

**Cessna 208 Series**

**3 blade McCauley 3GFR34C703/106GA-0 vs 4 blade MTV-16-1-E-C-F-R(P)/CFR250-55**

**Advantages of the MTV-16-1-E-C-F-R(P)/CFR250-55 propeller**

- ◆ Equal or better performance
- ◆ Perceptible noise reduction (outside and inside)
- ◆ 5 dB(A) less noisy than the 3 blade McCauley 3GFR34C703/106GA-0
- ◆ Less weight
- ◆ Less diameter thus more ground clearance
- ◆ Less vibration thus much smoother run

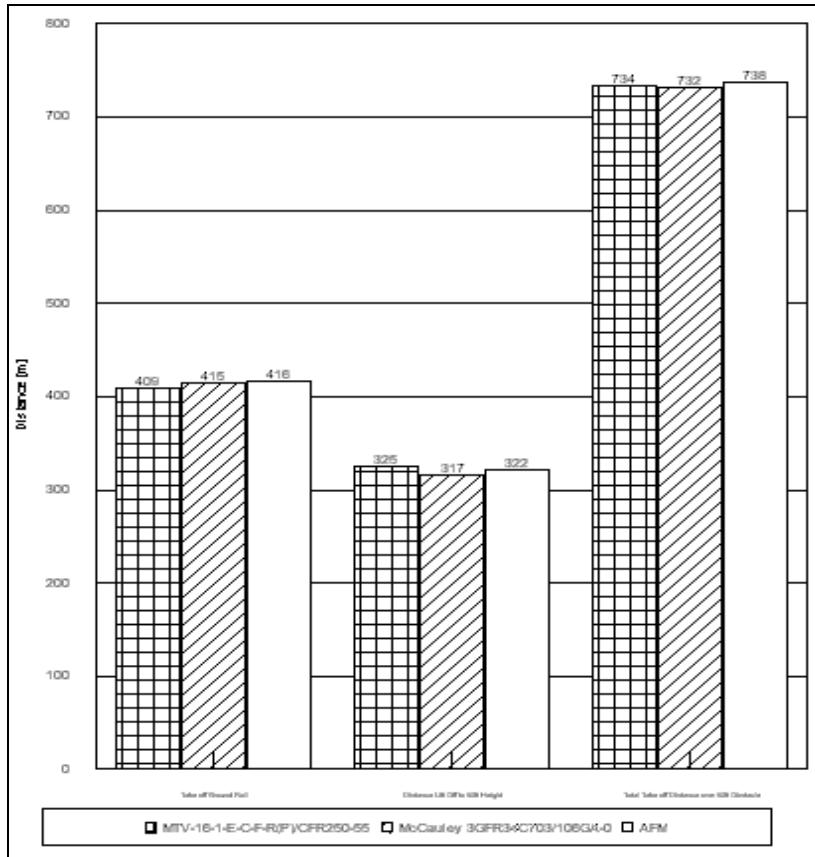


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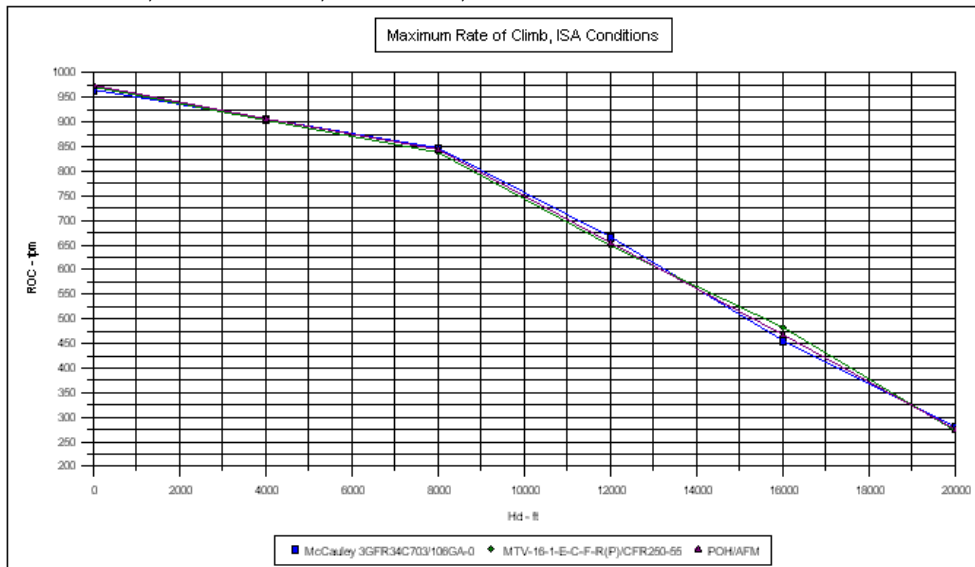
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Some performance data of the certification flight tests for the MTV-16-E-C-F-R(P)/CFR250-55 propeller. The flight tests were conducted with both propellers.

