



Checklist

C206G Stationair 6 II

Carenado 


Cessna
Official Licensed Product
E78023

full 
FSX
DIRECTX10 certified

Checklist

C206G Stationair 6 II

BEFORE STARTING ENGINE

1. Preflight inspection – COMPLETE
2. Seats, belts, Shoulder Harnesses – ADJUST and LOCK
3. Brakes – TEST AND SET
4. Cowl flaps – OPEN (move lever out of locking hole to reposition)
5. Avionics Power Switch, Autopilot (if installed), Electrical pump equipment – OFF

CAUTION

The avionics power switch must be OFF during engine start to prevent possible damage to avionics.

6. Master Switch – ON
7. Fuel Selector Valve – BOTH
8. Circuit Breakers – CHECK IN

STARTING ENGINE

1. Mixture – RICH
2. Propeller – HIGH RPM
3. Throttle – CLOSED
4. Auxiliary Fuel Pump Switch – ON
5. Throttle – ADVANCE to obtain 8-10 gal/hr fuel flow, then return to CLOSED position
6. Auxiliary Fuel Pump Switch – OFF
7. Propeller area – CLEAR
8. Ignition Switch – START
9. Throttle – ADVANCE slowly
10. Ignition Switch – RELEASE when engine starts

NOTE

The engine should start in two or three revolutions. If it does not continue running, start again at step 3 above. If the engine does not start, leave auxiliary fuel pump switch off, set mixture to idle cut-off, open throttle, and crank until engine fires or for approximately 15 seconds. If still unsuccessful, start again using the normal starting procedure after allowing the starter motor to cool.

11. Throttle – IDLE
12. Oil Pressure – CHECK
13. Flashing Beacon and Navigation Lights – ON as required
14. Avionic Power Switch – ON
15. Radios – ON

BEFORE TAKEOFF

1. Parking brake – SET



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2. Cabin doors and window – CLOSED and LOCKED
3. Cowl Flaps – OPEN
4. Flight Controls – FREE and CORRECT
5. Flight Instruments – CHECK
6. Fuel Selector Valve – FULLER TANK
7. Auxiliary Fuel Pump Switch – OFF
8. Mixture – RICH (below 3000 ft.)
9. Elevator and Rudder Trim – TAKEOFF setting.
10. Throttle – 1700 RPM
 - a. Magnetos – CHECK (RPM drop should not exceed 150 RPM on either magneto or 50 RPM differential between magnetos)
 - b. Propeller – CYCLE from high to low RPM; return to high RPM (full forward)
 - c. Engine Instrument and ammeter – CHECK
 - e. Suction gage – CHECK (4.6 to 5.4 In. Hg.)
11. Throttle – 1000 RPM
12. Radios – SET
13. Autopilot (if installed) – OFF
14. Strobe lights – AS DESIRED
15. Throttle friction lock – ADJUST
16. Parking Brake – RELEASE

TAKEOFF NORMAL TAKEOFF

1. Wing flaps – 0°-20°
2. Power – FULL THROTTLE and 2850 RPM
3. Mixture – LEAN for field elevation per fuel flow placard
4. Elevator Control – LIFT NOSE WHEEL at 50 KIAS.
5. Climb speed – 70-80 KIAS
6. Wings flaps – RETRACT slowly after obstacles are cleared.

SHORT FIELD TAKEOFF

1. Wing flaps – 20°
2. Brakes – APPLY
3. Power – FULL THROTTLE and 2850 RPM
4. Mixture – LEAN for field elevation per fuel flow placard
5. Brakes – RELEASE
6. Elevator Control – SLIGHTLY TAIL LOW ATTITUDE
7. Climb speed – 65 KIAS until all obstacles are cleared
8. Wings flaps – RETRACT after obstacles are cleared and 80 KIAS is reached.

NOTE
Do not reduce power until wing flaps have been retracted.

ENROUTE CLIMB NORMAL CLIMB

1. Airspeed – 90-100 KIAS
2. Power – 25 INCHES Hg and 2550 RPM
3. Mixture – LEAN to 18.0 gal/hr fuel flow
4. Cowl flaps – OPEN as required



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MAXIMUM PREFORMANCE CLIMB

1. Airspeed – 84 KIAS at sea level 78 KIAS at 10.000 feet
2. Power – FULL THROTTLE and 2700 RPM
3. Mixture – LEAN for altitude per fuel flow placard
4. Cowl Flaps – OPEN

CRUISE

1. Power – 15-23 INCHES Hg, 2200-2550 RPM (no more than 75%)
2. Mixture – LEAN for cruise fuel flow as determined from your Computer, or in accordance with the Cruise data.
3. Elevator and Rudder Trim – ADJUST
4. Cowl Flaps – CLOSED

DESCENT

1. Power – AS DESIRED
2. Auxiliary Fuel Pump Switch – OFF
3. Mixture – LEAN for smoothness in power descents. Use full rich mixture for idle power.
4. Cowl flaps – CLOSED

BEFORE LANDING

1. Fuel selector valve – FULLER TANK
2. Auxiliary Fuel Pump Switch – OFF
3. Mixture – RICH (below 3000 Ft.)
4. Propeller – HIGH RPM
5. Autopilot (if installed) – OFF

LANDING

NORMAL LANDING

1. Airspeed – 75-85 KIAS (Flaps up)
2. Wing flaps – AS DESIRED (0°-10° below 140 KIAS, 10°-40° below 100 KIAS)
3. Airspeed – 65-75 KIAS (Flaps Down)
4. Elevator Trim – ADJUST
5. Touchdown – MAIN WHEELS FIRST
6. Lading roll – LOWER NOSE WHEEL GENTLY
7. Braking – Minimum required.

SHORT FIELD LANDING

1. Airspeed – 75-85 KIAS (Flaps UP)
2. Wing flaps – 40°(below 100 KIAS)
3. Airspeed – MAINTAIN 64 KIAS
4. Elevator Trim – ADJUST
5. Power – REDUCE to idle as obstacle is cleared
6. Touchdown – MAIN WHEELS FIRST
7. Brakes – APPLY HEAVILY



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8. Wing flaps – RETRACT for maximum brake effectiveness
BALKED LANDING

1. Power – FULL THROTTLE and 2850 RPM
2. Wing flaps – RETRACT to 20°
3. Climb speed – 80 KIAS
4. Wing flaps – RETRACT slowly
5. Cowl flaps – OPEN

AFTER LANDING

1. Wing flaps – RETRACT
2. Cowl flaps – OPEN

SECURING AIRPLANE

1. Parking brake – SET
2. Avionics power switch, Electrical equipment – OFF
3. Mixture – IDLE CUTOFF (pull full out)
4. Ignition switch – OFF
5. Master switch – OFF
6. Control lock – INSTALL

The aircraft operation is fictional and for simulation purposes only.





Emergency

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AIR SPEED FOR EMERGENCY OPERATION

Engine Failure After Takeoff:

Wing flaps up 80 KIAS

Wing flaps down 70 KIAS

Maneuvering Speed:

3600 Lbs 120 KIAS

2900 Lbs 106 KIAS

2200 Lbs 93 KIAS

Maximum glide:

3600 Lbs 75 KIAS

3200 Lbs 70 KIAS

2800 Lbs 65 KIAS

Precautionary Landing with Engine Power 65 KIAS

Landing without engine power:

Wing flaps up 80 KIAS

Wing flaps down 70 KIAS

OPERATIONAL CHECKLIST

ENGINE FAILURES

ENGINE FAILURE DURING TAKE OFF RUN

1. Throttle – IDLE
2. Brakes – APPLY
3. Wing flaps – RETRACT
4. Mixture – IDLE CUTOFF
5. Ignition Switch – OFF
6. Master Switch – OFF

ENGINE FAILURE IMMEDIATELY AFTER TAKE OFF

1. Airspeed – 80 KIAS
2. Mixture – IDLE CUTOFF
3. Fuel Selector Valve – OFF
4. Ignition Switch – OFF
5. Wing Flaps – AS REQUIRED (40° recommended)
6. Master Switch – OFF

ENGINE FAILURE DURING FLIGHT

1. Airspeed – 75 KIAS
2. Auxiliary Fuel Pump Switch – ON
3. Fuel Selector Valve – OPPOSITE TANK (if it contains fuel)
4. Throttle – HALF OPEN
5. Auxiliary Fuel Pump Switch – OFF



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FORCED LANDINGS

EMERGENCY LANDING WITHOUT ENGINE POWER

1. Airspeed – 80 KIAS (flaps UP)
70 KIAS (Flaps Down)
2. Mixture – IDLE CUT-OFF
3. Fuel selector Valve – OFF
4. Ignition Switch – OFF
5. Wing Flaps – AS REQUIRED (40° recommended)
6. Master Switch – OFF when landing is assured
7. Doors – UNLATCH PRIOR TO TOUCHDOWN
8. Touchdown – SLIGHTLY TAIL LOW
9. Brakes – APPLY HEAVILY.

PRECAUTIONARY LANDING WITH ENGINE POWER

1. Airspeed – 80 KIAS
2. Wing flaps – 20°
3. Selected field – FLY OVER, noting terrain and obstructions, then retract flaps upon reaching a safe altitude and airspeed.
4. Electrical Switches – OFF
5. Wing flaps – 40° (on final approach)
7. Airspeed – 70 KIAS
9. Avionics Power and Master Switches – OFF
8. Doors – UNLATCH PRIOR TO TOUCHDOWN
10. Touchdown – SLIGHTLY TAIL LOW
11. Ignition Switch – OFF
12. Brakes – APPLY HEAVILY

DITCHING

1. Radio – TRANSMIT MAYDAY on 121.5 MHz, giving location and intentions and SQUAWK 7700 if transponder is installed.
2. Heavy Objects (in baggage area) – SECURE OR JETTISON
3. Wing Flaps – 40°
4. Approach – High Winds, Heavy seas – INTO THE WIND
Light Winds, Heavy Swells – PARALLEL TO SWELLS
5. Power – ESTABLISH 300FT/M IN DESCENT at 65 KIAS
6. Cabin Doors – UNLATCH
7. Touchdown – LEVEL ATTITUDE AT 300 FT/M IN DESCENT.
8. Face – CUSHION at touchdown with folded coat
9. Airplane – EVACUATE through cabin doors. If necessary, open windows and flood cabin to equalize pressure so doors can be opened.
10. Life vest and raft – INFLATE

FIRE

DURING START ON GROUND

1. Ignition Switch – START (continue cranking to obtain start)
 2. Auxiliary Fuel Pump Switch – OFF
- If engine Starts:



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3. Power – 1700 RPM for a few minutes
4. Engine – SHUT DOWN and inspect for damage

If engine fails to start:

3. Ignition Switch – START (continue cranking)
4. Throttle – FULL OPEN
5. Mixture – IDLE CUTOFF
6. Fire Extinguisher – OBTAIN (Have ground attendants obtain if not installed)
7. Engine – SECURE
 - a. Ignition Switch – OFF
 - b. Master Switch – OFF
 - c. Fuel Selector Valve – OFF
8. Fire – EXTINGUISH using fire extinguisher, wool blanket, or dirt.
9. Fire Damage – INSPECT, repair damage or replace damaged components or wiring before conducting another flight.

ENGINE FIRE IN FLIGHT

1. Mixture – IDLE CUTOFF
2. Fuel Selector Valve – OFF
3. Master Switch – OFF
4. Cabin Heat and Air – OFF (Except overhead vents)
5. Airspeed – 105 KIAS (if fire is not extinguished, increase glide speed to find an airspeed which will provide an incombustible mixture)
6. Forced Landing – EXECUTE (as described in Emergency Landing without Engine Power)

ELECTRICAL FIRE IN FLIGHT

1. Master Switch – OFF
2. Avionics Power Switch – OFF
3. All other Switches (Except ignition switch) – OFF
4. Vents/Cabin Air/Heat – CLOSED
5. Fire Extinguisher – ACTIVATE (if available)

WARNING

If an oxygen system is available, occupants should use oxygen masks until smoke and discharged dry powder clears. After discharging an extinguisher within a closed cabin, ventilate cabin.

If fire appears out and electrical power is necessary for continuance of flight:

6. Master Switch – ON
7. Circuit Breakers – CHECK for faulty circuit, do not reset.
8. Radio Switches – OFF
9. Avionics Power Switch – ON
10. Radio/Electrical Switches – ON one at a time, with delay after each until short circuit is localized
11. Vents/Cabin Air/Heat – OPEN when it is ascertained that fire is completely extinguished.



