

The “Lightning” Newsletter

Sharing Info between Builders, Flyers, and Future Customers

Fourth Quarter 2014, Volume 7, Issue 4

Published in November 2014



Lightning of the Quarter - John Drane's Jet

Letter from the Editor

As I continue on this particular journey as the Newsletter Editor for the Lightning Newsletter, “Hangar Talk”, it is interesting that I get to meet and work with such really nice folks. The homecoming and fly-in at the Shelbyville, TN airport, Bomar Field-Shelbyville Municipal Airport was a great get together and I got to meet some more Lightning owners and builders. But, there will be more of that later with pictures to help tell the story. I have a Lightning of the Quarter in this edition and it is a beautiful plane as you can see from the picture above. In the next issue, I plan to add a section that is the suggestion of Paul “Bear” Bryant. The new section will highlight the Lightning pilots, and will be called the “Lightning Pilot Spotlight”. You will see more about this on the Lightning List.

Blue Skies,

Dennis W. Wilt
dwwilt@aol.com

Contents in This Issue

Page	18 – Upcoming Events
2 – Lightning of the Quarter	19 – Final Thoughts
3 – Arion Aircraft and the 2014 Lightning Homecoming	
7 – News from the Factory	
8 – For Sale at the Factory	
9 – News From the Dealers	
14 – Current Lightning Dealers or Representatives	
15 – News from Builders and Flyers	

Hangar Talk
Fourth Quarter 2014, Volume 7, Issue 4

Lightning of the Quarter

Article by John Drane

You have asked for some Lightning's of the month. I think it is time that someone in the West got one.

I built mine at Greg Hobbs build center in Marana, Az. I live in Phoenix on an airpark with a 25'x2700 ft. runway. Lots of thank you's go to Greg, Dan, Gary, and of course Krystal. I participated in Krystal's weight loss program in Sep. and Oct. (actually eating right while you build your Lightning.) Also thanks have to go to H.L. Cooper who did my transition training.

My panel is fairly simple with a Dynon EFIS, Grand Rapids EIS, and Garmin radio and transponder. Greg did the paint. I have the MKII tail that has made the handling much improved. I transitioned from a Piper Cherokee.

John Drane



Instrument Panel and Interior of N621WV

I agree with John, we need to see more of the Lightnings from the West. This one is a beautiful airplane. Dennis

Hangar Talk

Fourth Quarter 2014, Volume 7, Issue 4

Lightning Homecoming 2014



The weather and the company were great this year. The picture above is the flyout from SYI to Winchester Municipal Airport (BGF). BGF is named after the NDB, Boiling Fork, there has to be a story there somehow. I was in N320XS with Nick, Buz and Bear were in N337AL, with Earl Ferguson in his jet, N17EF.

I had intended to fly up the week before to get my MKII tail conversion, but the weather just would not cooperate. So, Bear and I decided to drive. I met Bear in Orlando and dropped my car at an off airport parking location for Orlando International. I met with Bear there at 0 dark thirty on Thursday morning and we headed up to Shelbyville. The weather of course played with us because as soon as we drove past Ocala, FL, the weather was beautiful all the way to Shelbyville. Anyway, the company was great and the drive was pleasant. We were sure we would get some hassle from the Arion folks, but they were gracious about having to drive.



Paul "Bear" Bryant and his Jet

The weekend was very nice and the weather generally was good except for some very heavy crosswinds and gusts on Saturday during the air race. More on that later. Friday was getting the place ready for the Homecoming and greeting folks that arrived early. We put the wings on Nick's RV-6 and it began to look like a real airplane. I don't have a complete picture with the spinner placed on it, but you get the idea.

Hangar Talk

Fourth Quarter 2014, Volume 7, Issue 4



Before

In Process



After

I would be remiss if I did not provide a picture of the Arion Hangar with all of the work being done on aircraft. They are very busy and are continuing to make progress on the UL powered Lightning. If you have been looking at the [Arion Lightning Facebook page](#), you have seen the progress.



Now this is a Pretty Picture

Now some pictures of the Homecoming for your enjoyment.

Hangar Talk

Fourth Quarter 2014, Volume 7, Issue 4



Lightnings at BGF for Breakfast



Earl Ferguson's Shoes



Eating, one of the things we do best.



Katie explaining ADS-B



Cale and Mya



Dana Playing Giant Janga



How Old Guys Play Giant Janga

Hangar Talk

Fourth Quarter 2014, Volume 7, Issue 4



Uli and Gerd Playing Giant Janga

Saturday Evening at Mark and Claire's

As you can see, we played, ate good food, looked at cool airplanes, flew them, and then talked about those airplanes. Mostly, we had a great time enjoying the company and meeting new people and learning new things about our jets.

