

4th Annual Florida to Puerto Rico Fly-In

December 2013



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Having flown from Florida to Puerto Rico three times before, Anthony and Galin had started planning the 4th annual Fly in during August 2013 so by October there were 6 airplanes that were to join in. Three were coming from Florida, one from Georgia, one from New York and one from Canada. During those months they coordinated activities with FBOs from different islands and other agencies. By mid-November everything was falling into place. The final plan was to meet up in Tamiami, Florida (KTMB) on December 12th for flight briefings and paperwork verification then depart for Puerto Rico on, yes, Friday the 13th. Everyone was looking forward to the Fly In but different crews with different schedules makes planning a challenge. The good thing is that by flying via General Aviation, we can be very flexible with our plans.

On this trip one of the crews, Hai and Rick in their Glassair Sportsman, were planning to depart upstate New York on December 9th, make one fuel stop before arriving in to Flagler County (KXFL) for the night. Then we would fly to Tamiami together on the 10th. Once there, we would meet up with Josue and David, in a Grumman Traveler, and Anthony with his Cirrus SR20 for a December 13th departure. Ivan, in his RV10 from Canada, was already in South Florida but had to be back by the 13th so he would depart KTMB on the 9th and return on the 13th. Another crew, Bill and Patricia in their Beechcraft Bonanza, would depart Georgia on the 13th, spend the night in Providenciales (MBPV) and meet up with us in Puerto Rico on the 14th. With these different requirements in mind, multiple telephone calls and e-mails were made during the preceding weeks to make sure everyone had all the different paperwork requirements in order. But even the best laid plans don't always work out.



Hai & Rick at KXFL

On December 9th Hai and Rick called and told us that, even though they were at their hangar, the airport was snowed in and they could not depart. They were hoping that the snow would melt or the snow got cleared so they could leave the next day. The next day the snow was cleared from the runway but the taxiway from their hangar to the runway was still covered in snow so they still could not depart. Finally, on the 11th they were able to depart towards KXFL with the temperature at 13 degrees. When they arrived in to KXFL, about 6:15pm, the temperature was 52 degrees.

After they arrived, we went over the next day's flight plan which was to depart by 10:30am, fly to LaBelle Municipal Airport (X14), fuel up and arrive in to KTMB around 2:00pm. We would go IFR while they would go VFR. With the flights planned, we all went to dinner at Highjackers (the Flagler Airport Restaurant) then we took them to the hotel.

The next day we picked them up at the hotel about 9:30am, filed our respective flight plans and departed KXFL about 11:00am. The flight was uneventful, until we got closer to X14. The weather had closed in and there was a solid layer of clouds below us. We were IFR so Galin requested the GPS approach into runway 14 and soon we were in the clouds. The approach was smooth and we finally broke out of the clouds around 900ft with the airport about 4 miles ahead of us. We didn't hear Hai or Rick so we assumed they were behind us as we pulled up to the fuel pumps. Once we had fueled up we went into the FBO to wait for them.

After waiting a while, they hadn't landed so we checked Flight Aware and saw they had diverted to Vero Beach. About 1/2hr later they called us to tell us they were at Vero Beach with an auxiliary fuel tank transfer pump problem and a local mechanic was looking at the problem. They hoped to get it corrected fairly quickly. By now the weather at Labelle was clearing up slowly but during the pre-flight Galin noticed that one of the main airplane tires was balding more than he felt comfortable with. It so happened that there was a mechanic at the FBO so we took the plane to his hangar. Luckily he had a new tire and quickly replaced it. Then, just before we were to depart LaBelle, Hai called that the transfer pump problem was fixed and they would soon depart. This meant we had both resolved our problems at the same time and were heading to Tamiami. As luck would have it, we both arrived into Tamiami around 4:00pm with Anthony there waiting for us.



Replacing the tire at X14

After securing the airplanes, Anthony took us to see his beautiful new Cirrus Airplane. By now the sun was setting, the temperature was about 70 degrees and we were able to take pictures of our airplanes parked next to each other. Anthony took us all to dinner where we talked about the next days' flight. We would meet the next day at the Tamiami FBO. The plan was that Anthony along with Hai & Rick would leave around 6:45am. Josue and David were going to depart North Perry Florida around 6:00am and meet up with them in the Bahamas (MYEF). From there they would re-fuel at Providenciales, make the flight to Aguadilla (TJBQ), clear US Customs, re-fuel and make the final leg to Mayaguez (TJMZ). It was going to be a long day of flying. They were going to fly VFR while we would leave Tamiami around 8:30am but IFR direct to TJBQ. Bill and Pat would depart Georgia around 8:00am, stop in



Anthony's Cirrus

in Ft. Pierce Florida for fuel, continue on to Providenciales for the night then meet up with us in Puerto Rico the next day. So that night we made all the flight plans and filed all necessary paperwork. It was almost time to start the Caribbean trip.