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CABIN FIRE

1. Master Switch – OFF
2. Vents/Cabin Air/Heat – CLOSED (To avoid drafts)
3. Fire Extinguisher – ACTIVATE (if available)

WARNING

If an oxygen system is available, occupants should use oxygen masks until smoke and discharged dry powder clears. After discharging an extinguisher within a closed cabin, ventilate cabin.

4. Land the airplane as soon as possible to inspect the damage.

WING FIRE

1. Navigation Light Switch – OFF
2. Pitot heat switch (if installed) – OFF
3. Strobe Light switch (if installed) – OFF

NOTE

Perform a sideslip to keep the flames away from the fuel tank and cabin, and land as soon as possible using flaps only as required for final approach and touchdown.

ICING

INADVERTENT ICING ENCOUNTER

1. Turn pitot heat switch ON (if installed)
2. Turn back or change altitude to obtain an outside air temperature that is less conducive to icing.
3. Pull cabin heat control full out and rotate defroster control clockwise to obtain maximum defroster air flow
4. Increase engine speed to minimize ice build-up on propeller blades
5. Watch for signs of carburetor air filter ice and apply carburetor heat as required. An unexplained loss in manifold pressure could be caused by carburetor ice or air intake filter ice. Lean the mixture if carburetor heat is used continuously.
6. If icing conditions are unavoidable, plan a landing at the nearest airport. With an extremely rapid ice build-up, select a suitable "off airport" landing site.
7. With an ice accumulation of $\frac{1}{4}$ inch or more on the wing leading edges, be prepared for significantly higher power requirement approach speed, stall speed, and landing roll.
8. Open the window and if practical, scrape ice from a portion of the windshield for visibility in the landing approach.
9. Use a 10°-20° landing flap setting for ice accumulations of 1 inch or less. With heavier ice accumulations, approach with flaps retracted to ensure adequate elevator effectiveness in the approach and landing.
10. Approach at 90-100 KIAS with 20° flaps and 105-115 KIAS with 0°-10° flaps, depending upon the amount of ice accumulation. If ice accumulation is unusually large, decelerate to the planned approach speed while in the approach configuration at a high enough altitude.



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which would permit recovery in the event that a stall buffet is encountered.

11. Land on the main wheels first, avoiding the slow and high type of flare-out.
12. Missed approaches should be avoided whenever possible because of severely reduced climb capability. However, if a go-around is mandatory, make the decision much earlier in the approach than normal. Apply maximum power and maintain 95 KIAS while retracting the flaps slowly in 10° increments.

STATIC SOURCE BLOCKAGE (Erroneus Instrument Reading Suspected)

1. Vents and Windows – CLOSED
2. Static Pressure Alternate Source Valve (if installed) – PULL ON
3. Airspeed – Consult calibration table in Section 5

LANDING WITH A FLAT MAIN TIRE

1. Wing Flaps – AS DESIRED (0° – 10° Below 140KIAS, 10° – 40° below 100 KIAS)
2. -Make a normal approach
3. Touchdown – GOOD TIRE FIRST, hold airplane off flat tire as long as possible with aileron control.

ELECTRICAL POWER SUPPLY SYSTEM MALFUNCTIONS

AMMETER SHOWS EXCESSIVE RATE OF DISCHARGE (Full Scale Deflection)

1. Alternator – OFF
2. Alternator Circuit Breaker – PULL
3. Nonessential Radio/Electrical Equipment – OFF
4. Flight – TERMINATE as soon as practical.

LOW-VOLTAGE LIGHT ILLUMINATES DURING FLIGHT (Ammeter Indicates Discharge)

NOTE

Illumination of the low-voltage light may occur during low RPM conditions with an electrical load on the system such as during a low rpm taxi. Under these conditions, the light will go out at higher RPM. The master switch need not be recycled since an over-voltage condition has not occurred to de-activate the alternator system.

1. Avionics Power Switch – OFF
2. Alternator Circuit Breaker – CHECK IN
3. Master Switch – OFF (Both sides)
4. Master Switch – ON
5. Low-Voltage Light – CHECK OFF
6. Avionics Power Switch – ON

If low-voltage light illuminates again:

7. Alternator OFF
8. Nonessential Radio/Electrical Equipment – OFF
9. Flight – TERMINATE as soon as practical.



The aircraft operation is fictional and for simulation purposes only.

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Panel

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Panel

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Actual C206G Stationair 6 II Instrument Panel

We realize that flight sim enthusiasts are often keen on learning more about the real aircraft behind. To meet this need, here is a full description of the actual Stationair 6 II instrument panel, slightly modified by Carenado in order to make the most of available screen real estate. Wherever constrained by the need to align all panel components within a rectangle, we have attempted to suggest instrument position based on the logic of the description below.

The instrument panel is designed around the basic "T" configuration. The gyros are located immediately in front of the pilot, and arranged vertically. The airspeed indicator and altimeter are located to the left and right of the gyros, respectively. The remainder of the flight instruments are located around the basic "T". Avionics equipment is stacked approximately on the centerline of the panel, with the right side of the panel containing the manifold pressure gauge, tachometer, map component, (not simulated) and space for additional instruments and avionics equipment. The engine instrument cluster and fuel quantity indicators are on the right side of the avionics stack near the top of the panel. A switch and control panel at the lower edge of the instrument panel contains most of the switches, controls, and circuit breakers, necessary to operate the airplane. The left side of the panel contains the master switch, auxiliary fuel pump switch, ignition switch, light intensity controls, avionics power switch, electrical switches, and circuit breakers. The center area contains the throttle, propeller control and mixture control. The right side of the panel contains the wing flap switch and indicator, cabin heat, cabin air, and defroster control knobs and the cigar lighter. A pedestal extending from the switch and control panel to the floorboard, contains the elevator and rudder trim control wheels, cowlfap control lever, and microphone bracket. The fuel selector valve handle is located at the base of the pedestal. A parking brake handle is mounted under the switch and control panel, in front of the pilot. A static pressure alternate (not simulated) may also be installed below the switch and control panel.

Actual Stationair C206G 6 II Instrument Panel Picture



Panel C206G Stationair 6 II

Carenado has designed two instrument panels alternately displaying different stages of flight. Switching is accomplished by means of the Panel Manager on the upper Left screen corner. This is also your source for supplementary subpanels outside the range of the main view. The Panel Manager is removed from view by the Extra Keypad available in all two main panels.

Main Panel

Meets standard visibility requirements for taxiing, takeoff, instrumental navigation and landing run purposes.



VFR Panel

Increases the view range for visual approach, runway location and air traffic check purposes. Use optional.



Panel C206G Stationair 6 II

Sub-panels

As some instruments fall outside the range of the main view, we designed sub-panels to bring them up on-screen as required. These are controlled by the **Panel Manager** and the **Extra Keypad** shown in the figure below. N.B.: When switching, some sub-panels will exit while others will remain onscreen, notably those providing important flight parameters such as EGT data.



Panel Manager



Extra Keypad

Operates supplementary sub-panels and the Panel Manager controlling them.



Panel

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Instrument name and position:

- 1.- Navigation Selector Mode
- 2.- Airspeed Gauge
- 3.- Attitude Gyro
- 4.- Encoding Altimeter
- 5.- Digital Clock and External Temperature
- 6.- OmniCourse Indicator Nav 2
- 7.- Turn Indicator
- 8.- HSI
- 9.- Vertical Speed Indicator
- 10.- Suction gauge
- 11.- Fuel Computer
- 12.- ADF
- 13.- Yoke
- 14.- DME
- 15.- Battery Master Switch
- 16.- Auxiliary Fuel Pump Switch
- 17.- Ignition Switch (Under yoke)
- 18.- Cabin Light Switches (Under yoke)
- 19.- Master Avionics (Under yoke)
- 20.- Lights and Pitot Heat Switches (Under yoke)
- 21.- Toggle Fuel Selector and Pedestal
- 22.- Extra Key Pad
- 23.- Radios
- 24.- Cylinder Head Temperature, Oil Temperature, Oil Pressure, Fuel Quantity Indicators and Ammeter Gauges
- 25.- Manifold Pressure and Fuel Flow Gauge
- 26.- Tachometer
- 27.- Wing Flaps Flap Switch and Position Indicator
- 28.- Autopilot Control Unit
- 29.- Throttle
- 30.- Propeller Control Knob
- 31.- Mixture Control Knob
- 32.- EGT
- 33.- Magnetic Compass
- 34.- Rudder Trim Control Wheel
- 35.- Elevator Trim Control Wheel
- 36.- Cowlf Flap Control Lever
- 37.- Primer
- 38.- Fuel Selector Valve Handle



Panel C206G Stationair 6 II



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Some instruments are enhanced for convenient reading while retaining the device's real form factor within the panel. To easily access the built-in zoom and digital readout features, just click on the top or bottom gauge section, respectively.



NAVOMATIC 300-A AUTOPILOT

- 1.- HDG SEL PUSHBUTTON - Aircraft will turn to and hold heading selected by the heading "bug" on the directional gyro.
- 2.- NAV INT PUSHBUTTON - When heading "bug" on DG is set to selected course, aircraft will turn to and intercept selected VOR or LOC course.
- 3.- NAV TRK PUSHBUTTON - When heading "bug" on DG is set to selected course, aircraft will track selected VOR or LOC course.
- 4.- HISENS PUSHBUTTON - During NAV CAPT or NAV TRK operation, this high sensitivity setting increases autopilot response to NAV signal to provide more precise operation during beacon approach. In low sensitivity position (pushbutton out), response to NAV signal is dampened for smoother tracking of enroute vor radials; it also smooths out effects of course scaling during NAV operation.
- 5.- BACK CRS PUSHBUTTON - Used with LOC operation only. With A/P switch OFF or ON and when navigation receiver selected by NAV switch is set to a beacon frequency, it reverses normal beacon needle indication (CDI) and causes beacon reversed (BC) light to illuminate. With A/P switch ON reverses beacon signal to autopilot.
- 6.- NAV/GPS SWITCH MODE SELECTOR. Selects NAV or GPS mode.
- 7.- PULL TURN KNOB.-
- 8.- TRIM. (NOT MODELED)
- 9.- A/P SWITCH Turn autopilot ON or OFF



Panel C206G Stationair 6 II



Virtual Cockpit

Each new version of FS has provided additional enhancements to the capabilities and advantages of the virtual cockpit. Carenado fully leverages this valuable tool and strives as much as possible to place users on the pilot's seat in the actual airplane. While the VC will afford a view of actual instrument positions, we have gone one step further by recreating a "cockpit atmosphere".

To move about the VC, use the controls below (unless you are using specific addons handling this function):

Back: Control + Enter

Forward: Control + Backspace

Left: Control + Shift + Backspace

Right: Control + Shift + Enter

External View

As is now customary in all our models, Carenado has reproduced the Stationair U206G 6 II in painstaking detail, up to and including animated pilots, cabin door opening controls, and again we have included the ability to open the pilot's window and even the cargo door. Topping it all off, for your additional enjoyment we have included a set of chocks and a pitot tube cover that activate once the aircraft is properly parked after flight.

To open cabin doors and the cargo door, press **Shift + E + 2**. To open the pilot's window, press **Shift + Tail Hook Up/Down**. (If you have not yet assigned this command to your simulator, do it now in the Assignments section).

Condition for chock and pitot tube cover activation: Engine off, parking brakes set, master battery off.



Panel C206G Stationair 6 II

FUEL COMPUTER



Panel operation is contingent on correct use of the checklist and the performance tables included in the pack.
THIS MODEL HAS BEEN DEVELOPED BY REAL PILOTS...TESTED AND APPROVED BY REAL STATIONAIR OWNERS AND PILOTS
USE FOR FLIGHT SIMULATION ONLY
This document is for information and simulation purpose and is intended to be used ONLY with Microsoft Flight Simulator X and Carenado's C U206G Stationair 6 II only.

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Performance

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Performance

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INTRODUCTION

Performance data charts on the following pages are presented so that you may know what to expect from the airplane under various conditions, and also, to facilitate the planning of flights in detail and with reasonable accuracy. The data in the charts has been computed from actual flight tests with the airplane and engine in good condition and using average piloting techniques.

It should be noted that the performance information presented in the range and endurance profile charts allow for 45 minutes reserve fuel based on 45% power. Fuel flow data for cruise is based on the recommended lean mixture setting. Some indeterminate variables such as mixture leaning technique, fuel metering characteristics, engine and propeller condition, and air turbulence may account for variations of 10% or more in range and endurance. Therefore, it is important to utilize all available information to estimate the fuel required for the particular flight.

USE OF PERFORMANCE CHARTS

Performance data is presented in tabular or graphical form to illustrate the effect of different variables. Sufficiently detailed information is provided in the tables so that conservative values can be selected and used to determine the particular performance figure with reasonable accuracy.

