



CESSNA U206G

Quick

Reference Handbook

Version 1.2

ALL GREY SHADED AREAS ARE
MEMORY ITEMS

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Pre-Flight Check

CABIN

1. Pitot Tube Cover..... REMOVE
2. Pilot's Operating Handbook AVAILABLE IN AEROPLANE
3. Aeroplane Weight and Balanced..... CHECKED
4. Parking Brake SET
5. Control Wheel Lock REMOVE
6. Ignition Switch OFF
7. Radar (if installed) OFF
8. Avionics Master Switch..... OFF
9. Master Switch..... ON
10. Avionics Power Switches..... ON ONE AT A TIME
11. Avionics Cooling Fan AUDIBLE OPERATION
12. Avionics Power Switches..... OFF
13. Low-Vacuum Warning Light.....CHECK ON
14. Vacuum Gauge Warning Buttons (if installed)..... CHECK
BOTH EXTENDED
15. Fuel Quantity Indicators..... CHECK QUANTITY
16. Fuel Selector Valve..... FULLER TANK
17. Master Switch OFF
18. Static Pressure Alternate Source Valve (if installed) OFF
19. Trim Controls NEUTRAL

EMPENNAGE

- 1. Rudder Gust Lock..... REMOVE
- 2. Tail Tie-Down DISCONNECT
- 3. Control Surfaces..... CHECK
- 4. Trim Tab..... CHECK
- 5. Cargo Door..... SECURELY LATCHED

NOTE

The cargo doors must be fully closed and latched before operating the electric wing flaps. A switch in the upper door sill of the front cargo door interrupts the wing flap electrical circuit when the front door is opened or removed, thus prevent the flaps from being lowered with possible damage to the cargo door or wing flaps when the cargo door is open.

- 6. Antennas CHECK

RIGHT WING TRAILING EDGE

- 1. Flap CHECK
- 2. Aileron CHECK

RIGHT WING

- 1. Wing Tie Down DISCONNECT
- 2. Fuel Tank Vent CHECK
- 3. Main Wheel Tire CHECK
- 4. Fuel Tank Sump Quick Drain Valves DRAIN
- 5. Fuel Quantity CHECK VISUALLY
- 6. Fuel Filler Cap SECURE & VENT UNOBSTRUCTED

NOSE

- 1. Right Static Source Opening..... CHECK

- 2. Propeller and Spinner CHECK
- 3. Engine Cooling Air Inlets & Oil Cooler CLEAR
- 4. Landing & Taxi Lights CHECK
- 5. Nose Wheel Strut and Tyre..... CHECK
- 6. Nose Wheel Chocks REMOVED
- 7. Engine Oil Dip Stick/Filler Cap.... CHECK – MINIMUM 9 QUARTS
- 8. Fuel Strainer Drain Knob DRAIN

NOTE

PULL OUT for at least 4 seconds to clear strainer of possible water and sediment before first flight of the day and after each refuelling. Return knob full in and check strainer drain CLOSED. If water is observed, perform further draining at all fuel drain points until clear and then gently rock wings and lower tail to the ground to move any additional contaminants to the sampling points. Take repeated samples from all fuel drain points until all contamination has been removed.

- 9. Air Filter CHECK
- 10. Left Static Source Opening CHECK

LEFT WING

- 1. Fuel Quantity CHECK VISUALLY
- 2. Fuel Filler Cap SECURE & VENT UNOBSTRUCTED
- 3. Fuel Tank Sump Quick Drain Valves DRAIN
- 4. Main Wheel Tire CHECK

LEFT WING LEADING EDGE

- 1. Pitot Tube CLEAR
- 2. Fuel Tank Vent CHECK

- 3. Stall Warning Vane CHECK
- 4. Wing Tie Down DISCONNECT

LEFT WING TRAILING EDGE

- 1. Aileron CHECK
- 2. Flap CHECK

Before Starting Engine

- 1. Pre-flight Inspection COMPLETE
- 2. Passenger Briefing COMPLETE
- 3. Seats and Seat Belts ADJUST & LOCK
- 4. Circuit Breakers CHECK IN
- 5. Avionics Power Switches OFF

NOTE

The avionics power switches must be off during engine start to prevent possible damage to avionics.

