

THUNDERBIRD AVIATION

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The Official Newsletter of the  
Hiperlight

[http://  
www.hiperlightaircraft.com/](http://www.hiperlightaircraft.com/)

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## WE'RE BACK!

After a several month hiatus, Thunderbird Aviation is back up to speed, and sending out a newsletter again in an effort to keep everyone informed of any new developments with the Hiperlight.

As most of you are aware the industry is always changing, with Light Sport now established, ultralights are still alive and well, and we will do our best to help them stay that way.

Thunderbird Aviation has stayed busy since our last newsletter went out, producing several kits, and putting a couple of new projects in the works.



## WHAT'S NEW

With the arrival of the Light Sport category and pilot certificate, we've had numerous inquiries about whether or not the Hiperlight can be sold as an SLSA. We've taken a hard look at the possibility of going SLSA with the two place SNS-9 and after talking with other manufacturers, and also speaking with the FAA, we are now in the very early stages of

producing a Hiperlight SLSA. At this time there are no set time lines for having a flying prototype, or pricing information, but as things progress, it will be in the newsletter.

Kits will still be available for both the single and two place machines, as well as a fully assembled version of the single place, which is still available as a legal Part 103 ultralight.



## HIPERLIGHT HAPPENINGS

Over the past 6 months we've been busy with a couple of new builds, ready to fly ultralights that are being readied for shipment, a new 2 place factory demo, and the biggest development is the change of location that we're currently involved in (more on that as things are finalized).

We've been able to attend a couple of shows this year, including Sun 'N Fun, Oshkosh Airventure, and most recently the MERFI (Mid-Eastern Regional Fly-In) in Urbana, Ohio. This was my first visit to MERFI, even

though it has been going on for 44 years, and the 3<sup>rd</sup> year it has been held at Grimes Field in Urbana. Even though it's not as big as Oshkosh or SNF, the hospitality was outstanding, prices reasonable, \$5.00 to get in the gate, an all you can eat pancake breakfast both days for \$6.00 and even Mother Nature cooperated for the most part.

A couple of noteworthy things, up until MERFI, I was always aware of Grimes lighting systems, but hadn't made the connection between the company and

Grimes Field. This is where the company started, and still is home for a beautifully restored Beech 18 that sports every type of light ever made by Grimes. Many of you have probably seen this aircraft performing night shows at various fly-ins.

The other thing I found extremely interesting was a 1945 B-17G restoration that has been going on for a couple of years now. Seeing a project like this up close gives you an entirely new perspective of what's involved in restoring one of these old warbirds.



# FEATURED PILOT JOE MAYNARD



I first met Joe at Oshkosh in a 2005 and arranged Demo flights in a 2 place Hiperlight.

Joe Maynard built a Squadron Aviation SE5A when he started flying back in 1986. When he received his pilot's license he had over 2500 hours in his single plane Ultralights and in his baby Ace. He owned a C150 for two years, but sold it because he felt like it was too much like driving a car. When he bought his Baby Ace it wasn't in the best of conditions. It took Maynard five years to restore.

In Maynard's spare time, he likes to fly to weekend camp-over's and fellow pilots private strips to help with their home build projects. His 5th project is the 2p place Hiperlight that he is currently flying. It is powered by an HKS engine. With the two place Hiperlight he plan on taking longer trips.

Oshkosh 2011 and California being the first on his list.



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**SNS-8 Hiperlight—2001**  
 Model, 1/2 vw 37 hp engine. Approximately 150 hrs on the airplane and engine. Asking \$10,000. Contact Joe Maynard for further questions at [awswater@sbcglobal.net](mailto:awswater@sbcglobal.net)

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**SNS-9 Hiperlight-** Mid time HKS engine, Featured in Kitplane Magazine in May 2002. Asking 25,000. For more information contact Henry Schmidt at [hscmidt16@msn.com](mailto:hscmidt16@msn.com)

Do you want your business or classified ad to be in the next Hiperlight newsletter? Here's your chance! Call or contact Ron Jones to let him know. We'll run your ad until you tell us to stop. Ad's are FREE so there's no need to worry about any expenses.

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**HAPPY HALLOWEEN!!**

## UPCOMING ISSUES

Future issues will feature things like a calendar of events, a short article featuring one of our Hiperlight pilots and their aircraft. We will also have a classified section for anyone who has aircraft or parts to sell. And we would also like to extend an offer for suppliers, manufacturer, or anyone offering aviation related services, to send us your company info, or business card, and we'll be glad to include it in future newsletters at no charge, until you tell us to stop.

## RON'S RAMBLINGS

A special thanks to Terry Hallett of Hummel Aviation for his generous offer of a canopy, table and chairs for the MERFI display, after a last minute glitch left yours truly in a bit of a bind.

Also, I want to thank the folks at Grimes Field for their hospitality both during and after the show. I had to leave an aircraft behind for a few days, and they went out of their way to accommodate me by providing hanger space.

It looks like we will be taking a short vacation to St. Elmo, AL the first week of November. This is the home of M-Squared Aircraft, and Paul Mather host's an open house every year the first Saturday of November. Last year he also provided a Quicksilver GT400 for me to use. There's something to be said about being able to fly open cockpit, wearing a tee shirt in November.

Last but not least, I would like to invite readers, friends and associates to send us anything you think that might be newsworthy. The intent of this newsletter is not to try to win a Pulitzer, but merely be an informal source of news and information that concerns our sport.

This will be the only issue for this year. The next issue will be sent in January of 2011, and will be published every quarter. If any of our readers have friends or acquaintances that don't have internet access, and would like to receive a hard copy of the news letter, just let us know, and one will be provided at no cost.

## THOUGHT OF THE DAY:

Jack o' Lanterns originated in Ireland where people placed candles in hollowed-out turnips to keep away spirits and ghosts on the Samhain holiday

