one judge can run the event.

Blue Skies,
Dennis W. Wilt
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