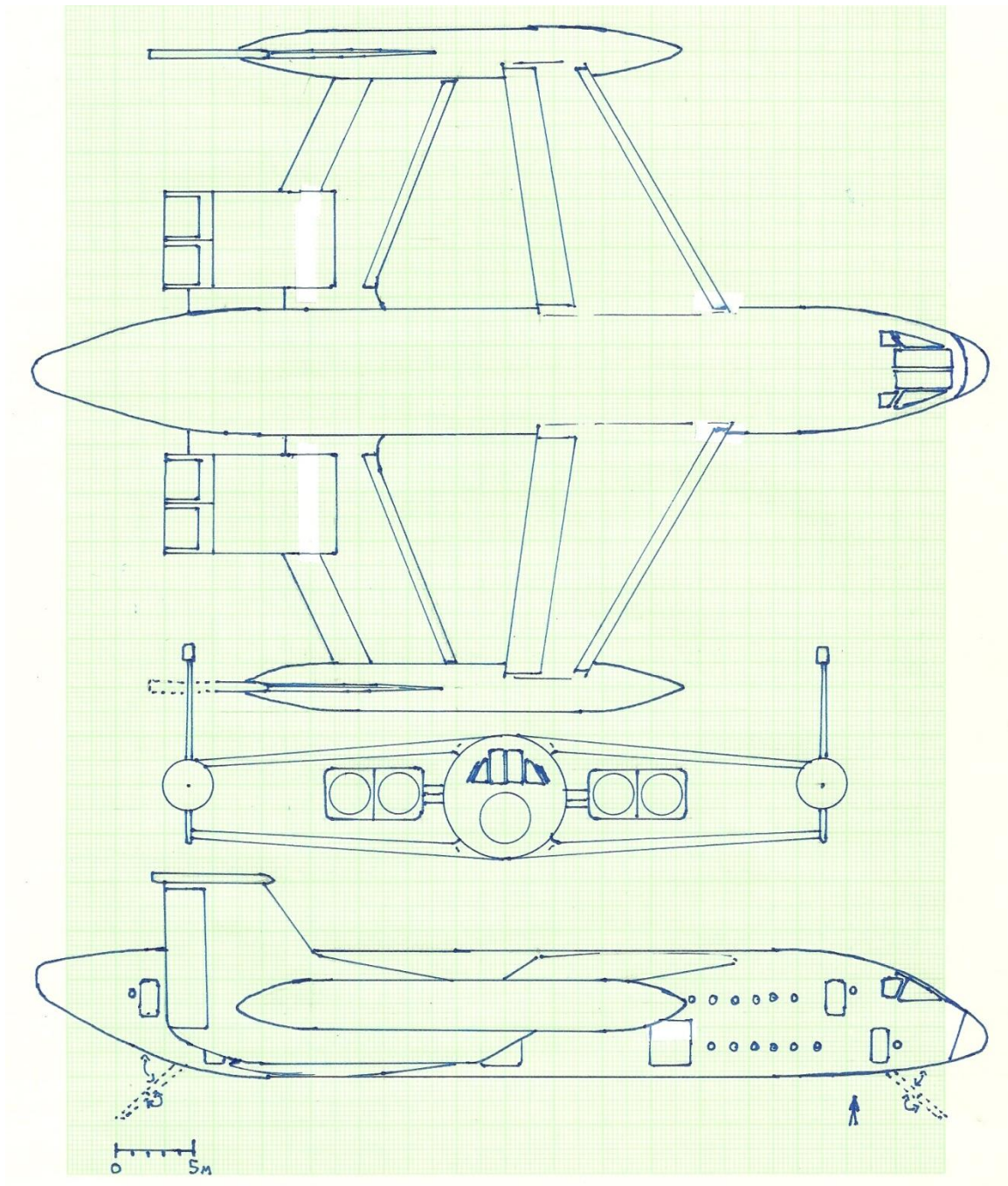


Boeing C-200 VOYAGER



Characteristics :

- Long range strategic troop transport.
- Crew : 10 (Pilot, Copilot, Navigator/Radio, Flight Engineer, six Cabin Attendants).
- Length : 58 m.

