

# Mendig - New York - Oklahoma Trip2 (V2.5)

Flight created on 12.02.2020 (26.10.2023 V2.5 English)

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

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

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

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

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## 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.

Without autopilot and GPS it will be a hard and tough trip! Michael had a portable GPS on board, the An2 doesn't have one, so you'll probably have to stick to the operational compass.

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The AN2 is unfortunately not included in the P3D...

This aircraft is available for purchase at Aerosoft (for about 27 Euro).

Here is the download/purchase link:

<https://www.aerosoft.com/de/flugsimulation/flight-simulator-x/flugzeuge/2259/antonov-an-2>

I think for fans it is worth it all, the machine is great implemented!

Don't worry, I have created the flight twice with great effort, so that fans of the "Steel Buddies" can fly the flight without AN2: With the "Standard Mooney" from P3D.

However, some things are different:

### 1) Refill with fuel:

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

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

### 2) Everything "flying by hand", without autopilot:

The Mooney has autopilot and GPS. Using them makes the flight easier

(but can lead to problems, if e.g. GPS steers somewhere else than the air traffic control specifies).

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

Overheating problems etc. do not exist.

4) Egal, man kann den Flug wenigstens nachfliegen.

When flying the Mooney, ignore the speed and flap settings.  
Power, propeller speed and mixture data apply to both aircraft.

5) Zeitangaben sind bei der Mooney auch anders:

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

(E.g. flight 1 does not take 6h, but only about 3.5h).

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## 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:

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## Info about Trip 2

Trip 2 goes from Scotland to Iceland.

This flight takes about 5h over water.

You start in good weather, in Iceland the weather is very changeable.

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## Start of the flight

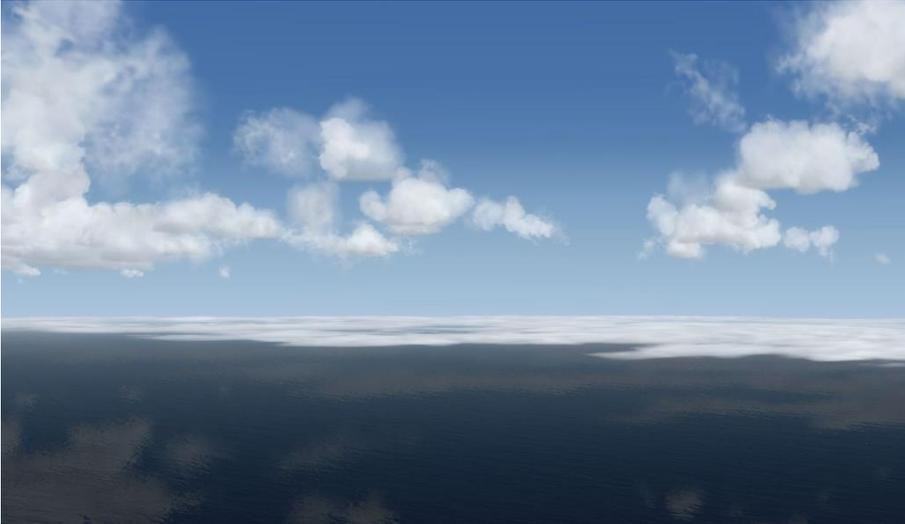
Trip 2: Wick (EGPC) - Reykjavik (BIRK) 638nm

After a short night, this flight takes off early in the morning (9h local time, 8h GMT). The weather is good. You are at Wick on runway 31. Take off, climb to 4000 feet and fly heading 310.

Shortly after takeoff you leave Scotland. From now on you will see only water for about 5 hours. Trim the airplane well before you go to 16x or 32x speed.



After about 3.5h you fly towards a weather front.



Suddenly you have zero visibility.



