



**Third Quarter 2015
Volume 8, Issue 3**

August, 2015



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Hangar Talk Magazine

Letter from the Editor:

AirVenture was in all respects much improved over last year. I could tell that the attendance was up and people were more enthusiastic. This year Donna and I flew up again with the folks from Velocity Aircraft in their new IO-360 powered twin. An interesting note, they sold the plane at the show. The weather could not have been more perfect. Very little rain, nice cool breezes and great airshows.

I spent some time every afternoon at the Arion tent and helping potential customers understand the plane and it's specifications. The people I talked to were more interested than I thought they were last year. I spent an hour and a half with a Father and Daughter. They had been looking at other aircraft, but were obviously impressed with the Lightning. Other folks seemed to be very serious about either building themselves or using the

great build assist program offered by Arion Aircraft and their dealers.

The new magazine format seems to be a hit based on the feedback, so for now I will keep it. I would ask though that you let me know if there is anything I can do for the readers to make it easier reading an e-magazine.

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

Aeroshell AT-6 Night Airshow



Lightning of the Quarter "Teaser" - Ed and Caelie Skalniak's Jet



Unfortunately, Ed and Caelie were unable to send their information this time because they are traveling. However, I will use their Lightning in next quarter's issue. This issue will not have a Lightning of the quarter.

AirVenture 2015 at OSH

Article by Dennis W. Wilt

I have already mentioned that AirVenture attendance was way up this year. Jack Pelton agreed with me. He stated, "I don't know what else to say – it has been an absolutely incredible week, nearly perfect weather, the assortment of aircraft has been tremendous, the volunteer support has been great."

Nick and Mark flew to

Oshkosh, Mark in his RV-9 and Nick in the Lightning XS. They got there early to set up and the Lightning XS looked good as usual.

Greg and Crystal Hobbs drove from Marana, AZ to support the factory with the checkerboard floor and the fuselage. It is always great to see them at the shows. Tom Hoffman from Neenah, WI and Buz

Rich, from Williamsburg, VA was there as well. Everyone was busy talking to people about the Lightning and the various engine options. Eventually the Lycoming O-233 should be available as well as the standard Jabiru 3300 for the light sport crowd. As we know, for the experimental folks, you have the O-320 and the UL390is. It seems from the news from the fac-

tory, the IO-340 will also be available

It seems that while we were talking to potential customers, Nick was working on a new deal about an electric motor in a Lightning. More about that in the Skunk Works.

So, I have posted some pictures of the Arion Booth / Tent, the trip up for Nick and Mark, and some other AirVenture photos as well.



Mark Fueling his RV-9 - The XS in Line



The XS-320 at the Tent



Evidently Most of the Trip for Nick and Mark Was Like This



Nick Arrives at OSH

More AirVenture 2015 Pictures



A Selfie from Mark



The Busy Tent at AirVenture



Nick Wing Surfing



Arion Aircraft Campsite



The Arion Booth from the Side



Good View of the Tent

More AirVenture 2015 Pictures



The Arch at AirVenture



The World's Busiest Control Tower



The F-35 Lightning II



Heritage Flight

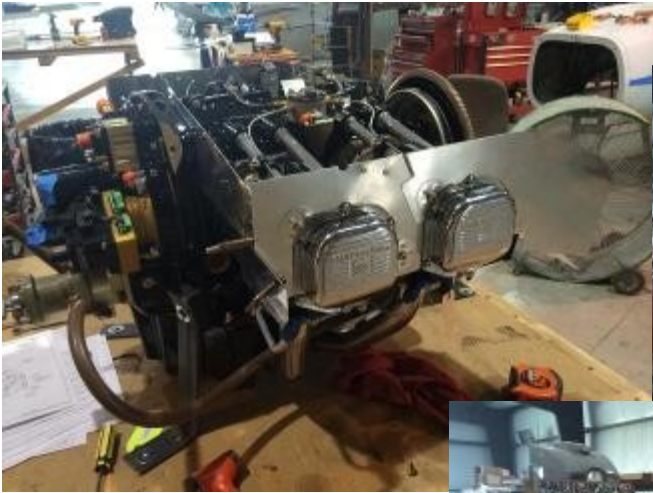


Air Venture from the Air



Before Everyone Showed Up

News from the Factory



The factory is busy again building the next builder assist Lightning XS. This time it is an AeroPower Sport IO-340 powered Lightning with 180 HP. Talk about a rocket! I can't wait to see how this one performs. No chin scoop because there is no carburetor. The build is moving along nicely as you can see from the pictures.

