



Hangar Talk

The Lightning Community Newsletter

Volume 5, Issue 1

January - February 2012

- Arion success at Sebring LSA Expo
- Bonaco brake line conversion
- Tech tip of the month
- And all the news that's fit to print!

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Lightning of the Month—Gary Bowser of Louisville, KY

Gary Bowser built his Lightning with the assistance of the Arion Aircraft Builder Assistance and Education Program in Shelbyville, TN. Gary is a UPS captain flying 767's and is also the KY dealer for Arion Aircraft. Gary's plane was featured on this month's cover of GA News.



Sebring LSA Expo a great success for Arion Aircraft

Mark Stauffer—Production manager

Nick and I made the annual trek down to Sebring, FL for the 2012 LSA Expo this past January 19-22. This year, as in past years, the weather played a major factor in traveling to and from Sebring. We departed about mid morning on the 18th and really weren't sure if we'd make it the whole way due to a weather system causing storms in northern Florida. We, along with the Jabiru USA crew, stopped at KMGR Moultrie, GA for fuel



Gary Bowser's Lightning graces the front cover of GA News

and lunch break. We took our time during lunch trying to wait out the weather and to plan our next leg. The group decided to try to make it to Gainesville, FL for the night so we loaded up and headed out to the runway. While performing a run up I discovered a fouled plug in my RV-9A and had to go back to the FBO. Nick came with me and the Jabiru crew decided to try for Gainesville. Just about the time we were getting the plug issue solved we heard the Jabiru flight returning to

Sebring a hit continued...



Nick and Katie at Moultrie, GA (KMGR)

play with! The flight from Moultrie to Sebring was very uneventful. We just stayed under the Tampa Class B airspace, stayed clear of the TFR and then made our way to Sebring. The pattern was pretty light at Sebring but despite the lack of traffic the tower refused to acknowledge Nick's three requests for a low pass. Oh well Nick, there's always Sun n Fun! The show was very well attended this year and there was always a good crowd around the booth. Greg Hobbs, our dealer from AZ and Max and Olena our FL dealers were in attendance as well. Nick ended up giving six demo rides on both Friday and Saturday. Greg sold his "stock"



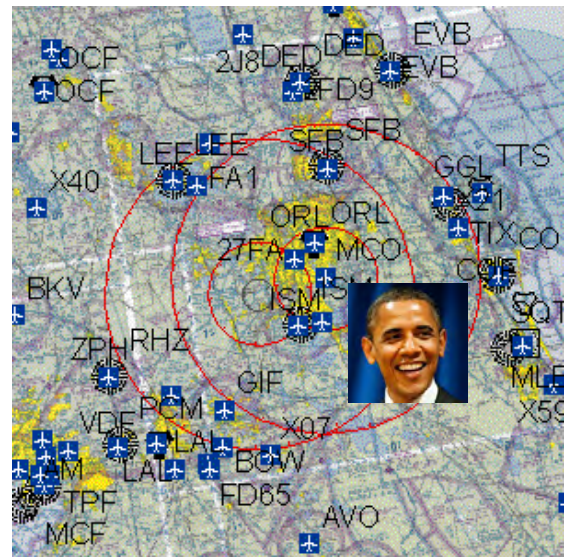
Lots of thick frost on the wings! This is after 1.5 hrs in the sun! All of that is frozen, not water rivulets!

(Continued from page 1)

KMGR. As it turns out they made it to about 50 miles outside of Gainesville before the weather forced them to make a decision. Since Nick and I were still in Moultrie they decided to come back there and bunk down for the night. We enjoyed a nice dinner and made plans for a very early start in the morning. As it turned out the sun rises a bit later just inside the Eastern Time Zone and we arrived at the airport in the dark. While getting all the planes prepped we noticed a large amount of frost on all the airplanes. So much for an early start to get to the show by the 9:00 am opening! We also had a Presidential TFR to deal with centered over Orlando. To get around the TFR Nick and I plotted a course direct to Zephyr Hills, direct Plant City and then direct Sebring. I've flown in the ADIZ for several years and Presidential TFR's are not something to



Getting ready to go in the dark. Note the frost....



Presidential TFR's are not to be messed with.

