Paris-NY(Part2) (V2.5)

Flight created on 28.08.2022 (21.10.2023 V2.5 English)

Estimated flight duration 4h
(With flight acceleration over the ocean about 1,5h)

Difficulty level hard

Mission: Fly the Concorde from New York to Paris.
(Kennedy INTL - Charles de Gaulle)

Prerequisite: **For this flight, the Concorde is absolutely necessary.**
Download this plane here:
https://www.rikoooo.com/downloads/viewdownload/51/967
If the download link does not work, contact me: p3d@andi20.ch

---

Introduction

Boss: You managed the flight from Paris to New York well this morning.

Now it's 15h, the pop star has finished his concert and has to return to Paris as soon as possible. Tomorrow he already has the next concert in Paris.

The landing in Paris will be at night, so it's a special challenge.

The flight

This is an IFR flight (IFR = Instrument Flight Rules), where you have to take over the complete radio with the air traffic control and will perform an ILS landing approach.

If you are not familiar with ILS, IFR and communication with air traffic control, I recommend to fly the flights "IFR Kronoberg" and "IFR Kronoberg Teil2" before.
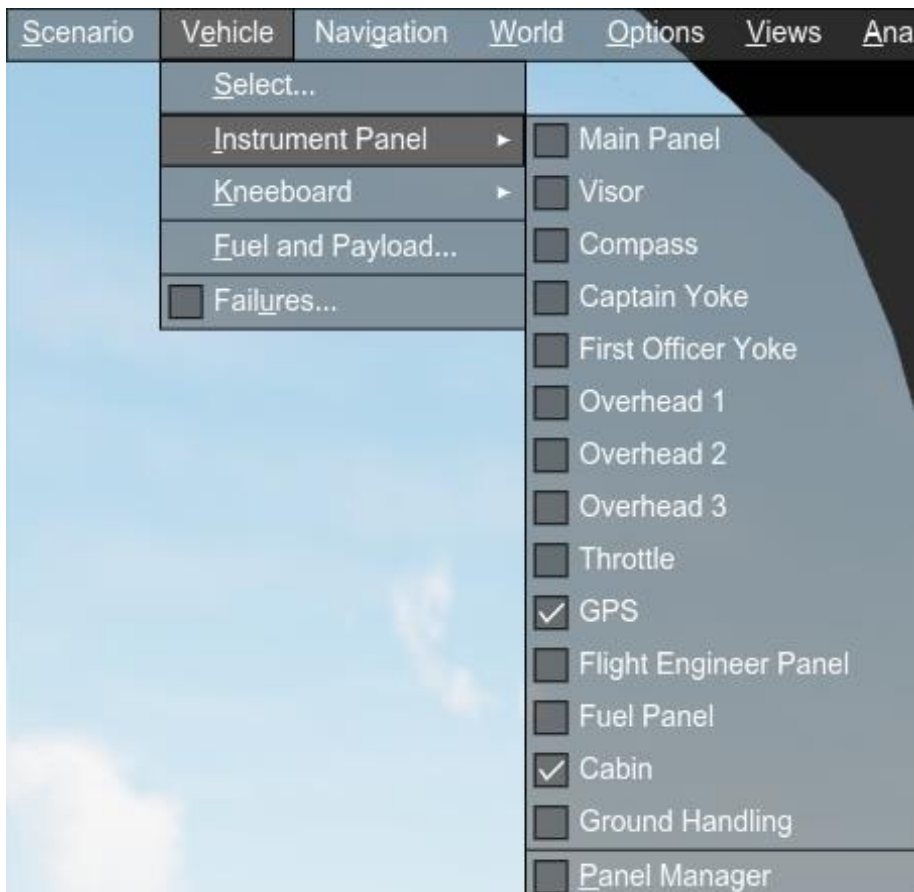You can download these flights here: https://andi20.ch/p3d/

Start

You are at the airport "Kennedy INTL" in the parking area.

Activate GPS and Cabin view.
(Menu Vehicle/InstrumentPanel)

Cabin is unimportant, but finely shows the current altitude and speed.
To place Cabin as shown below do the following:
1) Open Cabin in Vehicle/InstrumentPanel menu (appears in full screen mode).
2) Right click and select "Undock Window".
3) Reduce window and dock with right click "Dock Window/Virtual Cockpit - View 00".
4) Move Cabin to a suitable place and resize it.

