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Family of utility transport aircraft Cessna 208 Caravan Iraqi Air Force Cessna 208B Grand Caravan Role utility aircraft National Origin of the United States Manufacturer Cessna First flight December 9, 1982 Introduction 1984 Status In Production Primary Users FedEx FeederBrazilian Air Force of Afghanistan Air Force Colombia Air Force Produced 1982-present number built 2600 (November 2017) : US\$2.685 million (2019) Options Soloy Pathfinder 21 Cessna 208 Caravan aircraft - aircraft produced by Cessna. The project began on November 20, 1981, and the first flight of the prototype took place on December 9, 1982. The production model was certified by the FAA in October 1984, and the Cargomaster cargo ship version was developed for FedEx. The 4ft (1.2m) larger 208B Super Cargomaster first flew in 1986 and was developed in the passenger 208B Grand Caravan. The bombastic, high-wing 208 usually accommodates nine passengers in its leaky cabin, powered by a single Pratt and Whitney Canada PT6A turboprop tractor and has a fixed three-wheeled chassis, floats or skis. By November 2017, 2,600 flight hours had been delivered and 20 million flight hours were recorded. Caravans are used for flight training, commuter airlines, VIP transport, air cargo and humanitarian missions. Development of FedEx Super Cargomaster with cargo capsule. The Cargomaster and Super Cargomaster variants are built without cockpit windows. Cockpitting until the 2008 Caravan on November 20, 1981, the project was given to go ahead cessna for its pawn engineering facility. John Berwick, Chief Engineer of Pawnee, came with the concept of a single engine, a high-wing aircraft with a large payload. Berwick initially approached Vice President Bill Boettger's Who? with the idea, and as soon as Dwane Wallace endorsed it, Berwick told Russ Meyer he would develop it. The first flight of the prototype took place on December 9, 1982. The production model was certified by the Federal Aviation Administration (FAA) in October 1984. The version of the cargo ship without cockpit windows was developed at the request of Federal Express as Cargomaster. Another version of the cargo for Federal Express, with a longer fuselage and a cargo capsule under the abdomen, was developed as a 208B Super Cargomaster and first flew in 1986. FedEx originally planned to build twin-engine piston aircraft with Piper Aircraft, but chose Caravan after shooting and flying the prototype, becoming its standard carrier. The passenger model, the 208B Grand Caravan, was received from super Cargomaster. Since then, Caravan has undergone a number of design changes, including upgrading avionics in 2008 to provide a glass cabin with the Garmin G1000 system. In January 2013, the more powerful (867 hp from PWC PT6A-140) version of the Grand Caravan EX was certified by the FAA. In August, Textron announced that it will move the Cessna 208 production line from its Wichita headquarters to its independence. Kansas manufacturing facility, for production along with the piston-powered 172S Skyhawk, 182T Skylane, T206H Turbo Stationair and Cessna TTx, and a Light Jet Citation M2. The move was made to make room for the production of Citation Dolgoth and Denali in Wichita. Chinese production in May 2012 Cessna announced that the assembly line for 208 will be established in China, with the state-owned China Aviation Industry General Aircraft (CAIGA) conducting the final assembly of caravans at its plant in Shijiazhuang for the Chinese market. Approval from the Chinese government was issued in September the following year, and the first Chinese caravan was delivered in December 2013. By April 2016, the joint venture had delivered about 30 aircraft to Chinese operators, assembled from parts supplied from the United States to Cessna. The design of the low-density seating in the passenger cabin carrying version of the Cessna 208 is a high-wing bracketed cab monoplane powered by a single Pratt and Whitney Canada PT6A turboprop in tractor configuration. The cabin is for nine passengers and two crew members when used as a passenger aircraft with four doors: one for each crew member, an air ladder door on the right side of the cabin and a cargo door on the left. The aircraft can be additionally equipped with a support cargo pod. The base 208 glider has a fixed three-wheeled chassis, but can also be equipped with different types of chassis, allowing it to operate in a wide variety of environments. Some