Top: Flusi view Bottom: Original Steel Buddies view



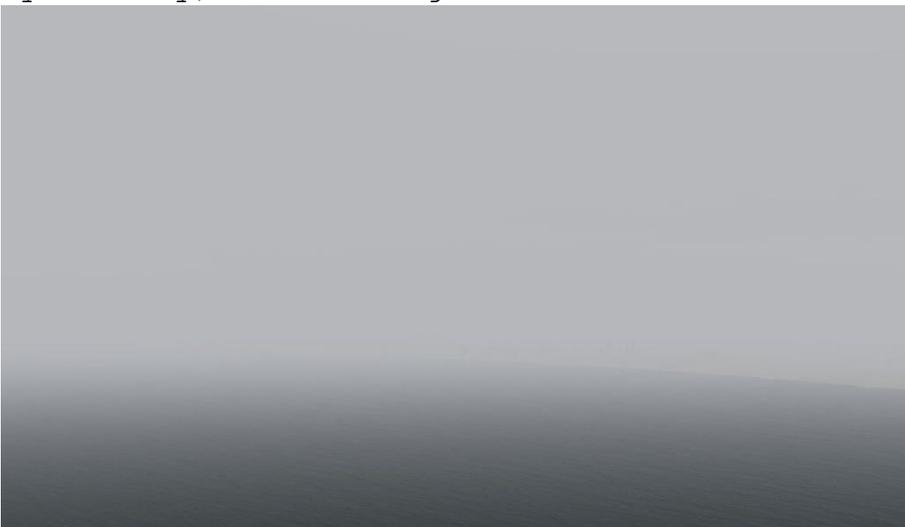
You see, I am close to the original flight....

You will have to fly under the clouds.



Now you will fly 150nm at an altitude of 150m (500feet).

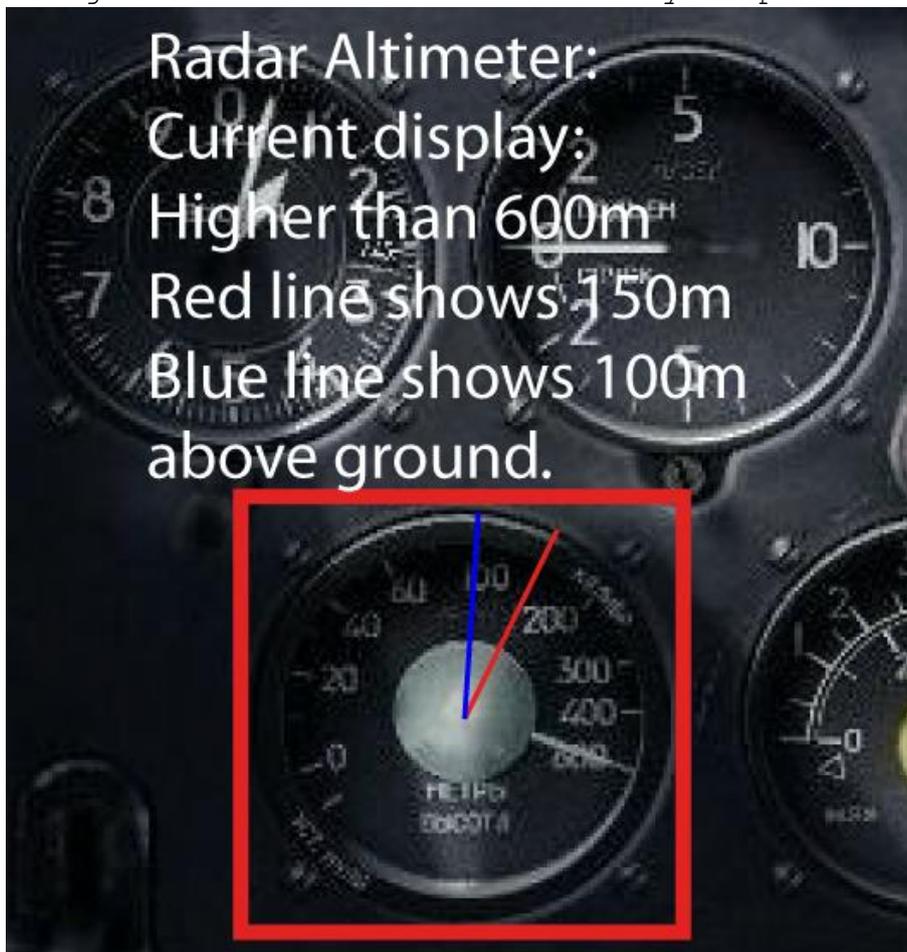
After a long low flight, the coastline of Iceland finally appears.  
By the way, this is a good time to refill some fuel.



