

# THUNDERBIRD AVIATION

January, 2011

Volume 2, Issue 1

The Official Newsletter of the  
Hiperlight

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

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## HAPPY NEW YEAR!

A lot of us (myself included) have made resolutions for the new year. Some of my own include getting a couple of planes (that are way behind schedule) out the door, selling more planes than I did last year, and also trying to spark some interest in a couple of acquaintances that are curious about flying, but haven't quite talked themselves into taking the plunge and going for that introductory flight.

However, one who has taken the big step is our own "editor-in-chief" Cara Miller. Cara took her first flight in a small plane back in October. The conditions couldn't have been better. There was still plenty of color on the ground; the temp was in the mid 50's and the ceiling and visibility unlimited.

Another resolution is to stay on track with the work on producing an SLSA version of the Hiperlight. I've had several conversations with Jim Pratt at our local FAA office. I first met Jim several years ago when he paid us a visit to help us get our S-wing LSA certified after it arrived from the Czech Republic. He told me at the time that it was also his first LSA certification, but he has become a wealth of information since then.



## WHATS NEW

We have an addition to the newsletter. That's right, we shamelessly borrowed it from another online publication called "Fun places to Fly". WE would like to encourage suggestions for anyplace that might give pilots a reason to fly somewhere (like we really need a reason).

We'll be adding more as time goes on. Again, we encourage anyone who would like to recommend their favorite gathering place or eatery to pass it along to us.

After looking at basically the same website for longer than I care to remember, I decided it was time to give it a complete make over, along with the logo. After talking with webmaster extraordinaire Ken Fackler, we are now in the process of putting together a completely new website. No target date just yet, but hopefully it will be up and running by the time the next newsletter comes out in April.



## HIPERLIGHT HAPPENINGS

2012 is going to be the 30th anniversary of the Hiperlight. We've been working on an "Anniversary Edition" of the airplane, but have also been giving some serious thought to trying to get word out to as many Hiperlight owners as possible to bring their birds to Oshkosh this summer. There have been over 600 Hiperlights built, and many of them are still flying. We will be in touch with the folks at EAA, and will be contacting as many Hiperlight drivers as we can. It's still a year and a half away, but will be here before you know it.

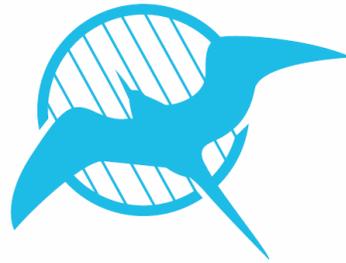
Over the last couple of years, we've had a lot of inquiries regarding plans being made available for the Hiperlight. So many, in fact that we are actually starting to consider it. It's a rather tall order, and once the decision is made to put together working drawings, it will be at least a year before they will be available. But we'll keep you posted on any new developments.



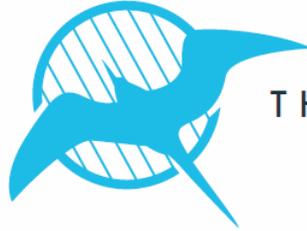
# WHAT DO YOU THINK?!

Thunderbird Aviation is in the makings of a new logo, and we want to know what you think. Here are the options, give us some feedback!

1.



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THUNDERBIRD AVIATION



2.

THUNDERBIRD AVIATION  
HOME OF THE HYPERLIGHT



THUNDERBIRD AVIATION  
HOME OF THE HYPERLIGHT

3.



THUNDERBIRD AVIATION



4.



5.

**Thunderbird Aviation**



## FEATURED PILOT HENRY SCHMIDT



The next couple of issues will be featuring a group of guys that were all flying Hiperlights at one time or another. Back in 2002 the group graced the cover of Kitplane Magazine, showing off 4 of their birds.

We thought we would pick on Henry Schmidt in this issue. Henry has 2 Hiperlights. One of each flavor, a single place SNS-8 that he's owned for over 20 years, and a two place SNS-9 that when I quizzed him about it, he said he really couldn't remember how many hours he had flown it, only that he's had it in excess of 10 years and has

gone through a variety of engines, the latest of which is an HKS.

When he's not flying one of the two Hiperlights, he can be seen flying an Adventura (we won't hold that against him, however)

Henry, along with a couple of fellow pilots belong the now infamous (or is that notorious) club called Buzzards

Row, that calls Perle Acres their home in New Jersey.

Incidentally, both of Henry's Hiperlights are for sale. Take a look in our classified section.



