Dieter Scholz, 2021

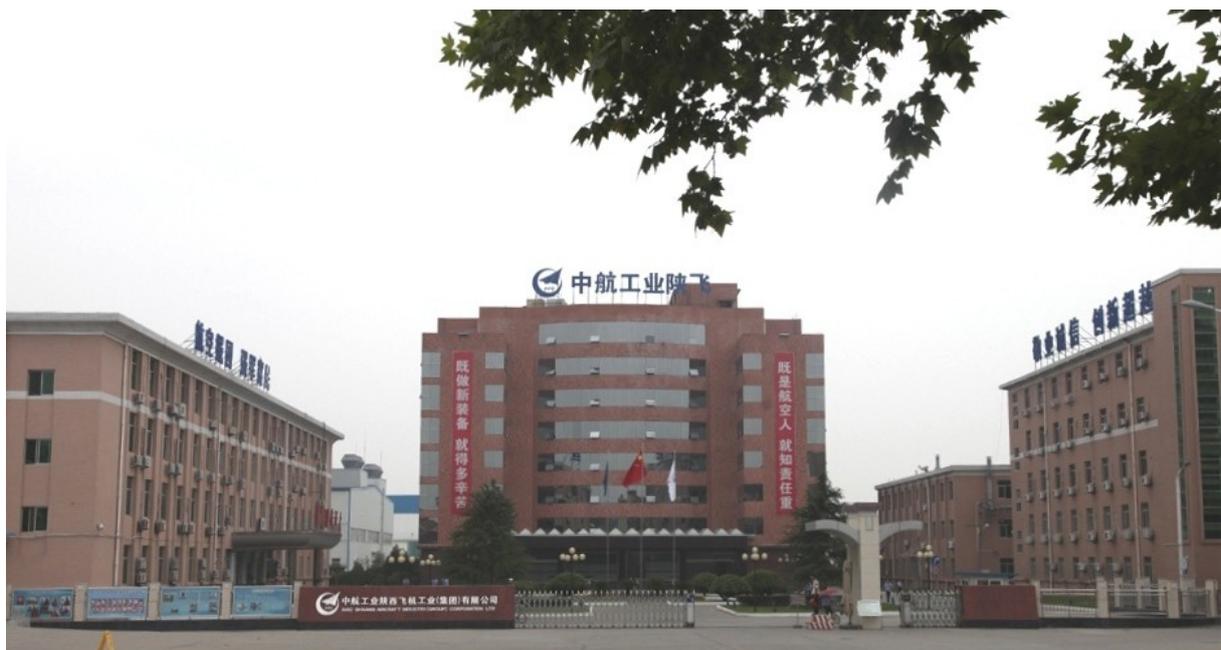# Shaanxi Aircraft Corporation and the Medium Size Cargo Aircraft Shaanxi Y- 8 and Y- 9

https://www.saic.avic.com
Founded: 1969
Number of employees   10000
Parent: Aviation Industry Corporation of China (AVIC)
Headquarters: Hanzhong, Shaanxi, China

Main building (Hanzhong, Shaanxi, China).

View over the hangars.

Company location north of airport. Despite the close location, aircraft need to be transported from the final assembly line to the airport by special truck.

Aircraft parked on company ground.

Hanzhong Chenggu Airport opened on 13 August 2014. IATA: HZG, ICAO: ZLHZ. The runway is 2500 m long and 45 m wide. It is a dual-use military and civil airport.

