

Mendig - New York - Oklahoma Trip3 (V2.5)

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

Estimated flight duration 7h - 8h (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.

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.

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:

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

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:

Start of the flight

Trip 3: Reykjavik (BIRK) Narsarsuaq (BGBW) 667nm

Due to bad weather the flight does not start at 8h, but only at 11h (GTM).

Finally the sky clears up. You are standing in Reykjavik on runway 31.

Take off, climb to 4000 feet and fly heading 300.

After about 4h the coastline of Greenland appears in the distance.



Follow the coastline on the left.

By the way, this is a good time to refill some fuel.

About 1,5h later you can decide if you want to [shorten the flight \(like Michael and Toni did\)](#), or if [you prefer to follow the planned/safe route along the coast](#).

Planned route:

You continue to follow the coastline.

After flying around the southern tip you will eventually see a green hill.

Fly towards it.



Follow the announcements of Toni and the air traffic control to the airport.



Shortcut:

Fly heading 250 and follow Toni's instructions.
Soon you will have to climb up to 3000m (10000 feet).



The tower will direct you to fly along the fjord to the airport.



You will land on runway 07.



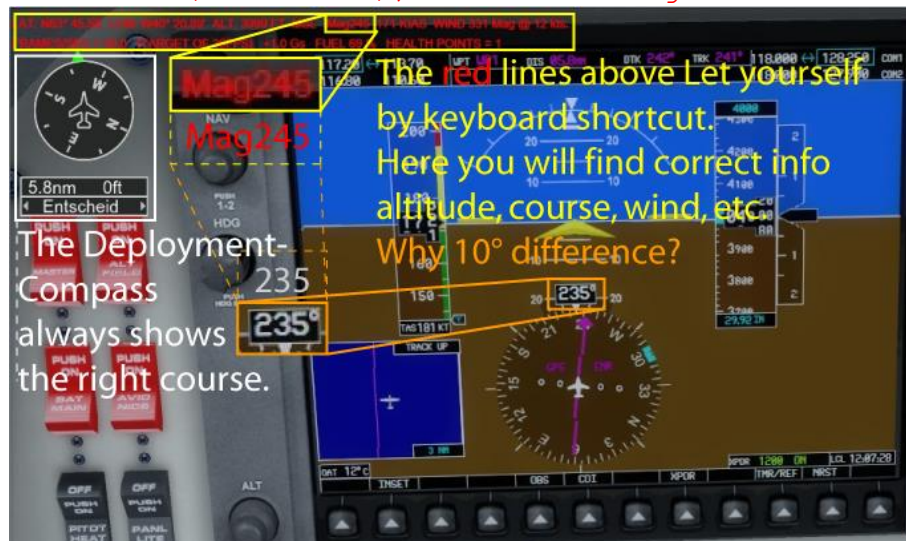
Roll to the gas station after landing.

Known problem with this flight

The flight simulator has a bug:

Flights over the North Pole, or close to the Magnetic North Pole brings deviations in the navigation.

For short flights this is not a problem, but if you fly long distance (like here), there are big deviations.



Solutions:

- Save the flight to announcement (under new name) and load/reset the just saved flight, then everything should work.
- Alternatively, you can reduce all heading information by 10 (i.e. instead of heading 250 you fly heading 240),
- or simply follow the mission compass.

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.