# Classifieds

## Sail Company for Sale-

Patterns for 35 aircraft, 2500 yards of material, 5 industrial sewing machines, cutting and sewing tables. Asking \$10,000, Call Ron for details: 586 212-5875

## 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)



## '0' Time S-wing SLSA-

Rotax 912S engine, Grand Rapids EFIS & EIS, Being sold at cost or available long term lease at a bargain price. Contact Ron @ 586 212-5875 or email [TbirdRJ@aol.com](mailto:TbirdRJ@aol.com)



**SNS-9 Hiperlight-** Mid time HKS engine, Featured in Kitplane Magazine in May 2002. Asking 25,000. For more information contact Henry Schmidt at 732 492-6449 or [hschmidt16@msn.com](mailto:hschmidt16@msn.com)

**SNS-8 Hiperlight-** Mosler engine. Always hangared, in excellent condition. Asking \$10,000. For more information contact Henry Schmidt at 732 492-6449 or [hschmidt16@msn.com](mailto:hschmidt16@msn.com)



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# RON'S RAMBLINGS

At the present time we're busy doing a 'minor' rebuild on the two place Hiperlight, readying it for Sun 'N Fun. Last summer we decided to take 2 airplanes to display at Oshkosh. Rather than trailer them like we normally do, we thought since the weather was cooperating, we would fly them over. I was flying the Hiperlight, my friend Terry following in the S-wing.

Less than 100 miles out, I experienced a total engine failure, resulting in an unplanned arrival in a cornfield. As it turned out, the farmer who owned the field was a former ultralight pilot who used to fly at one of the local airfields that was very well known for ultralights in the 70's and 80's. He went out of his way to help us remove the wings, tow it out of the corn field almost a mile to the road.

I had been looking for an excuse to recover and repaint it, but this wasn't exactly what I had in mind.

So, with the wings and fuselage secured on the trailer, Terry, his son John and I babied the plane back to the hanger. I spent the rest of the day pouting, and then the next day jumped in there S-wing, and had an uneventful flight to a very soggy Oshkosh by way of the Northern route around Lake Michigan.

If you've never flown over the Upper Peninsula of Michigan and along the shoreline of Lake Michigan, I highly recommend it. It doesn't get much better.

As always, we invite your comments, suggestions and feedback. Our classifieds are free, and we are always happy to put your photos, short stories, and experiences in print. Blue Skies

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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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## CARA'S COLUMN

### MY FIRST FLIGHT



**October 16, 2010**

Up until that Sunday morning, I really hadn't given much thought about flying. I had flown commercial several times, and pretty much thought that's all there was to it. I couldn't have imagined how much different, and how cool it really is. It's something that you really can't describe; you just have to experience it.

To start off, Ron pulled the plane out of the hanger, and as he did what he called preflight inspection, he described what he was doing and what each part was for. After that it was time to get buckled in. He went through a checklist, going over the instruments, radios, and controls, again explaining what each one did. It was kind of overwhelming at first.

The take off didn't even feel like a commercial flight, it was a thousand times better. The weightless feeling I felt when the plane made its way into the air was some of the best adrenaline I've ever felt. I'll admit, at first I was a little nervous. I started thinking, "What if the windows open up? I could fall out!" But after the initial 'oh my goodness' it was all blue skies.

The view that you see when you're up in the sky is just amazing. I can see why so many people love to fly. Being able to see that view time after time again is totally worth it.

After the first take off we flew to a neighboring airport that was only 7 or 8 miles away and landed. After Ron was assured that I was OK to go again, we took and this time I got to take the controls and actually fly the plane.

Now, I always thought that flying a plane would be difficult. However, it definitely wasn't as complicated as I always thought it would be. It was like driving a car in the air, but a little more complex than just driving a car. There was definitely a lot more detail, but being in the air you don't really have to worry about the people around you. So I steered the plane with the most confidence I could muster up.

I handed controls back over to Ron, and we flew over Oakland University, my school. I snapped some pictures and we headed back east. My first time up was definitely a success. It was so much fun and introduced me to a whole new world

## CALENDAR OF EVENTS:

January 20-23, 2011  
Sebring US Sport Aviation Expo  
Sebring, FL

February 12, 2011  
MULA Annual Winter Party Michigan Ultralight Association's annual winter party  
Saginaw, Mi Holiday Inn Call Ron for details 586 212-5875

March 29 - April 3, 2011 37th Annual Sun 'N FUN Fly-In  
Lakeland, Florida

July 25 - 31, 2011  
EAA Airventure  
Oshkosh, Wisconsin

If you know of local fly-ins, air shows, or other events and would like to get the word out, please contact us

**Crosswinds Cafe** - Located on the field at Owosso Community Airport (KRNP) Open Saturday & Sunday from 8:00 a.m. to 2:00 p.m. for breakfast and lunch. This may just be a rumor, but I've heard that if you need some assistance hand propping your plane, ask for Rita, she will be glad to lend a hand. All kidding aside, I've been here several times, and the food & company are outstanding. You can also find them on facebook

**Harsens Island Schoolhouse Grill** - Located on Harsens Island (Z92). I haven't personally been to this one yet, but some of the local pilots that have, spoke pretty highly of it. Once you land, call them a (810) 748-9551 and they will send a shuttle to pick you up.



## UPCOMING ISSUES

Future issues will feature the big air show in April. We'll have pictures and reports from the Sun 'N Fun Air Show. We would like to remind suppliers, manufacturers, or anyone offering aviation related services to take advantage of the advertising in the newsletter. 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. Also would you like to see your pictures in the next newsletter? Send us your pictures as well; maybe you'll see your plane on the front page!

## THOUGHT OF THE DAY

The "sixth sick sheik's sixth sheep's sick" is said to be the toughest tongue twister in the English language