SAMPLE PROBLEM

The following sample flight problem utilizes information from the various charts to determine the predicted performance data for a typical flight. The following information is known.

AIRPLANE CONFIGURATION

Takeoff weight 3050 Pounds
Usable fuel 75 Gallons

TAKEOFF CONDITIONS

Field pressure altitude 1500 Feet
Temperature 28°C (16°C above standard)
Wind component along runway 12 knots headwinds
Field length 3500 Feet

CRUISE CONDITIONS

Total distance 720 nautical miles
Pressure altitude 7500 Feet
Temperature 16°C (16°C above standard)
Expected wind enroute 10 knots headwind

LANDING CONDITIONS

Field pressure altitude 2000 Feet
Temperature 25°C
Field length 3000 Feet



Performance

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TAKEOFF

The takeoff distance chart, figure 5-4, should be consulted, keeping in mind that the distances shown are based on the short field technique. Conservative distances can be established by reading the chart at the next higher value of weight, altitude and temperature. For example, in this particular sample problem, the takeoff distance information presented for a weight of 3100 pounds, pressure altitude of 2000 feet and temperature of 30°C should be used and results in the following:

Ground roll 1085 Feet

Total distance to clear a 50-foot obstacle 2110 Feet

These distances are well within the available takeoff field length. However, a correction for the effect of wind may be made based on Note 3 of the takeoff chart. The correction for 12 knot headwind is:

12 Knots * 10% = 13% Decrease

9 Knots

The results in the following distances corrected for wind:

Ground roll, zero wind 1085

Decrease in ground roll
(1085 feet * 13%)

Corrected ground roll 141

944 Feet

Total distance to clear a 50-foot

obstacle, zero wind 2110

Decrease in total distance
(2110 feet * 13%) 274

Corrected total distance to clear-foot obstacle 1836 Feet

CRUISE

The cruising altitude should be selected based on a consideration of trip length, winds aloft, and the airplane's performance. A cruising altitude and the expected wind enroute have been given for this sample problem. However, the power settings selection for cruise must be determined based on several considerations. These include the cruise performance characteristics presented in figure 5-7. The range profile chart presented in figure 5-8, and the endurance profile chart presented in figure 5-9.

The relationship between power and range is illustrated by the range profile chart. Considerable fuel savings and longer range result when lower power settings are used.

The range profile chart indicates that use of 65% power at 7500 feet yields a predicted range of 802 nautical miles with no wind. The endurance profile chart shows a corresponding 5.5 hours.

Using this information, the estimated distance can be determined for expected 10 knot headwind at 7500 feet as follows.

Range, zero wind 802

Decrease in range due to wind

(5.5 hours * 10 knot headwind) 55

Corrected range 747 Nautical miles

This indicates that the trip can be made without a fuel stop using approximately 65% power.



Performance

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The cruise performance chart for 8000 feet pressure altitude is entered using 20°C above standard temperature. These values most nearly correspond to the planned altitude and expected temperature conditions. The power setting chosen is 2200 RPM and 21 inches of manifold pressure, which results in the following:

Power 65%

True airspeed 150 Knots

Cruise fuel flow 11.7 GPH

The power computer may be used to determine power and fuel consumption more accurately during the flight.

FUEL REQUIRED

The total fuel requirement for the flight may be estimated using the performance information in figures 5-6 and 5-7. For this sample problem, figure 5-6 shows that a normal climb from 2000 feet to 8000 feet requires 3.4 gallons of fuel. The corresponding distance during the climb is 16 nautical miles. These values are for a standard temperature and are sufficiently accurate for most flight planning purposes. However, a further correction for the effect of temperature may be made as noted on the climb chart. The approximate effect of a non-standard temperature is to increase the time, fuel, and distance by 10% for each 10°C above standard temperature, due to the lower rate of climb. In this case, assuming a temperature 16°C above standard, the correction would be:

16°C * 10% = 16% Increase
10°C

With this factor included, the fuel estimate would be calculated as follows:

Fuel to climb, standard temperature 3.4
Increase due to non-standard temperature
(3.4 * 16%) 0.5
Corrected fuel to climb 3.9 Gallons

With an expected 10 knot headwind, the ground speed for cruise is predicted to be:

150
-10
140 Knots

Therefore, the time required for the cruise portion of the trip is:

701 Nautical Miles = 5.0 Hours
140 Knots

The fuel required for cruise is:

5.0 hours * 11.7 gallons/hour = 58.5 Gallons

The total estimated fuel required is as follows:

Engine start, taxi, and takeoff 2.0
Climb 3.9
Cruise 58.5
64.4 Gallons

This will leave a fuel reserve of:

75.0
-64.4
10.6 Gallons



Performance

C206G Stationair 6 II

Once the flight is underway, ground speed checks will provide a more accurate basis for estimating the time enroute and the corresponding fuel required to complete the trip with ample reserve.

LANDING

A procedure similar to takeoff should be used for estimating the landing distance at the destination airport. Figure 5-10 presents landing distance information for the short field technique. The distances corresponding to 2000 feet pressure altitude and temperature of 30°C are as follows:

Ground roll	680 Feet
Total distance to clear a 50-foot obstacle	1450 Feet

A correction for the effect of wind may be based on Note2 of the landing chart using the same procedure as outlined for takeoff.



The aircraft operation is fictional and for simulation purposes only.

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Performance

C206G Stationair 6 II

CESSNA
MODEL U206G

SECTION 5
PERFORMANCE

AIRSPEED CALIBRATION

NORMAL STATIC SOURCE

FLAPS UP															
KIAS	60	70	80	90	100	110	120	130	140	150	160	170	180		
KCAS	68	75	82	92	101	110	120	129	139	149	158	168	178		
FLAPS 20°															
KIAS	50	60	70	80	90	100	---	---	---	---	---	---	---	---	---
KCAS	60	65	73	82	91	101	---	---	---	---	---	---	---	---	---
FLAPS 40°															
KIAS	50	60	70	80	90	100	---	---	---	---	---	---	---	---	---
KCAS	59	65	73	82	91	101	---	---	---	---	---	---	---	---	---

ALTERNATE STATIC SOURCE VENTS AND WINDOWS CLOSED

FLAPS UP															
NORMAL KIAS	60	70	80	90	100	110	120	130	140	150	160	170	180		
ALTERNATE KIAS	63	73	82	94	104	114	125	135	145	156	165	176	186		
FLAPS 20°															
NORMAL KIAS	50	60	70	80	90	100	---	---	---	---	---	---	---	---	---
ALTERNATE KIAS	55	64	74	85	95	105	---	---	---	---	---	---	---	---	---
FLAPS 40°															
NORMAL KIAS	50	60	70	80	90	100	---	---	---	---	---	---	---	---	---
ALTERNATE KIAS	52	61	71	81	91	102	---	---	---	---	---	---	---	---	---

Figure 5-1. Airspeed Calibration



Performance

C206G Stationair 6 II

SECTION 5
PERFORMANCE

CESSNA
MODEL U206G

TEMPERATURE CONVERSION CHART

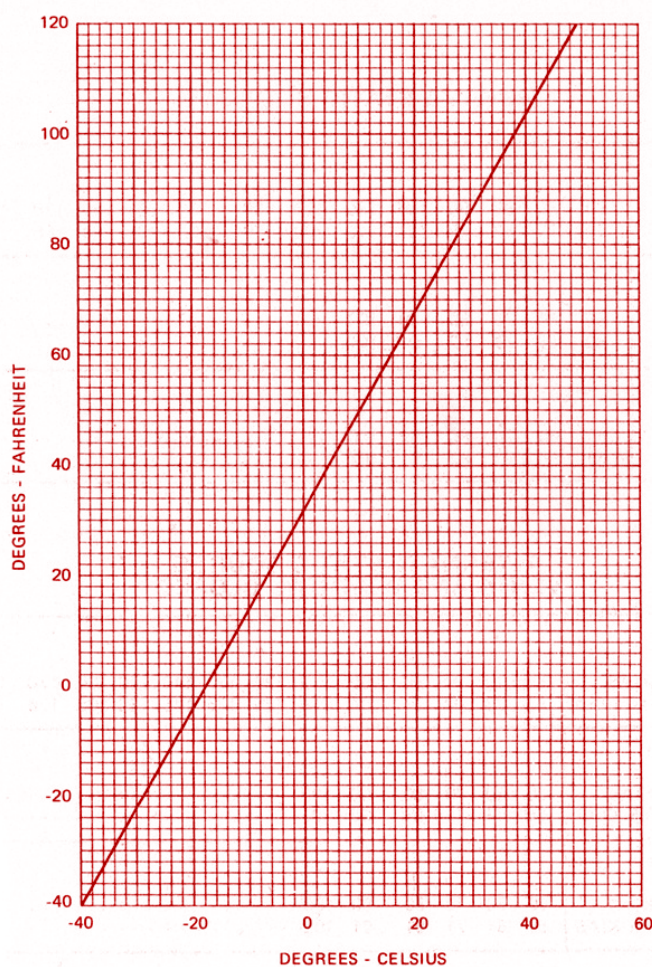


Figure 5-2. Temperature Conversion Chart



Performance

C206G Stationair 6 II

CESSNA
MODEL U206G

SECTION 5
PERFORMANCE

STALL SPEEDS

CONDITIONS:
Power Off

NOTES:

- Altitude loss during a stall recovery may be as much as 240 feet.
- KIAS values are approximate.

MOST REARWARD CENTER OF GRAVITY

WEIGHT LBS	FLAP DEFLECTION	ANGLE OF BANK							
		0°		30°		45°		60°	
		KIAS	KCAS	KIAS	KCAS	KIAS	KCAS	KIAS	KCAS
3600	UP	41	62	44	67	49	74	58	88
	20°	44	57	47	61	52	68	62	81
	40°	34	54	37	58	40	64	48	76

MOST FORWARD CENTER OF GRAVITY

WEIGHT LBS	FLAP DEFLECTION	ANGLE OF BANK							
		0°		30°		45°		60°	
		KIAS	KCAS	KIAS	KCAS	KIAS	KCAS	KIAS	KCAS
3600	UP	55	67	59	72	65	80	78	95
	20°	50	60	54	65	59	71	71	85
	40°	46	57	49	61	55	68	65	81

Figure 5-3. Stall Speeds



Performance

C206G Stationair 6 II

CESSNA
MODEL U206G

SECTION 5
PERFORMANCE

TAKEOFF DISTANCE 3300 LBS AND 3000 LBS

SHORT FIELD

REFER TO SHEET 1 FOR APPROPRIATE CONDITIONS AND NOTES.

WEIGHT LBS	TAKEOFF SPEED KIAS		PRESS ALT FT	0°C			10°C			20°C			30°C			40°C		
	LIFT OFF	AT 50 FT		GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL
3300	51	62	S.L.	660	1305	710	1395	760	1495	815	1605	875	1720	875	1720	875	1720	875
			1000	720	1425	775	1530	830	1640	890	1760	955	1890	955	1890	955	1890	955
			2000	785	1565	845	1675	910	1805	975	1940	1045	2090	1045	2090	1045	2090	1045
			3000	860	1720	925	1845	995	1990	1070	2145	1150	2315	1150	2315	1150	2315	1150
			4000	945	1900	1015	2045	1090	2205	1175	2380	1260	2580	1260	2580	1260	2580	1260
			5000	1035	2105	1115	2270	1200	2455	1290	2660	1390	2890	1390	2890	1390	2890	1390
			6000	1140	2340	1230	2535	1320	2750	1420	2990	1530	3270	1530	3270	1530	3270	1530
			7000	1255	2625	1355	2850	1460	3105	1570	3395	1690	3735	1690	3735	1690	3735	1690
			8000	1385	2960	1495	3235	1610	3545	1735	3910	1870	4345	1870	4345	1870	4345	1870
			S.L.	530	1050	570	1120	610	1195	655	1280	700	1370	700	1370	700	1370	700
3000	48	59	1000	580	1140	620	1220	665	1305	715	1400	765	1500	765	1500	765	1500	765
			2000	630	1245	680	1335	730	1430	780	1535	835	1645	835	1645	835	1645	835
			3000	690	1365	740	1465	795	1570	855	1685	915	1810	915	1810	915	1810	915
			4000	755	1500	810	1610	870	1725	935	1855	1005	2000	1005	2000	1005	2000	1005
			5000	830	1650	890	1775	955	1910	1030	2055	1105	2220	1105	2220	1105	2220	1105
			6000	910	1825	980	1965	1050	2115	1130	2285	1215	2475	1215	2475	1215	2475	1215
			7000	1000	2025	1075	2185	1160	2360	1245	2555	1340	2775	1340	2775	1340	2775	1340
			8000	1100	2260	1185	2445	1275	2650	1375	2880	1480	3140	1480	3140	1480	3140	1480
			S.L.	530	1050	570	1120	610	1195	655	1280	700	1370	700	1370	700	1370	700
			1000	580	1140	620	1220	665	1305	715	1400	765	1500	765	1500	765	1500	765

Figure 5-4. Takeoff Distance (Sheet 2 of 2)



Performance

C206G Stationair 6 II

SECTION 5 PERFORMANCE

CESSNA
MODEL U206G

TAKEOFF DISTANCE MAXIMUM WEIGHT 3600 LBS

SHORT FIELD

CONDITIONS:

Flaps 20°
2850 RPM, Full Throttle and Mixture Set at Placard Fuel Flow Prior to Brake Release
Cowl Flaps Open
Paved, Level, Dry Runway
Zero Wind

MIXTURE SETTING	
PRESS ALT	GPH
S.L.	24
2000	23
4000	22
6000	21
8000	20

NOTES:

1. Short field technique as specified in Section 4.
2. Where distance value has been deleted, climb performance after lift-off is less than 150 fpm at takeoff speed.
3. Decrease distances 10% for each 10 knots headwind. For operation with tailwinds up to 10 knots, increase distances by 10% for each 2.5 knots.
4. For operation on a dry, grass runway, increase distances by 15% of the "ground roll" figure.

