



Fourth Quarter 2016
Volume 9, Issue 4
October 2016



Letter from the Editor:

Hi folks,

Well, the weather gods were certainly smiling down on Arion Aircraft and the Lightning owners and builders for the Homecoming weekend. What a beautiful weekend compared to the last two years! I flew up to Shelbyville from Sebastian, FL on Thursday morning. Unfortunately, "Bear" Bryant on the West coast of Florida did not have the same luck as I did on Thursday morning. He had a lot of fog, so he had to drive to Tennessee. By Friday afternoon, everyone that was flying in had arrived. A couple of guys from near Tyler, TX flew non-stop in their LS-1 airplanes and another from Williamsburg, VA.

We had a great pizza night on Friday and were able to get in the air race on Saturday. Saturday night we went to the Bell Buckle Café for dinner. Amazingly good country cookin' with Blue Grass Music in the background. It certainly doesn't get much better than that.

There are a lot of things going on at the factory, so this should be an interesting issue. I hope you enjoy. If you would like 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. I promise, I will blind copy everyone on my e-mails.

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

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On the Way to Tennessee



Lightning Homecoming 2016

Article by Dennis W. Wilt



Getting Ready to Taxi to Breakfast

This was a great weekend for the Lightning homecoming. Although it was warm, low 90's, the weather was great. Above is a picture of the Lightnings getting ready to taxi to breakfast. This particular Saturday, the EAA pancake breakfast was in Shelbyville. They asked us to taxi over to the breakfast so we would have all of the Jets on the ramp. On the front page are two pictures, one that I didn't know Donna had taken until



I got home, and the other just after I reached my cruising altitude and settled in. The second is a nice view of the Indian River Lagoon showing the point at the bottom of Merritt Island on Florida's beautiful East Coast.

You are going to get a couple more pictures of my flight up and back in this article because it was the first time I have been able to fly to the Homecoming. And I can take selfies, too. It was actually a boring flight and that is always a good thing. I took engine data and kept myself busy looking for places to land if a bad thing happened, but in general I just enjoyed the trip. So, if you

look at my display, you can see that I am at 4500ft, truing out at 118 knots and have a 10 knot headwind based on my ground speed of 108 kts. I am just North West of Jacksonville, FL and heading to my next waypoint of Waycross VOR (AYS). I stopped for fuel and to stretch my legs at Douglas Municipal Airport (DQH) just past Waycross.



The first picture below is one of the little puffy clouds as I was headed to Tennessee right after my fuel stop. A very smooth flight except for about 20 miles before I got to the mountains in Tennessee. As soon as I got to the mountains, it smoothed out again. I always file a flight plan while on trips and I also use Flight Following if they aren't too busy. I even left a hello message for my cousin Sarah who is a controller at Jax Center. My trip home on Sunday was almost as boring as the one up. I just had to fly around some buildups as I got near home.



Friday night, we had a nice evening with lots of discussions about our planes and the work going on at Arion Aircraft. We also enjoyed some pizza, beer, and soda.



Friday Night Beer and Pizza

After we talked airplanes and got to meet some new folks (for me anyway), Joe Reaves and Dick Birch, both flew in on Friday from near Tyler, TX non-stop. Tom West also flew in from Williamsburg, VA. At least I knew Tom.



Joe and Dick's LS-1s

Their LS-1s both were factory demos and I have flown N337AL. Both, very nice airplanes. After dinner and conversation, we had to tuck all the planes into the hangar for the night. It always amazes me how many aircraft Nick and Mark can get crammed into the Arion hangar.