(Continued from page 2)

kit at the show and plans to buy two more in March for prospective buyers on his list. Arion inked a contact and received a deposit from Dickson Kidd for an LS-1 during the show and Max and Olena sold an LS-1 to Bob Bedell a week after the show after Nick took him for a demo ride. We also talked with a prospective homebuilder and another potential LS-1 customer. All in all it was a very good show for us. By noon on Sunday things were winding down and both companies decided to head north, at least as far as we could. The plan was to fly to Gainesville for the night and wait for another weather system to pass. We had the local Holiday Inn pick us up and ended up getting to watch both play-off games in the hotel watering hole. Monday morning we woke to thick fog and much discussion about our destination for the day. We finally decided to head towards Albany, GA for a fuel stop and weather check. The skies in Albany were pretty clear but the gusty winds told us there was a serious front headed our way. We used the FBO courtesy car (one of the "top ten" cars we've encountered) for lunch and then finally made the decision that we weren't going any further for the evening due to storms along the way. The local hotel came and picked us up and we bunked down for another night on the road. Fog was in the air again on Tuesday as we headed to the airport. At the airport the sky was clear but we could see a low scud layer coming in from the north. The tower was very helpful and let us get out before they declared the field "IFR". Finally we were headed home to KSYI! For about the first half hour or so we flew over a light scud layer and finally north of Ft. Benning, GA we broke out into severe clear skies for the rest of our flight home. Finally after 5 hours of flight time over 2.5 days we arrived safe and sound back in Shelbyville, TN.



Planes facing east to worship the early morning sun God



Olena, Max and Nick enjoy the Florida sun at Sebring 2012



Nick flying Gary Bowser's Lightning over Ft. Benning, GA



Bonaco Brake Lines Paul "Bear" Bryant—Clearwater, FL



About 2 years ago, I experienced a problem with my brake lines which I didn't see until I began my annual condition inspection. As you can see in this picture, the line got extremely hot and a blister developed. I was fortunate that the line did not burst and cause a loss of brakes. I also don't know how long the condition existed prior to finding this at my annual condition inspection. When I saw this condition, whether it was a faulty line or too much brake pressure applied too long, I knew I had to make a change. My first thought was to figure out how to dissipate the heat around the brake cylinder. After consulting several folks on this, I modified the line with a short metal copper tube just prior to the cylinder and up toward the bulkhead about 6 inches. This worked fine and the modification was minor. However, I still had a nagging shimmy and tried every known method to minimize this. (Wheel balance, new wheels; new tires with higher plys, adjusting the air pressure, to much avail and a lot of Frustration).



One day I had a right brake failure during run-up, but was able to taxi (all left turns) back to the hangar. After removal of the pants and fairings and inspection of the brake, the caliper puck was half out of its socket with the o-ring protruding out. I tried to determine what would cause this to happen and got a few folks discussing it. It appears, and it's my best guess, that the modified tubing when encased within the leg fairing would not allow the free movement of the brake caliper nor allow the release of the pad against the disc. Apparently, there has to be a little movement there. It seems, this set up a situation where the brake pad wore down on an angle and caused (aggravated) the shimmy, wore through the pad at an excessive rate and eventually led to the loss of the brake.



At this point I started searching for a complete new brake line and my buddy who is in the late stages of building an RV9 told me about Bonaco Inc. out of Upland, California. He told me this company had a complete brake line for all the RVs and I should contact them. I did and I'm so glad I did! As you can see in the attached pics, the quality is superb. The lines are made from stainless steel braided PTFE hose and have excellent high heat and pressure characteristics. Since this was going to be Bonaco's first Lightning brake line "Kit", there was a lot of discussion on current plumbing, measurements, pictures of current set up, space between floor and spar box and emails to nail down other parameters. The Operations Manager, Brett, was definitely a pleasure to work with and very patient as I learned about all their sizes and fittings. As a result, I finally received the "kit" and began the process of removing the old lines.

Here are a couple of pics of the old and new. The location of the "T" in the old set up had it approximately 6-8 inches from the inside fire wall with the plastic tubing running through the firewall into a compression fitting connected to the reservoir; with the new set up, the "T" is immediately on the inside fire-

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Bonaco Brake Lines continued...