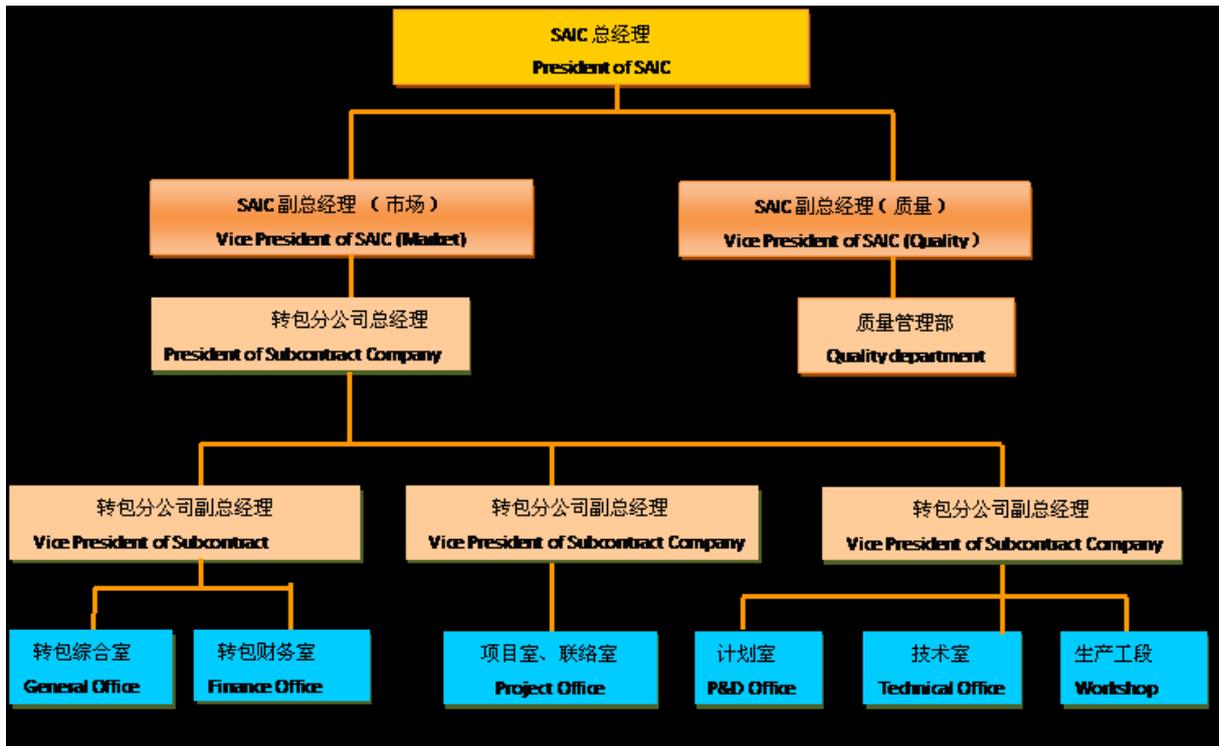The runway of the Hanzhong Chenggu Airport.

On company ground.

Engineering.

Production and manufacturing capabilities

(https://web.archive.org/web/20161202132549/http://www.shanfei.com/article.asp?id=1564).

Organization structure of the Subcontract Company (February, 2013).

Shaanxi Y-8F-400

The **Shaanxi Y-8** is based on the Soviet Antonov An-12. It has become one of China's most popular military and civilian transport/cargo aircraft, with many variants produced and exported.

The Y-8 (Yunshuji-8 or Yun-8) medium size medium range transport aircraft is produced by Shanxi Aircraft Company. It is a fully pressurized aircraft equipped with four turboprops and tricycle landing gears with low pressure tires and disc brake system. Its spacious cargo compartment can accommodate out-sized cargo.

The **Y-8F400** aircraft changed the original five-person pilot system to a three-person pilot system, and was replaced with advanced and more integrated avionics equipment, which has higher reliability and safety. The aircraft has a newly designed cockpit with better layout and comfort.

The 8F400 aircraft is mainly used to transport all kinds of cargo by air. It can transport a maximum commercial load of 15 tons. The machine can carry 4 A-type or M-type international standard pallets; it can carry slender cargo up to 19 meters long. The cargo compartment is an airtight compartment, which can carry all kinds of fresh and live goods over long-distance.

The Y8F400 aircraft uses a manual beam crane (with a maximum lifting weight of 1000 kg) on board to realize the loading and unloading of bulk cargo and its movement in the cabin. The cargo bridge gate can also be used as a cargo bridge. When loading and unloading goods on the ground, the angle between the cargo bridge gate and the ground is not more than 16.5 degrees, which can ensure that motor vehicles and traction equipment go up and down directly; the cargo bridge gate can also be docked with ground loading and unloading vehicles. The roller system quickly loads and unloads goods or pallets. The 8F400 aircraft can also be loaded with self-propelled vehicles.

