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Saab sf 340 turboprop

Skip to the details of aircraft Regional aircraft Saab 340 Saab 340 operated by Loganair for Flybe, preparing the role of turboprop regional transport aircraft of National Origin Swedish manufacturer Saab First Flight 25. In operation Primary Users Regional Express AirlinesSilver Airways Loganair Made 1983-1999 Number built 459 Variants Saab 340 AEW&C Developed by Saab 2000 Saab 340 is a Swedish twin-engine turboprop aircraft designed and originally manufactured by Saab AB and Fairchild Aircraft. It is designed for 30 to 36 passengers and as of July 2018, 240 operating aircraft have been used by 34 different operators. Under the production agreement, in which production was split at 65:35 between Saab and Fairchild, Saab built an all-aluminum fuselage and vertical stabilizer along with the final assembly of the aircraft in Linköping, Sweden, while Fairchild was responsible for wing, empahic and wing-mounted nacelles for two turboprop engines. After Fairchild completed this work in 1985, production of these components was transferred to Sweden. On January 25, 1983, the Saab 340 made its flight. In the early 1990s, an expanded aircraft derivative, known as Saab 2000, was introduced. However, sales of this type decreased due to intense competition in the regional aircraft market. In 1998, Saab decided to cease production of Saab 340. [1] Development of 2+1 passenger cross-section Origins V 70. [2] In 1974, the company decided to continue to develop its first large civilian aircraft, having previously focused almost entirely on military aircraft. Similarly, in the late 1970s [3] it was decided to use a turboprop that was slower but more economical than turbo fan engines and to optimise the aircraft in order to use this type of power plant; this decision may have been influenced by high oil prices during this decade, such as the oil crisis of 1973. According to author Gunnar Eliason, the choice of turboprop engine made the type less attractive to airlines than jet-powered competitors, however he acknowledged that the General Electric CT7-5A2 engine he chose was quite competitive with the jet engines of that time. [4] As conceived, the aircraft should have matched the performance of the aircraft in its short-range task. [5] At the end of the 1970s [4] It was announced in January 1980 that Saab had entered into a partnership agreement with aircraft manufacturer Fairchild in the USA with a view to and produce upcoming regional transport aircraft. As part of this partnership, Fairchild became responsible for the production of sections such as wings, tail unit and motor nacelles, while Saab was responsible for 75 per cent of the costs of development, system integration and certification. [5] In order to coincide with the new partnership, the type was sf340. [4] The decision to develop a next-generation regional transport aircraft coincided with the removal of control by the US Federal Government under the Airline Deregulation Act 1978, an event that would have contributed significantly to the sale of this type over the next decade. [2] 340 shared several production and construction techniques that were used in Saab military aircraft, such as saab JAS 39 Gripen development combat aircraft. One such technique was the removal of the use of rivets on aluminium structures, instead using diffuse bonding to reduce weight. On 25 January 1983, the first SF340 made its first flight. Shortly after its launch in 1984, the Saab 340 became the best selling commuter plane in the world. [7] By 1987, all Fairchild's activities under the Programme had been Whereas the American company decided to limit its aircraft activities and thus saab became solely responsible for the production of 340. [5] Further development of Planform view showing a straight wing In 1985, in view of Fairchild's decision to cease production of aircraft after completion of the first 40 units, Saab removed the fairchild name from the project and continued to manufacture aircraft referring to the type under the designation Saab 340A. A total of 159 A-models were produced. later the production of 340Bs also represented an active noise control system. A total of 200 aircraft were built. In 1994, the final version of the third generation, the 340B Plus, was delivered for service and incorporated improvements that were introduced at the same time after the larger Saab 2000, itself a derivative of the 340. A total of 100 aircraft have been completed, which is a total of 300 Models B. Saab 340 usually sits between 30 and 36 passengers, with 34 seats being the most common configuration. The last two 340s built were built as an older configuration of 36-seat aircraft for Japan Air Commuter. One of the major improvements introduced in the 340B Plus was the installation of an active noise and vibration control system in the cabin, reducing noise and vibration levels by about ten dB during a cruising flight. This optional feature, transferred from the 340B, was standard in the 340B Plus along with extended wingtips, which was an option for 340B, about 30 WT-option aircraft. [8] Further change previous models were more modern interior design and removal of lavatory space from the coincidence of the passenger cabin only to the coincidence of the deck in most third generation units. This increased the total volume of cargo available as the original location was intruded into the cargo bin compartment. While active noise control became standard on all Saab 340Bs in 1994 the first-ever 340B Plus (third B+ built) was delivered by