If you fly in full screen mode:
Temporarily deactivate this mode to adjust everything (alt+ENTER).
Reactivate by "Views/Full Screen", or "alt+ENTER".
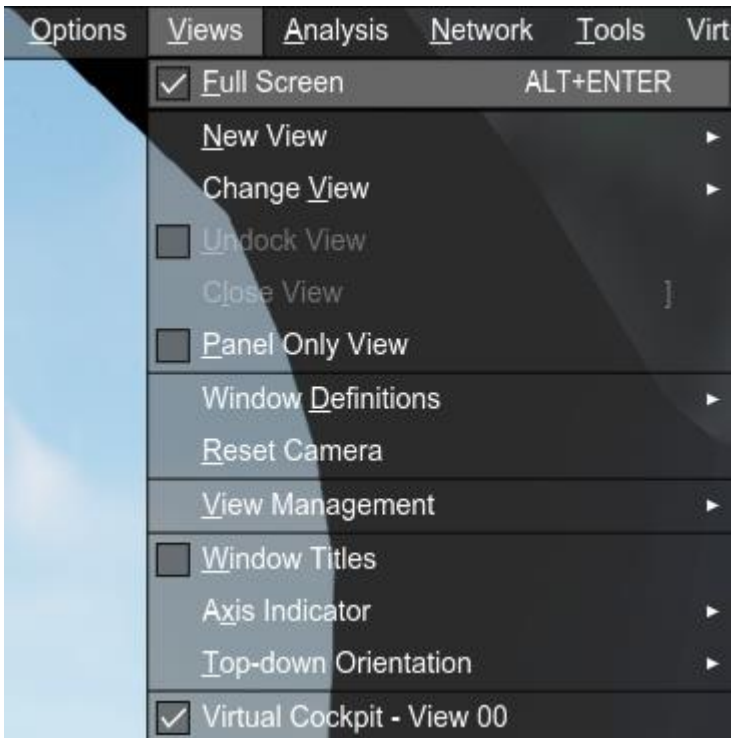
Alternatively, temporarily enable the "Menu Bar" (right-click with
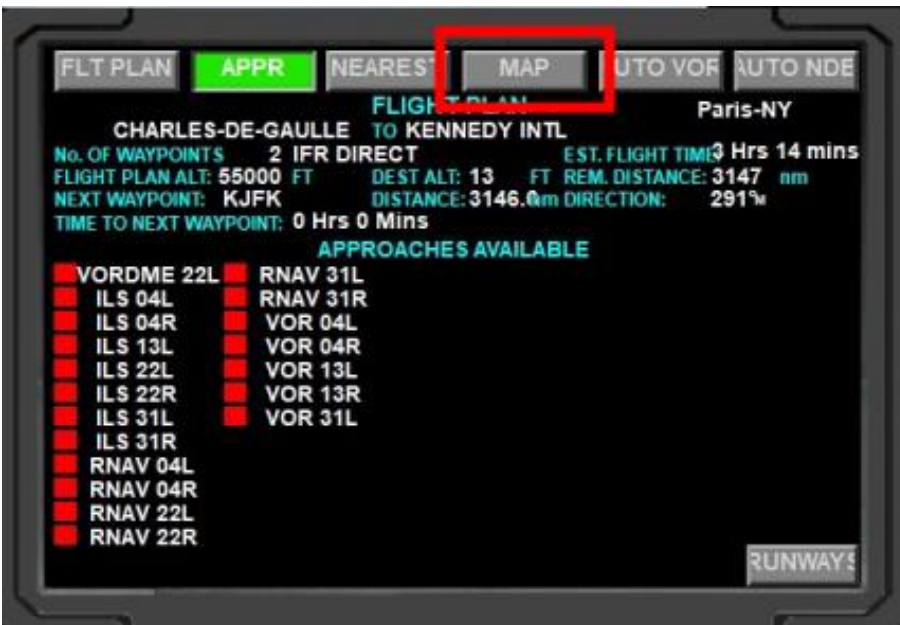the mouse and disable "Hide Menu Bar").
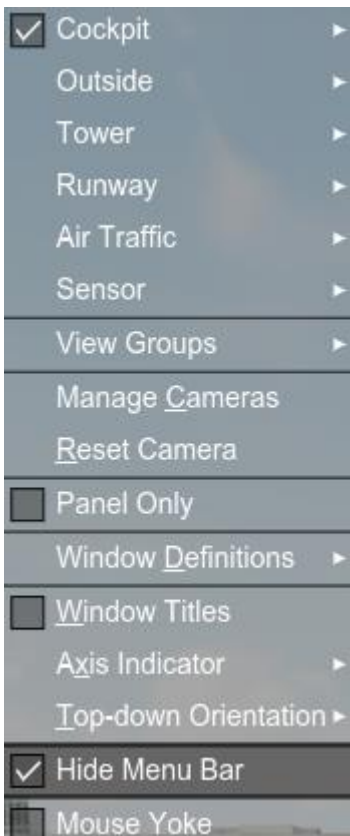
For me it looks like this:

