

An Exclusive Preview to the Brand New Cessna Grand Caravan EX

Description

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I was fortunate to be invited on a demo flight aboard the Cessna Grand Caravan EX today. Although this was my second time flying in a private propeller plane, I still felt excited and full of anticipation. Just like when flying on any commercial airline, I need my passport to go through customs procedures.

Before that, I enjoyed some refreshments and a warm welcome at the Seletar Business Aviation Centre (SBAC) lounge. The facility allows private or chartered jet passengers to enjoy a relaxed and stress-free travel experience.


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Enjoy a Bespoke Travel Experience

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Sit back and relax while our pilot gets the plane ready

Once I passed customs, I was chauffeured in a minivan onto the taxiway where the plane sat beautifully against the rich blue-coloured sky.

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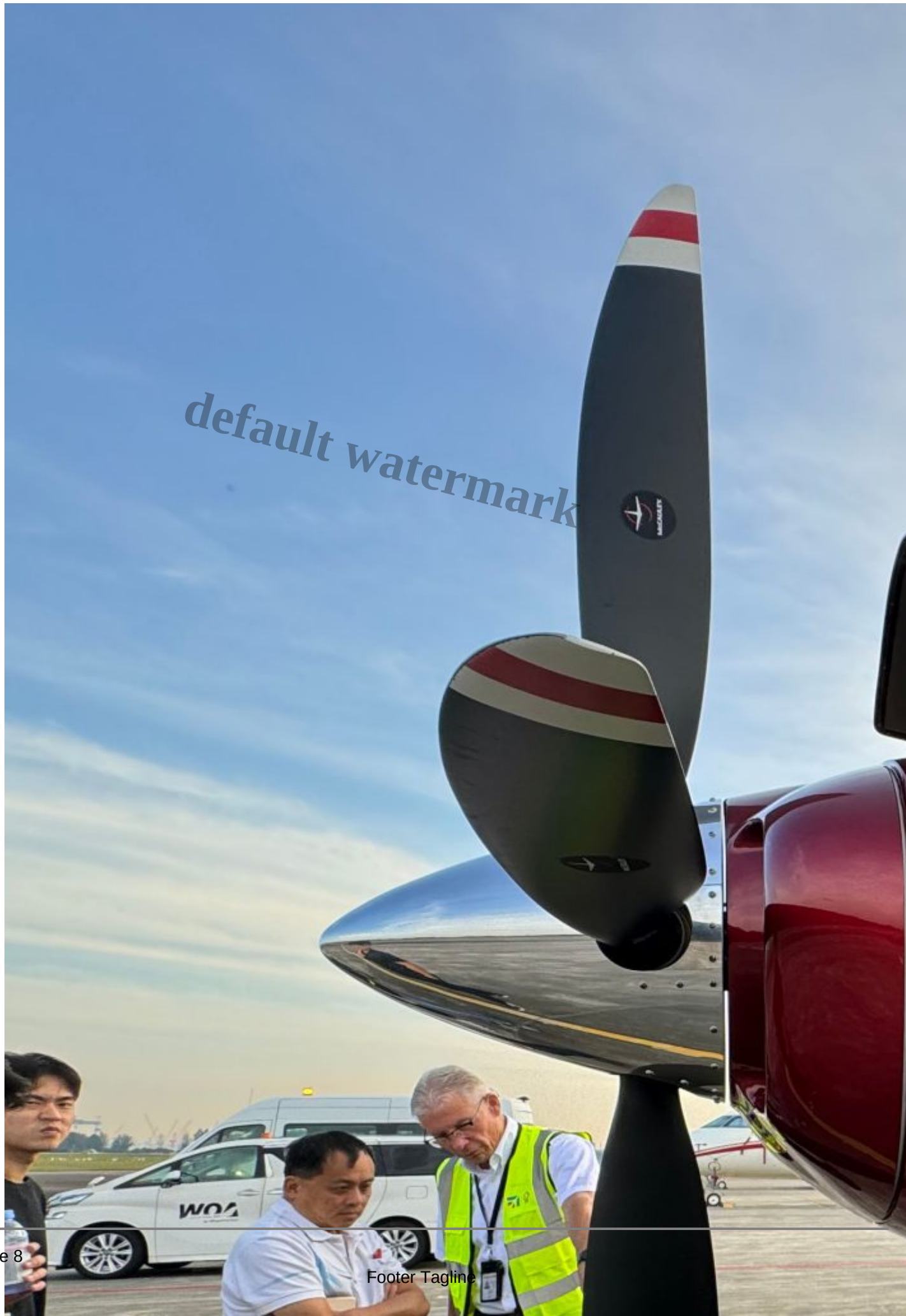