The next day, Friday the 13th, we were awake by 4:30am and got to the FBO around 6:00am. Anthony, as well as Hai and Rick, were already putting their luggage inside their planes and taking care of the last details of their flight. Everyone put on their life vests since we would be over water for long periods of time. Hai and Rick's airplane, as is Josue and David's, is slower than Anthony's Cirrus but they had all made prior arrangements to fly together. So they coordinated stops in Exuma, Providenciales and Aguadilla anyway. They finally left a little after 7am while we left around 8:30am.



Pre-dawn Pre-flight

The flight was uneventful as we headed towards Puerto Rico at 11,000ft. We chatted, ate sandwiches and snacks as we flew along. Every so often we would talk to someone from the group on the radio to see where they were. During this time we talked to Josue and David who were also airborne and on their way to Puerto Rico. Unfortunately we had a strong

headwind so it would take longer to arrive than what we had planned. The good thing was that we were able to contact Ivan as he returned to Tamiami from the US Virgin Island in his RV10. He provided us with a pilot report of the weather in the Puerto Rico area while we gave him a report on the weather in Tamiami. This worked out very well for all of us.

In the meantime, we were listening to music and talking to different air traffic controllers. After around 5 hours of flight, Millie started getting cramps. We realized the sun had been hitting her directly the entire flight and she was dehydrated. The right side of her headphone was very hot so she started sipping a little bit of water and stretching out. We placed a towel to cover her window and opened the vents so she could cool off. After about 30 minutes, she felt a lot better. Soon afterwards we passed Providenciales and heard that Anthony was landing. After this we couldn't contact anyone from the group for updates on how the headwinds were affecting their flights. We continued on ahead as planned, landing into Aguadilla around 4:30pm. Once at the COPECA FBO we took off our life vest, went to the bathroom and started fueling the airplane. Since we were behind schedule, and the car rental

counter closes at 4:30pm, we tried calling the car rental place to confirm we would arrive late but had no luck.



Arriving in to TJMZ

While at TJBQ we got a call from Bill Wallace. He told us that while doing the engine run up at Ft. Pierce, they had an exhaust manifold failure with his Bonanza and had to abort the flight. The airplane was grounded in Ft. Pierce, they had rented a car and were headed back to Georgia. Because of this failure they wouldn't make it to Puerto Rico. We were saddened with the news but glad that they were safe.

Right about then we realized that we hadn't heard from anyone of the group since passing Providenciales almost 3 hours ago.

Wondering if they had decided to spend the night in Provo we tried to call with no luck. So without knowing what the rest of the group was doing we departed to our final destination, Mayaguez, Puerto Rico. As we approached the Mayaguez airport, Galin talked to one of the guys waiting for us and told him about the car rental. He confirmed that they were still waiting for us. After almost 8hrs of traveling, we landed at Mayaguez around 6:30pm. There was a welcoming committee waiting for us at the airport holding a big sign saying "Bienvenidos"! It was a wonderful sight and, at least for a while, we forgot how tired we were.

After saying our "Hellos" and thanking them for welcoming us, we went straight to the car rental counter to get our car. Galin's cell phone battery was dead so we started charging it checking to see if someone of the group had left us a message letting us know what their plan was but didn't have any message. We picked up our rental and told the counter attendant what we knew about the others. She changed their reservations so they could pick up their car the next day since she had to close the counter for the night.

About 1 hour later, Galin got a phone call from Anthony who had just cleared US Customs in Aguadilla and was getting fuel. He told us that Josue and David had also cleared Customs and would soon be on their way to Mayaguez. Hai & Rick were approaching Aguadilla and should be on the ground soon. This meant that all the airplanes in the group had safely arrived into Puerto Rico. Josue and David



Pedro, our host while in TJMZ

arrived in Mayaguez around 7pm. Since the taxi lights were out our host in Mayaguez, Pedro got in his car and led them to their parking spot. When Hai & Rick finally cleared Customs, Anthony called us to let us know that they were on their way to Mayaguez. Anthony got to Mayaguez around 8pm and ½



After arriving in to TJMZ

hour later Hai and Rick landed. Since Pedro had left to get food for the welcoming party, Galin used a flashlight and led them towards the parking spots. Once all the airplanes were parked, we walked into Pedro's hangar to the smell of fresh pizza. This was great since we were all starving, especially those of us who hadn't eaten anything since around noon. Even though it was much later than planned, there were still a lot of people waiting at the airport for us.