As always there are awards given out and here are the results as much as I can remember with Mark's help. Giant Janga – Uli Nowack; Air Race for Light Sport Class – Earl Ferguson; Air Race for Go Fast Class – Mark Stauffer; Air Race Fred Noonan Award for Navigation – Nick Otterback; Vintage Lightning Award – Earl Ferguson (Serial Number 5); I am not sure if the Vintage Jabiru award was given out or not, but the oldest one there was the demonstrator aircraft. The winds were very strong on Saturday and they were almost a direct crosswind to the runway in Shelbyville. So, the participants mostly opted to land in Tullahoma, TN because THA has multiple runways, and one that is 9 -27, so the landings would not be so crazy. Of course, someone had to go pick up the pilots, but this was not an issue.



Lightning Bolt Awards

Pete gave a very good Jabiru engine workshop and provided us excellent things to look for and be aware of and about our engines. I know I learned something. Katie Bosman provided a very good presentation on Automatic Dependent Surveillance – Broadcast (ADS-B). Having worked with this system as a Systems Engineer at NASA, Air Combat Command, and the FAA for about 15 years, I can tell you that she knows her stuff.

I could fill up the newsletter with pictures, but you should come for the homecoming and fly-in next year to see for yourselves. You will not regret the trip.

Hangar Talk

Fourth Quarter 2014, Volume 7, Issue 4

News from the Factory

The UL Powered Lightning is still a work in process. They had just flown the new 3 blade Carbon – Ground Adjustable Whirlwind propeller when I got there, so no good performance information yet.



Whirlwind Propeller



On the Plane

The very latest E-LSA built at the factory by Tom West from Williamsburg, VA. It was good to see him again. What a pretty plane.



N342AL

Another project is the installation of an Airmaster AP240 electric constant speed prop on a Jabiru3300 powered Lightning. The Facebook post said it was ready for testing. Any comments, results?



Recent Safety Alerts and Service Bulletins:

There are no new Safety Alerts or Service Bulletins to report at this time.

Hangar Talk
Fourth Quarter 2014, Volume 7, Issue 4
For Sale at the Factory:

N337AL is for sale:

2012 Demo 210hr TT NDH, MK2 tail, big tanks, 8.4" EFIS w/ AP & GPS, Garmin stack. \$110K



N339AL is for sale:

Stock aircraft end of 2013 production 15hr TT NDH, MK2 tail EFIS w/ AP & GPS, Garmin stack. \$125K



N830LW is for sale:

2007 Light Sport Compliant EAB. 63hr TT, 10/13 Last Annual, 8.4" GRT EFIS & EIS, Garmin SL-40 & GTX-327 \$79,900 OBO.



Hangar Talk
Fourth Quarter 2014, Volume 7, Issue 4
News From the Dealers

From Lightning Aircraft West:

Lightning Aircraft West at the Copper State Fly In:

We had three Lightning all in a row in front of our tent George's, John's and Dick's. Can only see the blue and white tail of Dick's in the picture. The fuselage is alongside of George's gray plane. That fuselage can hold its own in drawing attention.



Dick flew home to Colorado on Friday morning. Those clouds that only floated through Casa Grande were going to make weather in Colorado come Saturday morning. Then Stanley brought his plane over to the Lightning tent. Stanley is standing between John and Dan. He flew in from California for the show.



Dick's Jet



Stanley's Jet

Hangar Talk

Fourth Quarter 2014, Volume 7, Issue 4

Remember Al from the last Newsletter?

Al's plane has been painted and he was back working on it. Just a couple of pictures from the blog site.



Al's Jet Painted



Dynon Panel Coming Up



Getting the Paper Work Ready for Inspection

It looks like Al is really close to having his Jet finished and flying. Way to go Al!!

Hangar Talk

Fourth Quarter 2014, Volume 7, Issue 4

And Then There is Ron

I somehow missed Ron's build in the last newsletter. Ron's Jet taxied and is ready for first flight which has likely taken place by now. Congratulations to Ron!!!



Ron's Jet



Ready for Taxi Test

This is another pretty Lightning.

And looking at the blog further, there is a Bob building as well. The Lightning West build center is certainly busy.

Hangar Talk
Fourth Quarter 2014, Volume 7, Issue 4

From Moonshine Aviation:



Lightning S-LSA for Sale!

This is a 2012 factory built S-LSA, 60 hours total time, Dynon Skyview 10" EFIS with autopilot, Mode S transponder, Garmin SL40 radio, Garmin Aera 796 with XM weather, Retractable sunshade, MK2 tail, all the good stuff.



The owner, unfortunately, passed away and I'm selling this for the widow. Accepting offers - hate to see a good airplane sit on the ground.

