

Europe to North America-Crossing Atlantic (08-13 to 08-16-2007) BY MU2B-36A/OK-LHB

- 1. total flight distances: 5400NM (LKKB to KTUL)**
- 2. total flight time: 22.2Hrs in daytime (average 11Hrs in IMC)**
- 3. total fuel burn: 1700Gallons**
- 4. average C/Alt: FL220**
- 5. average G/Spd: 245kts (Average H/W 25kts)**
- 6. total stops 9 airports.**

08-13-2007: (LKKB to EBAW 1.8hrs)

We were busy all day due to all the planning, which included the interior setup, an attempt to fix up the A/P and to check out the entire system and so on. It wasn't until 5:00PM local time that we finally got ready to go.

According to Tony (Antony Eyre a world ferry pilot, Learjet specialist)'s opinion: "Even fly suchlike-DC3; Learjet; Citation; King Air; PC-12..., I've most without the check list, but for MU2s, Damn! I always more pay attention...; I'd tell you if you can handle well with it, you can fly any kind's plane, MU2 is a hardest one to fly!"

We took off with IFR flight plan from LKKB (NATO control airport in Prague, Czech Rep.) over the entire span of Germany, passing through a little bit of Holland, then landing at EBAW (Antwerp, Belgian) in the evening at 7:00PM local time. It was 1.8hrs in flight at 1st. day.

Tony's relative went there to pick us up and take us to the hotel. We had dinner together in town till 11:00pm. I was sick all night long that might have been caused by cool temps there or due to eating too much pizza with cool water for lunch in Prague. And plus, I had gotten into a little incident, slipping down in the bathroom in the room. Next day, when other people saw my face a piece of blue on the right side, they must have thought that I fought with somebody there! Yes, things got off to a rocky start!

The entire European inland flight plan is really restricted compared to that of the ones here. You are almost unable to file with point to point in GPS navigation. You must also pay attention toward one way airway and the boundary reporting point/waypoint etc, it's absolutely complicated! I was glad that I bought an eTrips kit from Jeppesen for this travel, much helpful the planning, but in fact, there ATC were not stop to change most your planning during the entire flight, the airspace are quite busy too.

08-14-2007: (EBAW to EGPC 2.0hrs + to BIRK 2.6hrs = 4.6hrs)

Morning, I felt incredibly weak and was unable to eat anything. It almost made me want to cancel the flight! (If by myself, I would have for sure!)

Around 10:00AM we were at EBAW. While I was taking care of refueling, preflight, and paying for all fees, Tony was filing the flight plan and checking the weather, etc. Then we were ready to go.

12:00PM I still made PIC took off from EBAW, soon we were heading toward EGPC via London center's order, on top at FL220. We did pick up some icing during climbing because England had been covered in clouds all around. Very quickly and easily, we had crossed the channel of England. At that moment, let me pick up: How did the German Air Force fly over the channel during World War II, as the same rule?... must be much smog amassing with clouds here which made for bloody combats!.....

Landed at EGPC, it was sunny and so beautiful in Scotland. We took the airport manager (also Tony's friend)'s pick-up (right side driving) to a little town nearby for lunch, but I still couldn't eat anyway. That was too bad, it was the worst the day, and the food were really good: With a traditional England white fish chips and fish soup can be choosed! After making a quick refueling and a quick filing, and we took off for BIRK-Iceland. Now we are able to start directed flying with GPS to cross the ocean.

Landed at BIRK (Reykjavik, Iceland), which was another wonderful island: Iceland- but no ice! It looks as though now is tourist season because hotels were all booked near by. We ate a quick dinner in the hotel and went to sleep as early as possible because both of us were too tired that day.

08-15-2007: (BIRK to BGSF 3.8hrs + to CYFB 2.2hrs + to CYGL 3.0hrs + to CYKE 2.5hrs = 11.5hrs)

We started bright (daylight there is almost 24 hrs in summer) and early at 6:00AM, had planned to try making long flight within the day. I was feeling much better as I got enough sleep at that night (almost recovered). Unfortunately, Tony got sick as I was yesterday. Anyway, we didn't even eat thing and we rushed to get to the airport, but the FBO 7:00am there, no one of right staff was on duty! Until one hour later, one girl walk in... waiting and busy ready to go. It was pretty cool (4-7C) and very windy (20kts+) in the morning when we took off for Greenland.