You can place the windows as you like.

Details about the GPS: Activate MAP.

Switch the 5 marked buttons to green
and set a suitable distance.

I recommend a distance of 20-40nm.

Follow the instructions of the co-pilot and air traffic control.

You will need to make some adjustments to the autopilot, so you will find explanations below.

The flight

You take off and climb to 55000 feet as instructed by air traffic control. After reaching 55000 feet, you accelerate to Mach 2.02.

Since this is a long flight, you can accelerate the flight by a factor of 4x or 8x. More than 8xSpeed is not recommended because ATC wants some frequency changes.
(Menu Options/Simulation Rate)
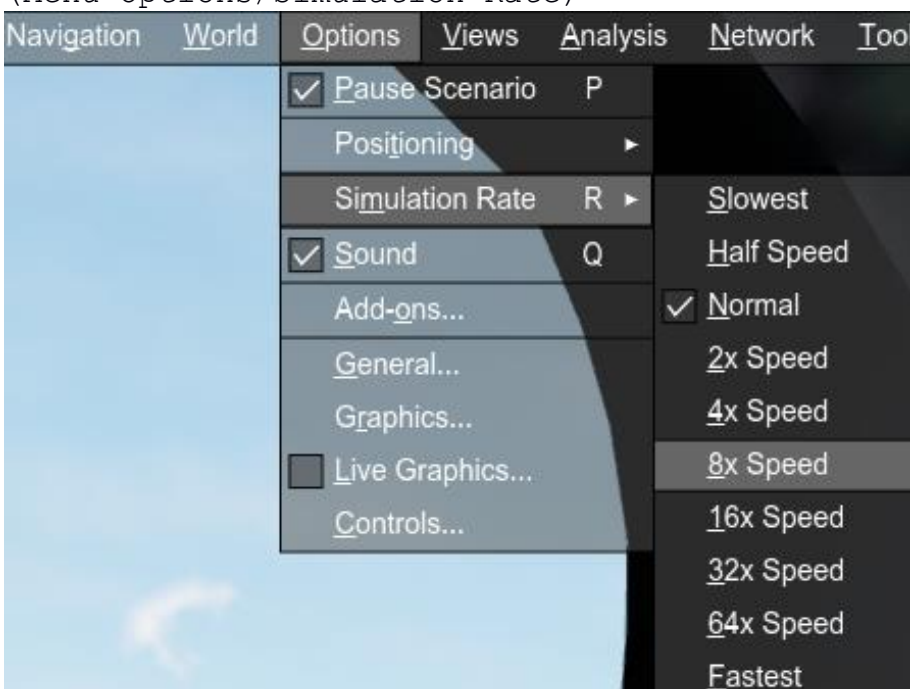
If you have very fast fingers, you can also accelerate to 16x.
The co-pilot will tell you early enough when to go to "normal
speed".

About 1900nm before the destination the engines 1 and 2 will fail
for unknown reason, the co-pilot will warn you 50nm before. As
soon as the engines are running again, you can accelerate the
flight again.

If anyone knows why the engines fail, or how to avoid it, please
contact me. P3d@andi20.ch

350nm before the destination you have to deactivate the flight
acceleration again, because the descent will be initiated soon.
The co-pilot lets you know.