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The Cessna Grand Caravan EX in Singapore colours!

The CessnaÂ® Grand CaravanÂ® EX is renowned for its reliable and efficient performance, making it a favourite among regional airlines, charter operators, and cargo carriers worldwide. Designed for demanding missions, heavy payloads, and short, rough runways, the Grand Caravan EX turboprop offers the simplicity and economy of a single-engine aircraft.

Known as a revenue-generating aircraft, the Grand CaravanÂ® EX can accommodate up to 14 passengers, with enhanced speed, climb capabilities, and a takeoff ground roll of just 1,399 ft. Its powerful Pratt & Whitney Canada engine delivers 867 horsepower, ensuring dependable payload capacity and exceptional efficiency. It offers true value with low direct operating costs and comprehensive factory support.

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The latest model has 4 propeller blades compared to the earlier version of 3 blades

Pilot Jeff gave us a detailed walkthrough of the planeâ??s components and its improved capabilities from the previous version. Everyone was crowding around like small children, but who wouldnâ??t?

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B13EX

Time to board!

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Robin making sure the plane is secured

Unless you are skydiving, you should be doubly and triple sure of securing ALL exits. It looks really easy but I trust the professionals to do it.



That jittery feeling when the plane accelerates for take-off. Did I mention I am not so good with heights?