common fixtures include retractable chassis floats on the Caravan Amphibian and skis. 208B Grand Caravan in the Netherlands, modified with a roller door for parachute operations; parachutists sitting on the floor of the cockpit are visible inside the back door of the roller. The Interior of the Caravan can be equipped with seats or cargo compartment. The standard high-density airline configuration has four rows of 1-2 seats behind two seats in the cockpit. This option is able to insert up to thirteen passengers, although it is marketed as an opportunity to make a profit by carrying only four. The cabin can be configured in a low-density passenger configuration, with 1-1 seats as a combination of passengers and cargo, or as a strictly cargo plane. Many options include a underbelly cargo pod, which can be used for additional payload capacity, or for passenger luggage. Several caravans are operated as a skydiving plane on the left side of the cargo hatch converted into a collapsing door. The aircraft usually seats nine passengers with one pilot, although with the failure of FAR Part 23 it can carry up to fourteen passengers. The aircraft is also used for cargo operations. Civic 208 Caravan First First variant with turboprop engine PT6A-114 and can hold up to nine passengers. The ground-based aircraft was approved on 23 October 1984, and the Wipline Model 8000 Amphibious/Seaplane Floats version was approved on March 26, 1986. Early aircraft can be modified to use the more powerful PT6A-114A, but have limited operational limitations. Citation needed 208 Caravan 675 Marketing designation for 208 Caravan with more powerful engine PT6A-114A. (quote needed) FedEx 208B Super Cargomaster 208A Cargomaster Pure cargo version of the caravan, developed with the help of Federal Express (now FedEx); 40 aircraft were produced. All 208A-planes were serial as 208 models. 208B Grand Caravan in Mexico with the right rear airstair door open. The 208B Grand Caravan is 4 feet (1.2 m) longer than 208, and the passenger-carrying version has eight side windows instead of 208 in six. 208B Grand Caravan Officially named 208B Caravan, but marketed as the Grand Caravan. 208B by 4 feet (1.2 m) longer than 208; extend the cabin by the same amount. 208B has a PT6A-114A engine. It was originally certified as a two-seater cargo version on October 9, 1986 and as an 11-seater passenger aircraft on December 13, 1989. Citation needed 208B Grand Caravan EX Marketing title for the updated version of the 208B Caravan certified in December 2012, with a more powerful 867 hp (647 kW) Pratt and Whitney Canada PT6A-140 that improves climbing speed by 38% and was designed by Pratt and Whitney Canada specifically for 208B power. While the 192 hp (143 kW) more powerful PT6A-140 gives the 11-knot (20 km/h) higher cruising speed - and the lift speed improves by 94 feet per minute (0.48 m/s), the range decreases to 964 nautical miles (1,785 km) at similar fuel capacity. It requires a longer take-off at an altitude of 2,160 feet (660 m), and its landing roll is at an altitude of 1,871 feet (570 m). In early October 2019, after just under six years of production, the company delivered 500 Grand Caravan EXs. FedEx acquired 260 of this option. The Amphibious Caravan takes off from Loch Lomond in Scotland to the Amphibious Caravan 208 or 208B with either a Wipaire 8000 or 8,750 floats, which have a retractable chassis, for water landing or ground operations. Aftermarket Variants Production Aircraft Modified After Delivery of Additional Type Certificates: Soloy Pathfinder 21 Single Example of Twin Engine Stretched Fuselage Development 208 by Soloy Corporation. Two PT6D-114A engines, mounted side by side, moved in one propeller, and the fuselage was extended by 70 inches (1.8 m) behind the wing. The project was abandoned because the project could not meet certification requirements. 