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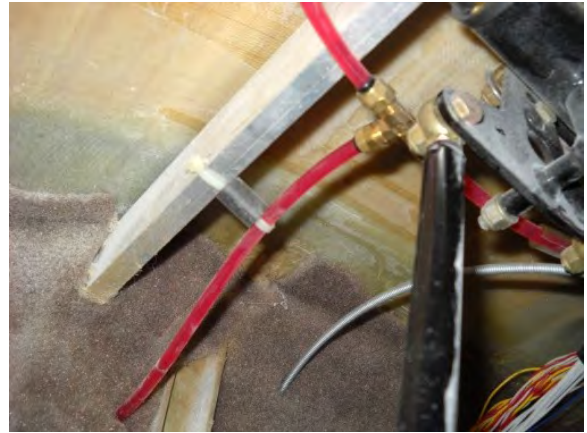
wall attached to a firewall bolt fitting; no plastic going through the firewall. Likewise, the lines passing through the bulkhead had the plastic tubing running through it and you had to insert a thick, black rubber tube through the bulkhead hold to protect the plastic tubing from chaffing. With the new Bonaco lines there's a metal fitting which connects the lines running from the master cylinders to the bulkhead and from the bulkhead down to the wheels.

Oh, and you don't have to worry about compression fitting issues. The Bonaco fittings snug right into each other. As a result, the install went extremely well. It was a little challenging though to get the firewall fitting connected, because it was hard to reach. However, once I moved the pilot control stick, it was pretty easy to get up behind the panel and rudder pedals which made the change out so much easier. Moving the control stick out of the way only required one nut and bolt to be removed. One other noteworthy item would be the Bonaco bulkhead bolt. In order for it to fit without too much interference with the spar box bolt, I cut back the spar box bolt a little. You could do the same, use a shorter length bolt, or leave as is as I think there's sufficient room for it and the Bonaco bulkhead bolt; but it could be tight.

These extremely high quality lines are rugged and withstand high heat and pressure. They are a real nice step up for my Lightning; clean appearance and virtually maintenance free! I had no problems filling the lines (no leaks) and bleeding them went a lot better than I had anticipated. I have several flights now under my belt with the new lines and can report no issues. As a note, I decided to keep the line to the top of the brake cylinder as was originally set up. The Lightning folks are now bringing the line underneath. To me, with the line going to the top of the brake caliper, it's cleaner looking, and I feel it's a little better protected from debris (FOD) which could kick up from the tires or blown back by the prop. Bonaco is very flexible and can make the line a little longer if you want to have it go underneath. My Lightning is an Experimental Amateur Built and not the LSA. I have the older spar box and shorter leg length and the dimension Bonaco has is set up for that. If you have the LSA or wider gear leg set up, you'd have to get a longer line from the bulkhead to the wheel if you decide to go with this product.

I've also recently re-attached the leg fairings; checked for any induced shimmy and binding of the hoses. Nice to report that I have neither shimmy nor any hose binding against the fairing as I was careful to watch where the lines came out from the fairings. Note: A little sanding of the fairings might have to be made to make sure it doesn't immobilize the line.

The outcome is surely worth the investment which by the way is NOT a lot of money. If you want a nice upgrade to your brake lines, I strongly recommend using the Bonaco product. I'm totally delighted with this product. If you want further info you can contact: Brett at Bonaco, Inc 909-985-3429.



Old Matco 1/4" brake line through firewall



New Bonaco firewall bulkhead fitting and lines



Brake reservoir (provided in the kit from Matco) with Bonaco firewall bulkhead fittings

Bonaco brake lines continued...

ARION AIRCRAFT

2842 Highway 231 North
Shelbyville , TN 37160
(931) 680-1781
info@flylightning.net



Bulkhead fitting for firewall and fuselage



Bulkhead fitting through spar box



Fuselage bulkhead fitting and line running down gear leg



Bonaco brake line exiting the fairing and attaching to the Matco brakes.

WWW.FLYLIGHTNING.NET

Wedding bells in the air

After dating for over four years Mark Stauffer, Production Manager for Arion Aircraft finally proposed to Clare Terry. He popped the question during a snowy visit to Lake Louise in the Canadian Rockies during the Thanksgiving weekend. Clare has been working in Calgary, Canada since July 2011. She has recently resigned and is moving back to Shelbyville, TN. The two will be married on March 11, 2012.



Lake Louise, Canada, just after Mark proposed. Clare asked the first couple walking by to take this picture.



Tech Tip: Cold weather starting procedures

Since we're in the middle of winter Nick thought it might be a good idea to refresh our memories on the tips and tricks for starting the Jabiru in cold weather. On our trip to Sebring this year we had no trouble starting the Jabiru in 30 degrees on the ramp at Moultrie, GA. This was after the plane sat outside all night long. Read on for more information for successful starting in the winter.

