

Mendig - New York - Oklahoma Trip3 (V4.5)

Flight created on 24.02.2020 (27.10.2023 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 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.

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 3

Trip 3 goes from Iceland (Reykjavik) to Greenland (Narsarsuaq).

Overview:



Start of the flight

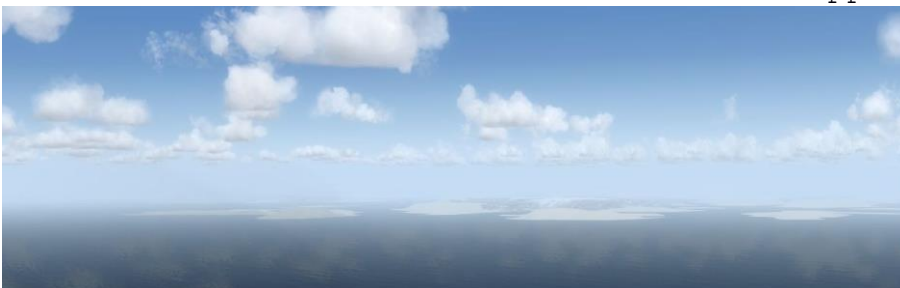
Trip 3: Reykjavik (BIRK) Narsarsuaq (BGBW) 667nm

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.

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.