After eating, it hit us that we were super tired and needed a well-deserved break. So we decided to change the schedule and rest the next day instead of making the trip to Old San Juan. The car rental counter was already closed so our hosts made sure

everybody had transportation back and forth to their different hotels. At about 10:30pm we left the airport back to Aguadilla where we had hotel reservations to get some much needed rest. It had been a very long day of flying.

The next day (Saturday, Dember 14, 2013) we got up around 8am for breakfast at one of our favorite places called "La Borinqueña". Then we headed back to the Mayaguez airport to pick up the rest of our stuff and organize everything in the airplane. On our way there we noticed that the rental car was giving us some problems so we decided to change it for another car. When we got there, we heard that everyone else had already picked up their cars and had left about 30 minutes before we arrived. The only one there from the group was Anthony and some local pilots who had flown in from other airports to greet us. We talked to the people there for a while as we unloaded our airplane. We decided to be at the Mayaguez Airport the next day (Sunday) at 9:00am for the trip to San Juan. So just after 2:00pm we headed back to the hotel for some rest and relaxation. By now the temperature was in the mid 80's with a wonderful tropical breeze.

The next day we got to the Mayaguez Airport around 8:30am for the flight to San Juan. Everybody departed around 9:30, VFR in fairly clear weather. But as we got closer to San Juan (TJIG) clouds and rain started closing in. At one point we had to divert slightly over water to maintain VFR conditions. But, once we passed Dorado, the weather cleared up a little and we arrived into a rainy and dreary San Juan without incident. After we secured the airplanes we got two taxis' since there were 10 of us, to take us to El Morro fortress. By the time we got to El Morro, the weather had cleared up nicely.



Landing at TJIG to visit Old San Juan & the video

Once we entered the fortress, one of the Park Rangers walked with us around part of the fortress and explained some of its history. We also realized there was going to be a special event reenacting some of the training Spanish Soldiers in the 1600's would have undergone. This included shooting a cannon as well as some muskets. We enjoyed the show, took pictures with the "Spanish Soldiers" and walked around El Morro taking lots of pictures. After visiting the fort, we went to lunch at "El Patio de Sam." From there we walked around Old San Juan visiting the Cathedral, The entry door to San Juan (La Puerta

de San Juan) then to the Pigeon Park (El Parque de las Palomas). While at the pigeon park, David decided to get some pigeon food and placed it on his hands, on top of his head and threw it where we were. The pigeons were all over him and it was so funny we took a video of it. To our surprised, even though he had pigeons on and all around him, he wasn't pooped once. But someone that was minding his own business away from the pigeons was pooped, guess who? Yes, Galin. Go figure.



Feeding the Pigeons

From there we continued walking around Old San Juan and taking pictures. When we got to the Cruise ship docks, we got two van taxis again and returned to the Isla Grande Airport. We left Isla Grande around 4:30pm landing in Mayaguez about

1/2hr later. [Rick made a great video of the trip](#). Once at Mayaguez, we decided to do the "Around the Island" flight tour the next day. So we decided to meet at the Mayaguez airport the next day at 9am.

On Monday, December 16th, we arrived at the Mayaguez Airport about 9am where Galin gave a flight briefing on how to do an "Around the Island" tour at 500ft. The airspace around San Juan is heavily congested with tall mountains a few miles to the north. San Juan has several specific VFR routes that are used to transition their airspace. Galin and Anthony had already done the tour so they didn't go.

While waiting for the airplanes to return from the tour, Galin noticed that the airplane's other tire was also going bare. So Galin called a local mechanic he knew who recommended a mechanic to replace the tire. Galin ordered the tire on line with a 2 day delivery to the mechanic's hangar and asked him to call us when it got there. About 2:00pm Hai & Rick landed having completed the tour. They told us that Josue & David had decided to land at the Vieques Island airport



San Juan Area Flight Briefing

for lunch. This was great news knowing they were taking advantage of being in the Caribbean to visit other airports and explore aviation in the Caribbean. At about 2:30pm we went to lunch with Hai & Rick to another one of our favorite local restaurants. After dinner, we coordinated spending the next day at Crashboat Beach in Aguadilla which has been ranked in several major travel magazines as one of the top 10 beaches in the world so we had to visit.



