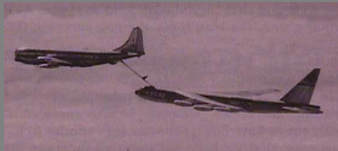


# Skyraider Sentinel

## Skyraider Aviation Welcomes New Club Member!

- Ervey Castillo
- Phouratsamay "PC" Chanthavong
- Nate Osenga
- Dan Murphy
- Bob Wuestenberg

## This Month in Aviation History



B-52 Refueling

### January 16th, 1957...

On this date, three Strategic Air Command B-52 jet bombers departed on *Operation Power Flight*. Their trip, the first non-stop round-the-world flight by jet aircraft, demonstrated to the world that the US could hit any target in the world at any time.

Operation Power Flight required four in-flight refuelings by KC-97 tankers. They flew 24,325 miles in 45H 19M at an average speed of 534 mph.

The B-52 bomber was designed as a high-altitude strategic bomber with intercontinental range. That range was extended with in-flight refueling to permit missions anywhere in the world. The B-52 was nicknamed the BUFF (Big, Ugly, Fat Fellow).

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"In the case of pilots, it is a little touch of madness that drives us to go beyond all known bounds. Any search into the unknown is an incomparable exploitation of oneself."

— Jacqueline Auriol

## Colorado's Newest Sport Pilot

Winter flying in Colorado can be challenging. When you're trying to wrap up your flight training, that weather can be down right frustrating! Between the howling winds and the blustery snow storms, cancellations this time of year are all too common. No one is more familiar with this situation than perhaps **Bruce Lonnecker**. While working to put the finishing touches on his training, Bruce was faced with innumerable bad weather days. While he had more than his fair share of cancellations, Bruce continued to work the schedule to take advantage of the few good flying days this month. On those days, Bruce could often be found at the airport honing his piloting skills to a razor sharp edge. Finally on January 31st, it was time to put those skills to the test. While the limp wind sock portended a perfect day, the lenticular clouds and pilot reports revealed a different scenario at altitude. Still, Bruce and his examiner

set out in the Gobosh 700 with the plan of cutting things short if it got too rough. Battling moderate turbulence, Bruce impressed his examiner with his ability to maintain altitude through all the required maneuvers. Then upon their return to the airport, the winds causing the turbulence at altitude had come down to ground level. Despite the gusty, shifting surface winds, Bruce landed the Gobosh like a seasoned vet, finally earning his Sport Pilot Certificate. Way to go Bruce!



Bruce Lonnecker standing by N1277K after earning his Sport Pilot License

## Skyraider at Sebring

This year's US Light Sport Aviation Expo in Sebring Florida drew an estimated crowd of over 10,000... I was among them. As I walked through the exhibitor spaces, I was struck by how vibrant the Light Sport Aviation market seemed to be. Despite the bad economy, people showed up en masse to peruse the many LSA offerings. Some of those LSAs were new entries to the market, while other established manufacturers displayed new products or variants of existing products.

One notable release at the show was Gobosh's new 700X... the glass panel version of the venerated Gobosh 700. At \$99,990, the Gobosh 700X Sport Edition is almost \$10,000 less than the current Gobosh 700S with conventional instruments. This entry-level plane is equipped with a Dynon EFIS/EMS, and a Garmin radio stack which includes GPS, radio, and mode-C transponder. With the release of the 700X, a fully equipped Luxury Sport Aircraft is now available for under \$100k!