About 68 miles from Paris, you will be directed to the ILS
approach.
Air Traffic Control will assign you a runway (unfortunately not
always the same one).

Search in the menu Navigation/Flight Planner for the airport and
the corresponding approach data.
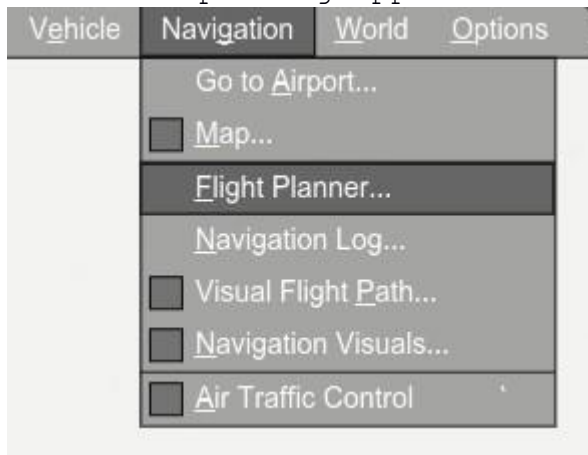
Or just use the matching list:
P3dV4:

Runway	Length	Surface	ILS ID	ILS Freq	ILS Hdg
9L	8841	Asphalt	PNE	109.350	087
27R	8841	Asphalt	PNW	110.350	267
9R	13757	Asphalt	CGE	110.100	087
27L	13757	Asphalt	CGW	110.700	267
8L	13813	Concrete	GLE	108.700	087
26R	13813	Concrete	GAU	109.100	267
8R	8840	Concrete	DSE	108.550	087
26L	8840	Concrete	DSU	108.350	267

P3dV5:

Runway	Length	Surface	ILS ID	ILS Freq	ILS Hdg
9L	8841	Asphalt	PNE	109.350	086
27R	8841	Asphalt	PNW	110.350	266
9R	13757	Asphalt	CGE	110.100	086
27L	13757	Asphalt	CGW	110.700	266
8L	13569	Concrete	GLE	108.700	086
26R	13569	Concrete	GAU	111.950	266
8R	8840	Bituminus	DSE	108.550	086
26L	8840	Bituminus	DSU	108.350	266

P3dV6:

Runway	Length	Surface	ILS ID	ILS Freq	ILS Hdg
9L	8842	Asphalt	PNE	109.350	084
27R	8842	Asphalt	PNW	110.350	264
9R	13757	Asphalt	CGE	110.100	084
27L	13757	Asphalt	CGW	110.700	264
8L	13569	Concrete	GLE	108.700	084
26R	13569	Concrete	GAU	111.950	264
8R	8841	Bituminus	DSE	108.550	084
26L	8841	Bituminus	DSU	108.350	264

When descending below 5000 feet, you may hear a penetrating
warning signal (bip-bip-bip...).
The warning comes because you are descending at 2000 feet/min and
the ground is rapidly approaching.
Ignore the "bip" because it will stop as soon as you reach the
altitude required by ATC.
Alternatively, you can reduce the descent rate to 1500.

After landing, leave the runway.
Mission accomplished!

If you like, contact ground and request taxi to gate, parking
area, or gas station.
Switch on the taxi lights and taxi away...

Concorde help

Overview:

Detail airplane nose:

The nose of the plane is lowered with this lever.
A combination of right and left click with the mouse
(r,r,l,l,r,r,l for complete lowering).

Alternatively, you can lower/lift the nose of the plane with "flap
lever" and/or its keyboard command.
(Because the Concorde has no landing flap, this keyboard command
was used for the aircraft nose).
*This change does not come from me, it was done by the "builder" of
the virtual Concorde.*

Detail engine displays:

On the way, engines 1 + 2 will fail for unknown reasons.
So watch these displays.

Main displays:

Climb rate detail:

The Concorde climbs normally with 5000ft/min.
Below 10000 feet, however, only 2000ft/min.
The sink rate is always 2000ft/min.

Detail HSI:
The number in the upper left corner shows the distance to the target.
The number in the upper right corner shows the speed over ground.