WEIGHT LBS	TAKEOFF SPEED KIAS		PRESS ALT FT	0°C		10°C		20°C		30°C		40°C	
	LIFT OFF	AT 50 FT		GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS		
3600	53	65	S.L.	810	1600	870	1715	935	1845	1000	1985	1075	2135
			1000	885	1755	950	1890	1020	2035	1095	2190	1175	2365
			2000	965	1935	1040	2085	1115	2250	1200	2430	1290	2630
			3000	1060	2140	1140	2310	1225	2500	1320	2710	1415	2945
			4000	1165	2380	1250	2575	1345	2795	1455	3040	1560	3320
			5000	1280	2660	1375	2890	1485	3145	1595	3445	1720	3790
			6000	1410	2995	1520	3270	1635	3580	1765	3950	1900	4390
			7000	1555	3405	1680	3740	1810	4135	1950	4615	---	---
8000	1720	3925	1860	4360	2005	4890	---	---	---	---			

Figure 5-4. Takeoff Distance (Sheet 1 of 2)



Performance

C206G Stationair 6 II

SECTION 5 PERFORMANCE

CESSNA
MODEL U206G

MAXIMUM RATE OF CLIMB

CONDITIONS:

Flaps Up
2700 RPM
Full Throttle
Mixture Set at Placard Fuel Flow
Cowl Flaps Open

MIXTURE SETTING

PRESS ALT	GPH
S.L.	23
4000	21
8000	19
12,000	17
16,000	15

WEIGHT LBS	PRESS ALT FT	CLIMB SPEED KIAS	RATE OF CLIMB - FPM			
			-20°C	0°C	20°C	40°C
3600	S.L.	84	1080	990	895	805
	2000	83	940	855	770	680
	4000	82	810	725	640	555
	6000	81	680	595	515	430
	8000	79	550	470	390	310
	10,000	78	420	340	265	---
	12,000	77	295	220	145	---
	14,000	76	170	95	---	---
3300	S.L.	82	1235	1145	1050	955
	2000	81	1090	1005	915	825
	4000	79	950	865	780	695
	6000	78	810	730	645	560
	8000	77	675	595	515	435
	10,000	76	540	460	385	---
	12,000	74	410	335	260	---
	14,000	73	280	205	---	---
3000	S.L.	79	1420	1325	1225	1130
	2000	78	1260	1170	1080	985
	4000	77	1110	1025	940	855
	6000	76	965	880	800	715
	8000	74	815	740	655	575
	10,000	73	675	595	520	---
	12,000	71	535	460	385	---
	14,000	70	400	330	---	---

Figure 5-5. Maximum Rate of Climb



Performance

C206G Stationair 6 II

CESSNA
MODEL U206G

SECTION 5
PERFORMANCE

TIME, FUEL, AND DISTANCE TO CLIMB

MAXIMUM RATE OF CLIMB

CONDITIONS:

Flaps Up
2700 RPM
Full Throttle
Mixture Set at Placard Fuel Flow
Cowl Flaps Open
Standard Temperature

MIXTURE SETTING	
PRESS ALT	GPH
S.L.	23
4000	21
8000	19
12,000	17
16,000	15

NOTES:

1. Add 2.0 gallons of fuel for engine start, taxi and takeoff allowance.
2. Increase time, fuel and distance by 10% for each 10°C above standard temperature.
3. Distances shown are based on zero wind.

WEIGHT LBS	PRESS ALT FT	CLIMB SPEED KIAS	RATE OF CLIMB FPM	FROM SEA LEVEL		
				TIME MIN	FUEL USED GALLONS	DISTANCE NM
3600	S.L.	84	920	0	0	0
	2000	83	810	2	0.9	3
	4000	82	695	5	1.8	7
	6000	81	585	8	2.9	12
	8000	79	470	12	4.2	18
	10,000	78	360	17	5.7	26
	12,000	77	250	24	7.7	36
	14,000	76	145	35	10.6	54
3300	S.L.	82	1075	0	0	0
	2000	81	955	2	0.7	3
	4000	79	835	4	1.6	6
	6000	78	715	7	2.4	10
	8000	77	600	10	3.4	15
	10,000	76	480	14	4.6	20
	12,000	74	365	19	6.0	28
	14,000	73	250	25	7.9	38
3000	S.L.	79	1250	0	0	0
	2000	78	1125	2	0.6	2
	4000	77	995	4	1.3	5
	6000	76	870	6	2.1	8
	8000	74	740	8	2.9	12
	10,000	73	615	11	3.8	16
	12,000	71	495	15	4.9	22
	14,000	70	375	20	6.2	29

Figure 5-6. Time, Fuel, and Distance to Climb (Sheet 1 of 2)



Performance

C206G Stationair 6 II

CESSNA
MODEL U206G

SECTION 5
PERFORMANCE

CRUISE PERFORMANCE

PRESSURE ALTITUDE 2000 FEET

CONDITIONS:
3600 Pounds
Recommended Lean Mixture
Cowl Flaps Closed

NOTE
For best fuel economy at 65% power or less, operate at 1 GPH leaner than shown in this chart or at peak EGT if an EGT indicator is installed.

		20°C BELOW STANDARD TEMP -9°C			STANDARD TEMPERATURE 11°C			20°C ABOVE STANDARD TEMP 31°C		
RPM	MP	% BHP	KTAS	GPH	% BHP	KTAS	GPH	% BHP	KTAS	GPH
2550	25	---	---	---	78	143	16.3	76	144	15.8
	24	77	139	16.0	74	140	15.4	71	141	14.9
	23	72	136	15.1	70	137	14.6	67	137	14.1
	22	68	132	14.2	65	133	13.7	63	133	13.3
2500	25	78	140	16.4	76	141	15.8	73	142	15.3
	24	74	137	15.5	72	138	15.0	69	139	14.5
	23	70	134	14.7	68	135	14.2	65	135	13.7
	22	66	131	13.8	64	131	13.4	62	132	12.9
2400	25	73	137	15.3	71	138	14.8	68	138	14.3
	24	69	134	14.5	67	134	14.1	65	135	13.6
	23	66	130	13.8	63	131	13.3	61	131	12.9
	22	62	127	13.0	59	127	12.5	57	128	12.2
2300	25	69	133	14.4	66	134	13.9	64	134	13.5
	24	65	130	13.7	63	130	13.2	61	131	12.8
	23	61	126	12.9	59	127	12.5	57	127	12.1
	22	58	123	12.2	56	123	11.8	54	123	11.5
2200	25	64	128	13.3	61	129	12.9	59	129	12.5
	24	60	125	12.7	58	126	12.3	56	126	11.9
	23	57	122	12.0	55	122	11.6	53	122	11.3
	22	53	119	11.4	51	119	11.0	50	119	10.7
	21	50	115	10.7	48	115	10.4	46	114	10.1
	20	46	110	10.0	45	110	9.7	43	110	9.5

Figure 5-7. Cruise Performance (Sheet 1 of 7)



Performance

C206G Stationair 6 II

SECTION 5 PERFORMANCE

CESSNA
MODEL U206G

CRUISE PERFORMANCE PRESSURE ALTITUDE 4000 FEET

CONDITIONS:
3600 Pounds
Recommended Lean Mixture
Cowl Flaps Closed

NOTE
For best fuel economy at 65% power or less, operate at 1 GPH leaner than shown in this chart or at peak EGT if an EGT indicator is installed.

RPM	MP	20°C BELOW STANDARD TEMP -13°C			STANDARD TEMPERATURE 7°C			20°C ABOVE STANDARD TEMP 27°C		
		% BHP	KTAS	GPH	% BHP	KTAS	GPH	% BHP	KTAS	GPH
2550	24	79	143	16.4	76	144	15.8	73	145	15.3
	23	74	140	15.5	72	141	15.0	69	141	14.5
	22	70	136	14.6	67	137	14.1	65	137	13.7
	21	66	133	13.8	63	133	13.3	61	134	12.9
2500	25	---	---	---	78	145	16.2	75	146	15.7
	24	76	141	15.9	74	142	15.4	71	143	14.9
	23	72	138	15.1	70	139	14.6	67	139	14.1
	22	68	135	14.2	65	135	13.7	63	136	13.3
2400	25	75	140	15.7	72	141	15.1	70	142	14.6
	24	71	137	14.9	69	138	14.4	66	138	13.9
	23	67	134	14.1	65	135	13.6	63	135	13.2
	22	63	130	13.3	61	131	12.9	59	131	12.5
2300	25	70	137	14.7	68	137	14.2	66	138	13.8
	24	67	134	14.0	64	134	13.5	62	135	13.1
	23	63	130	13.3	61	131	12.8	59	131	12.4
	22	59	127	12.5	57	127	12.1	55	127	11.8
2200	25	65	132	13.6	63	132	13.2	61	133	12.8
	24	62	129	13.0	59	129	12.5	57	130	12.2
	23	58	126	12.3	56	126	11.9	54	126	11.6
	22	55	122	11.7	53	122	11.3	51	122	11.0
	21	51	118	11.0	50	118	10.7	48	118	10.4
	20	48	114	10.4	46	114	10.0	45	113	9.8
	19	44	110	9.7	43	109	9.4	41	108	9.1

Figure 5-7. Cruise Performance (Sheet 2 of 7)



Performance

C206G Stationair 6 II

CESSNA
MODEL U206G

SECTION 5
PERFORMANCE

CRUISE PERFORMANCE

PRESSURE ALTITUDE 6000 FEET

CONDITIONS:
3600 Pounds
Recommended Lean Mixture
Cowl Flaps Closed

NOTE
For best fuel economy at 65% power or less, operate at 1 GPH leaner than shown in this chart or at peak EGT if an EGT indicator is installed.

		20°C BELOW STANDARD TEMP -17°C			STANDARD TEMPERATURE 3°C			20°C ABOVE STANDARD TEMP 23°C		
RPM	MP	% BHP	KTAS	GPH	% BHP	KTAS	GPH	% BHP	KTAS	GPH
2550	24	---	---	---	78	148	16.2	75	149	15.7
	23	76	144	16.0	74	145	15.4	71	145	14.9
	22	72	141	15.1	69	141	14.5	67	142	14.1
	21	68	137	14.2	65	137	13.7	63	138	13.3
2500	24	78	145	16.3	75	146	15.8	73	147	15.2
	23	74	142	15.5	71	143	14.9	69	143	14.4
	22	70	139	14.6	67	139	14.1	65	140	13.7
	21	66	135	13.8	63	135	13.3	61	136	12.9
2400	24	73	141	15.2	70	142	14.7	68	142	14.2
	23	69	138	14.5	67	138	14.0	64	139	13.5
	22	65	134	13.7	63	135	13.2	61	135	12.8
	21	61	131	12.9	59	131	12.5	57	131	12.1
2300	24	68	137	14.3	66	138	13.8	64	138	13.4
	23	65	134	13.6	62	135	13.1	60	135	12.7
	22	61	130	12.9	59	131	12.4	57	131	12.1
	21	57	127	12.1	55	127	11.8	53	127	11.4
2200	24	63	132	13.3	61	133	12.8	59	133	12.4
	23	60	129	12.6	58	130	12.2	56	130	11.8
	22	57	126	12.0	54	126	11.6	53	126	11.2
	21	53	122	11.3	51	122	11.0	49	122	10.7
	20	50	118	10.7	48	118	10.3	46	117	10.0
	19	46	113	10.0	44	113	9.7	43	112	9.4

Figure 5-7. Cruise Performance (Sheet 3 of 7)



Performance

C206G Stationair 6 II

SECTION 5 PERFORMANCE

CESSNA
MODEL U206G

CRUISE PERFORMANCE

PRESSURE ALTITUDE 8000 FEET

CONDITIONS:
3600 Pounds
Recommended Lean Mixture
Cowl Flaps Closed

NOTE
For best fuel economy at 65% power or less, operate at 1 GPH leaner than shown in this chart or at peak EGT if an EGT indicator is installed.