Relaxing at Crashboat

Early the next day just after breakfast, we got a call from Hai & Rick that they were headed to Crashboat. While at the beach, Galin's sister Iris joined us for the day. We took pictures, went in the water, ate chicken shishkabob (pinchos), Cod Fish Fritters (bacalaitos) and had some great conversation. It was a very relaxing day because we knew that the next days we would be island hopping to St. Thomas and St. Eustatius. At night we met and had dinner with our uncle at a new restaurant called "Chef Movil". The food and service was great so we recommended it to everyone.

On Wednesday, December 18th we arrived at the Mayaguez airport very early to be airborne by 8:30am towards St. Thomas. By 9:00am the four airplanes were airborne VFR towards St Thomas. Unfortunately there was some low clouds and rain along the south side of Puerto Rico so we would up diverting further away from land than we wanted. The airplanes that flew along the north side of Puerto Rico had no problems with the weather so they were already on the ground when we arrived about 10:00am. From the airport we took a taxi to downtown Charlotte Amalie and walked around the streets just sightseeing. Since we had eaten breakfast early, by 11:00am we were already hungry. Galin had spent time in St. Thomas so he knew some good local restaurants. He took us to Cuzzin's Restaurant where we had eaten many years earlier with our then very young daughters. We were pleasantly surprised that it still exists and that it was in the same place. Everyone had their lunch and soon after decided it was best to go on a tour. Josue and David decided they would return to Puerto Rico early and didn't join us on the St. Thomas tour. We got a tour van that took us around the island seeing the beauty of St. Thomas. At around 3pm we headed back to the airport for the return flight to Puerto Rico. From St. Thomas we couldn't fly directly to Mayaguez since we had to clear Customs in Aguadilla and also get fuel for the next day's trip to St. Eustatius.



At the St Thomas Airport

After clearing Customs and arriving into Mayaguez, we were informed that Josue & David had messed up by not clearing Customs at all. Josue informed us that he already called them to let them know and was waiting for a phone call from them. He was nervous not knowing what the penalty might be. Galin, having been a Customs Agent for 22yrs, explained what the procedures and penalties might be and to wait for the Inspector to call him. After that we left to have dinner with Galin's cousin, Gerardo and his wife Maria. To our surprised, Jose and David showed up at the same restaurant so they joined us and we had a good time. We left the restaurant fairly early since we had to be back at the airport by 6:00am to be airborne towards St. Eustatius by 7:00am.



Pedro and his family joined us

We awoke on Thursday, December 19th about 4:30am arriving at the Mayaguez airport about 5:30 in the morning. As the others arrived Galin did the pre-flight and filed an IFR flight plan to St. Eustatius (TNCE). Pedro, our host while in Mayaguez, would join us on the trip with his family in his Cessna 172. So on this trip there would be 13 persons in 5 airplanes. We wanted to be airborne by 6:30am since it was further away than St. Thomas and were expecting strong headwinds. We also wanted to be the first crew to arrive in to St. Eustatius in order to provide the other pilots good weather reports along the way. This was important since St. Eustatius did not have aviation fuel and neither Pedro's Cessna nor Josue's Grumman could make the complete round trip

flight especially if the headwinds were too strong. Additionally, we could enjoy St. Eustatius and be back in Mayaguez before nightfall. But like most plans it didn't work out that way and we didn't get airborne until around 7:30am.

We had a strong headwind so it took us almost 2 ½ hours to arrive. When we approached to land at St. Eustatius the winds were very strong from the left and the mountain just left of the runway touchdown

zone created an area of turbulent winds. Because of these factors, we landed slightly long and with a slightly higher airspeed. With the strong winds our landing roll was quite short and we were soon at the St. Eustatius airport ramp. Once on the ground, Galin briefed the other pilots about landing there and they all arrived without incident.



Approaching the "Statia" airport

Once we had all arrived we were received by the Lt. Governor of St. Eustatius, the St. Eustatius minister of tourism and several other government officials. Also

waiting for us were a local TV News Crew and a reporter from the local newspaper both covering our arrival to their island which they call Statia. Anthony and Galin were both interviewed for TV and we were all given a tote bag with Statia souvenirs. We quickly cleared



The "Statia" welcoming committee

their Customs and Immigrations to find that the Tourism Office had a van waiting to take us on a tour of the island. St. Eustatius is a very small island (barely 8 square miles) with just under 4,000 inhabitants, is part of the Dutch Antilles so it took about 1 hour to see the entire island. One of the places we visited was Fort Oranje that for years protected the St. Eustatius waterfront.