It was when we were getting closer to the island that we need to make a decision for the landing airport, therefore we updated the weather from the radio and the planned airport (BGBW-Narsarsuaq, Greenland) was below the minimum and in unstable condition at the time. No one wants to break any rules, so we started plan B in deviating to BGSF (Kangerlussuaq, Greenland), which was all white around: IMC, icing and raining the whole way. I have a story from Tony: A couple of years ago, two guys flew a Baron (twin beech) tried to cross the island to BGSF into IMC under heavy icing conditions. The plane was without deicing equipment and in their effort to avoid the icing level, it stayed and kept flying under low ceiling, until weather was getting worse and worse. Then, they were forced to land on the glaciers! Fortunately, the rescue helicopters picked them up a few hours later and a few days later, even lifted up the plane back to BGSF to recover it!....

We shot for a LOC approach and landed at BGSF, here is wide-field: Greenland- no green! Took little bit of a break with a couple of coffees, replaced G530 updated GPS-card in cockpit, then lifted off the ground heading toward CYFB (a little town-Iqaluit, NT. on a island of Canada, further away north). There was also one PC-12 (Large size turbine single) at BGSF going in same direction for a delivery to the US. We both almost had the same

time at CYFB. Only one hour before getting to CYFB, we quickly realized we had trouble now! Tony and I totally forgot (he was really sick during entire flight and I was not really to get it in attention for) to call the Canada customs office before taking off from BGSF for ETA reporting. Well, we had no choice but to try asking air-control to see if he could help us out. Later, he called back to tell us that it looked there was an official on hold over there standing by for us. We were so lucky and passed the custom check out easily, even with violated situation, in this case: normally the fine would be \$3,000.00+ CAD for missing notice for the entry (but, a young woman official in charged there, you know its some time, she will be more humanized). Fueled up and rush to go, GPS direct to CYGL (La Grande, QC.).

We made a rough VOR-DME Arc approach to CYGL. There, most the line guys were French speaking only! Tony suggested that we fly somewhere in Toronto, stay in the town over night. Yes, a good idea! We planned to land in the airport close to my company in Canada to give those guys a surprise. Why not, I thought, let me give a call to Jim Parker (my business partner): Hi Jim, I'll be landed at CYKE (Buttonville Mun. 5min. away from our Canada's Toronto office) in two hours around! Is that right? The airport is closed by CO.?...What! Where are you? I'm just passing by from Europe! Is that true? Ok! I'm going to pick you guys up over there, then have dinner together. Oh, by the way, I'll arrange the hotel for you, how many rooms you needed? Two? Ok, that's fine, see you soon! From the areas that spoke predominantly in French (90% communicated) to English control territory; flew over very busy airspace, and two and half hours later we landed at CYGL.

Jim drove us to a restaurant, which I'd been there few times when I was in town. That was a great dinner for me since I hadn't eat anything yet, but for Tony, it's not too fresh, he had been sick all day long. There its good thing is Jim always prepared with him most useful of medicine. Of course, he had recommended some good for stomach's to Tony and me, which made us in better shape in next day.

In hotel, I made a call to Leo to say "hello!" and every thing was good, see you tomorrow!

08-16-2007: (CYKE to KYIP 1.0hr + to KJXN 0.3hr + to KTUL 3.0hrs = 4.3hrs)

Tony, Jim and I had breakfast in the hotel, then went to the office.

Good morning! Hi! How are you doing? John, Al and David, our engineers, didn't know why I was there and what was happening! So, Jim gave them the story for me. We stayed in the office few hours for some paperwork and called for US customs. Of course I discussed the projects with them for a bit, and then we all went to the airport to take a look at the plane we flew.

12:30PM local time, we took off under VFR at 10500' (we don't even have a chance can be going high within that area) tour to US, very shortly we landed at KYIP (Willow Run, Detroit), an airport with US custom services in MI. Because this OK-LHB is registered in other country, they spent more than one hour there with deep searching and paperwork. They (all four men/officials were in charged that might not too humanize, yes, we were still got one hour late been there since we filed ETA, well, case by case?) were checking out almost every corner of the plane and personal luggage. We stated that we bringing this plane here to the service center in KTUL (Tulsa, OK) for an engine job and interior work. Moving along...

