

## KODIAK vs. Caravan

When looking at aircraft models, comparisons between the Quest KODIAK and the Cessna Caravan frequently occur. Both aircraft have similar configurations and each can seat up to 10 occupants under U.S. FAA rules. The Caravan 675 and the KODIAK are of similar size, with the Grand Caravan being larger. While in many cases they may fulfill similar roles, each aircraft was designed for very different ones.

The Caravan was originally designed in the early 1980s. Cessna's largest customer (by far) for the airplane has been Federal Express (FedEx). FedEx uses it primarily as a feeder aircraft serving mid-sized airports with mostly paved runways of moderate length. The design of the Caravan reflects this mission quite well. The Caravan carries significant weight off of a three or four thousand foot paved airstrip with adequate but not impressive performance, Cessna's current marketing notwithstanding.

The genesis for the KODIAK comes from the isolated mountains and jungles of the world where short, unimproved landing surfaces are the norm. There simply was no available modern aircraft that could replace the aging aircraft in use at the time, including the Caravan. The KODIAK was specifically designed to meet this need. Each decision during the design of the aircraft was made with this end mission in mind, from its class-leading power-to-weight ratio, to its robust landing gear (designed with "stump loads" in mind), to its generous prop clearance, to its discontinuous leading edge and short wingspan. These features, and many more, reflect the role envisioned when the idea for the airplane was conceived.

The KODIAK was designed to the much more stringent FAA Amendment 55 standards (and actually meets most Amendment 59 standards). These specify almost 1,000 changes to aircraft design standards over what was required in the early 1980s. They make for a much more robust design with significantly greater protection for aircraft occupants.

While these features make for a much safer and more capable aircraft in the backcountry, what about everyday, less rigorous use?

While obviously making your airplane investment much more versatile through a greater number of useable airfields, the KODIAK also allows a larger safety margin and increased options on each takeoff and landing. The high power-to-weight ratio gives you altitude over the departure end of the runway on takeoff, expanding your options. If you decide to take the whole team with you the next hot day, those trees at the end of the runway won't seem quite so imposing. Its expansive flaps, large brakes and beta range mean excellent landing and stopping performance on a dark and stormy night or slick runway, even if you're a few knots fast or high. The KODIAK's discontinuous leading edge allows ample roll control in slow flight, even through a stall, allowing rock solid comfort when slowing on the turn to final to follow traffic. Finally its robust structural quality and design will pay dividends through lower maintenance costs for years to come.

What follows is a side-by-side comparison of some frequently cited performance figures and information on pricing. These figures were taken from either marketing information at the manufacturers' web sites or the respective Pilot's Operating Handbook and were current as of February 2012. They obviously only tell one part of the story, yet some of the design differences are clearly evident.

	KODIAK	Caravan 675	Caravan 208B
Base Price (USD)	\$1,750,000	\$1,886,548	\$1,999,000
Engine SHP	750	675	675
Engine TBO Hrs.	4000	3600	3600
Cargo Volume	248 ft <sup>3</sup>	254 ft <sup>3</sup>	340 ft <sup>3</sup>
Wingspan	45'	52'	52'
Overall Length	34.2'	37.6'	41.6'
Cabin Length	190"	204"	256"
Cabin Height	57"	51"	51"
Cabin Width	54"	62"	62"
Prop Clearance	19"	11.25"	11.25"
Prop Blades/Dia.	4 Blade/96"	3 Blade/106"	3 Blade/106"
Max. Ramp Wt.	7305 lb.	8035 lb.	8785 lb.
Power Loading	9.67 lb/shp	11.85 lb/shp	13.0 lb/shp
SL Rate of Climb	1371 ft/min	1234 ft/min	975 ft/min
Max. Useful Load	3535 lb.	3796 lb.	4271 lb.
T/O Gnd Roll-ISA	934'	1160'	1365'
T/O Over 50'	1468'	2055'	2420'
Lnd Gnd Roll-ISA	705'	715'	950'
Cruise Speed	183 kt	186 kt	186 kt
Max. Range NM	1181	1295	1188

## KODIAK vs. Caravan 675 Standard and Optional Equipment

Base Price	KODIAK (\$1.75M USD)	Caravan (\$1.88M USD)
Synthetic Vision	Std.	Opt./\$21,550
Dual Audio Panel w/marker	Std.	N/A-Single only
Electronic Checklist	Std.	N/A-Card only
TAWS-B	Std.	Opt./\$9,000
Dual Sealed 28V Batteries	Std.	N/A-Single only
300A Starter Generator	Std.	Opt./\$5,375
High Start Feature	Std.	N/A
Inflatable Door Seals	Std.	N/A
Cabin Intercom	Std.	Opt./\$2,100 (4 pos. only)
10 Place O <sup>2</sup>	Opt./\$8,825 (2 pl. Std w/int.)	Opt./\$10,400
Technical Pub. Subscription	Std.	Opt./\$975 after 1st yr.
Cargo Net Hard Points	Std.	Opt./part of \$15K Cargo Pkg.
29" Tire Upgrade	Opt./\$1,750	Opt./\$2,225
TKS Ice Protection	Opt./\$97,650	Opt./\$99,800
Prop Pitch Latch-Floatplane	Opt./\$5,700	N/A-(\$8000 Aftermarket)
Jepp. Chart View Enable	Opt./\$4,000	Opt./\$4575
GDL69A Sat. WX/Infotain.	Opt./\$6,950	Opt./\$7,950
WX500 Stormscope	Opt./\$8,400	Opt./\$10,675

Interior pricing is beyond the scope of this chart. Large differences exist in the way that Cessna and Quest offer and price interiors. Additionally, seating greater than certain levels may require additional equipment based on theatre of operation. Please ask your Quest Sales Representative for details. We will gladly provide comparison pricing based on your desired number of seats, interior appointments and the required equipment for your region.