

## FERRY : LFPN – KDAL



There she is! Ready for my first trans-Atlantic flight.  
A beautiful 2005 Cessna T206 with G1000.  
Now off for some last preparations.  
Wish me tailwinds and hot clouds !

## LFPN - EGPC - BIEG

Study study fly fly. What a day! Cant believe I flew to Iceland in a Cessna!



## BIEG -BGKK - BGSF

What a trip again! For the first time I actually got tailwinds on a portion of the flight...

Flying over vast amounts of icy water is still a bit scary.

The approach in Kulusuk was stunning once again, landing on a bare snow covered rock in the middle of nowhere...

Apparently I forgot to take pictures on my cell of the last leg over the high Greenland glaciers. With clouds above me and snow below, it's like flying in a cloud. Everything is bright white light with no contours or contrasts anywhere.

An alien experience...

The plane is flying like a dream! Engine sounds perfect and performing much better than the book



## Kangerlussuaq



## BGSF – CYFB

Well, I didn't make it to Goose Bay but hey, I **CROSSED THE ATLANTIC!!!**

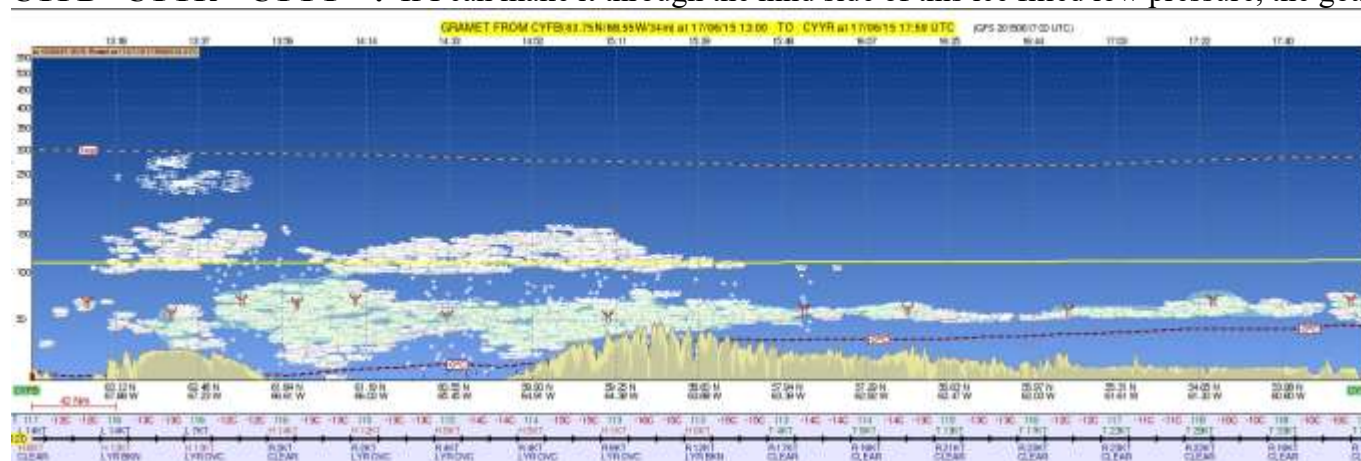
Another day of fine flying. Had to make due with a missing database and outdated charts but whatever, no ditching!

The weather report/forecast said 100% probability of moderate icing from FL050 all the way to FL230 so I'm staying put.

Time for another steak and maybe some wine... In between I got the G1000 updated with all bells and whistles. Next challenge is getting to YYR, pushing the maximum range to the limit...



**CYFB - CYYR – CYYY** : If I can make it through the hind side of this ice filled low pressure, the goal for today is Mont Joli.



## CHECK

Woke up to a beautiful day. The ice looked low enough to fly over and so it was. I punched a few clouds to see and was glad to find some minor rime icing.

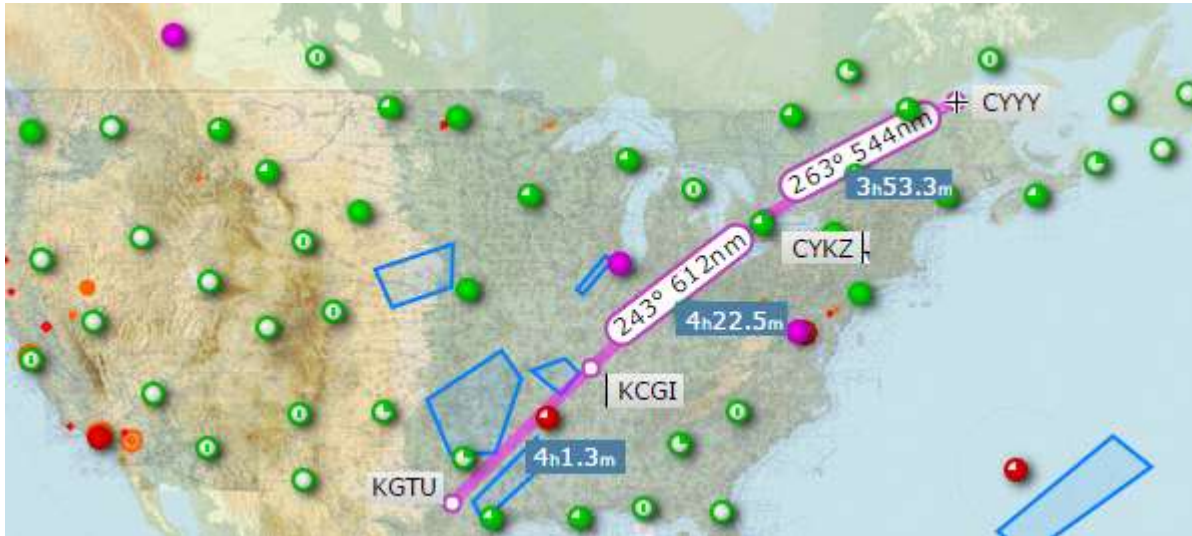
I set her up for economy cruise in winds pushing us back 20 knots but in the last 2 hours of the 5h10m flight we got some very nice tailwinds. I came down on goose bay with a stunning 180 knots in the descent! She only used 230 litres on that loooong flight. Amazing.

The second flight was a race against the clock. 40 knot headwinds did not help at all. I set her up for performance cruise at KTAS 150 knots. Made it 5 minutes before closing time after a 'Stuka' descent after being vectored way too high.

Time for some rest after another 8 hours. Total trip time is almost exactly 32 hours.

I hope to be in Charlotte, Missouri tomorrow!





Didn't take much pictures of the last flight since I was being radar vectored through thunderstorms trying to control 1500fpm up and downdrafts..

### KGTU – KDAL

Approaching St. Louis. That was one awesome approach. Sunset, full on IFR weather, vectors through busy traffic. CBP was less fun... Its still sinking in.

Here I am sitting in Round Rock, TX after flying a tiny Cessna half way around the world in 6 days.

