

Mendig - New York - Oklahoma Trip7 (V4.5)

Flight created on 02.04.2020 (29.10.2023 V4.5 English)

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.

Infos zu Trip 7

Auf Toni's Farm wurden die Zusatz-Tanks ausgebaut und in der

Scheune gelagert.

Beim gründlichen reinigen der Antonov, taucht ein lange vermisster Gegenstand auf:

Ein kleiner gelber Schraubenzieher!

Weil der Übergabetermin der An2 näher rückt, beschliessen Michael und Toni, am Abend los zu fliegen.

So sollten sie im Morgengrauen in Oklahoma ankommen.

Leider zwingt ein Gewitter die beiden zu einer Planänderung.

Since this will be a night flight, here are the required switches of the AN2:

The cab light has the normal function again (so no refueling).



The corresponding switches of the Mooney can be found overhead. The switch for the instrument lighting is to the left of the PFD.

Start of the flight

Trip 7 (as planned): High View Farm (61VA) - Oklahoma: Will Rogers World (KOKC)

Because of the thunderstorm: High View Farm (61VA) - Cincinnati (KCVG) 315nm

You're at High View Farm, runway 21.

Take off, climb to 1500m (5000feet) and fly heading 270.

You will immediately notice that the AN2 climbs much faster. No wonder, without extra tanks / fuel the heavy machine has become a lightweight.

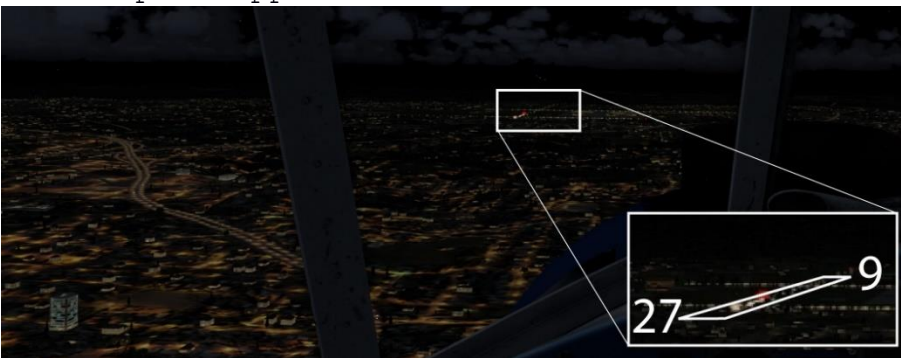
After a while Toni notices that they are flying towards a thunderstorm. So the two try to fly around the thunderstorm with heading 290.

Unfortunately, the course correction does not have the desired effect. The thunderstorm comes closer.



So change of plan: land in Cincinnati
Follow the tower's instructions to the airport.

The airport appears in the distance.



Align with runway 27....

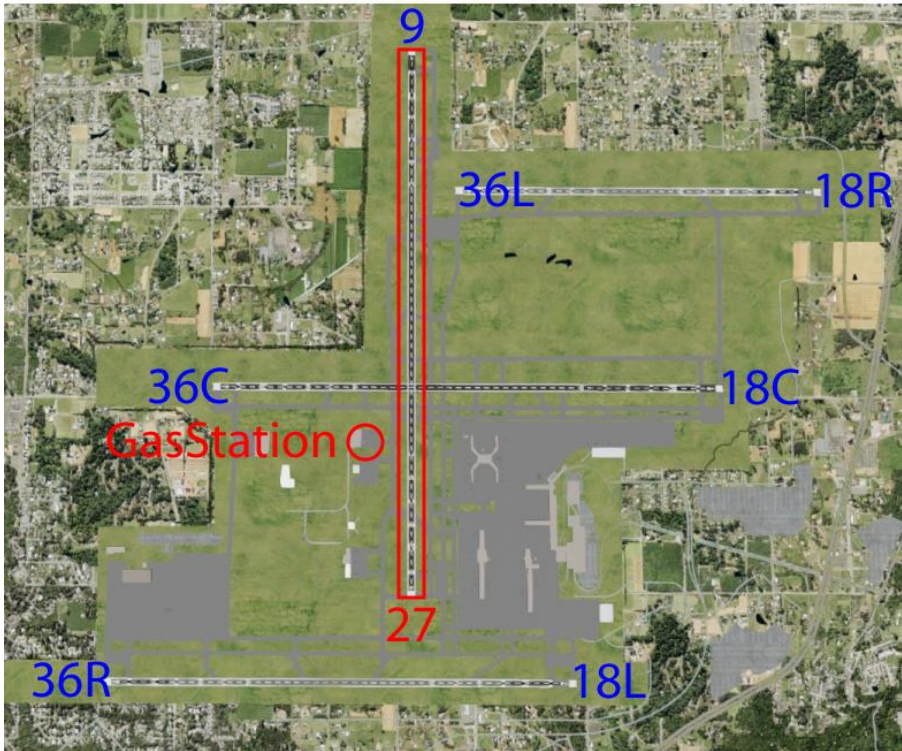


...and land.



Be sure to follow the instructions of the tower.

Failure to do so will have consequences.



Roll 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.