

Cessna T206 Turbo Stationair Model Guide

The Cessna T206 Turbo Stationair is a six-seat, turbocharged single-engine piston airplane, built since 1966. The 206 family lists up to 600 nm range, 146 kt cruise and a 20,000 ft service ceiling across its variants. The documents cover an early Turbo Skywagon 206 (TU206D) owner's manual, a 2006 T206H sales listing and an article on a turbine conversion.

KEY TAKEAWAYS

- Early TU206D: Continental TSIO-520-C, 285 hp at 2700 RPM. 2006 T206H: Lycoming TIO-540-AJ1A, 310 hp, 2,000 hour TBO.
- Maximum gross weight is 3,600 lbs in both the TU206D manual and the T206H listing. The listed T206H shows 1,200.2 lbs actual useful load.
- The 2006 T206H example was listed at \$399,000 with 1,556 hours, Garmin G1000, and complete logbooks.
- Fuel: the T206H holds 92 gal (87 usable). The early Turbo Skywagon had 65 gal standard or 84 gal long-range tanks.

FUEL SYSTEM HABITS TO KNOW

The engine is fuel injected, fed from one wing tank at a time; the manual says fuel cannot be used from both tanks at once. With 1/4 tank or less, uncoordinated flight over one minute can uncover the tank outlets and stop the engine. Overuse of the auxiliary pump HI position can flood the engine.

WHAT A 2006 T206H EXAMPLE SHOWS

Compression at annual ran from 53 to 72 across six cylinders. The propeller had 1,140 hours since overhaul (2400 hour TBO). The airplane had an SB 627E exhaust inspection terminating recurring AD 17-11-10, and a repaired fuel-truck impact on the right wing. Ask for complete logbooks and a pre-buy.

TURBINE CONVERSION OPTION

Soloy's Mark II STC applies to 1998-2004 206H and turbo 206H models. It fits a 417 shp Rolls-Royce 250-B17F with a 3,500 hour recommended TBO. The article quotes \$650,000 for the conversion. Fuel burn is higher than the piston engine; the article cites about 23 gph at a 163 knot cruise.

SPECIFICATIONS

Engine Power Hp	310
Fuel Capacity Gal	92
Usable Fuel Gal	87
Wingspan Ft	36

WEIGHT & BALANCE

Max Takeoff Weight Lbs	3600
Useful Load Lbs	1200.2

SAFETY NOTES

- Do not operate with less than nine quarts of oil (early Turbo Skywagon manual); fill for extended flight.
- Cargo doors must be fully closed and latched before using the electric flaps; a door-sill switch interrupts the flap circuit.
- Turning the auxiliary fuel pump to HI with the engine stopped and master on floods the intake manifolds.