- Maximum take-off mass: 61 t
- Maximum landing mass: 58 t
- Empty mass: 34 t
- Maximum commercial load: 15 t
- Maximum fuel capacity: 14.566 t
- The maximum commercial range: 2150 km
- Cruising altitude: 8000 m
- Cruising speed: 550 km/h
- Take-off distance (take-off mass is 58 t): 1270 m
- Landing distance (take-off mass is 61 t): 1050 m

(https://web.archive.org/web/20120723192154/http://www.shanfei.com/article.asp?id=737)

Shaanxi Y-9 multi-purpose transport, developed as a stretched version of the Shaanxi Y-8 with greater payload and range.
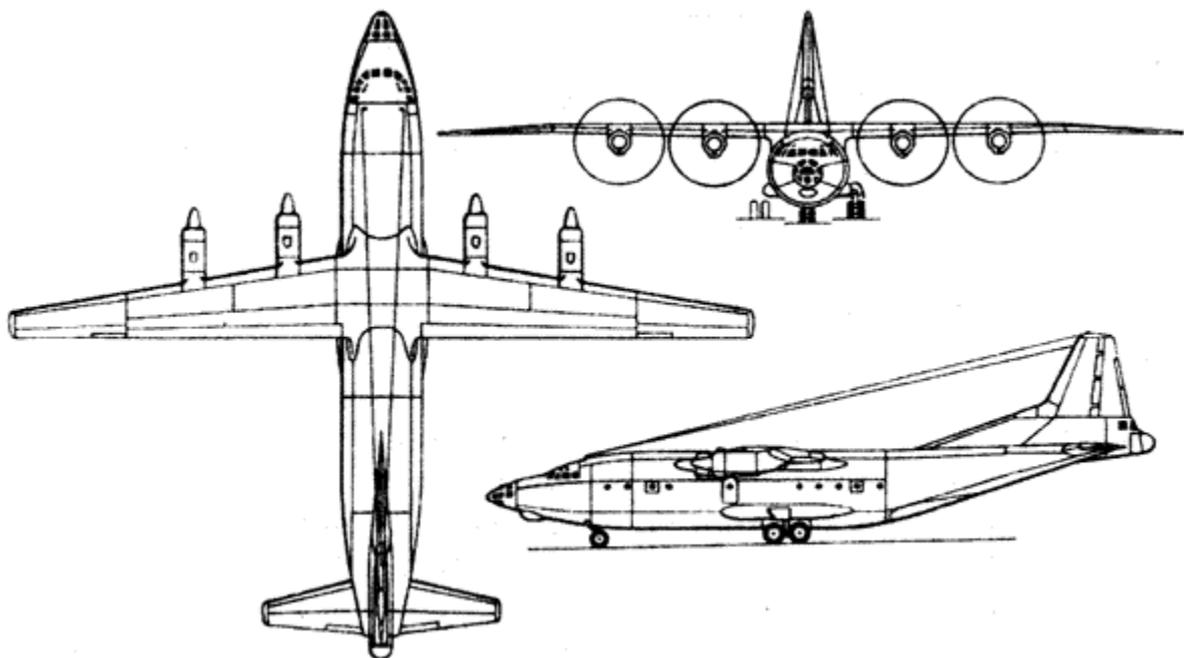
Shaanxi Y-8 ESM (ESM: Electronic Support Measures).

Aircraft shown on company homepage: https://www.saic.avic.com.

Shaanxi Y-9 (Pakistan Air Force inflight over Manora, near Karachi, picture by Asuspine).

Shaanxi Y-8, Three-View-Drawing. History, images and data from:

https://perma.cc/X5BN-QNQW

https://perma.cc/5QK3-YKX9

Shaanxi Y-8 (China - People's Liberation Army Navy, picture by Weimeng).

Cockpit Shaanxi Y-8F-200W (Venezuela - Air Force, picture by Ivan P. Nesbit).

Shaanxi Y-8F-200W (Venezuela - Air Force, picture by Ivan P. Nesbit).

Shaanxi Y-8 Simulator (Venezuela - Air Force, picture by Ivan P. Nesbit).