At Ft. Oranje

During the 1700's St. Eustatius was a center of arms and ammunition selling and sold to anyone willing to pay. It was one of the few places from which the rebellious British Thirteen Colonies of North America could obtain weapons.

This good relationship between St. Eustatius and the United States resulted in the noted "First Salute" of 16 November, 1776. On that day the Commander of Ft. Oranje returned the salute fire of the visiting American warship Andrew Doria.

In 1939 President Franklin Delano Roosevelt visited St. Eustatius and presented a plaque commemorating the event.

The People we met during the tour were very friendly and we took lots of pictures before heading out to the Papaya Restaurant for lunch. Lunch was a slightly different buffet in which they weigh the food and charge you according to weight. That was new to many of us in the group. After lunch it was time to go to the airport for our return flight.



With our "Statia" tour guide

Once at the airport, Galin provided Pedro 20 gallons of fuel for his C-172 and an additional 10 gallons to Josue for his Traveler. We had anticipated this and had filled our airplane with the 92 gallons maximum fuel it can carry. With the amount of fuel we had used, and the 30 gallons we took out, we still had plenty of fuel to make the

flight with IFR reserves. Because of this it took a bit longer to take off from the island, leaving around 4:00pm. The flight to Aguadilla was uneventful arriving about 5:00pm to clear Customs and fueled up. The US Customs Inspector had a long chat with Josue and David about not having cleared Customs the day before, but decided not to give them any penalty just a warning. They got real lucky since it could have been much worse.

Galin stayed in Aguadilla since the mechanic had received the new tire and he wanted to do some night currency flights. Because of this Millie went with Anthony and his family in his new Cirrus. This meant that Millie got to get a ride in the Cirrus before Galin did. After arriving in Mayaguez, Millie returned to Aguadilla, picked Galin up at the airport and we went to the hotel to rest. It had been another long day of flying.

On Friday, December 20th we were finally able to sleep in, the first time since the trip had started. After breakfast Millie took Galin to the Aguadilla Airport and, when the new tire was installed, he flew the airplane back to Mayaguez. After that we went back to the hotel just to do nothing. It was great.



Mayaguez Airport Fly-In

The pilots at the Mayaguez airport, with support of other pilots in Puerto Rico, decided to sponsor a Christmas Fly In. So on Saturday it was PARTY TIME Puerto Rican style with roast pork (lechón asado), music, dancing and good company. It started at noon but since Galin was the DJ, we got there earlier. More than 100 persons, pilots and their families, showed up. For the first time in a long time the Mayaguez Airport was alive with airplanes and activity. People flew in everything from ultra-lights to a Cessna 421 and even several helicopters from different airports in Puerto Rico to have some fun. During the Fly-In the pilots from our group introduced themselves

and talk about their planes, the trip and their experiences. Most of the people that showed up wanted to see the airplanes that came to visit PR and talk to the pilots. Several persons got orientation rides in different airplanes and helicopters. It was a little after sunset by the time everyone started heading home. Everyone said they had a good time during the Fly-In.



Mayaguez Airport Fly-In



Preparing to leave Puerto Rico

Finally Sunday December 22nd arrived and 3 of the airplanes would head back to Florida. They were at the airport at around 6:30am, completed the pre-flights and said their goodbyes. Everyone was happy to now have new pilot friends that they will keep in contact. One by one the three departed but Josue and David, in the Grumman Traveler, had to come back because of a maintenance issue. They left the airplane in Mayaguez so a local mechanic could later fix it. They would return to Florida on a Commercial flight then come back to Puerto Rico once it was fixed. The flight back was a bit quicker since they had a good tailwind all the way back. Overall, everyone was happy with the trip and David is even planning to join us next year with his wife

and in his airplane. We planned to spend a few more days in Puerto Rico visiting friends and family we couldn't visit while the others were here so we stayed behind.