		20°C BELOW STANDARD TEMP -21°C			STANDARD TEMPERATURE -1°C			20°C ABOVE STANDARD TEMP 19°C		
RPM	MP	% BHP	KTAS	GPH	% BHP	KTAS	GPH	% BHP	KTAS	GPH
2550	22	74	145	15.5	71	145	14.9	69	146	14.5
	21	70	141	14.6	67	141	14.1	65	142	13.6
	20	66	137	13.7	63	137	13.3	61	138	12.8
	19	61	133	12.9	59	133	12.4	57	133	12.0
2500	22	72	143	15.0	69	143	14.5	67	144	14.0
	21	68	139	14.2	65	140	13.7	63	140	13.2
	20	63	135	13.3	61	135	12.9	59	136	12.5
	19	59	131	12.5	57	131	12.1	55	131	11.7
2400	22	67	138	14.1	65	139	13.6	62	139	13.1
	21	63	135	13.3	61	135	12.8	59	135	12.4
	20	59	131	12.5	57	131	12.1	55	131	11.7
	19	55	126	11.7	53	126	11.4	51	126	11.0
2300	22	63	134	13.2	61	135	12.8	59	135	12.4
	21	59	131	12.5	57	131	12.1	55	131	11.7
	20	55	127	11.8	53	127	11.4	52	126	11.1
	19	52	122	11.1	50	122	10.7	48	121	10.4
2200	22	58	130	12.3	56	130	11.9	54	130	11.5
	21	55	126	11.6	53	126	11.3	51	126	10.9
	20	51	122	11.0	49	122	10.7	48	121	10.3
	19	48	117	10.3	46	117	10.0	44	116	9.7
	18	44	112	9.7	43	111	9.4	41	110	9.1

Figure 5-7. Cruise Performance (Sheet 4 of 7)



Performance

C206G Stationair 6 II

CESSNA
MODEL U206G

SECTION 5
PERFORMANCE

CRUISE PERFORMANCE

PRESSURE ALTITUDE 10,000 FEET

CONDITIONS:
3600 Pounds
Recommended Lean Mixture
Cowl Flaps Closed

NOTE
For best fuel economy at 65% power or less, operate at 1 GPH leaner than shown in this chart or at peak EGT if an EGT indicator is installed.

RPM	MP	20°C BELOW STANDARD TEMP -25°C			STANDARD TEMPERATURE -5°C			20°C ABOVE STANDARD TEMP 15°C		
		% BHP	KTAS	GPH	% BHP	KTAS	GPH	% BHP	KTAS	GPH
2550	20	68	141	14.2	65	142	13.7	63	142	13.2
	19	63	137	13.3	61	137	12.8	59	137	12.4
	18	59	132	12.4	56	132	12.0	55	132	11.6
	17	54	127	11.5	52	127	11.2	50	126	10.8
2500	20	65	139	13.7	63	140	13.3	61	140	12.8
	19	61	135	12.9	59	135	12.4	57	135	12.0
	18	57	130	12.0	55	130	11.6	53	130	11.3
	17	52	125	11.2	50	125	10.8	49	124	10.5
2400	20	61	135	12.9	59	135	12.4	57	135	12.0
	19	57	131	12.1	55	131	11.7	53	130	11.3
	18	53	126	11.3	51	126	11.0	49	125	10.6
	17	49	120	10.6	47	120	10.2	45	119	9.9
2300	20	57	131	12.1	55	131	11.7	53	130	11.4
	19	53	126	11.4	51	126	11.0	50	125	10.7
	18	50	121	10.7	48	121	10.3	46	120	10.0
	17	46	116	9.9	44	115	9.6	42	113	9.3
2200	20	53	126	11.3	51	125	11.0	49	125	10.6
	19	49	121	10.7	48	121	10.3	46	120	10.0
	18	46	116	10.0	44	115	9.7	43	114	9.4

Figure 5-7. Cruise Performance (Sheet 5 of 7)



Performance

C206G Stationair 6 II

SECTION 5 PERFORMANCE

CESSNA
MODEL U206G

CRUISE PERFORMANCE

PRESSURE ALTITUDE 12,000 FEET

CONDITIONS:
3600 Pounds
Recommended Lean Mixture
Cowl Flaps Closed

NOTE
For best fuel economy, operate at 1 GPH leaner
than shown in this chart or at peak EGT if an
EGT indicator is installed.

		20°C BELOW STANDARD TEMP -29°C			STANDARD TEMPERATURE -9°C			20°C ABOVE STANDARD TEMP 11°C		
RPM	MP	% BHP	KTAS	GPH	% BHP	KTAS	GPH	% BHP	KTAS	GPH
2550	18	61	137	12.8	58	137	12.3	56	137	12.0
	17	56	131	11.9	54	131	11.5	52	131	11.2
	16	51	126	11.0	50	125	10.7	48	124	10.3
	15	47	119	10.1	45	118	9.8	43	116	9.5
2500	18	59	134	12.4	57	134	12.0	55	134	11.6
	17	54	129	11.6	52	129	11.2	50	128	10.8
	16	50	123	10.7	48	122	10.4	46	121	10.0
	15	45	116	9.8	43	115	9.5	42	112	9.2
2400	18	55	130	11.7	53	130	11.3	51	129	11.0
	17	51	125	10.9	49	124	10.6	47	123	10.2
	16	47	119	10.1	45	117	9.8	43	115	9.5
2300	18	51	125	11.0	49	125	10.6	48	124	10.3
	17	47	120	10.3	46	119	9.9	44	117	9.6
	16	43	113	9.5	42	111	9.2	40	109	8.9
2200	18	48	120	10.3	46	119	10.0	44	118	9.7
	17	44	114	9.6	42	113	9.3	41	110	9.0

Figure 5-7. Cruise Performance (Sheet 6 of 7)



Performance

C206G Stationair 6 II

CESSNA
MODEL U206G

SECTION 5
PERFORMANCE

CRUISE PERFORMANCE

PRESSURE ALTITUDE 14,000 FEET

CONDITIONS:
3600 Pounds
Recommended Lean Mixture
Cowl Flaps Closed

NOTE
For best fuel economy, operate at 1 GPH leaner
than shown in this chart or at peak EGT if an
EGT indicator is installed.

RPM	MP	20°C BELOW STANDARD TEMP - 33°C			STANDARD TEMPERATURE - 13°C			20°C ABOVE STANDARD TEMP 7°C		
		% BHP	KTAS	GPH	% BHP	KTAS	GPH	% BHP	KTAS	GPH
2550	17	58	136	12.3	56	136	11.9	54	135	11.5
	16	53	130	11.4	51	129	11.0	50	128	10.7
	15	49	123	10.5	47	122	10.1	45	120	9.8
2500	17	56	133	11.9	54	133	11.5	52	133	11.2
	16	52	128	11.1	50	127	10.7	48	125	10.4
	15	47	121	10.2	45	119	9.8	44	117	9.5
2400	17	53	129	11.3	51	128	10.9	49	127	10.5
	16	48	123	10.4	46	122	10.1	45	120	9.8
2300	17	49	124	10.6	47	123	10.2	46	121	9.9
	16	45	117	9.8	43	116	9.5	42	113	9.2
2200	17	46	118	9.9	44	117	9.6	42	114	9.3

Figure 5-7. Cruise Performance (Sheet 7 of 7)



Performance

C206G Stationair 6 II

SECTION 5 PERFORMANCE

CESSNA
MODEL U206G

RANGE PROFILE 45 MINUTES RESERVE 65 GALLONS USABLE FUEL

CONDITIONS:
3600 Pounds
Recommended Lean Mixture for Cruise
Standard Temperature
Zero Wind

NOTE:
This chart allows for the fuel used for engine start, taxi, takeoff and climb, and the distance during a normal climb up to 10,000 feet and maximum climb above 10,000 feet.

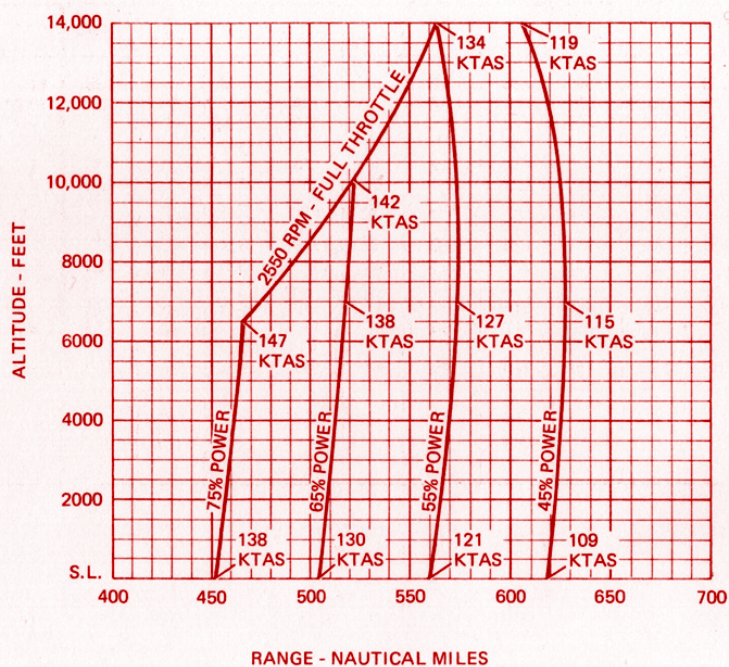


Figure 5-8. Range Profile (Sheet 1 of 2)



Performance

C206G Stationair 6 II

CESSNA
MODEL U206G

SECTION 5
PERFORMANCE

RANGE PROFILE 45 MINUTES RESERVE 88 GALLONS USABLE FUEL

CONDITIONS:
3600 Pounds
Recommended Lean Mixture for Cruise
Standard Temperature
Zero Wind

NOTE:
This chart allows for the fuel used for engine start, taxi, takeoff and climb, and the distance during a normal climb up to 10,000 feet and maximum climb above 10,000 feet.

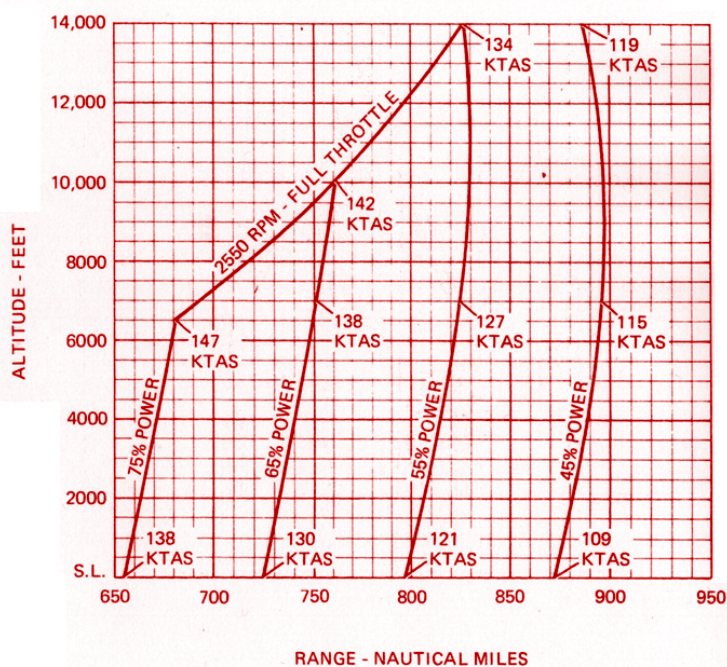


Figure 5-8. Range Profile (Sheet 2 of 2)



Performance

C206G Stationair 6 II

SECTION 5 PERFORMANCE

CESSNA
MODEL U206G

ENDURANCE PROFILE 45 MINUTES RESERVE 65 GALLONS USABLE FUEL

CONDITIONS:
3600 Pounds
Recommended Lean Mixture for Cruise
Standard Temperature

NOTE:
This chart allows for the fuel used for engine start, taxi, takeoff and climb, and the time during a normal climb up to 10,000 feet and maximum climb above 10,000 feet.