Contact info - voroninmax@gmail.com and 386-873-9995 - Max Voronin

Hangar Talk

Fourth Quarter 2014, Volume 7, Issue 4

From Green Landings:



Arion Lightning • \$98,000 • MOTIVATED SELLER • 2013
Arion Lightning ONLY 1 hr TT! Perfect brand new Lightning just finished. Jabiru 3300,
Sensenich Prop, Dynon SkyView, Dynon Radio and Transponder, Dynon Auto pilot.
New kit with MK2 tail. Are you ready to fly right now. Don't miss this opportunity.
Motivated Seller make an offer! • Contact Ryan W. Gross - GREEN LANDINGS
FLIGHT CENTER, INC., - located Hedgesville, WV USA • Telephone: 304-754-6010. •
Fax: 304-754-5240 - Email: Ryan@greenlandings.com



This aircraft is N805V and has the exact same color interior as my Lightning. Pretty plane.

Hangar Talk
Fourth Quarter 2014, Volume 7, Issue 4
Current Lightning Dealers or Representatives



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



Lightning Southwest, 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



Lightning North Central, Tom Hoffman, 3015 Shady Ln, Neenah, WI 54956-9509, (920)-585-9704



Lightning New York - Jabiru Power Solutions, LLC, Dave Jalanti, 136 Millbrook Rd, Hudson NY, 12534, Kline Kill Airport, Ghent NY - Identifier NY1, (518) 929-4307, dave@jabirups.com



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



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



South Africa-Flylightning SA, Deon Lombard, Petit Airport, Pretoria, Phone 0834196613 or 0723122717, deonandpamela@yahoo.com

Hangar Talk
Fourth Quarter 2014, Volume 7, Issue 4
News from Builders and Flyers

More from Gerd and Uli Nowak:

Before the Homecoming:

Hi Group,

In the German car factories the important moment when engine and chassis of a new car are joined together is traditionally called the wedding.

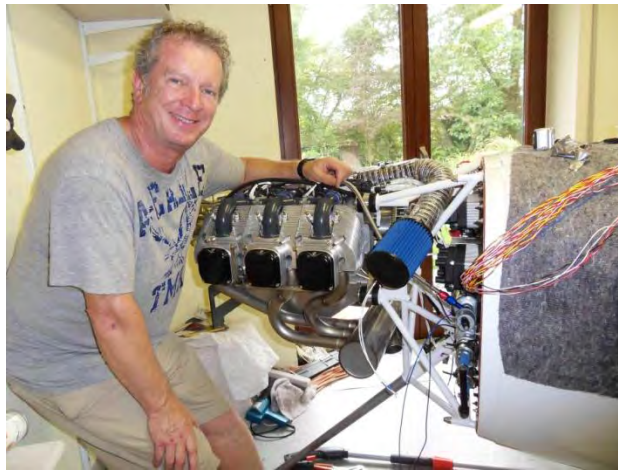
Last week the happy moment occurred, when the fuselage of my new Lightning D-EGFL was "married" to its ULPower390iS engine. The engagement period was longer than usual because everybody involved had to wait some time for the missing bond, the newly designed engine mount.

The ceremony took place in a rather sparsely decorated setting, right in the middle of the room known to the public as "Gerd Nowack Aerospace" in Linden, Hessen, Germany. The picture shows the happy couple, united for a hopefully very long time, and the Best Man, a little worn and sweaty after the somehow forced union - no shotgun needed, but pulleys, steel cables and wrenches. The raw knuckles and elbows are not the result of some argument but of the conflict between human skin and steel firewalls and aluminum cylinder head corners.

Honeymoon will happen at a later date. I hope to see many of you at the Fly-In in SYI where we can celebrate a little with a glass of German beer. Or three.

See you!

Gerd



The second e-mail below was after the Homecoming: It was very nice meeting Gerd and Uli at the fly-in.

Hi Group,

Uli and I returned safely back to Linden, Germany after a 2 day`s drive from SYI to ORD with a detour via the Wright Patterson AFB`s Museum of the Air Force near Dayton, Ohio.

Hangar Talk

Fourth Quarter 2014, Volume 7, Issue 4

We had a really good time in SYI and at the Homecoming weekend. Our thanks go to Barb and Pete, Nick and Dana and, of course, Claire and Mark for their hospitality. And my thanks to all the others present for the interesting and inspiring conversations!

And, at last, again my thanks to Nick for the opportunity to fly and land the new O320 powered Lightning XS under quite windy conditions. This flight turned out to be a very encouraging if somewhat shaky experience!

After returning home yesterday (and after a short sleep after the night flight) I unwrapped all the parts I had brought home from Arion and A/C Spruce and got to work again, freshly motivated and equipped.

