

CESSNA CARAVAN 208 Model Guide

The CESSNA CARAVAN 208 is a single-engine turboprop utility aircraft. Registry data lists variants 208, 208A and 208B. Across that family, the registry shows up to 14 passengers, up to 940 nm range, up to 184 kt cruise and a service ceiling up to 27000 ft. Cargo and passenger versions exist. The two supplied documents are a POH temporary revision set and service bulletin CAB06-3.

KEY TAKEAWAYS

- Family-level registry maxima: up to 940 nm range, up to 184 kt cruise, up to 14 passengers. These are not figures for any one variant.
- POH temporary revision 208PHTR02 (23 September 2003) prohibits flap use. Plan takeoffs and landings with 0° flap performance data.
- Service bulletin CAB06-3 (20 March 2006) adds control quadrant stop tabs. Check whether your airplane has it.
- The wing fuel gages may read wrong. Check fuel with the dipstick required by CAB04-1.

FLAP RESTRICTION AND POH REVISIONS

Temporary revision 208PHTR02 says use of flaps is prohibited. The flap motor and standby flap motor circuit breakers must be pulled and collared. A placard must be in view of the pilot. Use the 0° flap takeoff and landing performance from Section 5. A later revision, 208PHTR03 (3 February 2004), changes the fuel dipstick procedure. Ask which revisions are in the aircraft's handbook.

CONTROL QUADRANT MODIFICATION CAB06-3

Bulletin CAB06-3 covers 208 serials 20800001 thru 20800395 and 208B serials 208B0001 thru 208B1170. It adds stop tabs to the quadrant cover. They reduce inadvertent movement of the Emergency Power Lever past idle and of the Condition Lever into cutoff. Kit SK208-166 takes about 5.4 man-hours. Compliance is recommended within 200 hours or 12 months, whichever comes first. Ask for the logbook entry.

PREFLIGHT POINTS TO INSPECT

The POH preflight calls for checking the wing and strut deice boots for tears, abrasion and cleanliness. It also calls for warm pitot/static and stall warning heaters and sampling every fuel drain point for water and sediment. The fuel system has nine drain locations. Check the main gear tires and condition, and the radome. For cold weather, remove all frost, ice and snow from the wings and control surfaces.

V-SPEEDS

Engine Failure After Takeoff Kts	95
Emergency Landing No Power Flaps Up Kts	100
Precautionary Landing Kts	95
Emergency Descent Smooth Air Kts	175
Door Open In Flight Kts	100

SAFETY NOTES

- Do not rely on the fuel gages alone. The POH cautions they may indicate incorrect quantity, so use the required dipstick.
- Non-compliance with CAB06-3 could result in engine damage if the Emergency Power Lever or Condition Lever is moved improperly.
- If a door opens in flight, slow to 100 KIAS or less. If the door cannot be closed, land as soon as practical.