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**The aeroplane:**

## **Pilots trust in the robust nature of the jungle plane**

**Uwe Thomas Carstensen bought his brand-new Cessna T206H in 2005 because it is powerful, durable and good-natured. Planes of this type have been built for 50 years.**

"The Cessna is the smallest transport aircraft in the world", the pilot explains one of the reasons why he decided on this type. The Cessna T206H, also called Turbo Stationair, is a light-weight, six-seater multi-purpose aeroplane. By removing the rear seats, it is transformed into a cargo aircraft. Because of its robust and practical characteristics, relief organisations often employ this plane to supply needy people in remote areas with the basic necessities. Equipped with large wheels, the Cessna can start and land on bumpy airstrips only 300 metres long. Pilots respectfully refer to the aircraft as a "bush plane", one that can be converted into a hydroplane by exchanging the under-carriage for a buoyancy chamber.

The bush plane is built by the Cessna Aircraft Company, founded by Clyde Cessna and registered in Wichita, Kansas, USA. The Cessna 206 is a so-called shoulder-wing monoplane. The basic construction has hardly changed in 50 years. Small aeroplanes of this type have been built by the Cessna Aircraft Company since 1956. The external skin consists of riveted and screwed aluminium plates, making repairs after bird strikes, for example, quite easy. Furthermore, Cessna runs a very dense service network worldwide.

Additional equipment for the world circumnavigation:

From a bush plane to a Rose Plane

World circumnavigator Carstensen has added many "extras" to his aircraft to increase range, navigation capacity and safety



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At first, one cannot help but notice the large roses which adorn the external skin: They are a declaration of love to his wife Maria. Under the nostalgic surface, the most exquisite high-tech equipment has been incorporated.

**Air data computer:** In the „roses aircraft“ cockpit, there are practically no round glass instruments any more. They have been replaced by two large monitors serving as the "eyes" of the very efficient air data computer, a device which integrates all navigation and monitoring functions.

**Electronic cockpit system:** It records all airways and approach maps of all airfields world-wide. A voice automatically warns the pilots of any obstacles or high-rise buildings as soon as the aircraft approaches the obstacle by less than 200 feet. In addition, there is an autopilot able to take over control. This instrument flight equipment enables pilots to fly through clouds without vision and at night.

**Stormscope:** This device indicates lightning up to a distance of 250 kilometres and warns the pilots of thunderstorms.

**Snow and ice removal system:** Wings, propeller and cockpit window pane are equipped with a de-icing system. Thus the pilots can fly at high altitudes and in clouds without the aerodynamics of the plane deteriorating due to ice films.

**Oxygen supply:** As the air above an altitude of 3,500 metres does not contain sufficient oxygen for breathing, a Cessna is serially provided with an oxygen supply system. As an additional equipment, the „roses aircraft“ also has an oxymeter which meters and dispenses the exact amount of oxygen needed for the pilots in such a way that the supply lasts for more than ten hours.

**Additional tanks:** The wings of the „roses aircraft“ are longer than the serial model because so-called tip tanks have been added to its tips and aerofoils, thus increasing the range from the usual 1,200 kilometres to 1,850 kilometres.



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