Twelve Complete Aircraft and a Few Partials

Saturday was a pancake breakfast at SYI hosted by EAA Chapter 1326. We were asked to please taxi our Jets to the terminal area so we could have a good showing of Lightnings. Happy to oblige, we cranked up and taxied over. Later Buz briefed the participants on the air race and a we had a composites discussion by Gary Smrtic from AM Composites, LLC in Morgantown, KY. They build all of the composite components for the Lightning. Gary is very knowledgeable and I know I learned some things about the way our Jets are built and how strong they really are. And the new airframes are even better. That is one thing I have always liked about Nick, he does not sit still, he continues to find ways to improve the airplane.

airports. Because of the bumps, I did not run full out and although I did win the navigation portion of the race (all awards are listed later), I did not make the fastest run for the three Light Sports in the race. Dick had to come back before he took off because of a magneto issue. I never did find out what that was, maybe he will send me a note.



Waxing the Plane to Make It Go Faster



The Jets at the Pancake Breakfast



Gary Smrtic Giving a Composites Talk

After lunch on Saturday, those of us that planned to participate cranked up and flew the air race. Saturday afternoon was hot and it was bumpy. I know I hit my head on the canopy twice. Yes, you say, "tighten up your shoulder harness and lap belt". Well, I tightened them up like I was going to do aerobatics and still banged my head. I wasn't the only one. We flew a triangular course that was just over 73 nautical miles long and overflew two



After the Race

There were two heats in the race, one for the Light Sports and one for the "Go Fast" airplanes. Three aircraft participated in the Light Sport class and two in the Go Fast class. Joe Reeves (N339AL), Tom West (N977PW), and me (N616DW) were in the Light Sport class, and Mark Stauffer (I don't have his N number) and Nick in the XS

Demo were in the Go Fast class. Nick won the Go Fast Class.



Buz Handing Out the Awards

So, here are the Lightning Bolt Awards handed out on Saturday afternoon.:

- **Oldest Lightning Attending:**
N616DW S/N 132 – Dennis Wilt
- **Tango Bravo (Tired Butt) Award – Longest Flight to SYI (Although Both Dick and Joe flew from Tyler, TX. Joe’s Hangar is 10 ft. further from the runway.**
N339AL – Joe Reaves
- **Champion Award – The most taxiing without flying at SYI**
N977AL – Dick Birch
- **Fred Noonan Award (Excellence in Navigation)**
1st Place - N616DW – Dennis Wilt
2nd Place – N977PW – Tom West
- **Air Race (Speed Award Light Sport Class)**
1st Place – N977PW – Tom West (138.5 mph)
2nd Place – N616DW – Dennis Wilt (135.2 mph)
3rd Place – N339AL – Joe Reaves (124.5 mph)
- **Air Race (Speed Award Go Fast Class)**
1st Place – N320XS – Nick Otterback (192.7 mph)
2nd Place – Mark Stauffer (169.8 mph)

As you can see, the awards are very prestigious and I keep mine on the shelf above my desk in my home office.



My Lightning Bolt Awards

We all met for dinner at the Bell Buckle Café in beautiful Bell Buckle, TN. There was live Blue Grass music while we dined and the country cookin’ was amazing as always. A couple of parting shots for your enjoyment. I can’t let this article go without mentioning the Arion Aircraft pickup truck. This truck is haunted. I am not kidding. You turn off the radio and after a minute or two, it comes back on. Turn it off, and it comes back on. Ask Bear, he agrees with me. I should have taken a picture.



A Picture from the Loft of a Packed Hangar



**A Beautiful Sunday Morning Over TN
On My Way Home**

News from the Factory

It is always nice to see the everyone at the factory. Moostang Mike is back and it is always good to see another Ford Mustang fan. Yes, we both own old Mustangs and share that interest. I always enjoy seeing Dana and the kids, Cale, Mia, and Sven. Geeze, they are growing fast. There is a lot going on at the factory. They are still working on the new Demonstrator and it has been revealed that it will be sporting a brand new Titan X340 engine. This engine outputs more than 180 hp and is lighter than a stock 360 engine.

