



Savvy Client Testimonials and Success Stories

“Recently, while on vacation in Montana, my Cessna T210 had an alternator failure. I contacted Savvy, who took care of the problem with the local repair facility, while I was able to go about my vacation and enjoy myself. Not only did Savvy save me a bundle and relieve me of all the usual stress and hassle, but also gave me confidence that the plane was being repaired properly by a shop and mechanics I didn’t know. **Savvy is worth its weight in gold!**” —Steve Carvajal

Less than two weeks after I signed up for Savvy, I had an issue that stranded my PA-32 at a remote airport on Thanksgiving weekend. My Savvy account manager soon diagnosed the problem and recommended a repair. He communicated with the local mechanic, and researched needed part numbers that turned a possible \$1,000 repair into a \$300 one. If you feel uncomfortable dealing with unknown A&Ps (like I do), **you need Savvy today!** —Peter March

A Cirrus SR22 pilot called in with an engine that would not start. Savvy quickly diagnosed the problem as a slipping starter drive adapter (SDA). The pilot suggested that he take the aircraft to the Cirrus Service Center on the field to have the SDA replaced, but Savvy advised him not to do that because it would mean the aircraft would be down for about two weeks (the part was on backorder). Instead, Savvy recommended that the pilot ask the local FBO to hook up their 28-volt APU to the airplane, and the airplane started just fine on APU power. The pilot was then able to fly home and have the SDA dealt with by his regular home shop, with **no disruption to his schedule.**

Savvy “saved” an African around-the-world pilot who called in AOG in Iceland with an apparent electrical problem. The mechanics in Reykjavik were unfamiliar with the complex dual electrical system in the Cirrus SR22. **Savvy was able to diagnose the problem remotely** and establish that the electrical system was fine. What the pilot was seeing was strictly an indication problem involving the aircraft’s sensor interface unit (SIU) that converted analog sensor data into digital data for display on the aircraft’s MFD. **Savvy advised the pilot that it was safe to fly** to his next destination (Scotland) using the analog backup instruments in the aircraft, and then have the SIU replaced at a Cirrus Authorized Service Center in the United Kingdom.

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*Applies to all piston-powered single-engine airplanes weighing less than 12,500 pounds maximum gross takeoff weight that have a standard United States airworthiness certificate and experimental amateur-built RV-series airplanes built from kits manufactured by Van’s Aircraft. Limited time offer.