1. Insure you have a strong battery. The Jabiru engine requires between 275-300 rpm to generate enough field to provide a hot spark to the plugs.
2. Make sure your air gap between the magnetos and flywheel magnets is set to 0.010".
3. Check your warm idle and adjust it so it's between 825 - 850 rpm. Too high and the butterfly valve is not in the correct position to start properly using the choke. The best way to check your idle is after a flight, right before you shut down. Pull your throttle to the idle stop and see what rpm you're running. Adjust accordingly.
4. Check the idle mixture screw and make sure it's set for your current operating conditions. The idle mixture screw adjusts fuel so if you want a richer mixture turn the screw out and vice versa for lean. In general the screw is set to 3/4 -1 turn out (after being screwed in the way - gently, it's brass!) for summer operations and 1-1 1/4 turns out for winter operations. Each engine and operating condition is unique so use these settings as a guide to set yours correctly.
5. Drill out the choke jet. For colder climates we've found this very helpful. This little tip came out in a Jaba Chat Newsletter from Jabiru Australia. For more details see below.

We also want to reiterate the correct starting procedures:

1. Throttle full closed
2. Choke on
3. Fuel pump on to fill the float bowl. Once filled shut the pump off.
4. Pull the prop SLOWLY through six blades
5. Perform your pre-flight walk around and let the fuel atomize in the induction system
6. Once you're ready to start turn the fuel pump on again to refill the float bowl (fuel was sucked out while pulling your prop through)
7. Throttle **FULL CLOSED**
8. Choke on
9. Start the engine

If you followed all the tips and correct starting procedures then you really shouldn't have starting problems. We hope this helps!

Tech Tip: Drilling out your choke jet

Some owner/operators have experienced difficulty with cold weather starting. This procedure, referenced in the Jaba Chat Newsletter, March 2011, outlines drilling of the choke jet to facilitate more fuel at start up with the choke circuit on.

1. Remove the float bowl by rotating the bowl bale and pulling the bowl down and away from the carburetor. Careful, it most likely contains quite a bit of fuel.
2. Using a long, slender, flat blade screwdriver, remove the choke jet from the co-pilot side front pick up tube (the only hole in the float bowl). Be careful with the screwdriver since the choke jet is made of brass.



The choke jet



Float bowl with choke jet removed

Tech Tip: Drill out the choke jet continued...



3. Chuck the jet in a drill using the smooth side. **DO NOT** use the threaded portion, the jet is made of brass!
4. Using a bit not to exceed 1.2 mm or a #56, drill the choke jet out. Use a pair of vice grips to hold the drill bit as shown above.
5. Clean the choke jet thoroughly and reinstall.

A note to LS-1 owners. If you would like this work performed on your LS-1 please contact Arion Aircraft for an Authorization Letter to give to your mechanic.

Pre-heater for the Lightning—Bob Belshe

We received the following email from Bob Belshe regarding a pre-heater he fabricated:

I was having some problems starting the Jab when temp was down around 50. Pete Krotje suggested a little heat would help a lot. Here is what I rigged up. After 10-15 minutes of heat the engine starts right up.

The heater is a Lasko 5412 Table Top Ceramic Heater, available lots of places for about \$20.

It has a slot in the back meant to be used as a place to stick your fingers when you pick it up. A 1 x 4 board just fits.



Fun flights: Where our customers are flying



Gary Barnett's LS-1 N335AL flying by the top of Mount Jefferson on 2/15/12. The peak is around 10,800'

What fun flight did you recently take in your Lightning?
Send your photos with notes or even a story if you can to
mark@flylightning.net or info@flylightning.net so we can include
them in the newsletter!

First Flights: Geoff Eather's Lightning RA Aus 19-7848 (SN:127)



Paul Crowfoot performed Geoff's first flight

Successful!

That was the first flight in a nutshell according to Geoff Eather. Please read on for Geoff's words of the first flight of his Lightning.

The first flight of Lightning RA Aus 19-7848 was totally uneventful and I'm afraid I didn't take many pictures. I guess the text could go something like: Successful

Lightning Kit 127, registration RA AUS 19-7848 had a successful first flight on the 22nd December 2011. Was this the last "First Flight" for 2011? I know I just missed out on the 100th first flight so maybe this could be a consolation.

