



Letter from the Editor:

Hi folks, Another great AirVenture at KOSH with lots of fun and adventure to go around. The statistics for this year's event are even better than last year and last year was amazing. Just a few statistics from EAA: Total showplanes: 2,855 (up 7 percent over 2015); 1,124 homebuilt aircraft (up 11 percent), 1,032 vintage airplanes (up 7 percent), 371 warbirds (up 6 percent), 135 ultralights and light-sport aircraft, 101 seaplanes, 31 rotorcraft, 41 aerobatic aircraft, and 20 non-categorized aircraft. Add to this more than 10,000 aircraft arriving at KOSH and surrounding airports and AirVenture 2016 was one for the record books. I personally walked between 8 – 12 miles per day based on my old style pedometer.

I did not get a Lightning of the Quarter submittal this time, nor was there a Pilot Spotlight submittal. So, you will get to read about me this time. Maybe that will get a few bored folks to make some inputs to the magazine.

Speaking of adventure, our trip began with one at Sebastian Municipal Airport (X26) in Florida. Donna and I have flown up to AirVenture for the past 3 years with the Velocity folks in their Velocity Twin. This year, we were ready to go on Saturday the 23rd of August as a flight of two. The first Velocity was single engine IO-550 with dual turbochargers, much faster than the twin. The second was the twin, powered with two IO-320 Lycomings. As we were taxiing in the twin, the single took off and lost the engine at the end of Runway 10. The pilot and owner, set the plane down in some small trees and brush in a swampy area just off the end of the runway. He did a wonderful job and neither he or his son even got a bruise. So, it was an exciting morning. We did not get off the ground for AirVenture until after noon, but we still made it before the end of the day. The accident is under investigation.

Blue Skies,
 Dennis W. Wilt
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The Snowbirds



Inside This Issue:

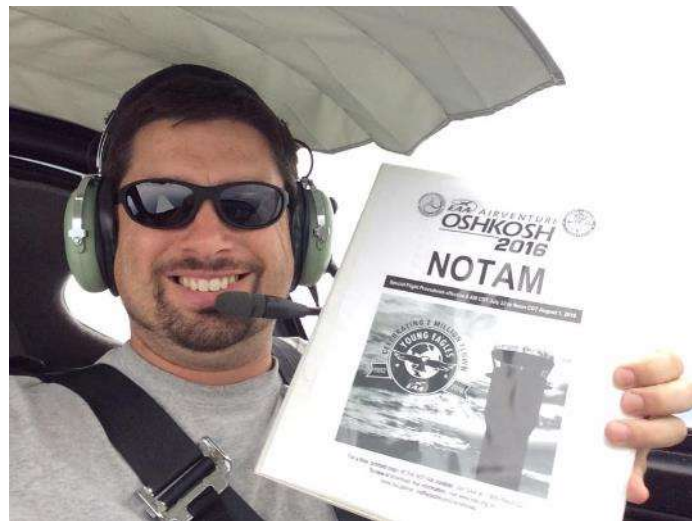
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AirVenture 2016

Article by Dennis W. Wilt



As I mentioned earlier, AirVenture was another one for the record books. Weather was great most of the week and although it was a scorcher on Sunday while setting up, things cooled off the rest of the week. Well they cooled off for this Florida boy. Some of the Northern folks thought it was pretty hot, but low to mid 80's for high temperatures is nice for me.



Nick and Mark flew to OSH as a flight of two, well actually they flew to a little airport just North of OSH (79C Brennan Airport in Neenah, WI) to try to get in some aerial photos before the show. I don't know if any photography sessions actually happened since the weather before the show was kind of iffy for a few days. I know that on Saturday before the show, we had to dodge the weather as we flew up in the Velocity twin. If you take a look at the picture of the display, Nick is almost to OSH and heading to 79C, truing out at 142 knots with a 154 knot ground speed.



