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## Cessna caravan weight and balance sheet

Pilots should never be complacent about the limitations of the weight and balance of the aircraft... Aircraft manufacturers aren't fussy about what method you use to calculate the center of gravity of your aircraft, except that they expect you to do it right. I sat on the African jump seat registered the B737-300 the other day and watched the two pilots fight with their calculations for 15 minutes. The training captain finally realized that the captain was not entering the data correctly. It settled they wrote their numbers on a patchwork looking load sheet and handed it to the cabin attendant. I think Air Canada is all automated, but what about the rest of us? Is there any reason why we can't be automated as well? The pilot is responsible for ensure that the aircraft is properly loaded. Calculating your weight and balance is not very difficult as we are all taught how to do it as student pilots. Let's see now ... there I am ... my instructor and fuel. Weight once Arm equals the moment. Put a point on the graph and here you are. In the balance. It was easy. Now, however, you have a commercial ticket and 7 passengers including one in the front right seat and you have removed the back seat for cargo, and have filled your amphib swim lockers, and you have three stops along the way, one on the ground and two on the water and you require VFR fuel.... Humm, where's the schedule for this? It's not that easy, is it? Well, it's still not that hard because how wrong can you go on 9 passenger planes? One caravan crashed in the ocean west of Liberia, killing everyone on board. While the pilot was making desperate Mayday air traffic controllers heard a strange howl of sirens in the background. A Cessna spokesperson listened to the footage and decided it was a high speed warning horn. This horn is activated only when the air speed exceeds 176 knots, which is the maximum structural speed of the Caravan. All 13 people on board, including the pilot, were killed in the strike. Don't say anything about 6 goats and 24 chickens. Although the dispatcher did not calculate the weight and balance before take-off, he had a list of passengers and cargo loaded on board. Aside from the 12 passengers, goats and chickens, there were also 6-80lb bags of cement and 9-50lb bags of rice. The total weight was something like 1200lbs over the maximum allowable gross weight. This was a testament to the pilot's stubbornness and the ability of the aircraft to even get in the air with such a load, but when the FCU failed and the engine lost power the pilot could not prevent a deep derailment without entering a fatal dive spiral. The caravan must have hit the ocean at the speed of sound with the trim in full nose position down. Ironically, the pilot may have saved the situation using an emergency power lever, but I think when the engine powered down his hand deal with the dire out of the bounds of the situation and forgot to pull out the emergency checklist. This is an extreme example, but there was a recent case where the B1900 was only 100 pounds and 1% of its weight and balance requirements and the cause of the fatal accident is still blamed for heavy take-off weight and improper weight distribution combined with a faulty elevator. The aviation authority said that the weight restrictions of the aircraft are usually a built-in safety margin, much like an empty line on car gas cylinders. You could be 10 per cent above the weight limit of an aircraft and still fly on it. The FAA says the pilot cannot fly the plane if its center of gravity is beyond its forward or mid-air limit because such an aircraft can be uncontrollable once in the air. It's a very black-and-white thing. This can be very black and white for some, but often most airlines don't give pilots the proper tools to do these calculations. It's easy to print blank plane load sheets and enter all calculations manually until you have time and there are no last-minute changes. Cessna even recognizes the problem of quick cofg fixes by throwing in a special \$2 plastic plotter with every million dollars plus planes they sell. Unfortunately, the plotter has a caveat on it saying that if the plotter shows marginal conditions developing then don't use it. In other words, use a plotter only if the situation is not critical. It's not very helpful. Some companies have gone through the problems of printing aircraft specific load sheets with graphic plotters. Follow the lines and you can show whether the load is within. Again, however, the sheet should be counted for each load change. At the last minute, the passenger means filling in another full sheet. Another problem is that these sheets must be certified by a printer or a small printing error can show unsafe conditions as within. Thus, these sheets should be printed and certified by specialized companies and not easy to change. You can't just photocopies them if you need more. Photocopy is voided by certification. The weight and balance of your aircraft, however, is based on calculations. So the modern way to complete the manifest and download the sheet is to calculate the total weight, and determine whether your center of gravity at the moment is an envelope to do so on your computer. That's where The Bush Pilot Company comes in. The program is specific to aircraft and takes into account all the variables you will encounter when operating a caravan or, given a little more time, any plane or helicopter carrying 19 19 Or less. What gives you a pilot calculator of Bush's weight and balance? Multiple Aircraft Total Gross Weight Takeoff Runway Landing Weight Water Weight Takeoff And Landing Load Remaining Water Payload Remaining Rear Cargo (Zone 6) Restrictions of Baggage and Cargo Weights (Zone 5 and 6) Float Locker Weight Restrictions Minimum Fuel Route Requirements Specific Fuel Requirements, Transported by pilot Specific Weight Printed Passenger Manifestos (names and scales and luggage) Printed sheet Printed graphics to understand graphic visual representation as The Envelope Of the Gravity Center and the Gravitational Limits Center. With this powerful presentation, pilots and dispatchers can quickly see where the loading problem is and how to fix it quickly. Using a desktop or laptop, the pilot can fill out a specific manifest and download a sheet for each flight, regardless of whether it makes one or twenty a day. In addition, you can print out the