The next few days were spent with friends and family and just generally hung out in Puerto Rico. On December 29th, we went to the beach to spend our "last day" at Crashboat with several family members. During the day, and since Galin's brother Joe enjoys doing Stand Up Paddle Boarding (SUP), Millie decided to try it. Now this was so funny. When she first got on the board, on her knees she started trembling from the effort. But it wasn't so much her body but her big Puerto Rican butt that was wiggling. She never stood up but was persistent trying it over and over again. With the waves, it was more difficult and I think she lost like 5 pounds while Joe was quickly on his board. We also met up with several other family members that we hadn't seen in a very long time. Afterwards we went to the Airport to secure our large luggage pieces for the next day's flight. Since we were returning IFR direct to the US we advised US Agriculture of our intentions so they could inspect the airplane before departure.



Millie at Crashboat

When we got up early in the morning of December 30th to check the weather, there was a large band of very bad thunderstorms stalled right in the middle of our projected flight plan between Florida and the Bahamas. The weather was such that it was best to wait for it to clear so we canceled the flight even though it wasn't forecast to clear for several days. This meant we were stuck in the Caribbean for a few more days. Oh the horror! So we went to the airport, spoke to Agriculture to let them know our change of plans and that we would try to leave on the 2nd.



New Year's Eve with family

The next day was New Year's eve and it was overwhelming when we got multiple invitations from family and friends to celebrate the New Year's with them. So we went to Aguada to spend New Year's with Galin's cousin Gerry and his wife. During the party

Galín got to see several other cousins, some of which he hadn't seen in over 40 years. We met each of their families so there was good company, great food and nice fireworks. We had a wonderful time and left after midnight.

January 1st, 2014 was a lazy day so we just hung out while Galín monitored the weather. Since the weather seemed to be clearing up, and we already had the US Agriculture inspection set up, we made plans to leave PR the next day.

Gerry and his wife Maria had offered to pick us up and they got to the apt at around 7am on January 2nd. We arrived at the airport and started loading the airplane for the long flight. The Agriculture inspector was already waiting for us and he cleared us for the flight. After the preflight was complete and our IFR flight plan was on file, we took pictures, said our goodbyes and got in the plane for the flight



Just before departing TJMZ

to Tamiami getting airborne around 8:30am. The weather was severe clear with the temperature at about 85 degrees. We had fun with a towel that Galin put on his head looking like a Arab then putting it up like a curtain on his window to cover him from the sun. With the good tailwind we had, the flight took only 5:50 minutes.



Galin in the shade

We got to the Air Sal FBO in Tamiami at around 1:30 happy to be there. We had thought of just getting fuel and continuing on but were too tired to keep going. Anthony was there in minutes and took us to go eat at Five Guys Burgers and fries. From there we headed to his apt to just chill while Galin started working on the next day's flight plan. At around 7pm we got hungry and walked around stopping at a Peruvian restaurant for some rotisserie chicken with cilantro rice and fried yucca before we got back to the apartment.

Galin checked the weather and saw there was a strong cold front heading towards North Florida bringing with it high winds. We knew we had to be back in Flagler soon since we didn't have very warm clothes in our luggage. With this in mind we went to bed at around 10pm.

On January 3rd, 2013 we left Anthony's apartment for the airport around 7:30 in the morning. After paying the FBO fees, fueling up and filing our IFR flight plan, we were airborne just before 9am. We flew to Flagler seeing several other planes on our way there. Due to headwinds, it took almost 2 ½ hours on what should have taken 2hrs without the winds. To make things worse, clouds had moved in and Flagler airport had gone IFR with ceilings reported at 900 and visibility of 6 miles. We shot the GPS approach and once under 900ft, we broke out with the airport almost straight ahead of us. When we got there and we tried to start our car, it had a dead battery and wouldn't start. With the temperature about 45 degrees, we put the car battery on a trickle charger and went to have lunch at Hijacker's Restaurant.



Flying IFR on our way back to KXFL

After lunch we tried to start the car again with no luck. So Galin took the airplane battery out, connected it to the car and we got the engine started. Once we did that, we put the airplane into the hangar and headed home. The plan was to sleep in the next day for as long as we could. We were happy to make the trip and have so much fun with other aviators but at the end of the day, there's no place like HOME. Now we start planning our next flying adventure.

The flight crews were:

N819PR – Galin Hernandez, Millie Santiago

N555GQ – Anthony Perea

N307HL – Hai Longworth, Rick Longworth

N9659L – Josue Tirado, David Kristoferson

N3101V – Bill Wallace, Pat Wallace

C-GMDV - Ivan Kristensen

More photos of the trip are available at:

<http://s1175.photobucket.com/user/Puertoricoflyer/library/4th%20Annual%20Puerto%20Rico%20Fly%20In?sort=6&page=1>