

## **Fuel Management Ideas for LMV pilots** *compiled by Max Trescott*

Fuel planning is often trivial in the U.S. It can be fatal in Mexico.

### **Plan Ahead**

- \* Call San Felipe and Guerrero Negro a day or two before leaving to check fuel availability; check LMV's member resources/Mexico airport pages ([www.flyingdocs.org](http://www.flyingdocs.org)) for telephone numbers.
- \* Buy fuel southbound if possible (it may be sold out when you're flying northbound).
- \* Bring plenty of cash.

### **Flight Plans: Plan Your Fuel Conservatively**

- \* Estimate burn rates higher than average.
- \* Estimate Terrible headwinds both ways in Mexico.
- \* Assume fuel might be gone when you arrive at San Felipe or Guerrero Negro.
- \* Calculate shoreline mileage (Not direct route) to Tortugas or Cedros.

### **Fly Conservatively**

- \* Create a cruise check list that includes changing tanks and auxilliary tanks religiously.
- \* Plan tank switches so that you know which tank will have the most fuel for landing.
- \* Extend endurance by flying at 65% power or lower.
- \* Lean aggressively (for example, the Cessna Pilots Association says engines can be leaned safely to peak EGT when at 65% power or less).
- \* Check your ground speed with GPS or checking landmarks. Consider going lower (when safe) to beat headwinds, or higher to take advantage of tailwinds.
- \* When landing with low tanks, coordinated flight (ball centered) is critical to prevent fuel from unporting from the fuel line.
- \* If you run short, don't "hope that it works out": Remember Murphy's law. Taking positive action is better than hoping and praying.

### **Consider the Following Alternatives**

- \* Consider flying out of your way to get fuel if needed (e.g., Loreto or Guaymas).
- \* At Tortugas and Cedros you can request AeroCedros to fly fuel in for you.
- \* Consider using auto gas if necessary. Try to mix in tank with avgas. Do takeoffs and climbs on avgas. Run engine at lower power levels to avoid detonation while using auto gas in cruise. If you see erratic high EGT temps it indicates detonation, which can blow off a cylinder; switch to avgas tank immediately.
- \* Consider waiting a day if fuel is due to arrive soon (San Felipe or Guerrero Negro).
- \* Consider borrowing gas from another pilot. (You did bring a siphon, didn't you?)

### **Consider Modifying Your Plane and Engine to Maximize Endurance**

- \* GAMI injectors allow engine to run smoothly at lower fuel flows, and lean of peak
- \* Add auxiliary fuel tanks.
- \* Supervise fueling of plane (particularly T210's) to assure that tanks are properly topped off.
- \* Low drag speed modifications can help increase endurance.