The Heading Situation Indicator shows you in NAV mode if you are on course.
Actually, the autopilot does everything on its own until the landing approach.
From then on, you must watch when the laterally offset yellow line

in the center of the instrument moves toward the center. Only then do you activate "LAND".
The co-pilot will help you a little bit.

Detail autopilot:
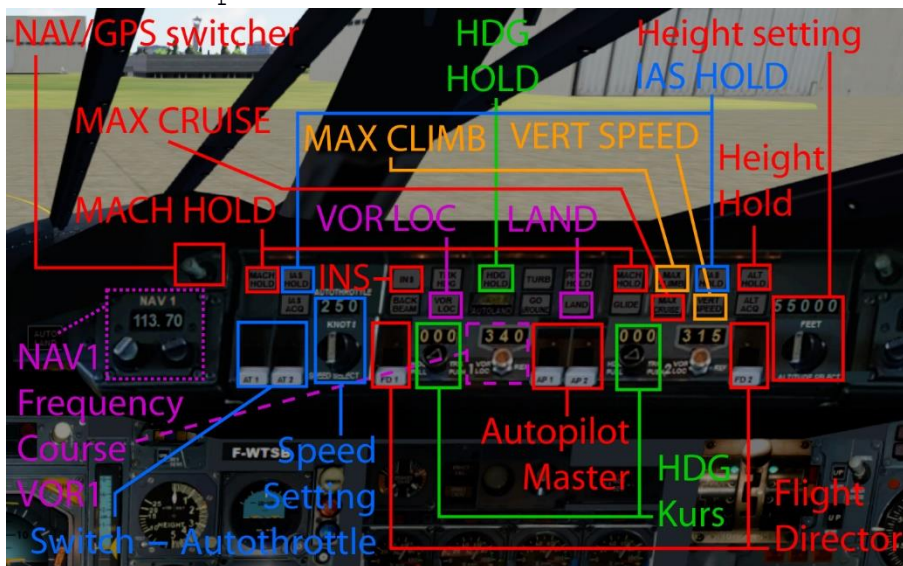
All the switches you need are listed here.
The co-pilot will tell you when to operate switches and make adjustments.

Upper panel (lights):
First you have to extend the headlights,
then they can be switched on.

An error with the virtual Concorde:
The "landing light switches" turn on the taxi lights.
Therefore you have to activate the landing lights via keyboard command (ctrl+L).
But that's not bad, because in P3d V5 the lights don't work properly anyway.
(In P3d V4 the headlights still illuminate the taxiway correctly).

For the following switches an explanation:

1) INS (Intertial Navigation Mode):
P3d does not support this alternative navigation system, so this switch has been changed to activate the GPS (which is normally not available in the Concorde).
Diese Änderung kommt nicht von mir, das hat der "Erbauer" der

virtuellen Concorde so gemacht.

2) "VOR LOC" + "LAND": These two switches are designed as a single switch (labeled "APR") on most aircraft. On an ILS approach, this is used to pick up the landing course transmitter. Normally, you can activate this switch long before the landing course transmitter is in range.
In Concorde's experience, this only works when the landing course transmitter has been correctly detected.
Usually only when the air traffic control guides you into the final approach.
(You are 21 miles south. Turn right heading 015, Descend and maintain 1500 Cleared runway 4R approach. Maintain 1500 until established on the localizer.)
- VOR LOC" should be activated only then, otherwise the Concorde may take up the opposite course or fly uncontrolled in a circle.
- LAND" is activated as soon as the Concorde has picked up the transmitter and is aligned with it (yellow line in the heading indicator approaches the center).
"LAND" then causes the descent along the glide path to commence.
If you do not activate "LAND", "VOR LOC" will guide you exactly towards the runway, but you will not descend.

3)VERT SPEED: This switch sets a climb/descent rate of 2000ft/min.