The first fuselage from the new fabricator in Kentucky is now ready and being put together. There are some pictures on the page showing the build up.

All of the pictures I have are from the Arion Aircraft Face Book page.

And what the heck is this?



The heavy duty axle for the large engine version of the Lightning.

News From The Dealers

From Lightning Aircraft West:

Not a lot of news from our dealers. It has been a slow summer. I suspect that the blog on the Lightning Aircraft West web site will get some new stuff, but there are more pictures of Bob's pane;

The Lightning they were working on that was to go to Indonesia, went.

Donna and I were able to visit their place and it is so very nice. If you are planning on using the builder assist, there is no better place to stay.



The Indonesia Jet Getting Packed



Bob's Panel



**Leaving California - The Colorado River
Headed to Marana, AZ**



**One of the Guest Rooms and the Infamous
Chuy's Restaurant**



Current Lightning Dealers or Representatives



Arion Lightning, LLC, contact Nick Otterback, Shelbyville, TN, 931-680-1781, www.flylightning.net



Lightning Southwest: Geronimo Experimental Aircraft, Greg Hobbs, 18750 West Avra Valley Rd, Marana, AZ 85635, 520-405-6868 www.lightningaircraftwest.net



Mid Atlantic Region: 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



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



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



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Arion Skunk Works

Prototype electric plane to be tested locally

Thursday, July 30, 2015

Article by: BRIAN MOSELY ~ bmosely@t-g.com

Starting this fall, this all-electric Sun Flyer trainer will be taking to the skies above Shelbyville for its first test flights. The two-seat solar prototype will be assembled at Arion Aircraft at Bomar Field.

In a first for Shelbyville, testing of a new all-electric Sun Flyer trainer will be taking place here this fall -- at the same location they will be assembled.

Arion Aircraft has been contracted by Aero Electric Aircraft Corporation to build the initial two-seat prototype in Shelbyville, then take it to the skies for testing.

Built Here

Nick Otterback, CEO and chief manager of Arion, explained that the entire project is Aero Electric's, who designed the Sun Flyer, and the plane is going to be slightly different than those provided by Arion, a plane kit manufacturer.

Otterback said their facility meets Aero Electric's requirements to build the production prototype, although it will not be the final aircraft, but a "proof of concept."

The two-seater Sun Flyer will have a larger electric motor and battery pack than the one-seat prototype already made, and will also feature an Aviodyne touchscreen avionics system.

Flown Here

"They (Aero Electric) were looking for something built in the U.S., and they contacted us

in April," Otterback said. "What we're doing is providing a test bed for them."

Otterback said the firm also wants to do the first test flights in Shelbyville.

The original idea was for Arion to build the test plane without the motor, then Aero Electric install the rest of the gear and take it all to Colorado.

"But after seeing Shelbyville and our large airport ... it's very conducive for flight testing, and they decided this would be a very good place to fly," Otterback explained.

Solar Power

The Sun Flyer is similar to the Solar Impulse, which has been

back into the Sun Flyer's systems.

According to Flying Magazine, Aero Electric and Redbird Flight Simulations are creating a comprehensive pilot training program, and Spartan College of Aeronautics and Technology has signed on for a training program and reserved the first 20 aircraft.

New Trend

The Sun Flyer is one of a small handful of electric airplanes due to hit the market soon -- with Pipistrel launching the Alpha Electro two-seater and Airbus subsidiary VoltAir preparing to build the E-Fan plug-in electric and hybrid models.

All parts of the Sun Flyer will be molded in Morgantown, Kentucky, and brought to Arion for fabrication. The first aircraft



attempting an around-the-world flight. Both planes have electric motors and solar panels, and the type of panel the test plane will use "is almost like a vinyl decal ... it's very, very thin," Otterback explained.

The solar collectors will be put on the upper part of the aircraft on the wings and tail, also using a propeller that would direct voltage

should be done by Sept. 1, with the system installed over the next month, and test flights beginning in the fall.

Otterback said it would be good weather for flight testing, and a bit cooler.

"This is a project we're very excited to do, but we want to do it correctly," Otterback said.

News From Builders and Flyers

Gerd is Busy in Germany!!

Hi Guys and Dolls,

My D-EGFL, kit no.162, is nearing its completion.

Today, after a little homework gluing the automotive grade Microfiber Alcantara fabric to the seat pans and seat consoles, I could move all the furniture into my Lightning's Sitting Room. I am not a huge friend of patent leather and plastic, maybe it shows somewhat. Those new microfiber fabrics don't wear much, can be easily cleaned, and have a soft, velvety touch, especially since they already come with a 2mm (0.08") felt backing.