X340 SERIES ENGINES

		X-340
AIRFRAME TYPE		Experimental
PERFORMANCE	Maximum Continuous HP	166 / 180
	Maximum RPM @ full power	2,700
	Recommended TBO (hours)	2,000 / 2,400 (ASTM)
	Number of Cylinders	4
	Bore (inches)	5.125
	Stroke (inches)	4.125
	Displacement (in-cu-inches)	340
	Compression Ratio	8.0 / 9.0
	CHT — maximum	500° F
	CHT at maximum cruise recommended	425° F
SPARK PLUG BOSS		18mm/14mm
FUEL	Fuel Delivery	Carb/Injection
	Aviation Grade, Octane (recommended)	93/100/100LL
DIMENSIONS	Height (inches)	20.36-23
	Width (inches)	32-27
	Length (inches)	26.07
WEIGHT	Estimated Dry Weight (lbs)	200
OIL TEMPERATURE	Normal Operating Temp	180° F
	Normal Operating Temp	245° F
	Normal Operating Oil Pressure (psi) (Aviation (minimum) only)	90 / 60 / 25
ENGINE MOUNT		Dynaloc Type 1 or Equal
PROPELLER		Constant Speed or Fixed
PROP GOVERNOR	Location	Right Rear
CRANKSHAFT	Flange	.44 Thick
	Bushings (prop nut use)	3/8, 7/16, or 1/2 UNF
	Oil Capacity	8 quarts
	Induction Plenum	Warm/Cold
SUMP OPTIONS		Mg/Alum



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Continental Motors

X340 Spec Sheet

There may be some changes to the kit because of the higher speeds associated with such a high performance engine in order to increase safety and aerodynamic performance. Based on the Titan web site, the engine pricing starts at \$25,850.

The factory has also moved to a different fuel probe. The fuel probe is manufactured by Princeton and features a remote mounted sending unit. The factory experience is that if something fails, it is usually the EPROM in the sending unit and not the probe itself. The sending unit can be mounted anywhere the builder likes.

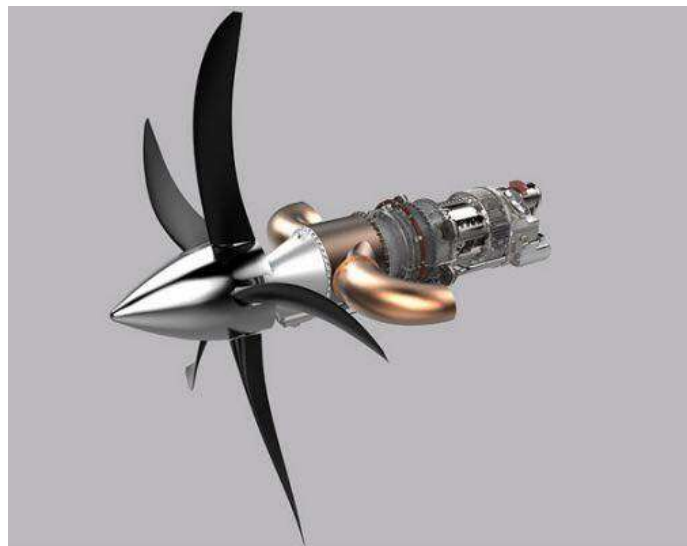


New Probes and Sending Units



Close-ups of Probe Mount and Sending Unit

Have you ever thought about a real Jet Lightning? Well, there is a turboprop engine manufacturer that is interested in having one of their engines mounted on a Lightning. They have a couple small engines that would work well and negotiations are in process. They are developing an engine that would be perfect for the Lightning, a 200 shp engine that weighs in at 150 lbs.



Turboprop Lightning Anyone?

News from The Dealers

From Lightning Aircraft West:

There is a new Lightning build being talked about on the [Lightning Aircraft West](#) blog. Tony and Tracy's Jet is well underway. There is also an airshow / Aviation Expo in May. I intend to go out to their place in order to attend and help out a bit as needed. There will be more about this as the event gets closer.



A New Build Getting Ready to Start

I am pretty sure this is the same fuselage we saw at AirVenture, so I kept a picture of it from the last issue.



The New Build at AirVenture



Moving Right Along

Greg and his crew don't sit still when there is a build going on. From a basic fuselage to getting the wings and gear fitted to installing the rudder pedal assembly doesn't take very long.



