Mendig – New York – Oklahoma Trip6 (V4.5)

Flight created on 25.03.2020 (29.10.2023 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 3h (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. TaxiLicht:

You will find the cab light of the Mooney overhead:

Info about Trip 6

After Michael and Fabian have worked all night:
- The small yellow screwdriver is not to be found.
- So they file a ball-head-Imbus to a slot-screwdriver.
- Steal a piece of wire in front of the police building.
- etc.
Now the engine runs smoothly again.

Start of the flight

Trip 6: Westchester (KHPN)- High View Farm (61VA) 245nm

You are at Westchester on runway 34.
Take off, climb to 300m (1000feet) and fly heading 310.

Fly to the Hudson, follow the Hudson to the left, over the
"Governor Mario M. Cuomo Bridge".

Sink to 150m (500feet) before the "George Washington Bridge".

Follow the Hudson towards the Statue of Liberty.
Air traffic control is puzzling whether this is an airplane or a
helicopter, because the Antonov flies so slowly.

Anyway, you are allowed to circle around the Statue of Liberty.

Then fly heading 250.
On the way you hear about an air show, so change of plan:
Heading 280, towards Lanchester.

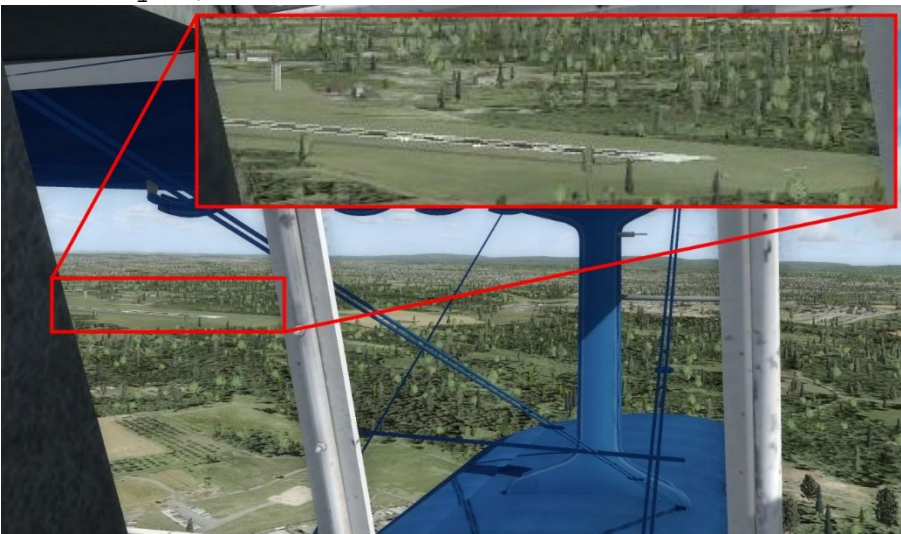The airport comes into sight, so you aim for runway 26...
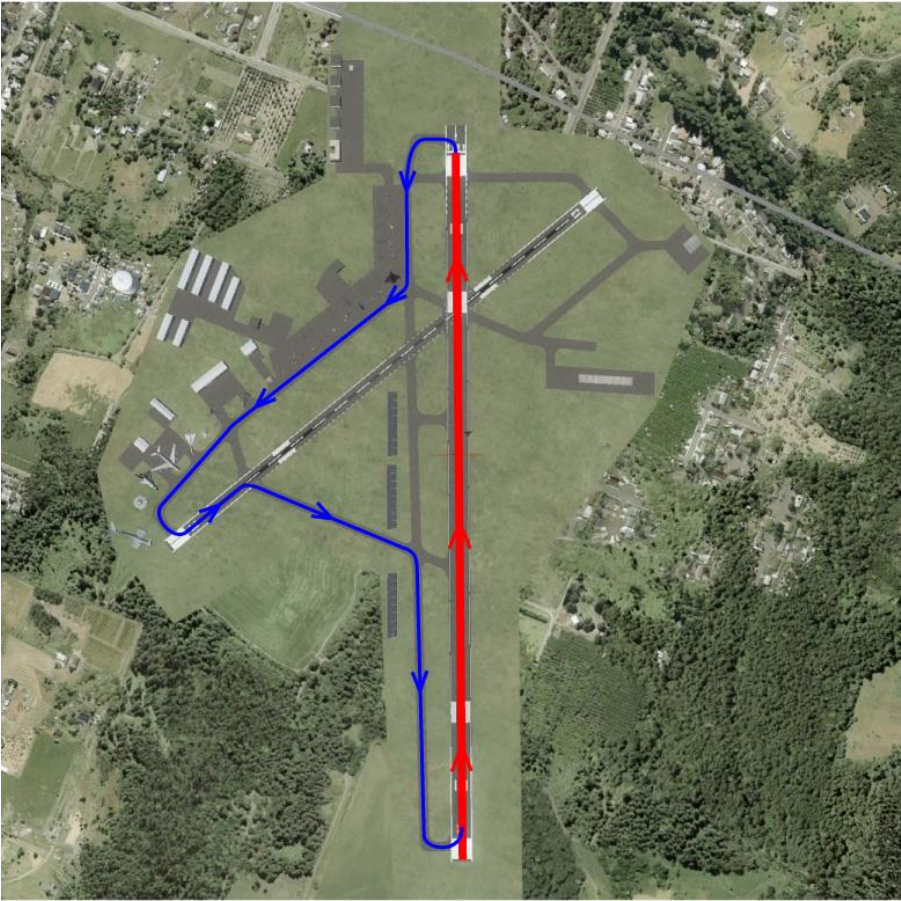
...and make a deep flyover...