Brennan airport in Neenah is where Arion Aircraft was born in 2006. So, I am sure it is nice for Nick and Mark to visit every year. This is still the home of H&S Aviation, one of the Lightning family of dealers. Their demo plane, S/N 9 shown below.



As you can see, Mark flew his RV-9 to AirVenture. There was a lot of activity at the booth during the week. As usual, there were some very serious potential Lightning owners / builders and there were some tire kickers. Time will tell if there are any real buyers that visited the Lightning booth.



Buz, Greg, and Kerry Assembling the Sun Flyer

The usual folks were at the booth, and I apologize if I miss anyone, but Tom Hoffman from H&S Aviation, Greg and Crystal Hobbs from Lightning Southwest, Buz Rich from Williamsburg, VA, and yours truly spent some time at the Lightning booth. I actually split my time between the Lightning booth and the Society of Aviation and Flight Educators (SAFE) booth in Hangar B. So, how about some AirVenture pictures?



SAFE Booth in Hangar B



All Set Up and it's Showtime

The Sun Flyer was in the innovation center at AirVenture. It was interesting to look at the airplane in person. Other than the cowl, it looks like a standard Lightning XS. They have not flown the aircraft yet, because the motor manufacturer has not completed development, but soon, real soon. At least that is what I was told when I talked to them at their booth.



Jodie Gawthrop, 2 Millionth Young Eagle

So, how about some AirVenture pictures?



North 40 Parking



Pretty Red Falco



How About a Blue One?



The A-10



Shiny!! (1936 Ryan ST)



I Got Close to the Snowbirds



Bellanca CH-300 Pacemaker (Last one flying)



Airbus E-Fan



The Sun Flyer



C-5 Starlifter



Luscombe S-10 (I've Never Seen One Before)

Lots of nice planes to see and things to do at AirVenture.

News from the Factory

It was great to see Nick and Mark at AirVenture. They have been busy at the factory, too. The newest XS demonstration airframe is in process. All the parts are coming together. It will be nice to see where things are at the Lightning Homecoming (September 24, 2016).



Wings and Tanks



Installed on the Fuselage

How about the new engine mount and the carbon fiber gussets? Changes for the better and lets the Lightning lose a little weight.



Old Engine Mount on the Left, New Engine Mount on the Right (Much Easier)



Bottom Gusset on the Left, Top Gusset on the Right

From Arion: Always looking to save weight if possible. We have switched from Steel Gussets to Carbon Fiber. Each attach point is made up of 8 layers of 6k carbon (about 11oz. per yard and thick weave). These of course will bond with the airframe instead of being captured. Weight savings is right at 10lbs.

The guys also went to The Great Tennessee Air Show in Smyrna, TN. The show was on June 4th and 5th. From the pictures, there were a lot of different things to see. I just love air shows, don't you?



KC-135 and a Lightning XS

Looking at the web page for the show, there were a lot of performers and show planes. Everything from a Jenny to a AV-8 Harrier. Shawn Tucker, the Breitling Jet Team, and more. If I were nearby, I would have gone.

Always improving the airplane, Nick balanced the prop on the 320XS. He said there was a noticeable difference in vibration. Nice.



Dynavibe Propeller Balancing System



And of Course, You Have to Have Fun

News from The Dealers

From Lightning Aircraft West:

I always like to go poke around on the [Lightning Aircraft West](#) blog. You never know what you will find. There are interesting Lightning posts and usually something more. The Hobbs' have been busy the last few months. I believe they will be busy for the next several months as well. I hope to see Greg and Crystal in Sebring for the January Light Sport Expo.



Jack's Jet First Flight

So, from the last issue to this one, we have pictures of Jack's Jet on the takeoff roll. Really nice plane Jack.



Greg and Crystal Always Bring a Fuselage to the Show



Crystal, Playing at the Museum

I believe this fuselage is an older serial number, but it should be getting finished soon. I believe someone that works for a major avionics manufacturer owns this kit. And below, it looks like there is a Rans S-19 Ventera being built at Lightning Aircraft West. Greg can paint metal planes, too. Pretty paint scheme.



