

Mendig - New York - Oklahoma Trip5 (V4.5)

Flight created on 10.03.2020 (28.10.2023 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 5

Yesterday Michael noticed that the Antonov has misfires. These often occur for no reason with the Schwezow radial engine, but could indicate a serious problem.

Closer examination shows that 2 ignition cables are defective and the starter motor is dying.

Without further ado Michael calls Fabian and orders him to America, with spare parts.

Michael has decided to dare the flight to NY anyway, because the problem is not acute yet and there are many emergency landing airports on the way.

Start of the flight

Trip 5: Sept-Iles (CYZV) - Teterboro (KTEB) 650nm

You are at Teterboro on runway 27.

Take off, climb to 4000 feet and fly heading 240.

You will hold this heading for about 5h.

Trim the airplane well before going to 16x or 32x speed.

The Hudson River appears in the distance.



Descend to 600m (2000feet) on announcement and follow the Hudson to the left.

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

I recommend not to use flight acceleration from here on, because engine problems will occur soon.

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Unfortunately, in some versions of P3dV5 and P3dV6, the Hudson has dried out in places.

See comparison pictures below:



Fliege in diesem Falle etwa Steuerkurs 205, oder folge dem Einsatzkompass, bis der Hudson auftaucht.



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Suddenly the engine coughs a little.
Michael and Toni do the only right thing:
They ignore it straightforwardly...
Cylinder 1/2 failed, which are recovering.

The engine suddenly runs smoothly again, but after a while there are new problems, from then on the engine power is limited.
Now cylinders 1/2/3/4 have failed (3/4 recover after a few

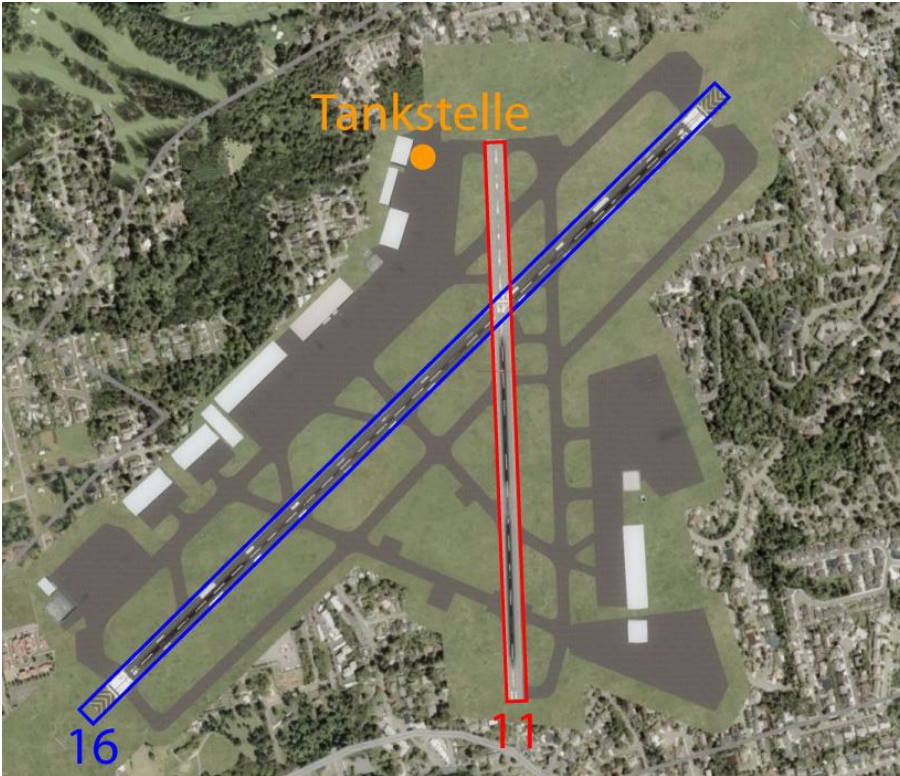
seconds) .

So the destination Teterboro is not reachable, so Toni looks for an emergency landing possibility.

Quickly an airport is found: Westchester

The tower will guide you into the approach.

Land on runway 11, or 16 and taxi to the gas station.



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.