the new Hazelton Airlines in Australia in 1995, later operating for Regional Express, and currently for the Japanese Coast Guard. The system could also be retrofitting to existing airlines. [9] In 1997, Saab issued pessimistic press releases on the 340 programme in which it stated that it was considering a potential closure of the production line, but also promised to wither the full support of existing customers if this were to happen. [10] [11] On 24 April [12] At the end of 1998, when production slowed down towards a possible shutdown, Saab stated that it was negotiating with a number of interested parties, allegedly including Indian and Chinese companies, on the possible sale of production line 340 to another producer. The final 340 aircraft were delivered on June 30, 1999, and by then almost 460 had been delivered. [5] Production of all 340 models ceased in 1999 and Saab finally decided to cease production of all civil aircraft in 2005. According to Eliason, the decision to power the turboprop type rather than the jet engines were provided as one of the reasons why Saab decided to close the project; another important factor was the increasingly competitive and politicised regional aircraft market, where various competing airlines allegedly benefited substantially from government subsidies, while the Swedish Government was unwilling to accept such commitments to Saab's civilian projects. [14] According to authors Sören Eriksson and Harm-Jan Steenhuis, while 340 were faster than competitors powered by a jet engine such as the Fokker 100 and British Aerospace 146, it did not have a clear advantage in terms of payload or range; as the regional aircraft market became increasingly crowded, newer types such as Bombardier CRJ200 and Embraer ERJ 145, which had an advantage over 340, led to a reduction in sales. [5] Saab 340 AEW&C derivatives with Erieye radar in the early 1980s [15] The corresponding system was soon paired with the 340 as a platform. Several military variants of this type have been produced, including 340 AEW&C, 340AEW-200 & 340AEW-300, AEW aircraft and airborne early warning & control (AEW&C). In 2010, Saab supported 340 in a naval patrol mission. A specialised variant of the aircraft, designated MSA 340, was discussed; the proposed patrol aircraft shall be equipped with a variety of sensors and combat systems to be capable of conducting both soil and anti-vyvor warfare, as well as signals of long-range intelligence and search and rescue operations. [16] In June 2014, Anders Dahl, head of Saab Singapore, gave a presentation at 340MSA, noting that several nations have been in talks with Saab about the type as well as there is growing demand for these naval patrol aircraft in Southeast Asia. [17] Operational History 6. A week later, the type made its first flight with paying customers on board; passengers on board this flight, including Pope John Paul II.[5] In 1989, the American regional airline American Eagle made a large order for this type, procuring a total of 50,340B along with the options of an additional 50 aircraft. [18] However, the commercial conditions and demand for regional turboprop-powered aircraft in the 1990s can best be summarised in the AMR Eagle decision in October 1999 to announce its intention to phase out its fleet of 340. [19] In the face of reduced value and demand for 340, Saab decided to phase out production in 1999. While production of this type ceased in 1999, Saab continued to develop a strong market of 340 for various purposes on both the civil and military markets. In July 2001, the company announced that it had launched a new partnership with service provider Piedmont Hawthorne to remarket used regional 340s for corporate customers. [20] In April 2002, it was announced that the Canadian company Field Aviation had been contracted by Saab to produce cargo version 340, which initially focused on the conversion of the previous Model 340A. [21] [22] Even after production ceased, a large number of 340 people remained in commercial operation in the following decades. By 2006, demand for turboprop-powered aircraft had rebounded, partly due to rising oil prices; [23] [24] during this year, Saab announced the largest ever lease deal for 340, providing a total of 25,340s to Australian operator Regional Express Airlines. [25] At the end of 2010, Saab assessed the possibility of extending the certified life span of 340, which is usually limited to 60 000 hours under the Maintenance Review Board programme; the company considers that the maintenance programme could be extended to accommodate up to a 75 000-hour limit. [26] Existing aircraft remained relatively active and competitive over the next decade. At the end of 2008 the merger between the US carriers Northwest Airlines and Delta Air Lines, The company announced that a new Saab 340 base would be created in Atlanta, after which the merged airlines will replace their 12 ATR 72 inventory in its regional fleet of 49 former Northwest 340.