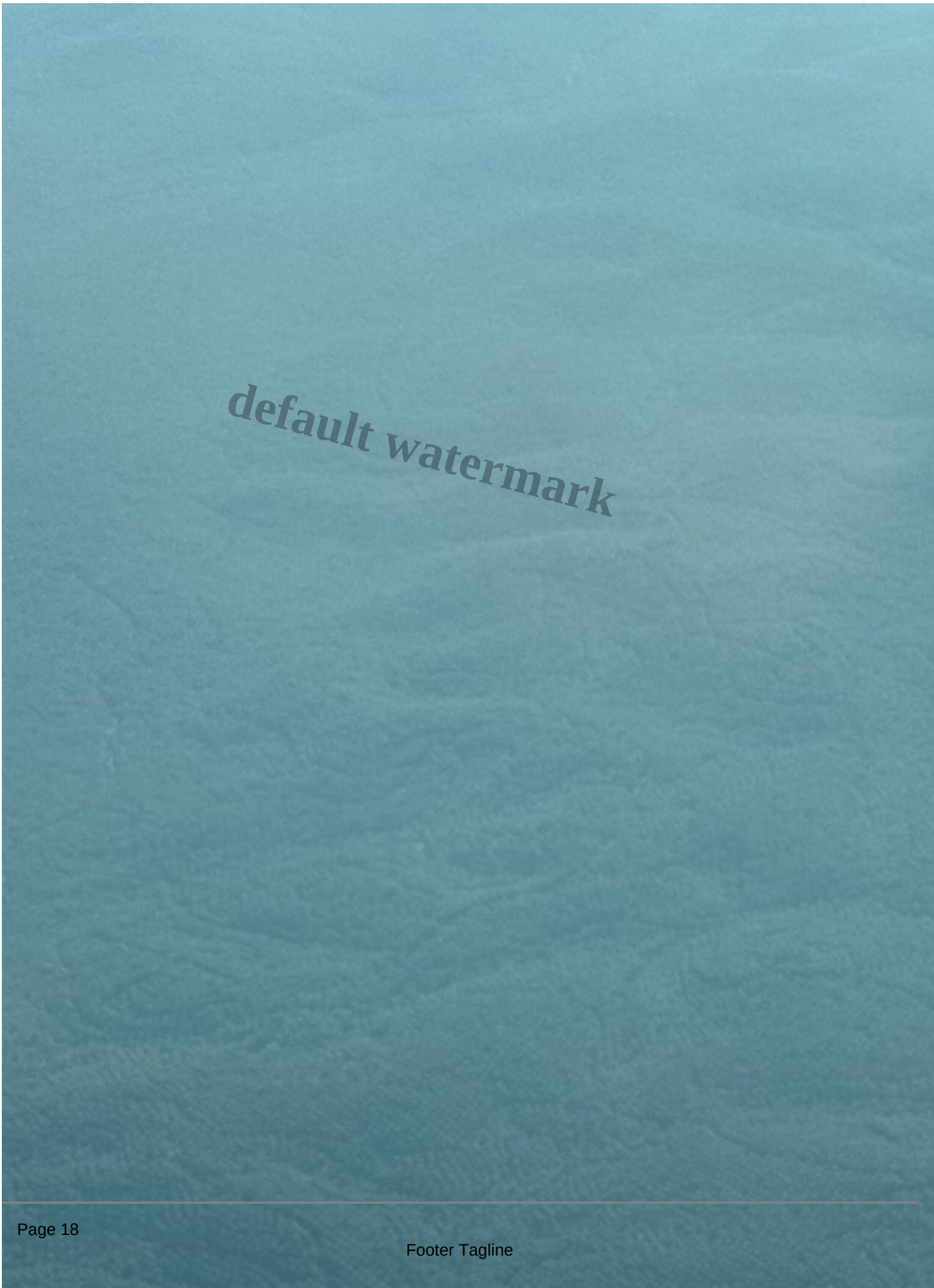
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As we climbed above 6,000 feet, the horizon became barely visible. The weather was perfectâ??a truly blessed day for flying.

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This is a highway road and the little dots you can barely see are cars travelling. I find amusement in this sight I have no idea why.

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N813EX
GARMIN

Its state-of-the-art control panel is truly one of its kind. A fully integrated flight deck features the Garmin G1000 NXi at its core. Its high-resolution displays and intuitive graphical interface enhance situational awareness and boost operational efficiency. The optional GarminÂ® enhanced automatic flight control system (E-AFCS) includes Electronic Stability and Protection (ESP), Underspeed Protection (USP), and an emergency descent mode.