passenger manifest, print graphic charts and store each flight in the database. When you're away from the office, you can store every flight on your tablet and print out the results when you get back to the office. You have the ability to know your center of gravity for each flight as long as you are willing to carry through the bathroom scale or have the audacity to ask the singing lady what her real weight is when she speaks only 220lbs. In fact, each destination can have a calibrated scale that will make your calculations simple and direct. After all, when the chicken runs to the back of the plane and you get out of the cofg you know you cut it too damn close. To view the graphical interface of our calculator click below and then save the file on the table top to run. If you are interested in automating your demonstration and load control contact the Bush Pilot Company for a quote. Take the caravan and beaver for a test flight today. Cessna Caravan (Grand and Amfib) Beaver and Turbo Beaver Other aircraft are available on request. Twin Otter Dash-8 De-Havilland Bell Helicopters S76C and C'itation S11 Attitude Indicator will help you return to the Bush Pilot Company. Article by John S Goole Top this story. Contacts Last changed on November 13, 2007. Virtual Horizons, 1996. This forum was designed to discuss topics related to aviation. Moderators: lilffsister, North Shore, ahramin, sky limit, sepia, Sulako, I was Birddog DareDevil Rank 3 Messages: 112 Joined: Sun March 27, 2005 6:17pm Message DareDevil W Mar 17, 2009 6:11am Any person has weight and balance for the C208 Caravan on Microsoft EXCEL or know where to get it??? ----- ADS ----- One Rank 4 Messages: 212 Joined: Sun April 20, 2008 6:27 pm Polar Post W Mar 17, 2009 8:24 am This may be a strange question, but why on Excel? I ask because I've seen several caravan loads that can be pre-planned in the office, and even fewer pilots moseying to the plane with the computer under the mooring to make WB. CAVU or SEEGEE, or whatever they are called to make excellent, which is easy to carry in the side pocket, easy to use, and works.... In any case, to answer your question, there is no software, and if you don't mind a little highjack can you answer my question? tks ----- ADS ----- 99% of pilots give the rest a bad name What we learn from history is something That we can not learn from the history of Go Guns Rank 8 Messages: 964 Joined: Mon February 16, 2004 6:22pm Location: On My Way Post Go Guns W. Mar 17, 2009 9:30am I had two phones now (Palm Treo 650 and HTC Touch) capable of working Excel sheets to make weight and balance calculations. Although I didn't use it for the caravan (had a SeeGee wheel), I think a good excel sheet would have the exact weight and balance in the manner just as fast. It shouldn't be hard to make a sheet up, I've done a few in the past. If I find one on my computer I will send you an evening and you could use it as a guide. ----- ADS ----- Wallypilot Rank (9) Posts: 1612 Joined: Thu Mar 04, 2004 9:59pm Location: Best Coast Post wallypilot W 17 March 2009 10:16am Polar One wrote: This may be a strange question, but why on Excel? I ask because I've seen several caravan loads that can be pre-planned in the office, and even fewer pilots moseying to the plane with the computer under the mooring to make WB. CAVU or SEEGEE, or whatever they are called to make excellent, which is easy to carry in the side pocket, easy to use, and works.... In any case, to answer your question, there is no software, and if you don't mind a little highjack can you answer my question? tks Yes, but some may.... There are other types of work for the caravan than just transporting goods. Survey operators carry exactly the same load for years without changing it, in which case you can print out and sign your WB before you even leave to go on the plane. Reduces paperwork on the plane or on the plane. DD, I used to have one, but deleted it since I thought. Who will ever need to use this again?. Try THE ROAR on this forum, it can have one. Otherwise, it may have one for PA31 that you could adapt to. ----- ADS ----- Louis Rank 8 Posts: 997 Joined: Sun February 15, 2004 7:28 pm Location: CVUL Post Louis W Mar 17, 2009 12:58 pm Here's my 208B-600. You need to extract the file, as the forum attachment system does not allow .xls and adapt your stations/restrictions for your aircraft and operation. While we're on the caravan theme, does anyone here have a copy of the POH PDF? (Preferably version 208B 600 or 675 hp) Goodbye. Louis ----- ADS ----- ----- Weight and Balance C-208B-600.zip (15.59 KiB) Loaded 865 times HuD 91gt Rank 5 Messages: 347 Joined: Sat Jan 14, 2006 5:09 p.m. Contact: Message from HuD 91gt Sun March 22, 2009 9:40am What the hell, C208B-600? A grand van with a tiny engine? 675 is not enough as it is. Correct me if I'm wrong ----- ADS ----- DareDevil Rank 3 Posts: 112 Joined: Sun March 27, 2005 6:17 pm DareDevil's Post On March 22, 2009 9:50 am yaaa... 675 isn't enough, but its still a cool airplane ass! A PDF copy of POH would be sweet as well if someone has it! ----- ADS ----- Why fly right side up when you can fly upside down Louis Rank 8 Posts: 997 Joined: Sun February 15, 2004 7:28 p.m. Location: CVUL Message Louis Sun March 22, 2009 2:32pm HuD 91gt wrote: What the hell, C208B-600? A grand van with a tiny engine? Yes, that's all. I was initially puzzled by this as well. Contrary to my experience and what I read on several sites (Airliners.net and Wkkipedia), the early 208Bs (the first Super Cargomasters from 1986 to 1990) were equipped with a smaller PT6A-114 600 hp engine. They often get the name Grand Caravan because of this, although it is my understanding that no passenger version of the Grand Caravans were actually built with a 600 hp engine, but it needs to be checked, which I won't bother with at the moment. I don't know what to do. Cessna Caravan: When it was unveiled, skeptics wondered if the world needed a clumsy single-engine turboprop engine. Nearly 1,700 gliders later, the world said he did, Aviation Consumer, October 2007 wrote: Service experience showed that the plane can be cubed before it was overloaded, so as it was in turning 206 into 207, Cessna stretched 208 by four feet and made 208B, Super Cargomaster. It originally had the same 600 SHP engine as the 208, but the PT-6A-114A with the 675 SHP almost immediately became available to buyers. Goodbye, Louis ----- ADS ----- -----

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