

Mendig - New York - Oklahoma Trip4 (V4.0)

Flight created on 03.03.2020 (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 9h45min. (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 4

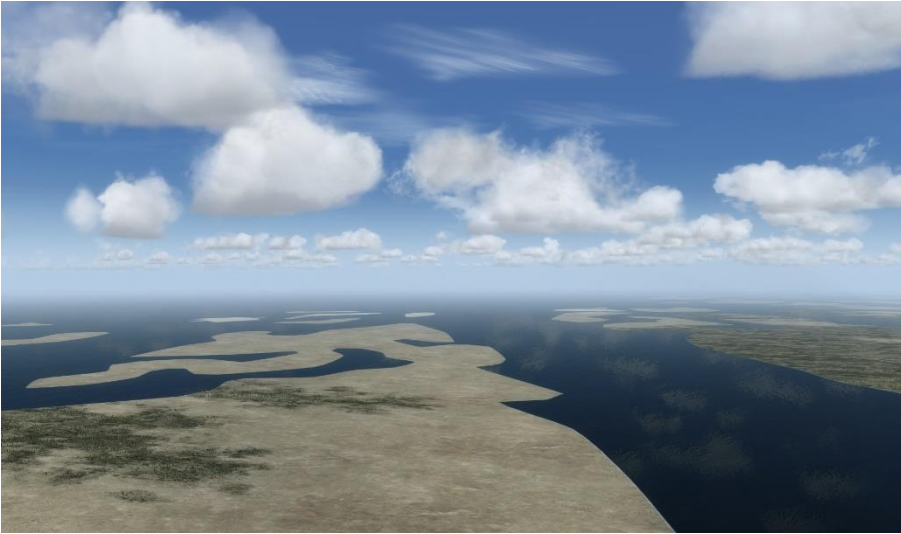
The next morning (8h local time, 11h GMT) the 4th part of the trip starts. Today is a beautiful day with scattered clouds. This is the longest flight segment with 955nm.

Start of the flight

Trip 4: Narsarsuaq (BGBW) - Sept-Iles (CZV) 955nm

You are standing in Narsarsuaq on runway 25.
Take off, climb to 4000 feet and fly heading 270.

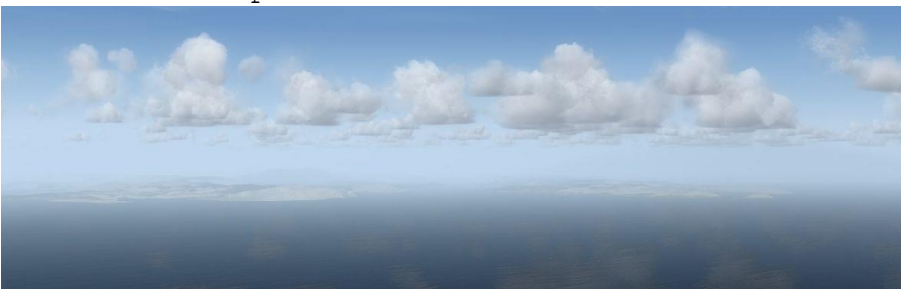
After about 25min. you reach the end of Greenland.



Fly heading 260 from there.

From now on you will see about 5h of water. Trim the plane well before going to 16x or 32x speed.

Finally the coast of Canada appears. From now on you will fly over the Canadian province of Newfoundland and Labrador.



On command you fly heading 240.

After 3h you hit the coast of the St. Lawrence.



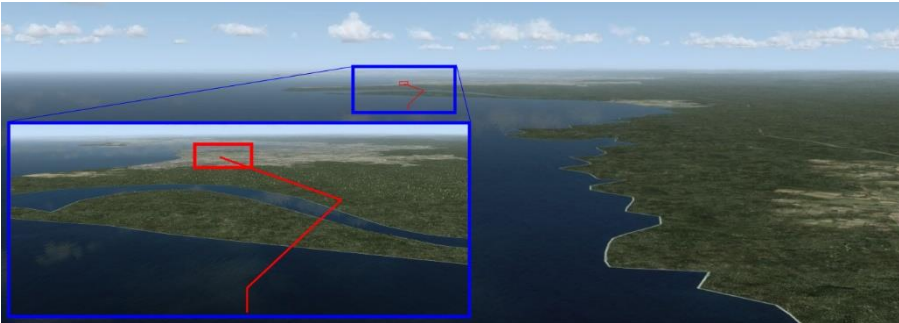
Follow the coastline to the right until you meet the airport.

As usual, contact the tower 20nm before the airport.

At this point you will see approximately this:
A sea bay with a peninsula.



Behind the peninsula is the airport (red rectangle).

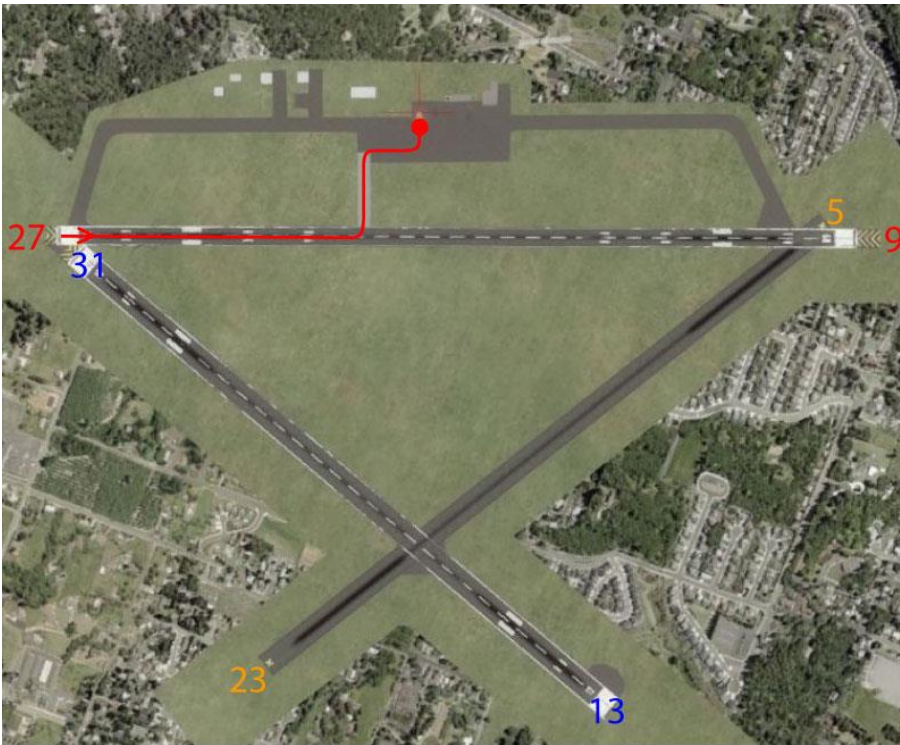


The tower will guide you into descent and onto heading 300 (red line).

Follow these instructions, because this will guide you perfectly to runway 27.



Land and taxi to the gas station.
Below you can see a possible taxiway.



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.