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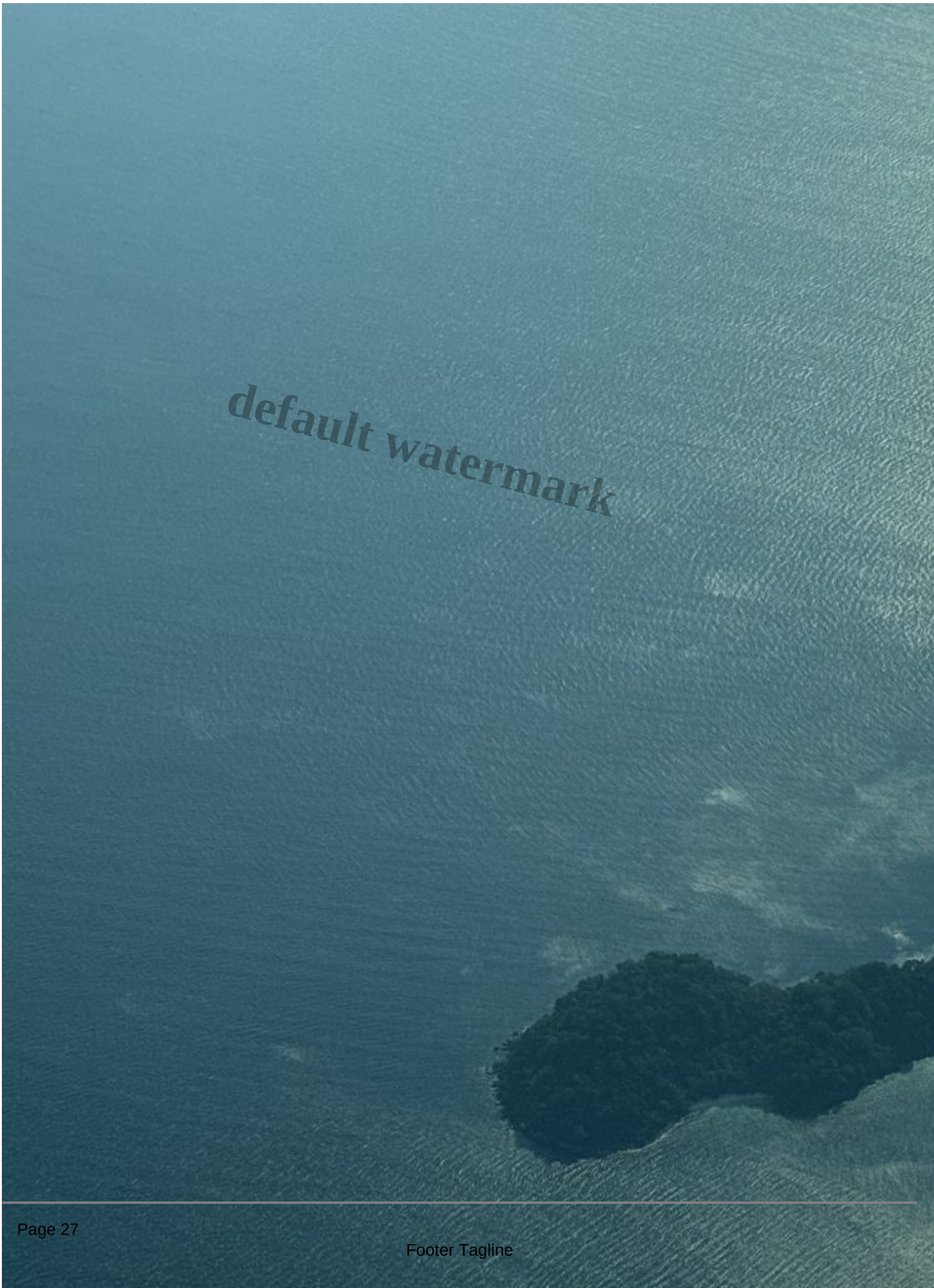
These 2 lonely islands Pulau Sembilang and Pulau Seri Buat sit by themselves. At least they have each other for company.

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Hello Tioman! We reach this point in less than 45 min. Not bad for a propeller plane at all. There is a landing strip on Tioman so it is possible to charter a private plane for a short getaway. However, the landing strip is close to the hilly areas of the island so no easy feat to land as well.

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This is Pulau Tulai, and it looks exactly shaped like this on Google Maps. The small black dots to the right look like ants moving but are speed boats approaching the island.

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Work of art by Mother Nature.

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GRAND
CARAVAN EX
N813EX

Safely brought back to land by Pilot Jeff! It was a rare sight to witness how an experienced pilot like Jeff positioned the plane skillfully as we approached the tiny landing airstrip from afar.

In case you are wondering how much the Cessna Grand Caravan EX costs, it is in the range of US$3.7 to 4 million dollars.