The new AN7 bolts gave me the chance to fix the GT Propeller to its flange for the first time. Perfect fit! (Yes, not all the bolts are tightened!) I posted a frontal pic of the prop I some time ago, here is a pic as seen from the backside only. You can see the wide chord of the blade root (about 6 1/2 "). I assume that the total blade area of my prop is equal or even larger than the Whirlwind 3blades. Of course I am very curious how it will perform. I have still some months of work in front of me, and then there is the chore to gather all the required data and stuff for the initial Permit To Fly, so I don't expect to get my D-EGFL flying very soon. We all probably have to wait til next year for the performance specs.

BTW you can also see the prop flange adapter and the slip-ring for the constant speed wires. Also to be seen: my solution for fitting the AN10 oil cooler hoses.

With the prop mounted I could go and position the cowling in its right place. The good news: the longer distance from engine to spinner back plate (60mm, about 2.4" longer than the ULPower390 equipped Lightning we saw in SYI) saves me from having to make cheeks for my cowling. Yes, the engine is inside this cowling! The drawback: the cowling is too short. There is a yellow line on the pic that shows where it ends. I will have to make extensions, a little more than an inch long. But since the cowl ends on the joggle this task will not too difficult, as I can use the fuselage as a mold.

So when all is done, due to its long snout I will own the longest Lightning built so far!

Gerd



Hangar Talk

Fourth Quarter 2014, Volume 7, Issue 4

From Roman, an Owner in Russia:

Roman evidently sold his very beautiful Jet to a MIG 25 pilot:

Hi to all!

Have to share some new pictures of my recently sold Lightning RA-2129G (S/N 144). New owner (ex MIG-25 pilot) is very pleased with this aircraft.

Roman



The paint scheme is amazing and very unique. I have never seen this paint scheme anywhere. So very cool.

From Jay Sullivan - flylightnings1@gmail.com

This plane has been hangared 100% of the time: \$89,900 or best offer.

Fully loaded and truly like new, immaculate, this was my demo plane for factory sales. Standard airframe equipment:

- 30 Gallon Fuel Tanks
- Dual Brakes
- LED, Navigation/Strobe Lights/Map lights for night flight
- Electric Flaps/Electric Elevator Trim
- Cabin Heat/Vinyl Interior/Carpeted Baggage Area
- Adjustable Rudder Pedals
- Pilot and Passenger Side Boarding Steps
- Sensenich Wood Propeller and Polished Aluminum Spinner

Standard Instrument Panel:

- GRT single screen 8.4" Sport SX EFIS w/Synthetic Vision
- 2 Axis Autopilot w/ Vertical Commands
- GRT EIS 6000J engine monitor
- Garmin SL-40 radio / Garmin GTX-327 transponder
- PM1000II intercom
- 406 MHz ELT
- 2-1/4" airspeed indicator / 12v power port

Standard head phone jacks and with factory ANC Jacks, no other Lightning has this factory option.

Hangar Talk
Fourth Quarter 2014, Volume 7, Issue 4
Upcoming Events

LSA Expo: January 14th – 17th, 2015



The LSA Expo will be at Sebring Municipal Airport (KSEF) in Sebring, FL again this year. The expo has moved up one day to start on Wednesday and end on Saturday. This has turned out to be very nice event and you can review all of the latest Light Sport Aircraft in Sunny Florida during the dead of Winter. For all of the information on the event, visit [LSA Expo 2015](#)

Sun-N-Fun Fly-In: April 21 – 16, 2015



Sun-N-Fun is always a great event. Information can be found here [Sun-N-Fun 2015](#).

Hangar Talk
Fourth Quarter 2014, Volume 7, Issue 4
Final Thoughts



The adventure continues. I still have to get to Shelbyville to install the MK II tail on my jet. When I finally get there, I still plan to get a few small things done that will be easier at the factory, by that time; it may be time for my condition inspection. Having the factory help with one may be a good idea. I will write an article about the tail conversion and how that goes. I did go to Virginia with Buz and he graciously let me stay at his place while we both helped to judge the National Intercollegiate Flying Association (NIFA) Safety Convention (SAFECON) flight competition for Region X. It was a lot of fun and I thoroughly enjoyed it as I knew I would. Liberty University was first, Averett University was second, and the Naval Academy came in Third. I think I am going back again next year. I have already been volunteered to help with the NIFA Region IX (the 2014 competition is going on as I write this newsletter) SAFECON next year, so it seems I will do two of these events in 2015. Fun! Expect the next issue, 8-1, to be published in late January after the LSA Expo in Sebring.

Blue Skies,

Dennis W. Wilt