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# Skyraider Sentinel

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## Skyraider Aviation Welcomes New Club Members!

- Ryan Bunch
- Octavio Gutierrez
- Carl Lawrence
- Dan Maier
- Rick Melcher
- Karl Smith
- Richard Weingarten
- Wayne Woldt

## This Month in Aviation History



Fokker F.III

**July 9th, 1924...** On this date, the first recorded flight of a large animal takes place. A champion bull named Nico, is flown from Rotterdam to Paris. The bull is carried by KLM in a Fokker F.III transport aircraft. At the time, aircraft were constructed of a steel-tube frame covered with linen.

## First Solo

Congratulations to **Brian Garrett**, who on July 3<sup>rd</sup>, 2009 successfully and without assistance flew Evektor SportStar N617EV from Erie Municipal Airport, and brought it back in one piece!

*"There is no sport equal to that which aviators enjoy while being carried through the air on great white wings."*

— Wilbur Wright. 1905.

## News from Oshkosh

Every year hundreds of thousands of people and thousands of aircraft descend upon Whitman Field in Oshkosh, Wisconsin for EAA's annual AirVenture. This year was no exception. In fact, despite worries of a bad economy, record numbers came out to partake in the greatest aviation event on the planet.

Among those in attendance were a handful of Skyraider Aviation club members including **Don Smith, Eric Cline, Elaine Drake, Jacquie Seabert**, and me, **Chris Dillis**. We all got to witness an amazing spectacle of aerobatic performances, an impressive assortment of finely refurbished warbirds, a dazzling array of home-builts, and all the latest aircraft and innovations from a host of aerospace companies.

While the headliners included impressive displays of aircraft such as the Airbus A380 (the world's largest passenger jet) and the Virgin Galactic White Knight II (mother ship for Sir Richard Branson's civilian space program), my sights were drawn to more attainable displays... like Gobosh Aviation's latest addition to the Light Sport Aircraft market, the 700GX.

Gobosh teamed up with Garmin prior to the show to install one of their just released Garmin G3X systems into a Gobosh 700... thus creating the Gobosh 700GX. The G3X is nothing short of amazing. It provides many of the same features found in the high-end G1000, but at a size and price more suitable for the Light Sport Aircraft market.



Gobosh 700GX panel – photo courtesy of Plane & Pilot

The Gobosh 700GX offers exceptional quality, excellent performance, fine handling, and superb functionality at an attractive price. With the Oshkosh show discount still in effect, one lucky owner could have this airplane for under \$140k.

## Cross Country Solo

- By Jon Pickett

This story, like all good adventures, starts..."So there I was"...6500 feet MSL on a corrected heading of 63 degrees, or so I thought. I did not have that so very persistent voice of Chris in my head. No, this time I was on my own. A periodic check of my chart and landmarks below convinced me that the compass reading on the glass panel of the Remos G-3 was incorrect. Luckily like all good boy scouts, I was prepared. I had my destination of Fort Morgan Airport (FMM) programmed in the GPS. Being my first solo cross country, I did not want to rely on the GPS.

A quick check of the GPS showed me that my pilotage and dead reckoning was correct and the compass was

incorrect. From then on I only relied on the GPS for compass direction. At 15 minutes into my flight, I was on the lookout for Platte Valley airport. Turns out they must have moved it, because I never saw it. I was able to see my next check point off in the distance, Empire reservoir. At this point I was sure I was on the right track in getting to Fort Morgan.

9 minutes past Empire Reservoir, I was scanning for the airport. Turns out if it had been a snake, I would have been bitten. It was right off of my left wing. I had been listening to Fort Morgan's radio for sometime and had not heard a single radio call. I was unsure if I was near the airport or if I had the radio frequency programmed incorrectly. By design and a little luck, I was at pattern altitude when I flew over the end of the field, so the surprise of it being there and no traffic in the pattern worked in my favor.

After an admittedly sloppy approach, I was able to make a near perfect landing...At least that is my story. The fact that there were no other planes in sight and no one on the ground to witness it, I doubt that anyone could call me a liar. Once on the ground I realized that Fort Morgan does not have a taxiway. I had studied the airport information the night before and had not seen this fact. Once I got out and stretched my legs a bit, I spoke to the nice young man at the FBO who told me that a taxiway is in the planning for future improvements to the airport.



Fort Morgan Municipal Airport – that's Jon behind the camera

With a little more confidence and experience under my belt it was off for my next stop, Greeley (GXY). With only 39 miles to go and several big lakes to help guide my way I was pretty confident that I would find the Greeley airport. Due to the fact that the radio traffic was almost non-stop and I am a rookie at an airport that I am unfamiliar with, this could end up like a bull in a China shop. Again, luck was with me and I was able to enter on the downwind leg of runway 9. There was a large, fast airplane in front of me so I had to let them take a long downwind and base, but this gave me time to set up my approach better than at Fort Morgan.

The landing was somewhat un-noteworthy, although for me all landings are pretty exciting. Once on the ground I took the obligatory photo and then into the restaurant to have a little airplane talk with some fellow Skyraiders. After about a half an hour, I figured I better get back to the sky. I knew that my instructor/owner of the Remos, Chris "what have you done with my airplane" Dillis would worry if I were unaccounted for, for too long.



Greeley-Weld County Airport – this time with Jon in front of the camera and our Gobosh in the background.

You see, I was asked to send text messages when I got to each airport to help alleviate Chris' stress, and as I said it had been a half hour since he last heard from me. Back in the Remos and all buckled up I headed out to runway 9. I jumped right in line behind one other plane and was off the ground pretty

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quickly, (good for me Hobbs wise, bad for Chris.)

Don in the Gobosh did not have as good of luck, he got stuck three planes back. The flight back to Erie (EIK) was very pleasant and it felt good to see more familiar ground. My course set me up to do a midfield fly over to a left downwind for runway 33. This is where it got a little exciting. 10 miles out, I radioed my intentions and started toward pattern altitude. I was listening to the radio traffic at Erie and it was fairly light. I came in right at midfield and entered the pattern.

As I entered the pattern, I saw a Cessna that I had not seen or heard from earlier. It was just starting downwind from cross wind. I jumped into the pattern in front of the Cessna, who still had not seen me. I radioed my apologies for cutting in line and received no response. Once on base the Cessna acknowledged me and asked where I had entered the pattern from. I again explained and apologized for not seeing him enter downwind to the north of me.

Again nothing. So at this point what the heck, I was set up for final, all was looking good, so I brought it home. The Cessna ended up going around. Again to my luck, both Chris and Don had heard my radio traffic and assured me that I did my approach correctly and radioed all the appropriate information. So I made it back successfully, and even though it may not be a "so there I was...." story... I am sure after a couple of beers and a captive audience, I will be able to make it into one.

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