Kit 127 began the build in March 2011 at Shelbyville (report in the May Newsletter). It was shipped to Australia shortly thereafter and arrived about mid June. Work proceeded part time with a one month break in September when I was back in the US visiting my daughter.

Progress was slow and full of the usual frustrations. This was in total contrast to the factory build where everything proceeded at lightning pace (sorry). When you have to do all the measuring and thinking yourself, things really slow down. The slowest part however was the preparation for paint. Sanding, filling, more sanding, more filling etc. It just about sent me insane. And in the end I still wasn't entirely happy with the result. If I would recommend anything to future builders it would be to have the painting done by Arion. You would get a perfect result, totally free of the frustration, and after all it's only money.

(Continued on page 11)



Geoff's Lightning after its two month voyage to the land down under. Geoff worked with the Arion Aircraft team to structurally build his Lightning.



On short final.

(Continued from page 10)

The weather in Australia has been awful - lots of wind. So as of now (7th January 2012) there has only been one hour of flight time. All of this was done by my test pilot / flying instructor. He loved the plane but did report a heavy left wing and the need for right rudder in cruise. Nick believes the two are related and all should be well when the roll is trimmed out by adjusting the flap.

At the moment I am looking forward to some transition training and getting the plane in the air by myself. In Australia we only need to fly off 25 hours before becoming unrestricted.



Onlookers were ready to grade the first landing.

First Flights: Geoff Eather's Lightning RA Aus 19-7848 (SN:127)

Nice paint job!



Great looking panel

Another Lightning nears completion: Ed & Caelie Skalniak SN:143



Caelie and Ed Skalniak work on the wing of their Lightning. They are from Illinois.

Work continues on N719EC, Ed and Caelie Skalniak's Lightning. They started working with the Arion Aircraft Builder Assistance and Education Program in December. They are scheduled for their Airworthiness Inspection on 1 March 2012.



Bryan helps with firewall forward wiring.

What our builders are doing: Bernardo Melendez, Houston, TX

Hello John,

Thanks for your prompt response and information concerning the electric carb heater for the Bing carburetor. Having experienced carburetor icing on one occasion, it is something that weighs heavily on my mind, and certainly something that I want to avoid at all costs. Nothing like the sound of silence to get your attention.

I'm not particularly enamored with the way the builder's manual directs you to do some things, in several areas. So, modify I must some things with the hope of making small improvements. For example, one thing that I will change on my project are the fuel lines inside the cockpit. I will use 3/8" aluminum tubing with flared ends for the fuel lines inside the cockpit. I bought two aluminum in-line filters (flared ends) that are commonly sold to car hot rod aficionados, and they are nice! This is because I simply don't like rubber fuel lines in the cockpit.

My biggest impact mods so far are the lengthening of the ailerons by 10" and modifying the extended wing tip sails. I've previously submitted those pics for your review and maybe you will see it worthwhile to publish them soon. Now, I'm not recommending that those aileron changes be done by anyone else (unless they want to) because they are a lot of work! I hope to get a better roll rate with mine.

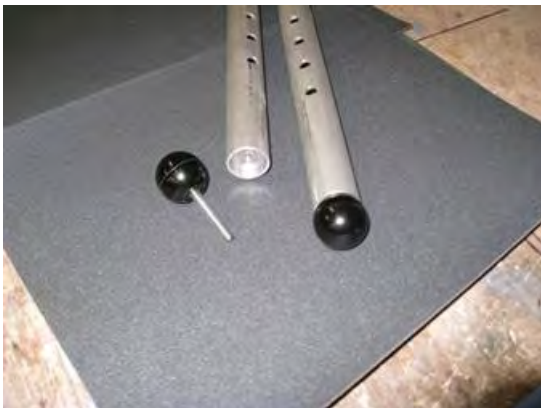


I'm also sending you some photos of a cosmetic modification that I made to the rudder pedal adjusting flute tubes. I thought this was a better way to attach the black knob at the end of the tubes. Most of us have a sizable investment in these planes, and some things beg to be improved. I don't want anyone knowledgeable to look in the cockpit at my flute tubes and say "That's Mickey Mouse!" on how I attached the flute tube knobs. But that's just me, I guess.