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



AirVenture 2016 in the History Books

There was no News from our Builders and Flyers for this issue.

The Lightning list has been very quiet, although just recently Paul "Bear" Bryant asked about his oil pressure sending unit. Seems as though the problem worked itself out.

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

10th Annual Triple Tree Aerodrome Fly-In September 7 – 11, 2016



Airport Identifier SC00 / Woodruff, SC

Lightning Homecoming - Shelbyville, TN September 24, 2016



Airport Identifier – KSYI

Upcoming Events, Continued

**Jabiru USA Engine Seminar
September 30 – October 1, 2016**



Shelbyville, TN – Airport Identifier KSYI

**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.

Upcoming Events, Continued

Deland Sport Aviation Village and Showcase November 3rd – 5th, 2016



Airport Identifier – KDED

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

National Flight Expo May 3 – 6, 2017



Marana Regional Airport - KAVQ

Pilot Spotlight – Dennis W. Wilt

Article by Dennis W. Wilt

So, I warned you and here it is, if I didn't get a Lightning of the Quarter or a Pilot Spotlight submission, you would have to read about me. It's your fault.

I was born in New Market, Virginia at Henkel Nursing Home. Yep, we were so far back in the hills, there wasn't a hospital to be found. My Dad owned a farm North of Timberville, VA in the Shenandoah Valley. There was electricity, but no running water. Did I say we were way back in the hills? After 10 years and 4 boys, my Mom (from Fort Myers, FL) told my dad she was finished with Virginia (actually she was finished with being way back in the hills) and said she was moving back home and if he wanted, he could come too. So, my Dad loaded up the 1941 Plymouth and we moved South

in 1960. I was 4 years old. But, I remember the F-86's and other military jets flying through the valley, breaking the sound barrier, making windows explode and sheep fall over dead. I wanted to be in one of those jets. I will never forget that. (I am the kid to the far right in this picture taken around 1959.)



Well, we moved to North Fort Myers, FL and while my Dad was back in Virginia selling the farm, Hurricane Donna (This name will be even more significant in my life) came barreling through the town and all communications was lost with Fort Myers. My Dad read in the paper that Fort Myers was wiped off the map. I believe he broke records getting back to Florida. Back then there were no interstate highways and the drive took 24 hours normally. Meanwhile back in North Fort Myers, the hurricane was just an interesting thing for us kids. We weren't afraid because we were with my Mom and our Grandparents

who could take care of anything. I do remember houses that were completely destroyed and a trailer park out on Estero Island that was completely blown into the Gulf of Mexico. I have a vision of a console TV in the tops of a Mangrove forest.

Fast forward to high school and the early 1970's. I was sure that the Vietnam War wouldn't last four more years after I graduated, so I joined the Civil Air Patrol as a cadet and applied for an appointment to the Air Force Academy. It looked like it was between me and one of my good friends to get the appointment, but they stopped the draft in 1972 just about the time I became a senior in high school so, I backed off of the appointment. My friend got the appointment and he flew F-16s and was an Instructor Pilot for a while. Then he left the Air Force to fly L-1011's for Delta. It would have been a much different life if I had received that appointment, but I have no regrets. After high school, I got an Associates in Arts in Pre-Engineering at Edison Community College while working full time at the phone company and then moved to Gainesville, FL to work on a degree in Electrical Engineering. In 1975, I met the love of my life (although I didn't know it at the time) in physics class. I remember that really cute blonde in the halter top and short shorts riding her bicycle to class. She told me she had a boyfriend, and she likely did. Darn she was cute.

Donna and I became friends and study buddies when she was in town. She was a co-op student at NASA Langley Research Center in Hampton, VA and every other quarter (yes, we were on the quarter system back then) she would be gone for a quarter working as an engineer for NASA. I haven't mentioned though that when we met, she was just getting her private pilot's certificate. I couldn't afford taking flying lessons yet, but I had already decided that when I graduated and got a good engineering job, I was going to do the same. When I had a chance, I would take an airplane ride with one

of the other engineering students that was a veteran and had his certificate, but taking lessons had to wait until I could afford them. I worked full time and went to school full time. Paying for college was my first priority.

