



THUNDERBIRD AVIATION

HOME OF THE HIPERLIGHT

The Official Hiperlight Newsletter
<http://www.hiperlightaircraft.com/>

Happy Novembuurrr



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While this time of year offers some of the best flying weather, it's also a reminder that for a lot of folks, the flying season is winding down and winter is just around the corner. Some pilots will be swapping their tires for skis, while others will be putting their machines in the barn for the winter. I'm sure nobody out there needs to be reminded about the proper way to "pickle" their planes for storage. Of course there are some pilots who are fortunate enough to live in climates

that allow for 12 months of VFR conditions.

Here at Hiperlight headquarters, we will be scaling back a tiny bit to finish a couple of projects that need our attention in order to be ready to make the trip to Lakeland in the spring for Sun 'N Fun.



HIPERLIGHT HAPPENINGS

Starting with this issue, we've got a new column called "Flight Line" In a previous newsletter we showed one of the new projects in the works, and introduced Steve Mahrley, who was largely responsible for the wood wing, from concept to completion. Steve holds an A & P ticket, has designed, built and flown several aircraft, and won't give his exact age, but rumor has it he used to hang around the bicycle shop with Wilbur and Orville. He's a huge advocate of keeping aviators safe and legal, and that will be the focus of his articles.

A couple of other projects starting to emerge from the Hiperlight 'X' Werks, are a drop in fuel tank, which was originally designed for the Hiperlight, but will fit a number of aircraft. Designed to fit under the seat, it has a capacity of 4 gallons. They will be available from Thunderbird Aviation before the end of the year. Another project that has been prototyped, but not yet installed is a cargo pod. This is not a new idea, but it is new to the Hiperlight. One of the few (if any) shortcomings of the Hiperlight is the lack of baggage space. If you're in a 2 place Hiperlight and flying solo it's not a problem. But most of the time you only have room for a comb and a toothbrush. These pods are made to fit on hardpoints under the wing,

and fall right on the CG. They can be fitted to any existing Hiperlight with the addition of a small bracket fastened to the underside of the lower wing. Once they have been fully tested they will also be made available.

The other new development came about out of sheer necessity. For the past 30 years, the standard covering for the ultralight version of the Hiperlight was a light weight, pre-colored dacron that was made into pre-sewn envelopes, which greatly simplified the covering process. Most folks were

unaware that this fabric had gone out of production several years ago, and what was finding it's way on to the market was the surplus that a few suppliers had bought up. It seemed that the only option left was the traditional Stits or Poly-fibre method. This process has been around for decades. But a lot of builders either don't want to take on a project like that, or don't have the

time, or know how. A short while back I was put in touch with a company producing a product called Oratex. Oratex has been around quite a while, but hasn't been widely publicized in the U.S. They have a precolored, lightweight fabric that is



ideal for the Hiperlight. It can either be pre-sewn as envelopes, or applied using the blanket method. It's amazingly simple to use. Basically only 2 steps are involved, unless you want to add a paint job later. We will be covering a couple of planes in the very near future and will have photos and a report as things progress.



Drop in fuel tank



Cargo pod

FLIGHT LINE

OK Pard, right out'ta the 'chute I'd like to thank you for dropping in and reviewing Thunderbird Aviation's Hiperlight Newsletter, well played.

Above and beyond, this digital inter-comm is intended to provide data to Owners/ Operators/and those looking into the revitalized line of Sorrell Negative Stagger cabin-class biplanes, (that's the SNS in the designator of these wonderful light and ultralight design series). Consider this as a nav-aid, a single source waypoint with which to chart the direction intended to meet ongoing efforts vested in putting more hipers on the ramp and into the sky..... In short, we like to build and fly these versatile aircraft / vehicles and hold a common bond with those who understand the performance, structural integrity, economy, and that "special in-flight feel" these craft afford to their

fully aerobatic/cross country screamer and soon to be released the LSA Compliant SNS-9 two seater, All Hipers Fly Sweet!

Now I say this coming from a life experience of living to fly, flying to live. Years/decades which amount to more than half a century of making the mission of doing things Wright. Along the way I've learned, been taught and continue to learn that in this venue, a guy or gal who figures they have all the answers always comes up short on the approach end. Anyone who thinks they have this realm of Aviation all sorted out and stuffed into a box is just setting the stage for a fall. Me? Oh Heck, even after working darn near every aspect of this profession, IF I don't learn something during each flight or design, fabrication session, I'm not doing myself or anyone else any favor.

