CESSNA U206G STATIONAIR Model Guide

The CESSNA U206G STATIONAIR is a single-engine piston aircraft in the Cessna 206 family. The family is listed at up to 6 passengers, up to 146 kt cruise and up to 600 nm range. Those are family maxima, not this variant's figures. The only document supplied is a flight-simulator manual, so check real-aircraft figures against the actual POH and logbooks.

KEY TAKEAWAYS

- Sim manual sample: 65% power at 8000 ft gave 150 knots true airspeed on 11.7 GPH. Treat it as a planning example only.
- Short-field chart (3100 lbs, 2000 ft, 30ºC): takeoff 1085 ft ground roll, 2110 ft over 50 ft; landing 680 ft and 1450 ft.
- Checklist limits: avionics switch OFF at engine start; magneto drop no more than 150 RPM, and no more than 50 RPM between magnetos.

START-UP AND RUN-UP CHECKS

The avionics power switch must be OFF during engine start to avoid avionics damage. Start with mixture rich, prop high RPM and the auxiliary pump on for 8-10 gal/hr flow, then pump off. At 1700 RPM check the magnetos, cycle the prop and check suction (4.6 to 5.4 In. Hg).

TAKEOFF, CLIMB AND CRUISE

Normal takeoff: full throttle at 2850 RPM, flaps 0º-20º, lift the nose wheel at 50 KIAS, climb 70-80 KIAS. Short field: flaps 20º, climb 65 KIAS until clear of obstacles. Cruise is no more than 75% power, 15-23 inches Hg and 2200-2550 RPM.

PLANNING AND RANGE

The range and endurance charts allow 45 minutes reserve at 45% power. Leaning technique, engine and prop condition and turbulence can change range by 10% or more. The sample problem is a 720 nm trip with 75 gallons usable fuel; it needs 64.4 gallons.

PERFORMANCE

Cruise Speed Kts	150
Cruise Fuel Flow Gph	11.7
Range Nm	802
Takeoff Ground Roll Ft	1085
Takeoff Distance 50ft Obstacle Ft	2110
Landing Ground Roll Ft	680
Landing Distance 50ft Obstacle Ft	1450

V-SPEEDS

Max Performance Climb Sea Level Kts	84
Short Field Climb Kts	65
Short Field Landing Kts	64
Best Glide 3600 Lbs Kts	75
Maneuvering 3600 Lbs Kts	120
Maneuvering 2200 Lbs Kts	93
Engine Failure After Takeoff Flaps Up Kts	80
Engine Failure After Takeoff Flaps Down Kts	70

SAFETY NOTES

- Engine failure after takeoff: hold 80 KIAS flaps up (70 flaps down), mixture idle cutoff, fuel selector off, ignition off.
- Icing: with ¼ inch or more of ice on the wing leading edges, expect higher stall speed and a longer landing roll. Avoid missed approaches.
- Static source blockage: close vents and windows, pull the alternate static valve, and use the airspeed calibration table.

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