After a couple of years, I was a senior and was working on campus. Donna lived in the dorms across from where I worked and one night at a Dorm party, I was dancing with a really pretty young lady and Donna cut in. I was thinking, what the heck? Or something to that affect. I wasn't complaining though. So, basically barreling through, like her namesake hurricane, Donna became a major part of my life that night. The rest, my friends is history. We were married in Miami Shores, FL in June of 1979.

Donna and I both received Bachelor's degrees in Electrical Engineering at the University of Florida. Donna got her Master of Science in Electrical Engineering from Florida Institute of Technology (FIT) in 1984. I received a MBA from FIT in 1985. We both have worked for Harris Corporation and Rockwell Collins. Donna received a Ph.D. in Science Education from FIT in 1997. I recently completed a second Master's degree in Aviation Safety. That one was a lot of fun.

We have been owners of airplanes since we were married, we were in a Flying Club in Melbourne, FL that owned a Grumman Cheetah. This is the plane I learned to fly in and it is still around. That plane was a great aircraft. Responsive and relatively fast for a 160 hp plane. When the kids got too big for the Cheetah, Donna bought a 1973 Cardinal RG. She owned that plane for almost 20 years. She sold the plane in 2011 right after I finished my Lightning. If you have been reading the magazines, you know we bought a C-152 last year and flew it home from California. Donna is in the process of putting a 0-time engine on the little 152 and she has bought a used GNS 430W which should be installed shortly as well.



N9999U Our First Plane



Donna's Cardinal RG

If you want to see pictures of the Lightning and of the C-152, you can find pictures of the Lightning in issue 9-1. Pictures of the C-152 are in issue 8-3.

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



Donna's 2007 Mustang GT, My Jet, and My 1967 Mustang Convertible

There is always something to work on when you own an airplane. They are objects that provide a varied set of emotions. Joy, frustration, anxiety, sadness, and about any other you may think of. My Lightning is currently grounded awaiting repair of my communications radios. Somehow, they both failed within a few weeks of each other. So, frustration abounds right now. I have checked out my wiring and the only thing I can find that is out of sorts is the person that installed the radios did not ground the shields of the shielded wiring from the radios to the audio panel. Certainly nothing that would cause a failure, but I now know the source of the noise I have been fighting since I brought my jet home. This too shall pass and I will be in the air soon.

While the plane is down, I am installing the new Dynon GPS so I will be legally ADS-B Out compliant when the plane is up again. I have also made some other enhancements, like replacing a fuse panel that is not accessible in flight with a breaker panel. I also sent my Dynon back up batteries back for a look see. They would no longer charge. And while I was there I sent my 7 inch Dynon display back for repair. It had a line running through the screen. I do have the Dynon ADS-B In equipment but I plan to install it at a later date.

Hopefully, I will have good weather for the last weekend in September and will be able to fly to Shelbyville (KSYI) for the Lightning Homecoming. I am looking forward to that trip even if I have to drive. If you haven't made it to one of these events, you should plan to attend. There are plenty of activities and good fun to be had. One day, I hope to get Donna to the Lightning Homecoming, but it falls in the middle of the semester and she is busy teaching for the foreseeable future.

I added an event to the upcoming events section. Greg Hobbs is planning an airshow / aviation event in Marana, AZ. It will take place in May of 2017 and I plan to be there for that event. I expect that if it is anywhere close to anything Greg does, it will be an excellent airshow. Greg normally doesn't do things half way. Neither does Crystal, she and Greg both work very hard at what they do.

So, let us all have fun with our jets and fly as much as possible so we stay both current and proficient. I hope to see you in Shelbyville on the weekend of September 23rd.

Blue Skies,
Dennis W. Wilt
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