The seat cushions were about the only parts that could be salvaged from my late D-ELIY, their core is Confor Foam, the Gemini astronaut seat stuff. Easing my tender behind into this seat was pure joy!

The carpet is still missing, that will be a fire resistant carpeting material, also quite grey. I guess altogether I might have about fifteen shades of grey in my cabin!

Also note the left throttle and the central stick with the central armrest.

Greetings from the (at long last!) hot Hessian summer!

Gerd

Note from the editor: Included are also pictures of Gerd moving the plane to his hangar, installing the wings, and cranking the engine earlier in July. Should be flying pretty soon.



Fitting the Cowl



Note the Center Stick



Tight Fit Leaving



On the Trailer



Uli Pounding Away at the Spar Bolts



The White Lightning Cranking Up



The Sitting Room

News From Builders and Flyers

More Stuff from Gerd

My D-EGFL, kit 162 underwent another test and crossed an important hurdle on her way to the Permit To Fly.

As one of the load tests I have to pass dictates, we lashed the engine to a steel beam (later with our car's front wheels on either end) and loaded the Mk.2 tail with a previously calculated load of 171,5 kg equal to about 370lbs on each horizontal stabilizer, thereby testing:

- a. The strength of the tail.
- b. The strength of the engine mount simulating a total load equal to 5.5g
- c. The main landing gear by simulating a 2g static load, all in one go!

Even if it's crazy, it's got method!

You all will be pleased to hear that my Lightning, built just like yours, performed great and carried that load without the tiniest sound or give!

As you can see on The second picture the load consisted of ten 30kg bags of concrete mix, two (1kg) PET water bottles and four 10 liter containers of a very nice, not too dry Montepulciano del Abruzzo Italian red wine. If you have no style you have nothing.

Gerd



The Engine Lashed Down



Tail Loaded Up

Flying a C-152 from CA to FL

Article by: Dennis W. Wilt

In the last issue, in my "Final Thoughts" column, you read about the C-152 that Donna bought in Corning, CA. This July, we flew commercial to San Francisco, drove to Corning and then flew the plane to Sebastian, FL.

Before we left, there was some work to do. The plane was just out of annual, so the plane needed a thorough inspection by us. More accidents happen after major maintenance than any other time. We also wanted to perform a new weight and balance. This took a good long day to complete with looking over the plane carefully, draining the fuel, weighing the plane, putting fuel back in the plane, etc.

On Saturday, July 4th, we began our trip back home to FL. I took off in the rental car driving it to Sacramento to turn it in at the airport there (this is a whole other story that I will not get into, but I will not rent a car from Thrifty again). While I was driving to Sacramento, Donna gave the prior owner a farewell flight and got gas in the plane. She then picked me up in Sacramento at the FBO.

Thus began the 10 day trip from Northern Central California to East Central Florida. We never got a single tail wind, just head winds and crosswinds all the way. What's up with that? Aren't you supposed to get tail winds flying from West to East?

The plane flew and ran beautifully. We were a little heavy, so we only filled to 20 gallons (it only holds 24). We could only go about 200 nautical miles max with our adequate reserves (more than needed by the regulations, but then that's us). Because of the spacing of airports, that meant stopping every 150 to 180 miles. Still this allowed us to stretch our legs, take the requisite breaks along the way, and meet lots of nice people.

Our trip had us stopping at Greg and Crystal Hobbs near Marana, AZ. They are won-



The Beginning of the Trip



Bakersfield Airport First Night



IFR - Following I-10 out of California

derful people and their place is absolutely great. We also went North of Dallas to visit with friends and then to Huntsville, AL to visit family and friends there.