Take-off Distance over 50 ft obstacle, MSL, ISA Conditions, 8750 lb GW, Forward C.G.

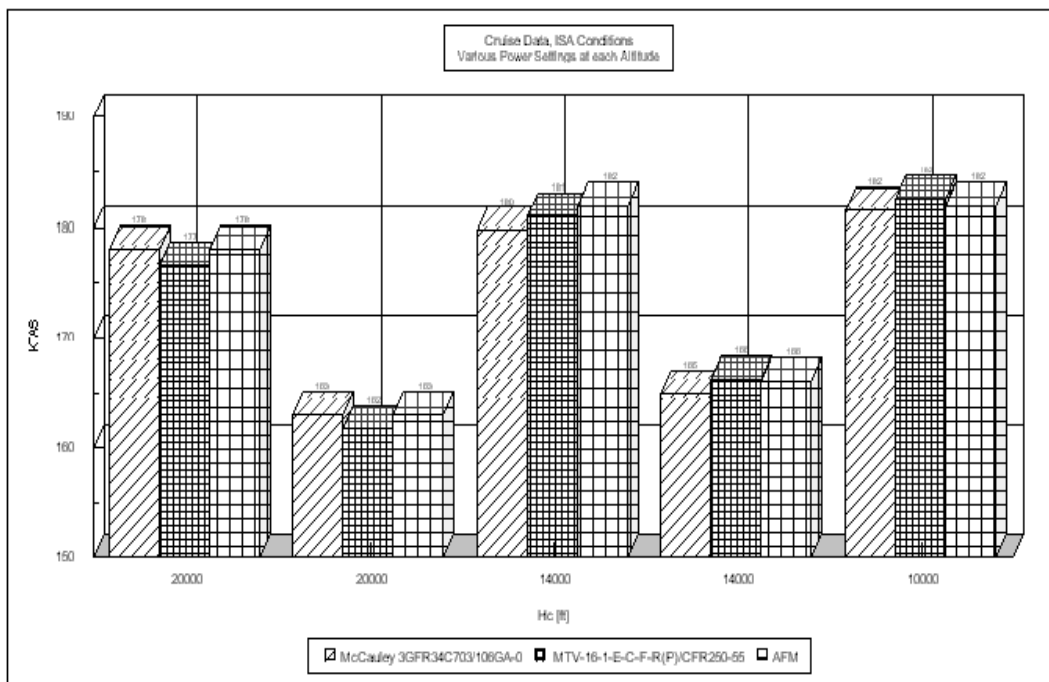


Maximum Rate of Climb, ISA Conditions, 8750 lb GW, Forward C.G.



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Level Performance, ISA conditions, Similar Gross Weights and C.G.



Weight of the propellers:

MTV-16-1-E-C-F-R(P)/CFR250-55 incl. spinner and de-ice equipment: 52.9 kg (116.6 lb)

McCauley 3GFR34C703/106GA-0 incl. spinner and de-ice equipment: 56.0 kg (123.5 lb)

Diameter of the propellers:

MTV-16-1-E-C-F-R(P)/CFR250-55: 250 cm (98.4 inch)

McCauley 3GFR34C703/106GA-0: 269 cm (106 inch)

Noise values of the MTV-16-1-E-C-F-R(P)/CFR250-55 propeller according latest ICAO Annex 16, Vol.1, Part II, Chapter X:

**Approx. 5 dB(A) less noise compared to the McCauley 3GFR34C703/106GA-0 !**

79.1 dB(A) Cessna 208B, without cargo pod, PT6A-114A engine

79.7 dB(A) Cessna 208B, cargo pod, PT6A-114A engine

Noise Limit: 88 dB(A)