

Mendig - New York - Oklahoma Trip1 (V4.5)

Flight created on 28.01.2020 (25.10.2023 V4.5 English)

This flight only works with P3dV5 and P3dV6, for P3dV4 download the appropriate version here: <https://www.andi20.ch/p3d>

Estimated flight duration 6h (48h all 8 trips)

The An2 flies at 100, the Mooney at 170 KIAS, so all times are shorter by a factor of 1.7.

Difficulty level difficult/very difficult (with/without help)

Mission: Fly the AN2 from Mendig (Germany) to Oklahoma (USA).

Introduction

This is the re-enacted flight of "Steel Buddy" Michael, from Mendig to New York and on to Oklahoma, in the old biplane An2.

Because the AN2 is not P3dV5 capable, here only the alternative version with the Mooney.

If you still own a P3dV4 and bought the AN2, you can download an AN2-ready version at this address: <https://www.andi20.ch/p3d>

To still have some AN2 feeling left, I leave the help texts and pictures for the AN2.

I have also adjusted the following:

1) Refill fuel:

The Mooney flies with 18% fuel the same distance as the An2 with 90%.

So that you can still enjoy the "pump fuel", the Mooney starts with 28% fuel.

2) AN2 had neither autopilot nor GPS:

The Mooney has both. Using them makes the flight easier, but can lead to problems if, for example, GPS steers somewhere other than the air traffic control specifies.

3) Overheating problems, and other things which only occur with AN2:

Overheating problems, etc., don't exist.

4) Doesn't matter, you can at least re-fly the flight.

Ignore data on speed and flap position, they are only valid for the AN2.

Data on power, propeller speed and mixture apply to both aircraft.

General Info

Michael has installed additional fuel tanks in the Antonov, this additional fuel must be filled by hand into the fuel tanks if required.

I have "modified" the AN2 for this flight, i.e. the switch for the "cab light" has been adapted so that this switch now triggers refueling.

It is best to refuel several reserve tanks if the fuel is below 10%.

Here are the most important instruments of the An2 incl. TaxiLight:



You will find the cab light of the Mooney overhead:



Info about Trip 1

Michael's plan for the first trip was to fly overland (blue

route), and only a short distance across the channel to Scotland. Toni said, this can be shortened, direct flight to Scotland (red route, 1h faster).



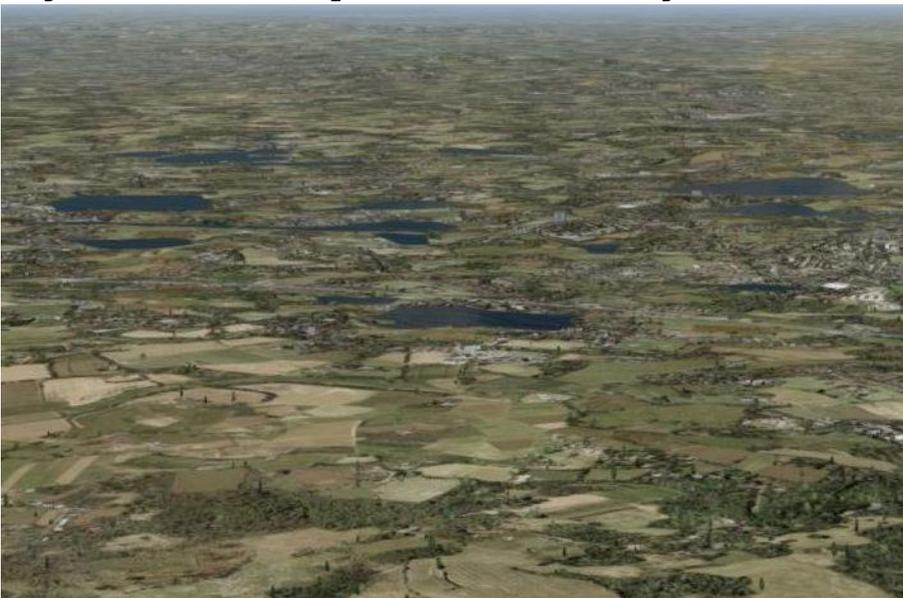
That's why my flight goes 4.5h over water.