I recommend not to use flight acceleration from here on, because you will have a lot to do until you reach the destination airport.

Climb a little bit as soon as you fly over land, but better don't lose visibility to the ground.  
I recommend a distance to the ground of about 100-150m (300-500feet).

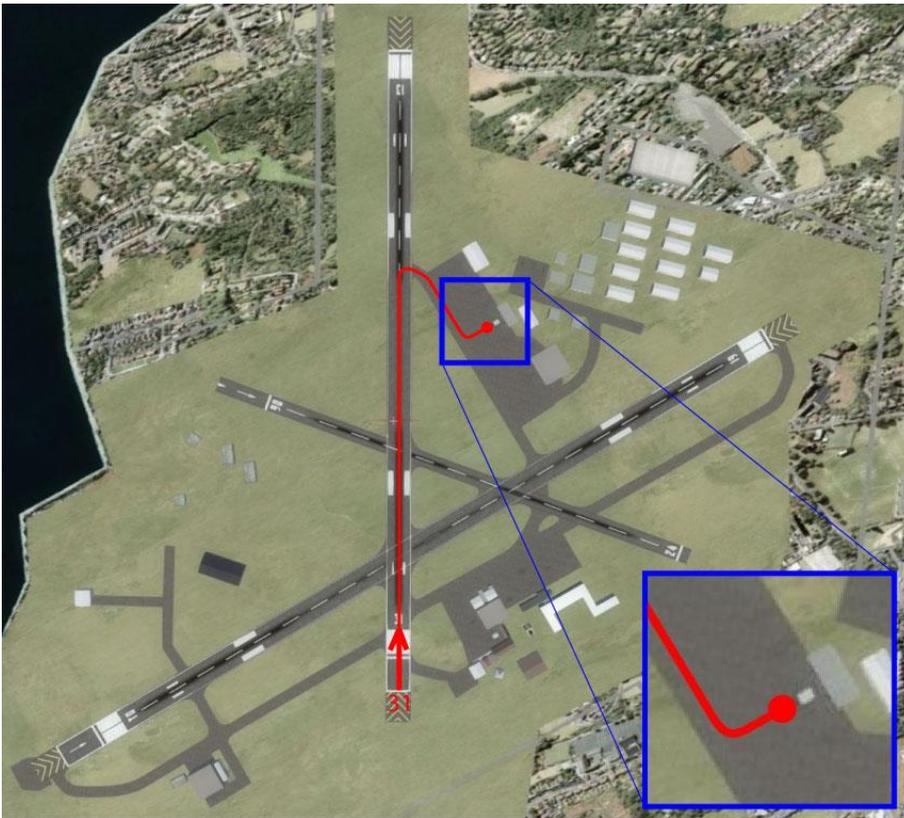
The ground radar of the An2 is very helpful:



Attention: There will be mountains in the fog.  
Then climb immediately to about 1700m (5500feet).

You are now stuck at altitude in the fog and will need help from  
air traffic control.  
Don't worry, you will be guided fine to the airport....

As the airfield approaches prepare for landing (runway 31).  
The tower will guide you to the gas station.



The red line shows a possible taxiway.

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Note: If you want to do this flight in nice weather to see the beautiful area of Iceland, change the weather settings to nice weather, (or just delete the "ME-NY2.wx" file).

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