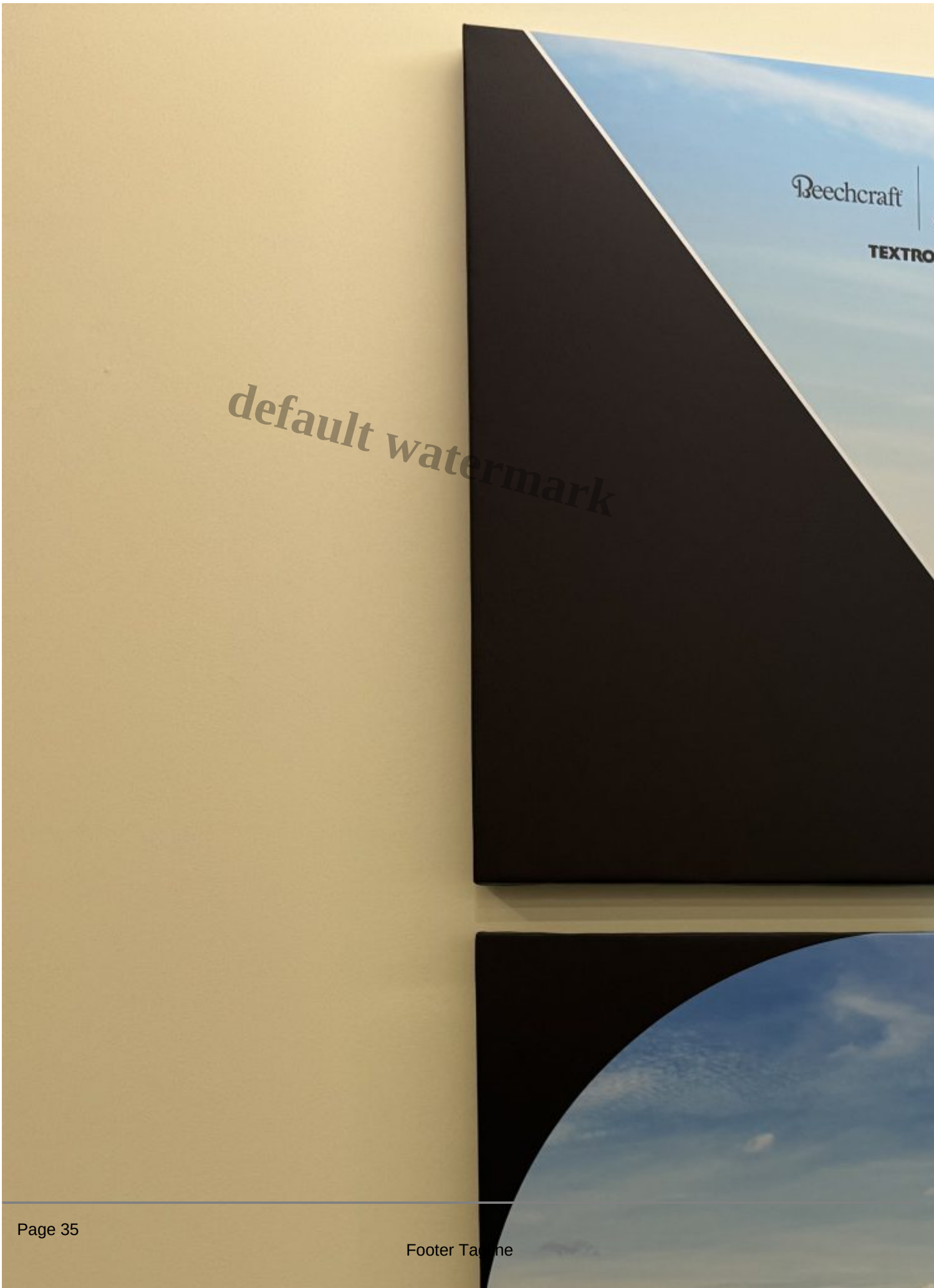
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The flight route was captured on a Garmin watch. Total flight time to and fro was 1 hour 11 minutes.


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BELL

Special thanks to Textron for arranging this exclusive visit. We had a short tour of their hangar where plane owners entrust the job of service and maintenance to the mechanic team. It is like a workshop for cars, but just much bigger in area, and a lot more tools.

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