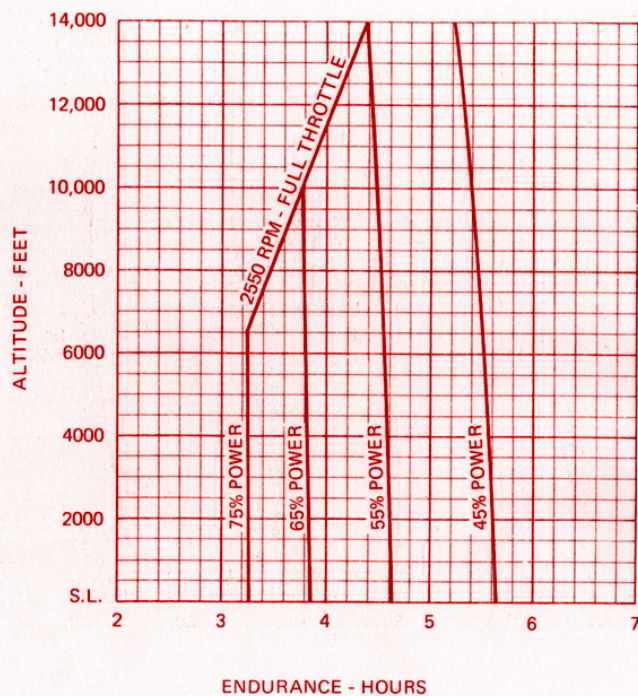


Figure 5-9. Endurance Profile (Sheet 1 of 2)



Performance

C206G Stationair 6 II

CESSNA
MODEL U206G

SECTION 5
PERFORMANCE

ENDURANCE PROFILE

45 MINUTES RESERVE
88 GALLONS USABLE FUEL

CONDITIONS:
3600 Pounds
Recommended Lean Mixture for Cruise
Standard Temperature

NOTE:
This chart allows for the fuel used for engine start, taxi, takeoff and climb, and the time during a normal climb up to 10,000 feet and maximum climb above 10,000 feet.

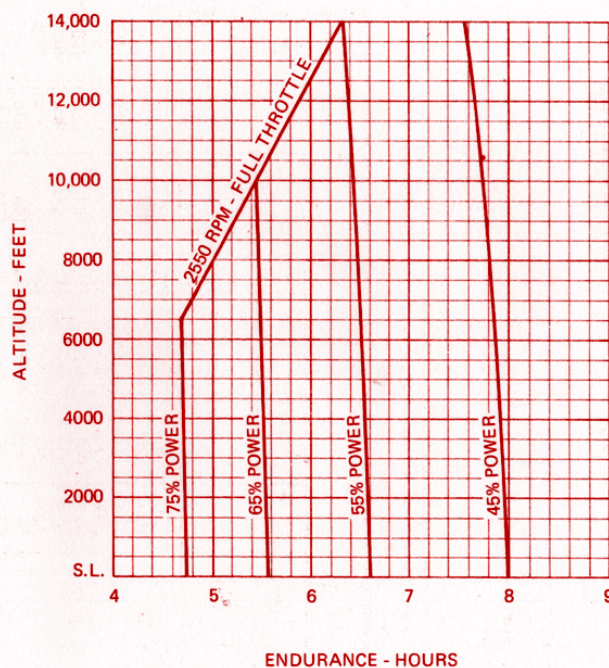


Figure 5-9. Endurance Profile (Sheet 2 of 2)



Performance

C206G Stationair 6 II

SECTION 5 PERFORMANCE

CESSNA
MODEL U206G

LANDING DISTANCE

SHORT FIELD

CONDITIONS:
Flaps 40°
Power Off
Maximum Braking
Paved, Level, Dry Runway
Zero Wind

NOTES:

1. Short field technique as specified in Section 4.
2. Decrease distances 10% for each 10 knots headwind. For operation with tailwinds up to 10 knots, increase distances by 10% for each 2.5 knots.
3. For operation on a dry, grass runway, increase distances by 40% of the "ground roll" figure.

WEIGHT LBS	SPEED AT 50 FT KIAS	PRESS ALT FT	0°C		10°C		20°C		30°C		40°C	
			GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS
3600	64	S.L.	695	1340	720	1375	750	1415	775	1450	800	1490
		1000	720	1375	750	1415	775	1450	800	1490	830	1530
		2000	750	1415	775	1455	805	1495	830	1530	860	1575
		3000	775	1455	805	1495	835	1540	865	1580	890	1615
		4000	805	1495	835	1540	865	1580	895	1625	925	1665
		5000	835	1540	870	1585	900	1630	930	1675	960	1715
		6000	870	1590	900	1630	935	1680	965	1725	995	1770
		7000	905	1635	935	1680	970	1730	1000	1775	1035	1825
		8000	940	1690	970	1730	1005	1780	1040	1830	1075	1880

Figure 5-10. Landing Distance





Performances

C206G Stationair 6 II

Amphibian & Cargo version Information





CARENADO 5C-U206G AMPHIBIAN

ASSIGNMENTS

Clicking the Co-Pilot seat from VC toggles the rear seats and the Cargo with safety mesh is installed.

Water Rudders / Shift+W

This supplement written for operators of the Stationair 6 Floatplane, provides information not found in the basic handbook. It contains procedures and data required for safe and efficient operation of the airplane equipped with Edo Model 582-3430 floats.

AIR SPEED LIMITATIONS

See Chart in Carenado 206_ref at "Carenado C 206 Float" folder.

Airspeed indicator markings are the same as those shown in the basic handbook. Due to differences in airspeed system calibration and stall speeds with floats installed, the indicated stall speeds are slightly lower than reflected by the airspeed indicator markings.

WEIGHT LIMIT

Maximum Ramp (Dock) Weight: 3512 lbs.

Maximum Takeoff Weight: 3500 lbs.

Maximum Landing Weight: 3500 lbs.

Maximum Weight in Baggage Compartment- Station 109 to 145: 180 lbs

NOTE

When floats are installed it is possible to exceed the maximum takeoff weight with all seats occupied and minimum fuel.

FLAP LIMITATIONS

Approved Takeoff Range 0° to 20°

Approved Landing Range 0° to 30°

TAXING

Taxi with water rudders down during a low speed operations, the elevator should be positioning to keep the float bows out of the water as far as possible. Normally this requires holding the elevator control full aft.

Although taxiing is very simple with the water rudders, it is sometimes necessary to "sail" the floatplane under high wind





conditions. In addition to the normal flight controls, the wing flaps and cabin door will aid in "sailing". Water rudder should be retracted during "sailing".

To taxi great distances, it may be advisable to taxi on the step with the water rudders retracted. Turns on the step from an upwind heading may be made with safety providing they are not too sharp and if ailerons are used to counteract any overturning tendency.

TAKEOFF ON WATER

Start the takeoff by applying full throttle smoothly while holding the control wheel full aft. When the nose stops rising, move the control wheel forward slowly to place the float plane on the step. Slow control movement and light control pressures produce best results. Attempts to force the float plane into the planing attitude will generally result in loss of speed and delay in getting on the step. The float plane will assume a planing attitude with permit its acceleration to takeoff speed (50-60 KIAS) at which time the float plane will fly off smoothly.

The use of 20° wing flaps throughout the takeoff run is recommended.

Upon reaching a safe altitude and airspeed, retract the wing flaps slowly, especially when flying over glassy water because a loss of altitude is not very apparent over such a surface. To clear an obstacle after takeoff with 20° flaps, use an obstacle clearance speed of 65 KIAS for maximum performance. Under some adverse combinations of takeoff weight, pressure altitude, and air temperature, operation on glassy water may require significantly longer takeoff distances to accelerate to the lift-off speed, and allowance should be made for this.

If lift-off is difficult due to high take elevation or glassy water, the following procedure is recommended: With the float plane in the planing attitude, apply full aileron to raise one float out of the water. When one float leaves the water, apply slight elevator back pressure to complete the takeoff. Care must be taken to stop the rising wing as soon as the float is clear of the water, and in crosswinds, raise only the downwind wing. With one float out of the water, the float plane accelerates to takeoff speed almost instantaneously.

If porpoising is encountered while on the step, apply additional control wheel back pressure to correct the excessively nose-low attitude. If this does not correct the porpoising, immediately reduce power to idle and allow the float plane to slow to taxi speed, at which time the takeoff can again be initiated.





For a crosswind takeoff, start the takeoff run with 20° wing flaps and the water rudders extended for better directional control. The water rudders are retracted when the floatplane is on the step; the remainder of the takeoff is normal. If the floats are lifted from the water one at a time, the downwind float should be lifted first.

ENROUTE CLIMB

A cruising climb at 25 inches of manifold pressure, 2550 RPM (approximately 75% power) and 90-100 KIAS is normally recommended. This type of climb provides better engine cooling, less engine wear, and more passenger comfort due to lower noise level, in addition to improved visibility ahead. If it is necessary to climb rapidly to clear mountains or reach favorable winds at high altitudes, the best rate-of-climb speed should be used with maximum continuous power (full throttle and 2700 rpm). This speed is 84 KIAS at sea level, decreasing to 77 KIAS at 10,000 feet. The mixture should be leaned as shown by the 2700 RPM line on the fuel flow placard on the instrument panel.

If an obstruction dictates the use of a steep climb angle, a best angle-of-climb speed should be used with flaps retracted and maximum continuous power. This speed is 63 KIAS at sea level, increasing to 71 KIAS at 10,000 feet.

CRUISE

Observe the same engine operation limitations as for the landplane.

LANDING

Power-off landings may be made with any flap setting and, in most cases, touchdown should be at the slowest possible airspeed.

GLASSY WATER LANDING

With glassy water conditions, flaps should be extended to 20° and enough power to maintain a low rate descent (approximately 200 feet per minute). The floatplane should be flown onto the water at this sink rate with no flare attempted since height above glassy water is nearly upon contacting the surface. If this glassy water technique is used in conjunction with an obstacle clearance approach, a lowance should be made for appreciably longer total distances than are shown in (Performances) section to clear a 50 foot obstacle.



CROSSWIND LANDING

The wing-low slip method should be used with the upwind float contacting the surface first.

CARENADO SU206G CARGO PACK

The Cargo Pack provides additional cargo and baggage space. The basic shell of the cargo pack, including the loading door, is fabricated from fiberglass. Corrugated aluminum forms the inner floor of the pack. A loading door is located on the left side of the pack, and is hinged at the bottom. It is secured in the closed position by two quick-release fasteners, and has a key-operated lock.

The volume of the cargo pack is 16 cubic feet. The pack is designed to accommodate three "two suiters", plus other miscellaneous articles.

The pack is attached to the bottom of the fuselage with screws and, after the initial installation, can readily be removed or installed.

LIMITATIONS

The maximum approved takeoff flap setting at a maximum weight of 3600 pounds is 10°. At weights of 3450 pounds or less, up to 20° is approved.

The ADF bearing accuracy may be adversely affected by the type and/or arrangement of the cargo pack contents. Cowlfap extensions must be installed with the cargo pack.

EMERGENCY PROCEDURES

There is no change to the airplane emergency procedures when the cargo pack is installed.

NORMAL PROCEDURES

Because of the effect of the cargo pack on climb performance, the maximum flap deflection approved for takeoff is 10° whenever the airplane is operated at weights above 3450 pounds. When operated at or below this weight, up to 20° of flap may be used.

At takeoff weights above 3450 pounds, short field takeoffs with 10° flaps should be conducted using a speed of 68 KIAS at the 50-foot obstacle.

At weights above 3450 pounds or less, the speeds on the Takeoff Distance Chart of the basic handbook (landed version) and 20° flap setting may be used.





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FLOATPLANE
MODEL U206G

PILOT'S OPERATING HANDBOOK
SUPPLEMENT

AIRSPED CALIBRATION

NORMAL STATIC SOURCE

CONDITIONS:

Power required for level flight or maximum continuous power dive.

FLAPS UP																	
KIAS		50	60	70	80	90	100	110	120	130	140	150	160	170	180		
KCAS		59	66	74	83	92	101	111	121	131	141	150	159	169	179		
FLAPS 20°																	
KIAS		40	50	60	70	80	90	100	---	---	---	---	---	---	---	---	---
KCAS		54	59	65	73	82	92	102	---	---	---	---	---	---	---	---	---
FLAPS 30°																	
KIAS		40	50	60	70	80	90	100	---	---	---	---	---	---	---	---	---
KCAS		53	57	64	74	83	93	103	---	---	---	---	---	---	---	---	---

Figure 4. Airspeed Calibration



PERFORMANCE

To obtain takeoff performance of the airplane with a cargo pack installed and using 10° flaps, increase both ground roll and a total distance over the 50-foot obstacle by 10% over that found in the basic handbook (landed version). This procedure is required only when operating at weights above 3450 pounds. When operating at or below this weight, use 20° flaps and takeoff data of the basic handbook (landed version).