Lunch Anyone?



Everything is Clamped Down

This build is moving right along and we should be able to see a finished or nearly finished airplane in the next issue of "Hangar Talk" Magazine.



Installing the Flaps



Setting the Angle of Incidence for the Stab

And before you know it, the airplane is on its gear with the wings attached.



A Lot of Work Gets Done in the First Week

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.

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



Another View of the Packed Arion Hangar

Late Breaking News from Jabiru:

(Editor's Note: This letter from Jabiru Aircraft in Australia was pulled from the Jabiru USA web site.)

Demise of CAMit Aero Engines

The following open letter to the Jabiru fleet was received from Jabiru Aircraft PTY LTD staff on October 13, 2016, and details the impact of the recent closing of CAMit Aero Engines in Bundaberg, Australia.

Dear Jabiru Fleet,

Unfortunately, CAMit, who has been a prime supplier of Jabiru machined parts and who recently started making their own engine based on the Jabiru engine, are reported to have closed and receivers appointed.

We had been concerned for some time over the level of debt that the CAMit business carried and have done our best to support them with continuing orders despite the dramatic downturn in sporting aviation following the GFC, the appreciation of the Australian dollar and the significant increase in competition with the introduction of the LSA category aircraft. This is a very sad occurrence as we have always done our best to support Australian businesses.

Jabiru has always been structured to be able to withstand the wild swings in economic activity and demand for small sporting aircraft and engines that is the norm in the aviation business. We focus on innovative and cost effective design and manufacture using contracted suppliers who can deliver the quality needed for our engines and airframes and at a price that you can afford.

The demise of CAMit is a significant blow to the industry but we have adequate stock on hand to keep you flying and are working to quickly fill the gap in our parts supply chain from suitably qualified factories and suppliers.

We are continuing to develop the Jabiru engine to further enhance reliability, reduce maintenance and running costs and to continue to deliver an engine at an affordable price.

If you have any questions about your Jabiru engine or airframe, please contact us.

Happy Landings,

Jabiru Team

(Editorial: As a Lightning owner with a Jabiru engine, this news is disturbing to me and I have many questions. I am sure many of you have questions as well. I will provide as many answers in the next issue of "Hangar Talk" as I can. I intend to talk with Pete Krotje at the Deland Sport Aircraft Show in a couple of weeks. Hopefully there will be more information on the Jabiru USA web site as this issue develops and Jabiru Australia works out their strategy to recover from the loss of a major supplier. Dennis W. Wilt)



**Another Shot from the Homecoming
Joe Reaves and Desirae and Jason Biggs**

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



Upcoming Events

44th Annual CopperState Fly-In October 28th and 29th, 2016



Airport Identifier – KFFZ

For everyone's information, this is a new location for the CopperState Fly-In.

1st Annual Deland Aviation Village and Showcase November 3rd – 5th, 2016



[Deland Sport Aviation Village and Expo](#)

Airport Identifier – KDED

For those that may be interested in this show, Jabiru USA is a sponsor and will be there.

Upcoming Events, Continued

US Sport Aviation Expo - Sebring, FL January 25-28, 2017



[LSA Expo - Sebring, FL](#)
Airport Identifier - KSEF

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



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

Upcoming Events, Continued

**National Flight Expo
May 3 – 6, 2017**



**[Marana Airport US Flight Expo](#)
Marana Regional Airport - KAVQ**



Just a Picture to Fill Up this Page

Pilot Spotlight – Tom Harris

Article by Tom Harris



Tom's Jet

I was raised in Tulsa, Oklahoma and currently reside there. My first aviation experiences were with all types of radio control models by the time I was 12. A member of the radio control club took me up in what I would consider my first airplane ride in a North American Navion when I was about 14. That was a completely different experience than flying in an airliner, and being in the front seat upon landing was not going to be the only time!! Starting out in Sailplanes and soloing in a Schweizer 2-33 at the age of 16 in 2005 at the Pryor, OK airport was my first highlight as a pilot. To date, probably my favorite aircraft to fly is the Robinson R44 helicopter. I have paid for all my flight lessons. I've been a landscaper on my own since I was 12 which gradually developed into a well-rounded business which included a variety of services. This business existed through high school and college.

