

7/1/84

HOTEL TORFAN room was £15.50. Breakfast not included, and doesn't start until 8AM. Walked to airport (good reason for knapsack): 5min. Cafeteria had bkfst and sandwich for lunch. Checked out with Immigration and Customs (the customs is in "cargo house", in same wing as met office). Very good met office - the finest this trip (good raw + processed data, good briefers). Good satellite Fax's, even $\frac{dT}{dH}$ charts! High west of Ireland: Production was 25kt winds at FL100, 15kt at FL050, weaker after Stornoway. Iceland satellite showed clear. Went back to DALC to get computer, then filed at 0745Z (0845 local) for 0830Z. Engine start 0830, t/o at 0843. Secci was wrong about long walks - Preststrand is a good place. Customs men said fog was rare, unlike Glasgow.

Found a 40kt headwind going to STN. Was this ^(40 kts gndspd?) what I'd been worrying about, or was I just nervous about enjoying myself in Austria with flying back full ahead? Thought about refueling at STN, but they are closed on Sundays. Jepps had no arpt paragraph on VASAR, so went on, expecting shift & lightning. Checked my cross bearings w/ Scottish radar, found ground speed of 125 kts. Worked fuel figures several times. Proceeded.

On top of a stratus deck at FL080 most of the way. At 0°C, but no clouds. Saw some nice patterns in clouds. When the sea surface was visible I could see the swells, and a very few whitecaps. Remembering Gann's storm description, I worried about my little reef. Chichester may have been overconfident that he could row 200 miles.

Only 45min between loosing STN VOR and getting good ADF on 209hz. LORAN NFG. Saw

an airliner pass East of me at about the same time I picked up VM. Headed for his origin - excellent track to VM. DR was taking me a bit west, but not too bad.

Sighted snow-capped mountains. At Lima asked for deviation North to see same - I guess I wasn't tired of Ireland! Moreover that showed a bit of confidence in working thru ATC, without them holding my hand. Besides - how many lovely days do you get to fly in Iceland? Saw a half dozen oyster^{shell} textured glaciers; flew over volcano. West to BIRK; saw Thingviller fault.

Fog lay between me and arpt - saw tower but not runway. Did 360 to descend. I said Left; ATC asked for right. Rolled into right - saw departing opposite direction 172! Did 360° to the left; told ATC. Saw runway, switched to tower. Flat approach.

Victor met me, took gen dec for customs, arranged fuel. Fuel was \$2.50/gallon - not bad. Gave a good rate on \$.

I felt quite tired, and perhaps a bit sleepy. Lay down until 6:30, then took bus into town for 15 kr. much better than Loftlieder restaurant (window shades drawn). \$18 bought smoked salmon with cold creamed spinach sauce - good! and monkfish lightly fried in butter w/ scallops, crawfish, shrimp. Excellent! Bus back - good ride through town.

Went out to plane - found an excuse (to drop my jacket there!). Added ²/₃ gts oil. Walked around ramp - one baron w/ King HF, ONS! Nice evening, and bright sun at 10pm.