The climb performance of the airplane equipped with a cargo pack is approximately 45 ft/min less than that shown in the Rate of climb chart for the landed version.

To obtain speed performance for the airplane equipped with cargo pack, the speed differentials shown should be subtracted from the KTAS figures shown in the Cruise Performance Charts for the landed version.

SPEED DIFFERENTIAL TABLE

SPEED DIFFERENTIAL KNOTS

%BHP

75	-4
65	-4
55	-4
45	-5

DEMONSTRATED OPERATING TEMPERATURE

Satisfactory engine cooling has been demonstrated for this airplane with an outside air temperature 23° C above standard. This is not to be considered as an operating limitation.

The aircraft operation is fictional and for simulation purposes only.





PILOT'S OPERATING HANDBOOK
SUPPLEMENT

1
FLOATPLANE
MODEL U200G

STALL SPEEDS

CONDITIONS:
Power Off

NOTES:

- Altitude loss during a stall recovery may be as much as 240 feet.
- KIAS values are approximate.

MOST REARWARD CENTER OF GRAVITY

WEIGHT LBS	FLAP DEFLECTION	ANGLE OF BANK							
		0°		30°		45°		60°	
		KIAS	KCAS	KIAS	KCAS	KIAS	KCAS	KIAS	KCAS
3500	UP	45	56	48	60	54	67	64	79
	20°	44	53	47	57	52	63	62	75
	30°	30	51	32	55	36	61	42	72

MOST FORWARD CENTER OF GRAVITY

WEIGHT LBS	FLAP DEFLECTION	ANGLE OF BANK							
		0°		30°		45°		60°	
		KIAS	KCAS	KIAS	KCAS	KIAS	KCAS	KIAS	KCAS
3500	UP	51	59	55	63	61	70	72	83
	20°	49	56	53	60	58	67	69	79
	30°	42	55	45	59	50	65	59	78

Figure 5. Stall Speeds





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FLOATPLANE
MODEL U206G

PILOT'S OPERATING HANDBOOK
SUPPLEMENT

TAKEOFF DISTANCE

MAXIMUM PERFORMANCE

CONDITIONS:

Flaps 20°
2850 RPM and Full Throttle
Mixture Set at Placard Fuel Flow
Cowl Flaps Open
Zero Wind

NOTE:

Decrease distances 10% for each 10 knots headwind.

WEIGHT LBS	TAKEOFF SPEED KIAS		PRESS ALT FT	0°C		10°C		20°C		30°C		40°C	
	LIFT OFF	AT 50 FT		WATER RUN	TOTAL TO CLEAR 50 FT OBS	WATER RUN	TOTAL TO CLEAR 50 FT OBS	WATER RUN	TOTAL TO CLEAR 50 FT OBS	WATER RUN	TOTAL TO CLEAR 50 FT OBS	WATER RUN	TOTAL TO CLEAR 50 FT OBS
3500	56	65	S.L.	1545	2410	1730	2675	1945	2975	2200	3330	2495	3735
			1000	1785	2760	2015	3075	2280	3445	2595	3880	2970	4395
			2000	2085	3185	2365	3575	2700	4030	3105	4580	3595	5245
			3000	2465	3720	2820	4205	3250	4790	3785	5505	4455	6390
			4000	2955	4400	3420	5030	3995	5795	4730	6760	5695	8000
3300	54	63	S.L.	1250	1980	1395	2180	1555	2410	1740	2670	1950	2970
			1000	1435	2245	1600	2480	1795	2755	2020	3070	2285	3435
			2000	1655	2560	1855	2850	2095	3180	2375	3565	2705	4020
			3000	1925	2950	2175	3300	2470	3705	2825	4190	3255	4775
			4000	2265	3430	2580	3865	2960	4385	3420	5005	4000	5775
3100	53	61	S.L.	1015	1630	1120	1785	1240	1960	1380	2160	1535	2380
			1000	1150	1835	1275	2015	1420	2220	1585	2455	1775	2720
			2000	1315	2075	1465	2285	1635	2530	1835	2810	2065	3135
			3000	1510	2360	1690	2615	1900	2910	2145	3250	2435	3650
			4000	1755	2710	1975	3020	2235	3380	2540	3805	2910	4310

Figure 6. Takeoff Distance





PILOT'S OPERATING HANDBOOK
SUPPLEMENT

FLOATPLANE
MODEL U206G

1

MAXIMUM RATE OF CLIMB

CONDITIONS

Flaps Up

2700 RPM

Full Throttle

Mixture Set at Placard Fuel Flow

Cowl Flaps Open

MIXTURE SETTING	
PRESS ALT	GPH
S.L.	23
4000	21
8000	19
12,000	17

WEIGHT LBS	PRESS ALT FT	CLIMB SPEED KIAS	RATE OF CLIMB - FPM		
			0°C	20°C	40°C
3500	S.L.	84	995	900	810
	2000	82	855	770	680
	4000	81	720	635	550
	6000	80	585	500	425
	8000	78	450	370	295
	10,000	77	315	240	---
	12,000	76	185	110	---
3300	S.L.	82	1100	1005	915
	2000	80	955	865	780
	4000	79	815	730	645
	6000	78	675	590	515
	8000	77	535	455	380
	10,000	76	395	320	---
	12,000	75	260	185	---
3100	S.L.	80	1215	1120	1030
	2000	79	1065	975	890
	4000	78	915	835	750
	6000	76	770	690	610
	8000	76	625	550	470
	10,000	75	485	410	---
	12,000	73	340	270	---

Figure 7. Maximum Rate of Climb





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FLOATPLANE
MODEL U206G

PILOT'S OPERATING HANDBOOK
SUPPLEMENT

TIME, FUEL, AND DISTANCE TO CLIMB

MAXIMUM RATE OF CLIMB

CONDITIONS:

Flaps Up
2700 RPM
Full Throttle
Mixture Set at Placard Fuel Flow
Cowl Flaps Open
Standard Temperature

MIXTURE SETTING

PRESS ALT	GPH
S.L.	23
4000	21
8000	19
12,000	17

NOTES:

1. Add 2.0 gallons of fuel for engine start, taxi and takeoff allowance.
2. Increase time, fuel and distance by 10% for each 10°C above standard temperature.
3. Distances shown are based on zero wind.

WEIGHT LBS	PRESS ALT FT	CLIMB SPEED KIAS	RATE OF CLIMB FPM	FROM SEA LEVEL		
				TIME MIN	FUEL USED GALLONS	DISTANCE NM
3500	S.L.	84	925	0	0	0
	2000	82	805	2	0.9	3
	4000	81	690	5	1.8	7
	6000	80	570	8	2.9	12
	8000	78	455	12	4.2	17
	10,000	77	335	18	5.8	25
	12,000	76	215	25	8.0	36
3300	S.L.	82	1030	0	0	0
	2000	80	905	2	0.8	3
	4000	79	785	4	1.6	6
	6000	78	660	7	2.6	10
	8000	77	540	11	3.7	15
	10,000	76	415	15	5.0	21
	12,000	75	295	21	6.7	30
3100	S.L.	80	1145	0	0	0
	2000	78	1015	2	0.7	2
	4000	77	885	4	1.5	5
	6000	76	760	6	2.3	9
	8000	75	630	9	3.2	13
	10,000	74	505	13	4.4	18
	12,000	73	375	18	5.7	25

Figure 8: Time, Fuel, and Distance to Climb (Sheet 1 of 2)





PILOT'S OPERATING HANDBOOK
SUPPLEMENT

FLOATPLANE
MODEL U206G

TIME, FUEL, AND DISTANCE TO CLIMB

NORMAL CLIMB - 95 KIAS

CONDITIONS:

Flaps Up
2550 RPM
25 Inches Hg or Full Throttle
Cowl Flaps Open
Standard Temperature

MIXTURE SETTING

PRESS ALT GPH

S.L. to 4000	18
6000	17
8000	16

NOTES:

1. Add 2.0 gallons of fuel for engine start, taxi and takeoff allowance.
2. Increase time, fuel and distance by 10% for each 8°C above standard temperature.
3. Distances shown are based on zero wind.

WEIGHT LBS	PRESS ALT FT	RATE OF CLIMB FPM	FROM SEA LEVEL		
			TIME MIN	FUEL USED GALLONS	DISTANCE NM
3500	S.L.	570	0	0	0
	2000	570	4	1.1	5
	4000	560	7	2.1	11
	6000	435	11	3.3	18
	8000	315	17	4.8	27
3300	S.L.	645	0	0	0
	2000	645	3	0.9	5
	4000	640	6	1.8	10
	6000	510	10	2.9	16
	8000	380	14	4.1	24
3100	S.L.	730	0	0	0
	2000	730	3	0.8	4
	4000	725	5	1.6	9
	6000	590	9	2.5	14
	8000	455	12	3.6	21

Figure 8. Time, Fuel, and Distance to Climb (Sheet 2 of 2)





1
FLOATPLANE
MODEL U206G

PILOT'S OPERATING HANDBOOK
SUPPLEMENT

CRUISE PERFORMANCE

PRESSURE ALTITUDE 2000 FEET

CONDITIONS:
3500 Pounds
Recommended Lean Mixture
Cowl Flaps Closed

NOTE
For best fuel economy at 75% power or less, op-
erate at 1 GPH leaner than shown in this chart or
at peak EGT if an EGT indicator is installed.

		STANDARD TEMPERATURE 11°C		
RPM	MP	% BHP	KTAS	GPH
2550	25	78	128	16.3
	24	74	126	15.4
	23	70	123	14.6
	22	65	120	13.7
2500	25	76	127	15.8
	24	72	124	15.0
	23	68	122	14.2
	22	64	118	13.4
2400	25	71	124	14.8
	24	67	121	14.1
	23	63	118	13.3
	22	59	115	12.5
2300	25	66	121	13.9
	24	63	118	13.2
	23	59	114	12.5
	22	56	111	11.8
2200	25	61	116	12.9
	24	58	113	12.3
	23	55	110	11.6
	22	51	106	11.0
	21	48	101	10.4
	20	45	97	9.7

Figure 9. Cruise Performance (Sheet 1 of 6)





PILOT'S OPERATING HANDBOOK
SUPPLEMENT

1
FLOATPLANE
MODEL U206G

CRUISE PERFORMANCE

PRESSURE ALTITUDE 4000 FEET

CONDITIONS:
3500 Pounds
Recommended Lean Mixture
Cowl Flaps Closed

NOTE
For best fuel economy at 65% power or less, operate at 1 GPH leaner than shown in this chart or at peak EGT if an EGT indicator is installed.

		STANDARD TEMPERATURE 7°C		
RPM	MP	% BHP	KTAS	GPH
2550	24	76	129	15.8
	23	72	127	15.0
	22	67	124	14.1
	21	63	120	13.3
2500	25	78	130	16.2
	24	74	128	15.4
	23	70	125	14.6
	22	65	122	13.7
2400	25	72	127	15.1
	24	69	124	14.4
	23	65	121	13.6
	22	61	118	12.9
2300	25	68	124	14.2
	24	64	121	13.5
	23	61	118	12.8
	22	57	114	12.1
2200	25	63	120	13.2
	24	59	116	12.5
	23	56	113	11.9
	22	53	109	11.3
	21	50	105	10.7
	20	46	100	10.0
	19	43	94	9.4

Figure 9. Cruise Performance (Sheet 2 of 6)





1

FLOATPLANE
MODEL U206G

PILOT'S OPERATING HANDBOOK
SUPPLEMENT

CRUISE PERFORMANCE

PRESSURE ALTITUDE 6000 FEET

CONDITIONS:

3500 Pounds
Recommended Lean Mixture
Cowl Flaps Closed

NOTE

For best fuel economy at 65% power or less, operate at 1 GPH leaner than shown in this chart or at peak EGT if an EGT indicator is installed.