Anyway, I hope you enjoy these pics. Basically, what I did, was to have a friend machine on his lathe a couple of aluminum rods, about 5/8" long, drilled and tapped for a 10-32 machine screw, and about .002" over sized to the inside diameter of the tube. We simply pressed them in and pushed them in about 1/8" beyond the end. They are quite snug inside the tubes. I bought a couple of 10-32 x 2" machine screws and put them in the knobs with loctite. Then cut the screw heads off and cleaned the ends on my soft wheel. They work great, and I think they look better, too. Enjoy.

Best regards,

Bernardo



News from the Factory

First LS-1 with the new Dynon SkyView option.

On the left side of the panel is the 10" Dynon SkyView and on the right side is a Garmin 696 in an AirGizmo panel dock. Arion Aircraft decided to phase out the 696 in 2012 in favor of the new Aera 796 in the same mount. Also note what's missing. This customer opted for the remote mounted Dynon Mode S transponder. Another new option is the Vernier Assist Throttle. This is a new product from McFarlane Aviation that we're just loving! It's a standard friction throttle but once the position is locked down you can still twist the knob for fine tuning! It's a vernier without the button.



Work has started on the next LS-1, SN:153 for Bob Bedell



Work started Monday Feb 20th on the latest LS-1, SN:153 sold to Bob Bedell after his demo ride at the Sebring LSA Expo. Bob has opted for the new Dynon SkyView 10" panel as well.



Ronnie installs the master cylinders onto the rudder pedal assembly

News from the factory continued...

Jabiru USA opens Service Center

Pete Krotje, owner of Jabiru USA has opened a service center for Light Sport Aircraft complete with a newly expanded engine shop. New to the staff are Bruce Drinnon and Roger Hodge. Bruce is a Light Sport Repairman and Roger is an A&P. The new service center can perform annual inspections on both LSA and Experimental aircraft. If you need service on your Lightning, Experimental or Light Sport, you can call Arion Aircraft or Jabiru USA to schedule your appointment.



Roger Hodge



Bruce Drinnon



The newly expanded engine shop



Bryan Smith stands next to the panel for Ed and Caelie Skalniak

Another new addition to the Jabiru USA family is Bryan Smith. Bryan replaced Lamonte Taylor who moved on to work for a government contractor. Bryan's background is very similar to Lamonte's. Bryan served 5 years with the US Marine Corps as an avionics technician specializing in navigation and communication systems in helicopters and fixed wing aircraft. If you order a pre-wired Bryan will be the one building it. Welcome to the family Bryan and Semper Fi!

News from the factory continued...

Ben Krotje and Katie Bosman head west for new adventure!

By Katie Bosman

As most of you know, Ben has worked with his father Pete in the airplane business since he was a youngster. While the family business has been very rewarding, there comes a time when every person feels a strong need to "leave the nest" and go out on their own.

Recently, an opportunity has presented itself to stay in the aviation field and learn some new skills. Ben and I have both been offered positions at Cub Crafters in Yakima, Washington. Ben will be working in the Super Cub rebuild shop, performing Part 23 flight testing, and SLSA flight testing. I will run the new Parts Department and develop the web store. It was a very tough decision, but we've decided that the opportunity to get out, learn new things, and grow on a personal and professional level is too much to pass up. Therefore, Thursday, March 1st will be our last day as employees of

Jabiru USA, and we'll begin the long move to the Northwest.

While there will obviously be a transition period regarding personnel at Jabiru, we are all confident that the company will be able to adapt to our absence and grow. Details are still being worked out, but construction, sales and support of Jabiru aircraft will not change. Over the last 6 years Ben has developed a very capable team of guys to build the aircraft. With some guidance from Pete and Nick they should be able to continue to build the Jabirus and the Lightnings to the same quality standard that they have for the last few years and also advance the product lines and make things better and more efficient. Mark Stauffer of our sister company, Arion Aircraft, will manage the LSA production crew and coordinate the production schedule. The flying duties that Ben and I share (production flight testing, demo flights, delivery flights and going to and from air shows) will be done by Mike Kellums, a local commercial pilot and CFI, with assistance from Pete. The service department is on the upswing with our LSA Repairman, Bruce Drinnon, and our new A&P mechanic, Roger Hodge, performing annuals, repairs, upgrades, and engine overhauls.

It has been a pleasure working at Jabiru USA and meeting all of you, the people who fly & love these wonderful aircraft.

Thank you!