We continued to fly to KJXN (Jackson, MI), dropped off Tony there where he'll be planning to ferry another Malibu (Piper single engine) to other place. Said "bye bye" with Tony, quickly picked up a hot dog at FBO for my "air service" then jumped in the plane and started the engines. I made a VFR departure straight out, asking ATC when I reached FL165 for IFR; FL240; GPS direct to KTUL.

Picked up IFR clearance and as soon as I was into IMC, raining, icing and systems around with cool front were passing by IN and IL places...of all the combinations!

When I just passed FL240, I had an indication of an A/C problem (in RED!), it could be related with pressurization control, so it had to be carefully checked out and responded to. Well, I had stopped A/C now to switch in RAM position to see how it is working. Man! The cabin was depressurizing right away! To switch back position immediately! But "cabin pressure low" indicator (in Yellow/10000') was still occurring. I went into action quickly based on the training. Wherever the trainings based on C421 in Flight Safety or MU2 with PFT (Shawn McDonell) and SimCom ("Skip" Jones), are much more valuable in real-life situations: Fly the plane! Safety First! Reported to ATC with this situation and requested to descend to FL120 (4000'+/PM descend rate) can't wait, ASAP!

At the time, I instantly realized that this was the toughest situations I had ever gotten into! Flying the plane at level of 12000' allows the cabin pressure to go back and remain stable and refigures the fuel capabilities to make sure it's able to reach the destination with reserve, planning for all options in case I can go for.

The weather was getting worse and I started to worry about the fuel consumption at this low level, so I asked ATC to try backing FL240 if possible. Had it approved and then I was climbing until cabin pressure was maintainable within 10000' with FL180, OK, stay at that level...

ATC: "OK-LHB, There are severe T-storm (precipitations) blocking the front of your 9 all the way to 1 o'clock...Keeping developed up to top of 68000Ft! No one can go over it...There is cover all over the Missouri areas..."

RW: "OK-LHB, Require radar deviated to right 15-20 degree...and with your assistant for navigation..."

ATC: "Do you have Radar on board?"

RW: "Affirmative!"

ATC: "Approved...OK-LHB, Flight heading xxx...LHB, Right heading xxx...Left heading xxx, direct to KTUL contact Kansas center xxx...LHB, flight heading xxx, descend to FL120, Altimeter setting xxxx, contact TUL approach xxx" ... (Real, the AOPA online weather training technique-http://www.aopa.org/asf/online_courses/ is benefits while you'll get into T-storm around).

Finally, I got out of the systems, finished the last half of my hot dog! and relaxed for a little bit, made a visual approach to touch down at KTUL RWY 18R, taxied into the IJSC ramp at 6:30PM local time. Dennis Braner (President of IJSC) waited for me in his office, helped me check if any airline was still available to LAX or ONT. Unfortunately, they were all gone or they canceled flights there had been caused by weathers. Later, Dennis drove me to a nearby hotel, I had a nice dinner, made few calls to Marlene, David, and James. Booked an early flight for the next morning from KTUL to KONT, via the internet. Got lots of sleep very well!

08-17-2007:

7:45AM, rode on SWAL, one stop at KPHX then touched down at KONT 9:45AM. Back to office and home.

The most challenging and unforgettable experience was the last leg:

- 1. MU2B-Long body model: It has unique of flight characteristics that are not such quick to be completely getting ride on with in a short amount of time.**
- 2. Auto Pilot was out of order, flew whole legs by hand: The hardest part for flying long trips on high flight level.**
- 3. Had been sick at the beginning: its decreases 20-40% of energy amount in body.**
- 4. Solo in IMC, Icing, T-storm of massive conditions: It increases lots of work load and generates extra stress and high pressures.**
- 5. A/C and Pressurization systems failed: It extremely decreases the safety window.**
- 6. When there are unusual situations occurring, how does one continually fly and safely land at the destination? I have strong belief that has maintained well in training based on the commonsense to “fly it with positive control!”**

Randall Wang

09-21-2007

(I'm working on the Chinese version as well)