

## Gobosh G700: Strange Name, Nice Airplane



I easily spotted the Gobosh G700 in the pattern at Plainville, CT where I was waiting for my chance to fly it. It has a unique and sporty appearance with its notched tail below the rudder and above the stabilator and upturned wingtips. As for that odd name, Googling will tell you it is not a Polish word (the G700 is a variant of the Polish AT-3 and is built in Poland). No, it is a contraction of "Go Big or Stay Home", a rather lofty sentiment for a startup business in Moline, Illinois, trying to penetrate a growing but limited aircraft marketplace that already has at least 50 competitors.

You might call this a second generation Light Sport Aircraft. Many of the crude and quirky aspects of some earlier LSAs have been replaced by things American pilots expect. Like toe brakes instead of handbrakes others have in odd locations. Like a nicely upholstered interior with two-tone seats and with side pockets for maps and sunglasses and other stuff. Like a locking baggage compartment behind the pilot's seat that will hold 44 lbs. including the largest bag you could take on an airliner as carry-on, plus a smaller second compartment on the right rated at 22 lbs. and a shelf behind the seats. Like a pitch trim wheel on the center console and a pitch trim indicator. There is a flap handle between the seats with settings of 0, 15, and 40 degrees, similar to the flap handles in Cherokees. And yes, this one even has a stall warning light and horn. It also has carb heat, something I consider a positive on a trainer.

It does lack a couple things that some others offer. The first is a ballistic recovery parachute. Gobosh's Tim Baldwin said it would cut into the useful load, and that he thought it was "too easy to pull the handle in an emergency when the plane could have actually been flown to the ground", a sentiment I happen to strongly share. The second are electronic displays. The G700 does come with an excellent set of steam gauges with a Garmin 306 or 496 in a dock mount for navigation plus a good navcomm radio and a good Garmin transponder. My kind of airplane! (Dynons are probably a future option for those who want them.) One oddity: it has two throttles, but one is in the center and one on the left side of the panel. I commented to demo pilot and Gobosh partner Dave Graham (an Irishman) that most Americans are taught to fly with their left hand on the wheel or stick and their left hand on the throttle, and that they should move the second throttle to the right. (Or get rid of it and save weight, cost, and complexity.)

Before we flew we did a walk around and preflight. Graham proudly showed me numerous inspection ports intended for easy maintenance. There are two large engine inspection panels, one on each side of cowling. The front-hinged canopy can be removed easily for maintenance to gain access to the back of the instrument panel. The seats lift out surprisingly easily for maintenance. Under the seats the main spar looks like miniature I-beam, similar to the main spar under Cherokee rear seats.

Construction is good old tried and true aluminum with standard (not flush) rivets. The three blade composite prop driving the 912ULS 100 hp Rotax is impressive. I was also very impressed with a small but unique feature, metal screen grills on all the air intakes on the front of the engine cowling to keep out birds.

Like most Rotax engined LSAs, it took off quickly with flaps set at the 15 degree setting. We flew under a heavy broken layer at about 2500 feet. There was excellent visibility out of the big canopy. I did an approach stall, which had little nose and no wing drop. It did have an interesting shake and bobble movement. Nothing alarming or unsafe, just interesting. Since we couldn't get very high above the ground, I asked Graham to demonstrate a departure stall. Again, no sharp drop of the nose or wing. Good safe characteristics.

Nice flying feel in flight. Solid, very responsive to stick movements as I tried steep turns and other maneuvers. The plane has good speed control in the pattern, good predictability, and it will make a good trainer. It took me a little while to get used to it, but eventually my control of airspeed on base and final was very good. While it does slow down nicely in the pattern, it is easy to come in too high. Approximate speeds on final: 60s in pattern, 50s on final approach.

The throttle friction lock needs work. The throttle does not move smoothly. Leave the

locking ring unset and throttle will creep (bringing power back in when you think you have it fully off on final, which doesn't help any tendency to come in high). Lock the ring, and you have to unlock it before each power change. Annoying. Graham said it has to do with a heavy return spring with is a safety feature on the Rotax carb. They are trying to get Rotax to change the spring, but getting the engine manufacturer to make changes is difficult.



My landings were not all that good. I find I have a hard time getting used to the characteristic of many new planes, including Cirruses, that you have to drive nose down right down very close to the ground before flaring. My final landing was adequate, and I suspect any student learning to fly the G700 will probably make better landings than mine by the time they are ready to solo.

Does it have any flaws? Nothing serious, but it has at least a couple. Neither the seats nor the rudder pedals are adjustable, and Graham said seat cushions are used to adjust seating position. And they need to do something about the creeping throttle. Having to keep locking down and unlocking the throttle is not a positive feature. The one I flew didn't have any sunscreens for the big clear (but tinted) canopy, but Graham said they are looking into ones that will be of suitable quality. As for my lousy landings, I blame my Cherokee technique and not the airplane. If you are in the market for an LSA, you should check this one out, especially if you are of the low wing persuasion. Nice, sporty, responsive plane without the quirks of a lot of the earlier LSAs on the market. And for FBOs looking for a plane to put on the training line, little things like toe brakes, a stall warning system, carb heat, and a good pitch trim indicator should make it just a little better than some others as a trainer.

Check out the Gobosh website as [www.gobosh.aero](http://www.gobosh.aero) or call them at 563 529-2044.

By Jim Ellis a Commercial SEL/SES airplane and hot air balloon pilot closing in on 2500 hours total time in over 160 different airplanes and 40 hot air balloons (and one autogyro). He is the author of "Buying and Owning Your Own Airplane, Third Edition" ([ASA/www.asa2fly.com](http://ASA/www.asa2fly.com)) and nearly 250 articles in the *Atlantic Flyer*. He has co-owned the same Cherokee 180C for over 30 years.



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