Katie Bosman and Ben Krotje



Upcoming events

Cale Otterback's 1st Birthday
March 7, 2012

Jabiru Engine Seminar
Jabiru USA, Shelbyville, TN
March 16-18, 2012

Sun n Fun
Lakeland, FL
March 27-April 1, 2012

Virginia Regional Festival of Flight
Suffolk, VA (KSFO)
April 28-29, 2012

EAA AirVenture
Oshkosh, WI
July 23-29, 2012

"Hangar Talk" turns 5!

This issue marks the beginning of the fifth year of "Hangar Talk". The newsletter was started in February 2008 by Buz Rich as a means for builders and owners to have a voice and a central place to discuss their favorite airplane. Buz passed the "lightning bolt" over to John Jenkins last year who kept it going for another year. John's schedule doesn't permit him to continue on so we at Arion Aircraft will continue publishing Hangar Talk, at least until someone steps forward and takes on this project. Many thanks to both Buz and John.

Central to any endeavor like this is input from you, our builders, owners and readers. Please continue to send in your pictures, articles, building tips and so forth. We have over 100 Lightnings flying so we know our owners are going somewhere. Please send those pictures and captions to us. Your trip might be the spark needed for someone to start or finish their own Lightning or to purchase an LS-1. We'll continue to publish tech tips and welcome articles from our builders and owners. Also, we'll continue with the Lightning of the Month and will crown a new Lightning of the year 2012 in January 2013. Also send your upcoming events, especially ones that you'll attend with your plane so our interested readers can see a Lightning "up close and personal".

Finally, if you have comments or suggestions (constructive I hope!) regarding the newsletter please let us know so we may incorporate them. Please send all articles, pictures, comments, suggestions, etc. to mark@flylightning.net or info@flylightning.net.

Skunk works! What's in store for the future..... Or maybe not!

This hunk of aluminum was sighted in Area 51 of the Arion Aircraft corporate headquarters. A quick picture was taken by Cleco before the design team came back from their unauthorized coffee break. What can it be? You'll have to come to Sun n Fun to find out!



New item for sale for Lightning owners



Nick already posted this to the Matronics list but we wanted to include it in the newsletter as well. The system consists of two pins that are attached to the lip under the instrument panel and the silver discs at the end of the arms are quick disconnect locks that latch onto the pins. It's a pretty neat system. We'll have one installed in our new 2012 LS-1 demo on display at Sun n Fun. It has been noted that this does not provide protection for the rudder which is true. We're waiting for one of our builders/owners to come up with that!

They cost \$44.00 and we have plenty in stock. Call Arion Aircraft to order yours today.

New Want Ad Section

Do you have something Lightning related to sell? Are you looking for something in particular for your Lightning? We're going to try a small "Want Ads" section in the newsletter. We're going to limit it to incidental items such as radios or propellers. We will not run ads for airplanes. Send your sale items or requests to mark@flylightning.net or info@flylightning.net. We reserve the right not to run any ad we feel is not appropriate for the newsletter.

Where to buy your Lightning

Dealers:

West Coast

Western Light Sport

Jay Sullivan
Hangar #23
Redlands Municipal Airport (KREI)
Redlands, CA
Cell 909-362-7294
Office 909-307-5757
flylightnings1@gmail.com

South West

Lightning Southwest

Greg Hobbs
18750 West Avra Valley Road
Marana, AZ 85635
520-405-6868

Midwest

Heart of America Aviation, LLC

Jack Gonzenbach
12906 W 122nd Ave
Overland Park, KS 66213
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jgonzenbach@flyhoaa.com

Upper Midwest

H&S Aviation

Tom Hoffman
3015 Shady Lane
Neenah, WI 54956
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tlhuffy@aol.com

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The Sky's Open, LLC

Gary Bowser
502-767-3548
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917 Biscayne Bay Unit #5
Deland, FL 32724
386-873-9995
www.moonshineaviation.com

Mid Atlantic Region

Green Landings Flight Center

Ryan Gross
309 Takeoff Drive
Hedgesville, WV 25427
304-754-6010
www.greenlandings.com

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Jabiru Power Solutions

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The newsletter goal is to get the word out on happenings at Arion Aircraft, and to give a voice to Lightning builders and flyers. To be successful we need your inputs. So it is not only a way for the factory to provide Lightning news, but it is your newsletter as well, and its success will depend on you getting involved to spread the word and to help other builders and flyers. So think of this newsletter as an "exchange of information publication". Send your inputs directly to: mark@flylightning.net or info@flylightning.net