At this point I'd like to pass along a couple of things I've learned and used in the art of staying alive in this life long course of committing Aviation. Number 1, "There are only two types of aircraft, Airworthy and Non-Airworthy." No gray areas implied, either the craft is by all counts (yes, and that does include it's papers) as well as it's overall mechanical airworthy compliance a viable machine to strap one's butt into the seat, or it's not. Does that strike anyone as a tad hard-nosed or excessively demanding? Well, from one airman to another, I offer this as

one who is still operating on this plain of existence and still have all of my standard issue body parts.

Please Note: This is not to say I haven't bent some tin and tore up some fabric along the way. Reality is, if you are into this long enough yer gonn'a scuff some paint. True that! However the predominant attitude and efforts center upon inherent risk management in staying alive as an air animal.

Number 2, There has never been a cockpit designed large enough to contain an ego. Now this isn't to say that a bit of self confidence isn't to be part of one's kit, however when the final words on a CVR reflect: "Hold my beer and watch this..." Wellll ... errr... you can see where that sort of stuff leads.

So here we are, a small handful of fellers who are honored to be able to put the spurs to the mission of being able to state: " Hiperlights. The legend is back., and Thunderbirds are go!" As within the tribal lore of aviation there is a series of well behaved aircraft and u/l's which serve their owner/operators in the best of aero-traditions. "Prop in front, tail wheel in back and biplane wings in between" :-)

Again, thank you for spending a little time reading this section of Flight Line, now found within our comm-link," Thunderbird Aviation's Hiperlight News Letter." As things progress I'll be putting out threads in the full battle rattle contained in the fashion of how what and where, as we, together, learn and teach each other the secrets in the adventures of the art and science in this thing which is our tribal being..... aviation and the honor of being airmen. Wings level, blue skies, and a star to hold course by. All best! ...Steve..



owner. A rather remarkable fact of the flight characteristic of this SNS line of craft is no matter what size or configuration, from the single place SNS-8 (FAR-103 Compliant U/L) to it's fire breathing 180-200+hp SNS-7 HiperBipe (a big bad

FEATURED PILOT: CHET HAZELWOOD

A couple of years ago, Thunderbird Aviation was invited to several cities in Wisconsin to look into the possibility of relocating the company. During a visit to the city of Rice Lake, I met a gentleman by the name of Bill Hazelwood. Bill had a chance to pick up a Hiperlight that had been confiscated by the U.S. Marshall's and was going on the auction block. I should mention that a few years before that, Bill was also one of the largest T-bird dealers in the country. Being a long time pilot and ultralight enthusiast, it seemed only natural that his aviation interest would rub off on his son, Chet. Bill told me a story about how one day during the winter, he had put skis on his Hiperlight and Chet had decided to take it for a short hop. Everything appeared normal until Chet made a low pass over the family landing strip and Bill noticed that one of the cables that holds the

front of the ski in place had broken. Bad news to say the least. He managed to radio Chet, and advise him of the condition. With only 5 gallons of fuel to begin with, and 30 minutes into the flight, they didn't have a lot of time to come up with a game plan. All Chet could do was to approach as slow as possible, then hang on for the ride, which by dad Bills account was somewhere between 5 and

7 cartwheels. The wings were pretty banged up, but the steel fuselage withstood the "landing", and Chet emerged a bit shaken up, relatively unscathed. Bill was sure that Chet would hang up flying at that point. I got a chance to finally meet him at Oshkosh a couple of years ago, and not only did he NOT give up flying, but is now making his living as an airline pilot.



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CARA'S CORNER

I'm back in Michigan, and am I crying. My business adventure in Australia sure taught me some interesting things. For one, flying commercial can either be really great, or completely awful.

steer the parachute. He was a stickler for the rules.

We flew up in some rinky-dink airplane, and I sat right next to the door. I was first out and it was just an amazing view. On one side you could see the ocean and the great barrier reef. On the other there were countless rolling green mountains. It was absolutely amazing.

For two, contrary to what Ron believes, it's not crazy to jump out of a perfectly good airplane. That's right, I did it. I jumped out of an airplane and I would do it again. It felt incredible. The only thing that would have made that experience better was if the person attached to me would have let me

That was my go in the airplane world down undah. If you want to sponsor my next business trip to the land of Oz, let one of us know, and we'll let you know how!



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