

JAN 2010

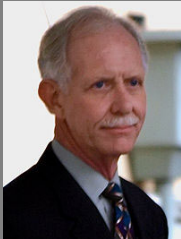
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Skyraider Sentinel

Skyraider Aviation Welcomes New Club Members!

- Brent McGibbon
- Ryan Tuleja
- Gus Virginis
- Ken Williams

This Month in Aviation History



Chesley Sullenberger

January 15th, 2009 On this date, while in command of an Airbus A320, Captain Chesley Sullenberger successfully ditched his airplane in the Hudson River after losing both engines to multiple bird strikes. Having taken off just a few minutes before, Sullenberger's options were extremely limited due to low altitude and the crowded New York cityscape. His quick decision to ditch in the Hudson, combined with his piloting skill saved the lives of all 155 people on board.

In a subsequent interview, Sullenberger said, "One way of looking at this might be that for 42 years, I've been making small, regular deposits in this bank of experience: education and training. And on January 15 the balance was sufficient so that I could make a very large withdrawal."

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"I have lifted my plane . . . for perhaps a thousand flights and I have never felt her wheels glide from the Earth into the air without knowing the uncertainty and the exhilaration of first-born adventure."

— Beryl Markham

KAPA Bound!

On January 13th Skyraider Aviation signed a lease on office and hangar space at Centennial Airport (KAPA). While our application to conduct operations still needs to be approved by the airport board, at this point it seems likely we will begin flying there by the end of February. The plan as it exists now has us moving the Gobosh to Centennial, and leaving the SportStar and Remos at Erie. More details will be provided as they become available.

Two Weeks An Exercise in Frustration

I hate to dredge up the past, but for the benefit our new readers out there... one of our aircraft was involved in a little landing mishap back in July of last year. After a bad landing, our Remos G-3 ran off the side of the runway at relatively low speed. Had the plane gone off at a different point, I wouldn't be writing this story. But as luck would have it, there happened to be a large taxiway sign at the point of runway departure. The Remos hit the sign, causing fairly minor damage to the propeller, main landing gear, and empennage. (The taxiway sign was ok.)

At the time, I fully expected to have the airplane flying again within a few months. Now, more than half a year later, the airplane is still on the ground. The list of troubles with the repairs is long, and includes:

- Staff at the German manufacturer on vacation for the month of August
- Repair procedures provided in German
- Components being shipped with missing parts
- Parts for the wrong model being shipped
- Parts we were told were on the way, really were not
- Provided with incomplete assembly instructions, or none at all

The running joke for the past three months has been that the airplane will be flying again in "two weeks". Early on, we all honestly believed the airplane would be ready in two weeks. As each two week period came to an end, the estimate was only half-jokingly revised to "two weeks".

Now it seems we have all the parts we need, and things are going together. I fully expect to have the Remos back in our rental fleet soon... perhaps in just two weeks.



Forget the rest... fly the best!

Gobosh has several gently used, low-hour demo aircraft for sale at savings of up to \$35,000!

Call Skyraider Aviation to inquire.