

PRIVATE

JULY, 1967

60 CENTS

PILOT

It's Cheaper To Fly
Than Drive!

Resort Report:
CAROLINA LAKES
BY FLOATPLANE

Plane Tests:

CESSNA TURBO-SKYMASTER
ALON A-2 AIRCOUPE

Clear Air Turbulence

INSIDE YOUR
INSTRUMENTS



AS we crossed the Cimmaron River on schedule and bored over the Kansas-Oklahoma border toward the Dalhart, Texas, VOR, two thoughts were uppermost in my mind. One was the steak I was going to eat that evening at the Buckhorn Saloon near Silver City, New Mexico, and the other was the "letters to the editor" that were bound to follow the appearance of PRIVATE PILOT's first plane test on a multi-engine aircraft.

The steak was to be a feature attraction during our fly-in visit to one of the most enjoyable places I know, the historic mining and mountain recreation area around Silver City in southwestern New Mexico. The letters, I was sure, would come from readers who fear that PRIVATE PILOT's editorial

emphasis will drift away from the single-engine world to focus on the growing armada of corporate twins and bizjets.

But thousands of single-engine pilots transition every year into twin-engine equipment, and thousands more dream of doing so when they can. Not all of them actually buy the twins: many simply want to become competent to fly them. And increasing numbers are making the initial transition in Cessna's unusual push-pull twin, the Super Skymaster.

Dick Donahue, veteran fighter pilot, Lockheed test pilot and aircraft commander on the Berlin airlift, was in the left seat as I flew from the right and mulled the relative merits of Worchester sauce vs. no condiments at all. Donahue is now multi-engine sales manager for Foothill Aircraft Sales at Cable Airport in Upland, California, to which we were delivering the spanking new 1967 Turbo-System Super Skymaster.

We were getting an easy 165 mph TAS at 10,000, but a 30 knot wind going exactly the wrong way was not helping our ground speed any. We had planned to file for 18,500, but up there the breeze was 50 knots, and not even the turbocharger would help much, so we stayed down. N2336S had only two hours on the recording tach when we left the Cessna Delivery Center in Wichita, and we didn't feel like pressing things. With the mixture

running well on the 2300 rpm and 23 in pressure the fuel showed a bit more than we didn't get away until 1 p.m., and the refueling stop in Albuquerque was just about running light as we angled down of the Rio Grande, 10,000-foot peaks of the Grant County Air



PING UP TO A

Turbo-System Super Skymaster

By Bob Said