4)MAX CLIMB: This switch sets a climb rate of 5000ft/min. This is the usual climb rate of the Concorde.
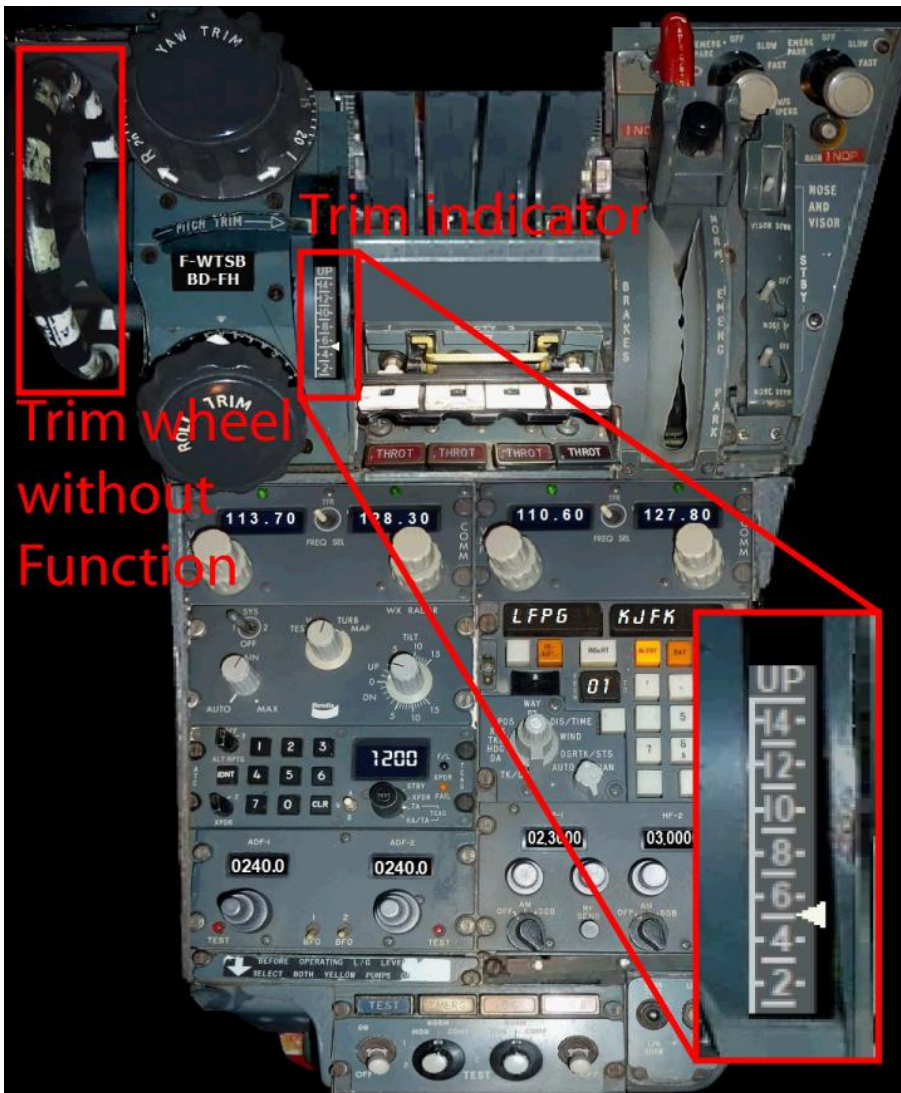

Final notes:

1) The Concorde is great implemented, nevertheless I miss an important display and function:
- You can't adjust the elevator trim anywhere (except by keyboard command).
- You can't see what the current position of this trim is (except in the 2D-Cokpit, when you switch to engine displays).
There you can see this setting (small).

For me not really bad, because thanks to "Logitech-Multipanel" I have the trim wheel and on a "Logitech-FIP" I see the trim setting.

On this flight I have preset a trim of +5, thus the Concorde starts practically by itself when reaching 210 IAS.

So don't be surprised if in a flight you created yourself, the Concorde doesn't take off on its own without a massive pull on the stick!

2) The Concorde has no flaps. The nose of the plane can be operated with the "normal" flap switch, or the corresponding keyboard commands.

So far no problem, but I noticed that lowering the nose has a massive braking effect, similar to activated flaps. Is this also the case in reality?

Therefore, don't be surprised if I want to lower the nose of the plane by 1 step when descending already a little below Mach 1, and at below 250 accounts already to step 3, although the runway is still eternally far away. Lowering the nose helps to slow down and

descend.

I hope you enjoyed this flight, if so please give feedback to
p3d@andi20.ch . Also send error messages (spelling mistakes, wrong
information, etc.) to p3d@andi20.ch, I appreciate any feedback.