850 Caravan 208 with Honeywell TPE331-12JR-701S with 850 hp, installed Aero Twin Inc. 950 Grand Caravan 208B with a 1000 hp (746 kW) engine, Honeywell TPE331-12JR-704AT, installed by Aero Twin Inc. Blackhawk Caravan 208 and 208B conversion to 850 hp (634 kW) PT6A-42A. Supervan 900 208B with Honeywell TPE331-12JR engine with 850 hp (634 kW), installed by Texas Turbine Conversions, Inc. XP42A Update 208B with engine 850 hp (634 kW) Pratt and Whitney Canada PT6A-42A engine, installed Blackhawk eCaravan is an electric modification of the 208B aircraft built by AeroTEC and magniX powered by 750 hp (560 kW) engine and 1 t (2200 pounds), lithium-ion battery 750V. Its 30 minutes first flight occurred from Grant County International Airport to Moses Lake Washington, Wash., May 28, 2020, consuming \$6 worth of electricity in need of 30-40 minutes of charging. The Magni500 variant can fly 100 miles (160 km) with 4-5 passengers, while retaining backup capacity, and aims to be certified by the end of 2021, hoping to fly 100-mile full-time flights with nine passengers with the best batteries. The Iraqi Air Force Cessna 208B launched the U.S. Department of Defense's Hellfire U-27A missile for Cessna 208. The C-16 is a U.S. Department of Defense designation for a proposed option to be used by the United States Army in El Salvador and Nicaragua during the 1980s. AC-208 Battle Caravan Caravan with solid point wings. The ISTAR version, built by ATK, armed with Hellfire missiles, is used by the Iraqi Air Force. The AC-208 made its combat debut in January 2014 when the Iraqi Air Force began using it against insurgents in Anbar province. One plane crashed in March 2016. The Lebanese Air Force requested a new AC-208 and the conversion of 208 it was already working. Other AC-208s are planned to be delivered to the Middle East and Africa as part of the overseas military sales program. Mali, Mauritania, Niger and Burkina Faso are possible recipients of these AC-208 combat caravans. Operators certified in 100 countries and 2,600 caravans were delivered with nearly 20 million flight hours registered by November 2017. Designed for high payloads and short and rough runways, with single-engine economy and simplicity, caravans are used to prepare for flights for leisure, commuter airlines for VIP transport, cargo carriers and humanitarian missions. It is also used by government agencies in law enforcement, ambulance, police and the army. Main article: List of Cessna 208 Caravan Operators Civilian Operators Cessna 208 is used by government organizations and a large number of companies for police, air ambulance, passenger traffic, charter air travel, cargo and parachute operations. FedEx operates 239 aircraft. Military operators with a total of 134 Cessna 208s were in military service in 2016. As of 31 December 2017, 216 caravan hull losses were reported for all causes, including 206 accidents, resulting in 427 deaths, an average of 2 deaths as a result of hull loss, with 29.7% of all passengers surviving fatal accidents; and six hijackings, resulting in one death. For 198 of the 216 cases of hull loss, where the aircraft was in use and its flight nature is known, 36.9% were passenger flights, 33.8% of cargo flights, 8.1% of military flights, 5.6% of special flights - agriculture, survey, etc., 4% of private and business flights, 3% test or flight training and 8.1% of various uses - demonstrations, deliveries, illegal. Спецификации (208 Caravan) Слева: треххосный вид 208 Caravan Amphibian и боковой вид стандартного 208 Caravan Right: 208B Grand Caravan с боковыми видами Super Cargomaster и стандартными версиями Данные от Cessna Textron 11.46 m) Крылья: 52 ft 1 в (15.87 m) Высота: 14 ft 11 в (4.53 m) Область крыла: 279 sq ft (25.96 m2) Соотношение аспекта: 9.702 Airfoil: корень крыла: NACA 23017.424, Наконечник крыла: NACA 23012 вec : 7800 фунтов (3,538 кг) Емкость топлива: 2224 фунта (1,009 кг/332 гал/1,257 л) Высота кабины : 54 в (1.37 m) Ширина кабины: 64 в (1.63 м) Силовая установка: 1 × Прэтт и Уитни Канада PT6A-114A турбовинтовой. 675 л.с. (503 кВт) Пропеллеры: 3-лезвие Макколи Постоянная скорость, полное пернатое, обратимая скорость круиза шаг: 186 миль / ч (2144 миль / ч 344 км/ч) истинная скорость воздуха Stall скорость : 61 kn (70 миль / ч, 113 км / ч) калиброванной скорости воздуха Диапазон: 1070 нми (1,232 миль, 1,982 км) Сервисный потолок: 25000 футов (7,44 км) Сервисный потолок: 25000 футов (7,4 600 м) Скорость подъема: 1234 фута/мин (6.27 м/с) Загрузка крыла: 28,674 фунта/кв.м (139,792 кг/м2) Avionics Garmin G1000 с интегрированным цифровым автоматическим управлением полетом GFC700 Система Смотрите также 208B Гранд Караван (на переднем плане) наряды с Квест Кадьяк на фартук аэропорта Связанные развития Солей Pathfinder 21 Самолет сопоставимой роли , конфигурация, и эпоха GIPPSAero GA10 PAC 750XL Pilatus PC-12 Квест Кадьяк Ссылки - b Textron Aviation начинает поставку 10 Cessna Grand Caravan EX турбовинтовые для поддержки чартерного обслуживания в Ботсване (Пресс-релиз). Textron Aviation. November 14, 2017. 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