Start of the flight

Trip 1: Mendig Army (ETHM) - Wick (EGPC) 605nm

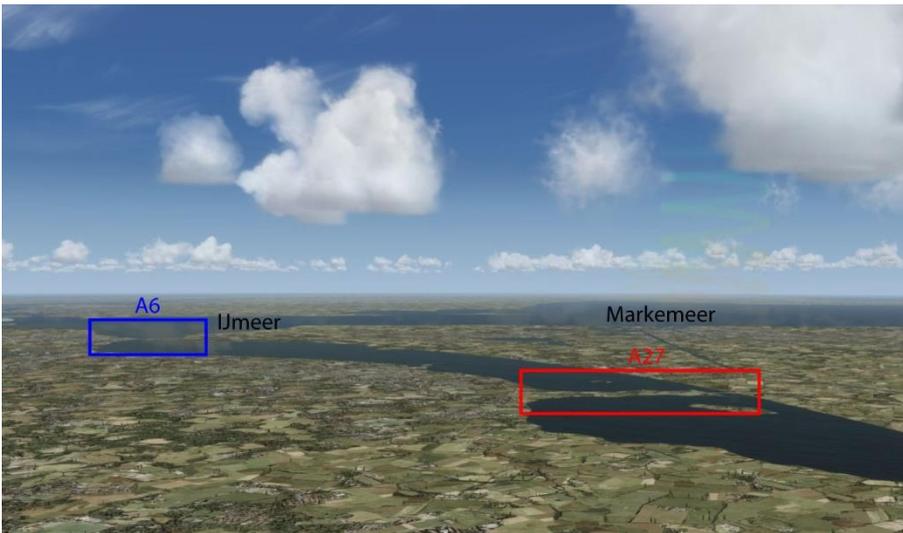
You are in Mendig on runway 8. Take off, climb to 4000 feet and fly heading 326.

After a while (about 20min.) you will see some lakes. If you fly right over them, you are on the right course.



About 1h20min. after takeoff, you just fly over the Netherlands

passing Amsterdam on the left, you encounter 2 conspicuous places. On the right the narrowing, over which the A27 leads and on the left the constriction with the A6.



If it looks like this to you, you are on the right course!
Fly heading 320 on command.

You are now flying towards the North Sea. From now on you will fly over water to the first destination airport. A very long distance, even with 8x speed, it takes a while (so trim the airplane well before you make 8x speed, at 16x or 32x speed even more important).

After about 4.5h the coast of Scotland appears.

But beware, the visible headland is not the destination, it will still take quite a while over the sea to reach the north of Great Britain and thus the destination airport.



Fly past the headland and now heading 310.
Caution: Fuel is running low, only about 10% left in the tank.



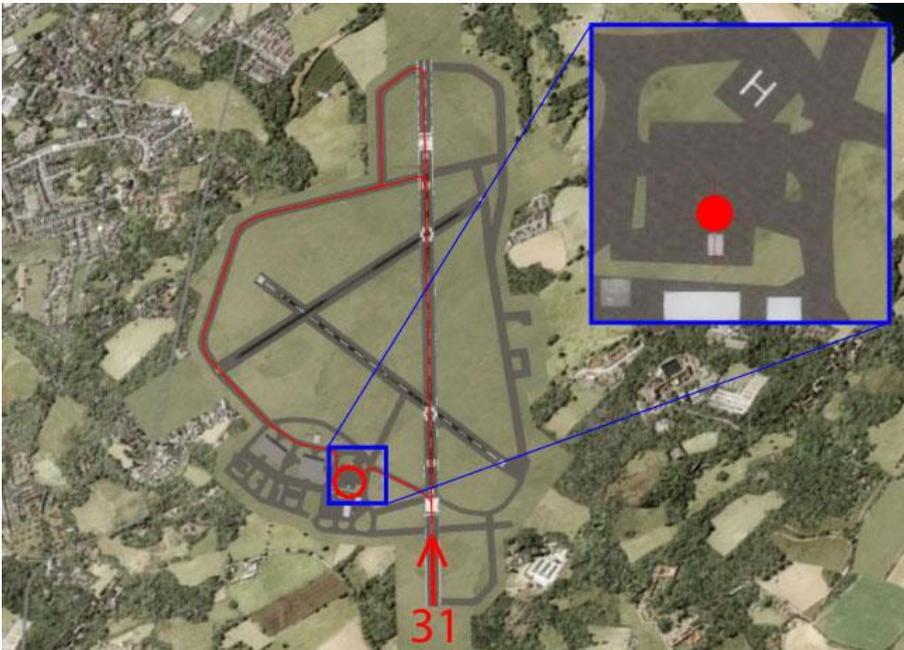
After about 1h30 min. you come to the northern end of Scotland.



The red circle shows the airport.



You will land on runway 31.



The tower guides you to the gas station (red circle).
Red shows possible taxiways.

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.