[27] In early 2009, Russian operator Polet Airlines held talks with American Eagle about chartering 25,340 to increase its width of regional flights. [28] Variants of SprintAir freight with clogged windows Japan Coast Guard SAR variant with ventral radome Saab 340A 30- to 36-seat commuter aircraft, powered by two 1735shp (1215kW) General-Electric CT7-5A2 turboprop engines. (340A-001 to 340A-159) available in passenger, VIP and cargo. Saab 340AF modified commercial cargo version of the Saab 340A Saab 340B 33- to 36-seat commuter aircraft, powered by two 1870shp (1394kW) General-Electric CT7-9B turboprop engines. (340B-160 to 340B-359) Saab Tp 100 VIP transport version of Saab 340B and B Plus for Swedish Aviation. Saab Tp 100A VIP transport version Saab 340B Saab OS 100 Single Tp 100A adapted to open skies aircraft. Saab 340B Plus Improved version of Saab 340B. Some have elongated wingtips. (340B-360 to 340B-459) Saab 340B plus SAR-200 Naval Search and Rescue version for the Japanese Coast Guard. Extended wingtips mounted. Saab 340A QC Quick-change freight transport version TP 100C Saab 340 AEW&C Airborne early warning and control (AEW&C) version Saab 340 MSA Maritime Security Aircraft for multi-role surveillance for detection, classification and identification of maritime contacts and can also be used as a Search-And-Rescue aircraft. [29] It may be equipped with an auxiliary fuel tank for extended operation. In the 1990s, a stretched and significantly faster derivative of the aircraft, known as the Saab 2000, was developed and manufactured. Primary operators include Regional Express with 52 aircraft, Silver Airways with 21, Loganair with 16, PenAir with 13, SprintAir with 12, and others with fewer aircraft type. [30] In December 2016, the fleet average is 35,277 h and 39,446 cycles – an average of 0.89 h per flight, less than half of its remaining life : the life of the fuselage of the aircraft has been extended from 45 000 to 80 000 flight hours and 90 000 cycles and the Saab 340 should remain in service for a further 30 years. Fleet managers are on 71,268 cycles and 61,867h. Between 1983 and 2013, there were 13 accidents with the fuselage of the Saab 340 series aircraft, in which 48 people died. [32] Fatal accidents 4. The pilots falsely believed there was a problem. one of their engines. The plane broke up on impact. Three people were killed. [32] 19 March 1998: Formosa Airlines 340B crashed into the ocean 11 km from Hsinchu, Taiwan, due to electrical failure and crew disorientation. 13 people were killed. [32] 10. All ten people on board were killed. May 2011: Flight Sol Líneas Aéreas 5428 en route from Neuquén to Comodora Rivadavia, saab 340A (LV-CEJ), crashed in Prague, Rio Negro province, Argentina, causing 22 casualties. [33] [34] [35] Hull losses from 21. No deaths, aircraft destroyed. [32] The captain involved was killed in a subsequent crash in 2001. No deaths, planes destroyed. [32] 14. The plane broke through a ditch, cutting from the chassis. No deaths. [32] 21. No deaths. [32] 6 September 2001: Aerolitoral Airlines 340B made an emergency landing on farmland after running out of fuel near the Las Palmas River in Mexico. No deaths. The plane was written off and scrapped. [32] 8. The landing gear crashed on landing, the plane skidded off the runway and onto the grass. No deaths, plane damaged for repair. [32] 13 June 2013: SkyBahamas Airlines Flight 9561 from Fort Lauderdale to Marsh Harbour attempted to land on the Marsh Harbour 09 runway, but touched down hard, bounced four times until the right wing separated, and wandered right, off the runway. The Saab SF-340B stopped with its right wing broken and the right main device collapsed. There were no injuries, but the plane suffered significant damage. [36] Other incidents This section contains information of unclear or doubtful relevance or relevance to the subject matter of the article. Please help improve this section by clarifying or removing unscrupulous details. If importance cannot be determined, the section may be moved to another article, redirected, or deleted. Find sources: Saab 340 - news - newspapers - books - scholar - JSTOR (Learn how and when to delete this template message) 21. On a flight from Cincinnati to Toronto, propellers from the right side of the engine separated near Buffalo, New York, after the engine was turned off due to vibrations. The plane landed safely on one engine. [37] The cause of the failure was found to be shaft fatigue due to the melting process of the ingot. [38] March 17, 2017: Regional Express Airlines (Rex) Saab 340B (VH-NRX) flight ZL768 carrying 16 passengers and 3 crew from Albury to Sydney, New South Wales, Australia, made an emergency landing unharmed in Sydney after losing a propeller 19km earlier. [39] [40] Rex 20. [41] Propeller was located 21. [42] Specifications (340B) Cockpit in the interior of air freight Transport Data from Jane's All The World's Aircraft 1993-94[43], SAAB[44]General characteristics Crew: 2 pilots, 1 flight attendant Capacity: 34 passengers Length: 19.73 m (9 in) Wingspan: 21.44 m (70 ft 4 in) Height: 6.97 m (22 ft 10 in) Wing surface: 41.81 m2 (450.0 m² ft) Airfoil: root: NASA MS(1)-0316; tip: NASA MS(1)-0312[45] Empty weight: 8,140 kg (17,946 lb) Maximum take-off weight: 13,155 kg (29,002 lb) Propellers: 2 × General Electric CT7-9B turboprop engines, 1,305 kW (1,750k) for propellers to go: 6-blade Hamilton Standard 14RF19 (or Dowty Roto), 3.35m (11ft 0 inches) diameter constant speed quad-blade, fully feather reversible propellers Power Top speed: 502km/h(312mph, 271 kn) IAS VMO Top speed: Mach 0.5 Cruise speed: 467 km/h(290 mph, 252 kn) at 7,620m (25,000ft) Standing speed: 164km/h (102mph, 89 kn) flaps down Never exceed speed: 522km/h (522km/h mph, 282 kn) Range: 1732km (1076m) , 935 nmi) Service ceiling: 7620 m (25,000 ft) Climb rate : 10.2 m/s (2,010 ft/min) See also Swedish Portal Aviation Portal Related Development Saab 340 AEW&C Saab 2000 Aircraft of comparable role, configuration, and era Embraer EMB 120 Brazil DHC-8 100/200 Fokker 50 ATR 42 Dornier 328 BAe Jetstream 41 Related Lists List of Civilian Aircraft Reference Quotes ^ Saab 340 History. 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