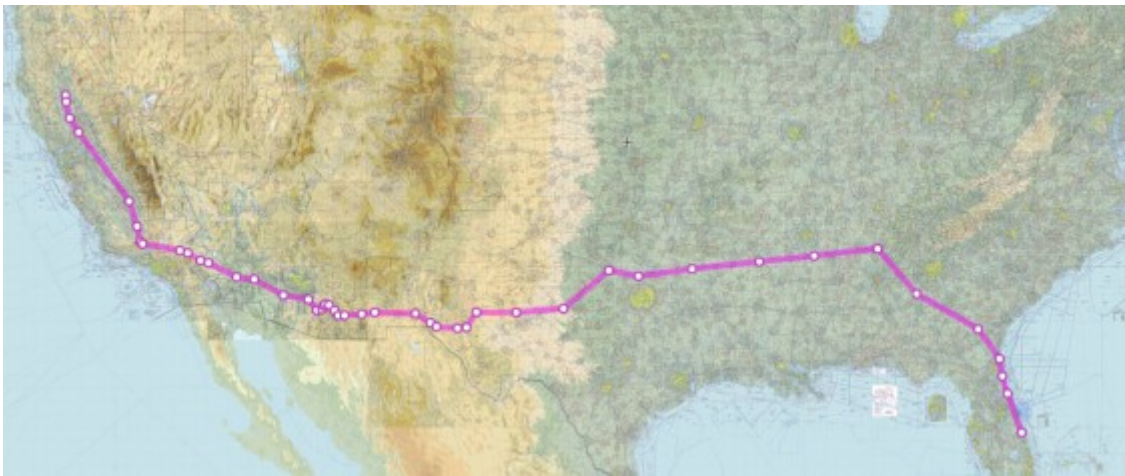
The trip was great, only one extra day due to weather in Texas. We stayed an extra day in Las Cruces, NM to wait for the weather to clear. We got lots of pictures of areas I have never seen or flown through in a small plane. We couldn't get over about 7500 ft because we were basically at service ceiling due to the density altitude. But it was a very nice and fun trip overall. If you ever get a chance to fly across the country, do it.



Customer Rooms at Greg and Crystal's



The Shop at Lightning Southwest



Our Route of Flight



In Lordsburg, NM



There be Mountains

More Pictures



You don't often see a sign at the pump telling you to look out for rattlesnakes. You can't fly near Sweetwater Municipal Airport (Avenger Field) and not go to the WASP Museum. The last night was in Baxley, GA. What a great place, free rooms in the terminal for travelers, a nice courtesy van to go to town for dinner, and the gas was \$3.75 / gal.

Who is that wrinkly guy? And the East coast of Florida, almost home.

Upcoming Events

9th Annual Triple Tree Aerodrome Fly-In

September 09 - 13, 2015



Airport Identifier SC00 / Woodruff, SC

Lightning Homecoming

October 3, 2015



Upcoming Events, Continued

**Copper State Fly - In
October 22 - 24, 2015**



Casa Grande Municipal Airport - KCGZ

**US Sport Aviation Expo - Sebring, FL
January 20 - 23, 2016**



Airport Identifier - KSEF

Final Thoughts



Life goes on and the fun still hasn't stopped, so I am doing well. The adventure continues and although there may be trials and tribulations, so far the good has much outweighed the bad. I have a continued busy Summer and Fall planned. I will be busy with my EAA Chapter 1288 that meets at Valkaria Airport (X59) and since I am the Chapter President, I can't slack off chapter events. I held our post AirVenture meeting and shared the pictures from the AirVenture report plus many more including the F-100 picture above (you don't see many of these flying). This is always a lot of fun because I have some "Guess What it is" pictures in there every time.

I did not get a Pilot Spotlight for this issue, just too many things to do and not enough time to get them done. I am sure you all have that issue to deal with if not all the time, then from time to time. Maybe next month. If you would like to be highlighted in the Pilot Spotlight, then please e-mail me and I will provide the information I need for the article. I would have liked to have gotten Ed and Caelie's jet in as the Lightning of the Quarter, but like all of us, they are busy, too. Next issue we will see more from them about their Lightning.

Donna and I had a great time at AirVenture, I worked every morning at the Society of Aviation and Flight Educators (SAFE) booth in Hangar B. If you are a Flight Instructor, teach aviation in any other activity such as K - 12 programs, college programs, A&P, or Avionics Technicians then you should be a member of this organization. In the afternoon, I spent a lot of time at the Arion Aircraft tent and enjoyed talking with everyone from the factory and the dealers that were there as well as Buz. I still plan to fly to Virginia to help judge the Regional flight competition for the National Intercollegiate Flying Association (NIFA) that has moved to the Lynchburg airport in Lynchburg, VA the second week in October. I will also help judge the Regional competition for the South Eastern US that will be held at the Melbourne International Airport in the third week in October. NIFA has competitions between collegiate flight teams in different regions all over the country. There are regional competitions and then a National Competition. It is always heart warming to meet young people that are polite and courteous, focused on a career path, and work hard at what they are passionate about. Yes, there are still those kind of young folks around.

Blue Skies,

Dennis W. Wilt
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