During high school I completed an Airframe and Power Plant Licensing program at Tulsa Tech. Then I attended Oklahoma State University and earned a Bachelor's Degree in Aviation Management. I currently do work for a local helicopter company as a commercial pilot flying tours, photographers, land surveys and have done pipe and power line patrols also. I've been a helicopter pilot for almost 7 years! This work has been strictly as needed alongside the landscape company. As this article is being written, I'm retiring the landscape business and will be pursuing aviation full time.

I owned a Ka6CR sailplane back in high school, then had a Kolb Slingshot just before the Lightning. The sailplane was getting too much to put together on hot Oklahoma weekends so I sold the glider. I had only owned the Kolb for about 8 months before purchasing the Lightning this March 2016. The Kolb didn't really allow passengers and did not have a heater. When I found the Arion for sale, I jumped on it! All three aircraft were great; I just was ready for something a bit sleeker. The Arion resembled the sailplane with similar aerodynamics, the fuel efficiency of the Kolb relative to speed, and most of the amenities and qualities (or better) compared to its standard category rival, the Cirrus SR20, so I couldn't resist!



The Ka6CR Glider "Gigi"



Tom with His Kolb

I took the Lightning to Oshkosh this year. I had been once before but didn't fly in! I plan to go next year for sure since I have a cross country capable plane now. Sun and Fun is on the list for 2017 also. Landscape equipment has sort of been a hobby of mine, aerial photography with an HD camera drone has been my latest undertaking with editing videos

and posting them on YouTube. I hope to do a small amount of commercial photography / Videography on the side as a hobby job.



A Very Nice Jet

I purchased the lightning, serial number 73, from the 2nd owner, the plane only had 98 hours on it even though it a 2009 model. As this is written, in the 6 months I've owned it, I've put over 70 hours on it!!!!!! This lightning is an EAB and does not meet LSA requirements. It was factory assist built. I fly local flights along with long distance flights from Tulsa including Destin, Dallas, and of course, Oshkosh. As an A&P mechanic I've made many corrections to the aircraft from radio antennas, control surface rigging, fuel selection and indicator corrections, landing gear alignments, ignition system, and the list goes on. I suspect this why it had only flown 98 hours between its first two owners before I purchased it. Thankfully none of this was really costly, just needed a fresh look at what should be happening and what was!



How About an Aerial View?



And Another Side Shot

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



An Early Morning Fly Out for Breakfast in Vero Beach - Donna's C-152

If Aviation was easy, everyone would do it. Just before I published this issue, the news about CAMit came out and I was just frustrated about it. This too, shall pass. On a good note, my radios were returned from Garmin and they worked great all the way to Shelbyville and back home. Much of the noise I had been experiencing in the radios was also gone, so I am pleased. I also asked Atlanta Approach if they were seeing my ADS-B Out information and they said it was working very well. I will find out if I can apply for the rebate. I am not sure I can since I installed the transponder and new GPS myself.

The Lightning Homecoming was a resounding success. Nick met some new folks that were interested in the Lightning and took them up for demonstration rides. They had big grins on their faces when they got back, so I know they were impressed. All of us Lightning owners had a great time and I am sure that the Arion Aircraft staff did as well.

The picture above is from Donna's C-152 that she just had a zero-time engine installed. She is flying as much as she can to get the engine broken in, so we have been going up in the 152 more than my Jet. It is flying nice and it is a very nice airplane.

This next month I will be helping to judge at the National Intercollegiate Flying Association (NIFA) Region 9 competition in Daytona Beach. This year the competition is hosted by Embry Riddle. This is always a fun event. I will also take a day off from judging to go over to Deland for the Sport Aircraft expo. So, if any of you are there on November 3rd, maybe I will see you.

Blue Skies,
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