Then fly a tight circuit to the left and land.

You probably know how to fly a circuit, don't you?
If not: If help is activated, you will be helped.
As soon as the runway in the left window is about 45 degrees
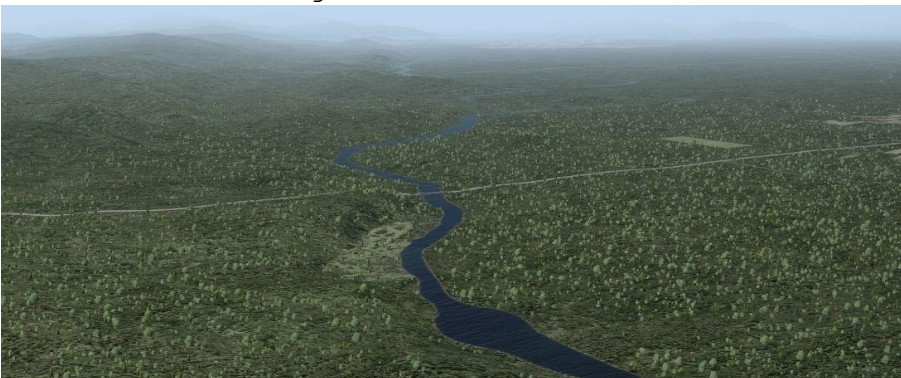behind you, turn left and land.

Now roll over the airfield as instructed, inspect the aircraft and
continue flying at the end.
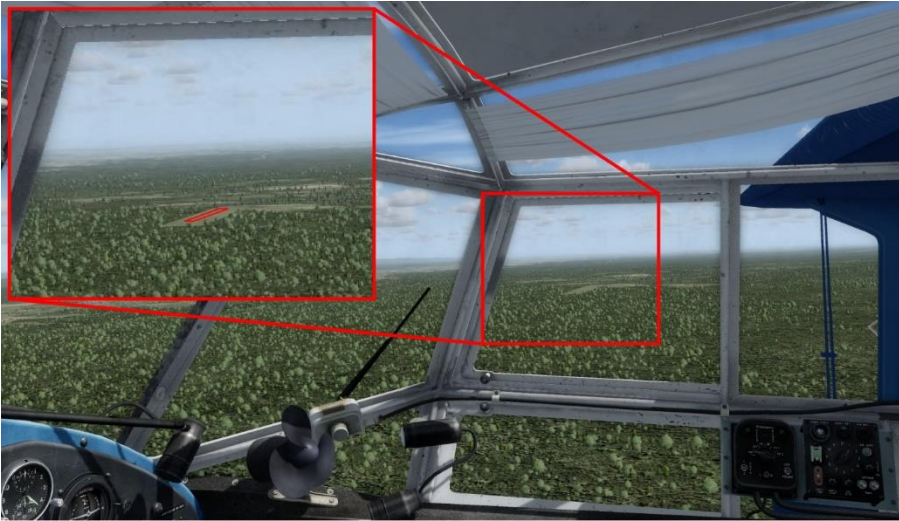Red shows runway 26, blue the taxiway.

Now we go to the "High View Farm", where Toni's family lives.
Take off, climb to 1200m (4000 feet) and fly heading 250.

The farm is hard to find, so on Toni's instruction you will follow
a road to the right.

Soon you will see the runway in the right window.

The landing will not be easy, because the landing area is short.

After landing, roll to the building, there is 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.