		STANDARD TEMPERATURE 3°C		
RPM	MP	% BHP	KTAS	GPH
2550	24	78	133	16.2
	23	74	130	15.4
	22	69	127	14.5
	21	65	124	13.7
2500	24	75	132	15.8
	23	71	129	14.9
	22	67	126	14.1
	21	63	122	13.3
2400	24	70	128	14.7
	23	67	125	14.0
	22	63	122	13.2
	21	59	118	12.5
2300	24	66	124	13.8
	23	62	121	13.1
	22	59	117	12.4
	21	55	113	11.8
2200	24	61	120	12.8
	23	58	116	12.2
	22	54	112	11.6
	21	51	108	11.0
	20	48	103	10.3
	19	44	98	9.7

Figure 9. Cruise Performance (Sheet 3 of 6)





PILOT'S OPERATING HANDBOOK
SUPPLEMENT

FLOATPLANE
MODEL U206G

1

CRUISE PERFORMANCE
PRESSURE ALTITUDE 8000 FEET

CONDITIONS:
3500 Pounds
Recommended Lean Mixture
Cowl Flaps Closed

NOTE
For best fuel economy at 65% power or less, operate at 1 GPH leaner than shown in this chart or at peak EGT if an EGT indicator is installed.

RPM	MP	STANDARD TEMPERATURE -1°C		
		% BHP	KTAS	GPH
2550	22	71	131	14.9
	21	67	128	14.1
	20	63	124	13.3
	19	59	119	12.4
2500	22	69	129	14.5
	21	65	126	13.7
	20	61	122	12.9
	19	57	117	12.1
2400	22	65	125	13.6
	21	61	121	12.8
	20	57	117	12.1
	19	53	112	11.4
2300	22	61	121	12.8
	21	57	117	12.1
	20	53	112	11.4
	19	50	107	10.7
2200	22	56	116	11.9
	21	53	111	11.3
	20	49	107	10.7
	19	46	101	10.0
	18	43	95	9.4

Figure 9. Cruise Performance (Sheet 4 of 6)





1

FLOATPLANE
MODEL U206G

PILOT'S OPERATING HANDBOOK
SUPPLEMENT

CRUISE PERFORMANCE

PRESSURE ALTITUDE 10,000 FEET

CONDITIONS:
3500 Pounds
Recommended Lean Mixture
Cowl Flaps Closed

NOTE

For best fuel economy at 65% power or less, operate at 1 GPH leaner than shown in this chart or at peak EGT if an EGT indicator is installed.

		STANDARD TEMPERATURE -5°C		
RPM	MP	% BHP	KTAS	GPH
2550	20	65	128	13.7
	19	61	123	12.8
	18	56	118	12.0
	17	52	112	11.2
2500	20	63	125	13.3
	19	59	121	12.4
	18	55	115	11.6
	17	50	109	10.8
2400	20	59	121	12.4
	19	55	116	11.7
	18	51	110	11.0
	17	47	104	10.2
2300	20	55	116	11.7
	19	51	111	11.0
	18	48	105	10.3
	17	44	98	9.6
2200	20	51	110	11.0
	19	48	105	10.3
	18	44	98	9.7

Figure 9. Cruise Performance (Sheet 5 of 6)





PILOT'S OPERATING HANDBOOK
SUPPLEMENT

FLOATPLANE
MODEL U206G

1

CRUISE PERFORMANCE
PRESSURE ALTITUDE 12,000 FEET

CONDITIONS:
3500 Pounds
Recommended Lean Mixture
Cowl Flaps Closed

NOTE

For best fuel economy, operate at 1 GPH leaner than shown in this chart or at peak EGT if an EGT indicator is installed.

		STANDARD TEMPERATURE -9°C		
RPM	MP	% BHP	KTAS	GPH
2550	18	58	122	12.3
	17	54	116	11.5
	16	50	109	10.7
	15	45	100	9.8
2500	18	57	119	12.0
	17	52	113	11.2
	16	48	106	10.4
2400	18	53	114	11.3
	17	49	107	10.6
	16	45	99	9.8
2300	18	49	108	10.6
	17	46	101	9.9
2200	18	46	102	10.0

Figure 9. Cruise Performance (Sheet 6 of 6)





FLOATPLANE
MODEL U206G

PILOT'S OPERATING HANDBOOK
SUPPLEMENT

RANGE PROFILE

45 MINUTES RESERVE
65 GALLONS USABLE FUEL

CONDITIONS:

3500 Pounds
Recommended Lean Mixture for Cruise
Standard Temperature
Zero Wind

NOTE:

This chart allows for the fuel used for engine start, taxi, takeoff and climb, and the distance during a normal climb up to 8000 feet and maximum climb above 8000 feet.

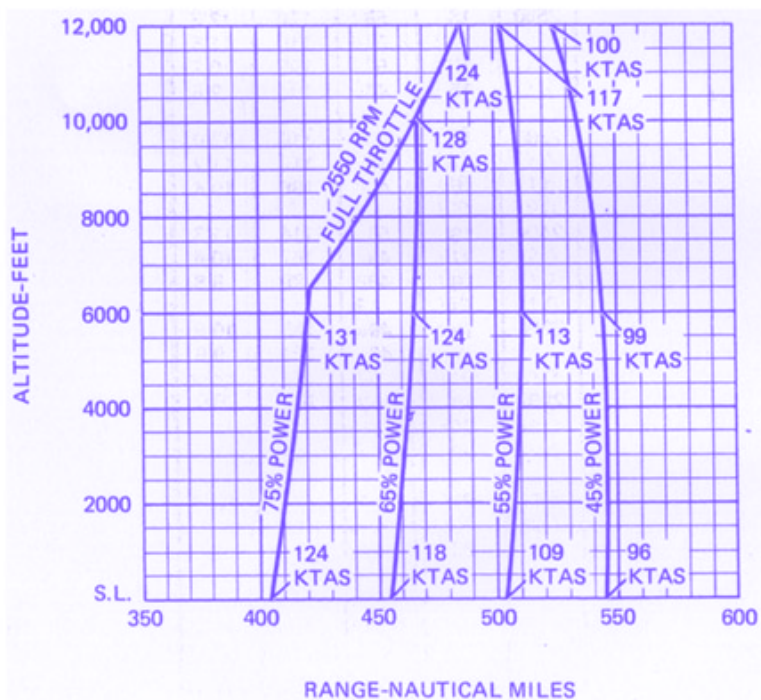


Figure 10. Range Profile (Sheet 1 of 2)





PILOT'S OPERATING HANDBOOK
SUPPLEMENT

FLOATPLANE
MODEL U206G

1

RANGE PROFILE

45 MINUTES RESERVE
88 GALLONS USABLE FUEL

CONDITIONS:

3500 Pounds
Recommended Lean Mixture for Cruise
Standard Temperature
Zero Wind

NOTE:

This chart allows for the fuel used for engine start, taxi, takeoff and climb, and the distance during a normal climb up to 8000 feet and maximum climb above 8000 feet.

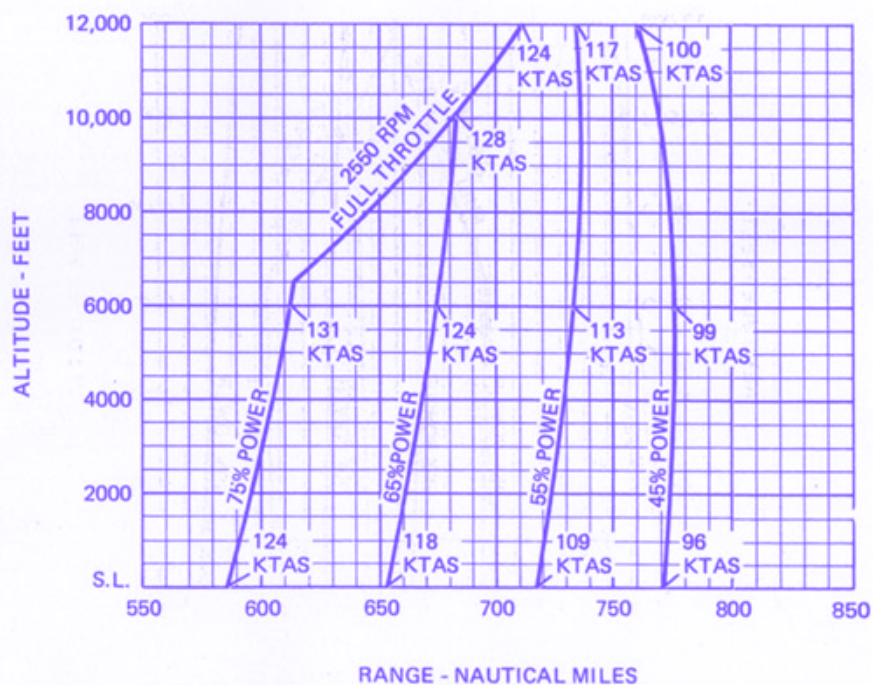


Figure 10. Range Profile (Sheet 2 of 2)





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FLOATPLANE
MODEL U206G

PILOT'S OPERATING HANDBOOK
SUPPLEMENT

ENDURANCE PROFILE

45 MINUTES RESERVE
65 GALLONS USABLE FUEL

CONDITIONS:

3500 Pounds
Recommended Lean Mixture for Cruise
Standard Temperature

NOTE:

This chart allows for the fuel used for engine start, taxi, takeoff and climb, and the time during a normal climb up to 8000 feet and maximum climb above 8000 feet.

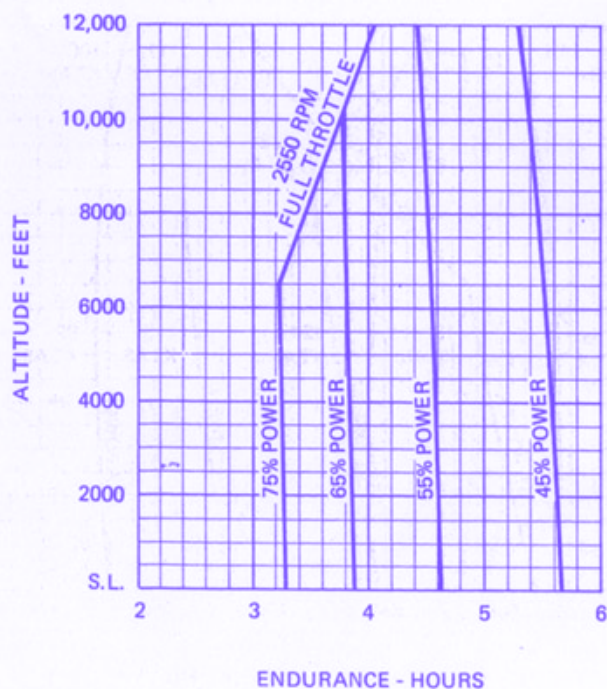


Figure 11. Endurance Profile (Sheet 1 of 2)





PILOT'S OPERATING HANDBOOK
SUPPLEMENT

FLOATPLANE
MODEL U206G

ENDURANCE PROFILE

45 MINUTES RESERVE
88 GALLONS USABLE FUEL

CONDITIONS:

3500 Pounds
Recommended Lean Mixture for Cruise
Standard Temperature

NOTE:

This chart allows for the fuel used for engine start, taxi, takeoff and climb, and the time during a normal climb up to 8000 feet and maximum climb above 8000 feet.

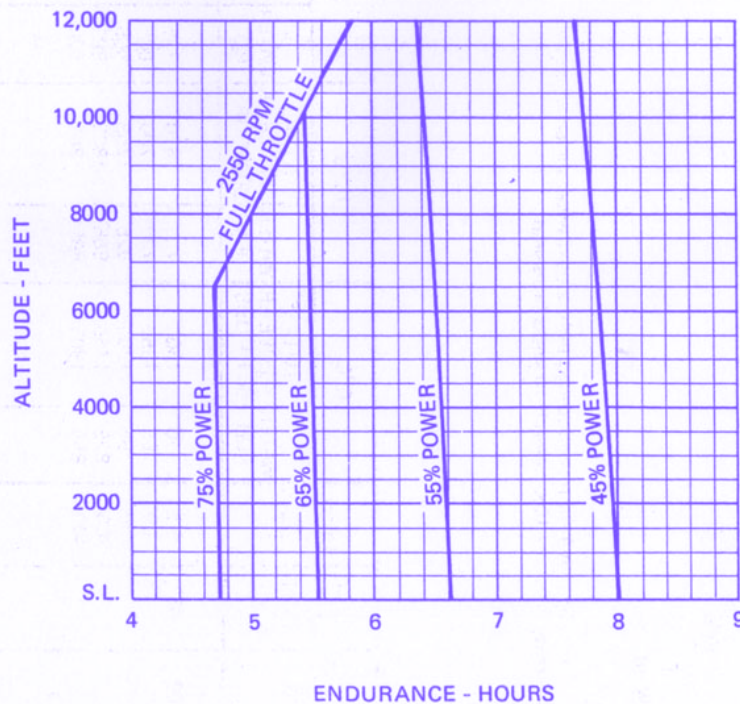


Figure 11. Endurance Profile (Sheet 2 of 2)

