

# Hangar Talk

## The “Lightning” Newsletter

Volume 4, Number 10  
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Arion Lightning Hangar during Fly-in Homecoming,  
October 1, 2011

*Editor’s note: The December Hangar Talk features Nick Otterback’s report on this year’s Lightning Fly-in Homecomint at Shelbyville, Tennessee, and the third in a series of builder hints from Bernardo Melendez.*

*Please submit material or ideas for future issues to John Jenkins at [jjenkins@chorus.net](mailto:jjenkins@chorus.net).*

# Lightning Fly-in Homecoming 2011

Nick Otterback

Our annual fly-in—and some may say free-for-all—was held October 1<sup>st</sup> this year. Although the weather was clear but very windy, the fly-in turn out was great. I believe we had 8 Lightning's fly in for the event and many drive in throughout the weekend.

As usual Friday was not a scheduled day, but many had already arrived for the Friday evening activities. The 4<sup>th</sup> annual gathering of "CRAP" was held. That is the "Creepier Racing Association of Pilots." Events included, oval track, slalom, and of course drag racing. We also had some sharp shooting, cookout, and some RC flying as well.

Saturday included a mass fly-out, or gaggle if you will, to Winchester for the EAA breakfast. I think we managed to outnumber the RVs again. Later in the day was our cross country air race to Lewisburg, Tullahoma, and back again. The afternoon included a cookout and several presentations, ranging from Jabiru engine tech to the light sport aircraft industry. As usual the Lightning family invaded the world-famous Bell Buckle for dinner and live Bluegrass music that night.

Here are some photos from the event provided by those who attended:



*Ramp Filling up with Lightnings.*



*Buz, Dana, and Ben talking brats, beer, guns, and flying.  
Not all in that order.*





*Nick preflights the F4 for launch. In lieu of a landing gear or carrier catapult Ben provides a good toss.*



*World Record Earl, Paul The "Bear" Bryant, and Stewert Reed, ready their Creeper's for the OFLE division.*

*Note: Bear used an antique Creeper after on track official rulings.*



*Gary Winkler From NC took home top honors in the Men's division*



*Although not yet old enough to race, Cale Otterback is getting a head start on his creeper skills with Dad. Mom took home top honors in the ladies division.*



*CRAP president and founder Buz Rich checking on equipment and drivers before each event!*



*Plenty of time during the Air races to check out Lightning's and talk aviation.*



*Air Race Marshal "Buz" Rich discusses flight times with Gary, who recorded the time flight times.*

Air Race results were as follows:

- 1<sup>st</sup> place in the Unlimited class; Rich Edzel in N324AL with an average course speed of 150mph.
- 1<sup>st</sup> place in the Light Sport class; Nick Otterback N326AL LS-1 demonstrator with an average course speed of 135mph.
- Fred Noonan Award for Navigational Excellence; Nick Otterback who will only get lost 7% of the time.



*Mark had fun in his new shiny RV9A, and Mike Brought his 70 Mach1 Mustang.*



*All run out of Steam a great weekend had by all!*

## Small Lightning Mods

*(third in a series of email messages  
addressed to the editor)*

Bernard Melendez, Jr.

Hello John,

Thanks for including photos of my build in the [October/November] newsletter. I hope that other builders glean some useful information from them, or at least enjoy them.

I'm attaching several pics for your consideration:



*Pic #82 depicts my version of the elevator counter-balance.*



*Pic #78 shows again my final rudder re-shaping of the top and bottom, a strictly cosmetic change to suit my preferences.*



*Photo #148 shows some support bushings that a friend machined for me. I liked this better than using a short section of the split 1" aluminum tubing at this location.*



*Photo #171 shows my simple method of forming the stainless steel tangs used for the rudder attach cables and the cable pulleys, as well as the rudder attach universal joints. Using this 1/2" square piece of aluminum to shape the tangs square is easy and quick.*



*Photo #175 shows the wings being drilled for the angle of incidence bolts. My carport sure came in handy for this, since the plane was outside for several days.*



*While outside, the wing to fuselage fairings were laid up, as shown on pic #188.*





*Pics # 197 and #201 show the tail down eye bolt and aluminum plate. A 5/6" nut was attached with JB Weld to the plate and then it was cotton floxed and glassed onto the inside of the bottom fuselage, behind the rudder post.*

It's my sincere wish that these photos help others in their build or that they inspire them to continue their projects. More pictures coming to you in another email.

Best regards,  
Bernardo Melendez

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