- Span : 42 m.
- Height : 13 m.
- Fuselage diameter : 8 m.
- Main passenger cabin : 42 m x 6.8 m x 2.4 m. 360 seats (10-abreast).
- Lower forward cabin : 8 m x 4.8 m x 2.2 m. 48 seats (6-abreast).
- Lower aft cabin : 5 m x 4.8 m x 2.2 m. In C-200 military variant, serves as direct access weapons storage room. In civilian transport variants, used for extra passenger seatings or facilities, depending on airline.
- Cabins access : Aft and nose integral, retractable passenger staircases. Eight side passenger exit doors and six emergency exit doors.
- Passengers/crew facilities : Onboard toilet stalls, one shower stall, two kitchenettes. Eight bunk beds for relief crewmembers. All cabins pressurized and air-conditioned.
- Cargo facilities : Forward and aft baggage holds, each 80 m³ in volume; center cargo hold (120 m³ in volume).
- Weights : 131,000 kg / 288,200 lb (empty, operational); 425,000 kg / 935,000 lb (max takeoff).
- Wing area : Total of 621 m².
- Wing loading : 684.4 kg/m² (at max takeoff mass).
- Engines : Four General Electric TF-2000P augmented high-bypass turbofans with 2D nozzles and thrust reversers. Total thrust dry of 958.8 KN / 98,000 kg st. Total augmented thrust of 1174.2 KN / 120,000 kg st.
- Thrust/weight ratio : 0.23 (dry thrust, max takeoff mass) / 0.28 (augmented thrust, max takeoff mass). Small auxiliary power unit in the tail to provide power while on the ground and with main engines off.
- Fuel : Total of maximum 256,000 kg / 320,000 L (mostly in two wing tip tanks). Retractable air refueling probe.
- Construction : Classic aluminum alloy structure, except for hot engine parts (stainless steel alloy). C-200 uses patented 'joined wing' and 'flexible wing profile' concepts developed by Ingrid Dows. The engine mounts are on rail and can move aft or forward to adjust plane trim when the center of gravity changes.
- **Sensors/electronics :**
 - Air/meteorological search radar in the nose.
 - Surface mapping and navigation radar in the chin.
 - Radar altimeter.
 - Inertial navigation system with cockpit map display unit.
 - Heads-up display units for pilot and copilot, linked with forward-looking e/o camera pack (FLIR + LLLTV) and aircraft attitude display.

- Four other e/o camera packs giving night view in frontal arc, down-forward and down vertical views.
- Radar warning receiver set.
- TACAN receiver.
- IFF transponder.
- Four clear comms radios (2 UHF, 1 VHF, 1 HF) for joint services operations.
- ILS and VOR navigation and landing aids systems.
- **Performances :**
 - Max speed : Mach 0.9 (Mach 0.85 cruising speed).
 - Range : 7,500 miles / 12,000 km (with 80,000 kg payload); 8,500 miles / 13,600 km (with 50,000 kg payload).
 - Payload : Maximum of 80,000 kg. Normal payload of 50,000 kg.
- **Variants :**
 - **C-200A VOYAGER** : Long range military troop transport. In USAF service in December 1952 'C'. In US Air National Guard service in November 1953 'C'.
 - **KC-200A PROVIDER** : Heavy air refueling tanker and cargo aircraft. Two refueling drogue dispensing systems (one per tail section of aircraft's two wing tip tanks), plus one refueling boom centerline, under the fuselage tail. Cargo capacity limited to 20,000 kg and 48 passengers and fuel tank installed in lower center fuselage for extra 60,000 kg / 75,000 L of fuel. Both drogues and boom can siphon fuel from any selected fuel tank onboard. Refueling Master's station in place of original lower aft cabin. In USAF service in December 1952 'C'. In US Air National Guard service in November 1953 'C'.
 - **EC-200R WAVEMASTER** : Long range electronic reconnaissance and flying command post. Large, high power air search/surveillance and surface surveillance radars installed in large nose and tail radomes. One high definition mapping and surface acquisition radar in retractable belly radome. One target illumination and tracking radar (for AIM-1B COBRA air-air missiles) in nose of starboard wing tip fuel tank. One long range identification e/o telescope with stabilized camera lens in nose of port wing tip fuel tank. Extensive electronic warfare and communications suites, including encrypted datalinks. Crew facilities (bunk beds, kitchenette, toilets, shower stalls, lounge) for double crew (2 x 36 persons). In USAF service in December 1952 'C'.

- **VC-200 PRAETORIAN** : Presidential transport aircraft (three produced). Presidential suite and private office. Secure communications center. Executive conference room. Garage with rear loading ramp for presidential limousine and escort vehicles (in lower aft section of fuselage). Large presidential kitchen and dining room. Seating for up to 120 staffers/Secret Service agents/reporters/guests. In USAF service in February 1953 'C'.
- **Boeing 717 VOYAGER** : Civilian airliner variant of C-200. Capacity of 408- 432 passengers, depending on airlines' choice of setup. In US civilian service in March 1953 'C' (first user : Pan Am).