- 6. Electrical Equipment OFF
- 7. Radar (if installed) OFF
- 8. Autopilot (if installed) OFF
- 9. Mixture RICH
- 10. Propeller HIGH RPM
- 11. Throttle CLOSED
- 12. Master Switch ON
- 13. Cowl Flaps OPEN
- 14. Brakes TEST & SET
- 15. Propeller Area CLEAR

Starting Engine

- 1. Auxiliary Fuel Pump Switch ON
- 2. ThrottleADVANCE TO OBTAIN 8-10 GPH,
.....THEN RETURN TO CLOSED
- 3. Auxiliary Fuel Pump Switch OFF
- 4. Ignition SwitchSTART
- 5. Throttle ADVANCE SLOWLY
- 6. Ignition Switch RELEASE WHEN ENGINE STARTS
- 7. Throttle IDLE
- 8. Oil Pressure..... CHECK GREEN

After Start Checks

- 9. Avionics Power Switches ON
- 10. Radios ON and SET
- 11. Fuel Computer/Digital Clock (if installed) SET
- 12. Flashing Beacon ON
- 13. Starter..... CHECK DISENGAGED

NOTE

The engine should start in two or three revolutions. If it does not continue running, start again at the Auxiliary Fuel Pump Switch ON step 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 normal starting procedure after allowing the start motor to cool

Taxi Checks

- 1. Brakes CHECKED
- 2. Flight Instruments TC, DI, AH AND
..... COMPASS CHECKED

Run Up Checks

- 1. Parking Brake SET
- 2. Fuel Selector Valve..... RECHECK FULLER TANK
- 3. Mixture.....RICH
- 4. Throttle 1700 RPM
- 5. Magnetos..... CHECK
.....MAX DROP 150 RPM MAX DIFFERENCE 50 RPM
- 6. Propeller CYCLE from high to low RPM;
Return to high RPM (full in)
- 7. Vacuum Gauge..... CHECK
- 8. Engine Instruments/Ammeter CHECK
- 9. Annunciator Panel Ensure no annunciators are illuminated
- 10. Throttle CHECK IDLE
- 11. Throttle 1000 RPM OR LESS

Before Takeoff

- 1. Fuel Selector Valve..... RECHECK FULLER TANK
- 2. Passenger Seats AS FAR FORWARD AS PRACTICAL
- 3. Passenger Seat Backs MOST UPRIGHT POSITION
- 4. Seats & Seat Belts..... CHECK SECURE
- 5. Cabin Doors CLOSED & LOCKED

6. Cargo Door CHECK
7. Flight Instruments CHECK & SET
8. Radios & Avionics ON and SET
9. NAV/GPS Switch (if installed) SET
10. Autopilot (if installed) TEST & OFF
11. Fuel Quantity CHECK
12. Wing Flaps SET for takeoff (0° TO 20°)
13. Mixture RICH
14. Throttle Friction Lock ADJUST FIRM
15. Electric Trim (if installed) PRE-FLIGHT TEST
16. Flight Controls FULL, FREE & CORRECT
17. Auxiliary Fuel Pump OFF
18. Elevator & Rudder Trim SET FOR TAKE-OFF
19. Cowl Flaps OPEN
20. Departure Brief COMPLETE
21. Take-Off Safety Brief COMPLETE
22. Parking Brake OFF

Line Up

1. Pitot Heat A/R
2. Instruments GREEN/ALIGNED
3. Switches LIGHTS/PUMPS/ A/R
4. Transponder/TRIM ALT/SET
5. Altimeter WITHIN TOLERANCE

Rolling

- 1. Power STATIC RPM
- 2. Engine Instruments..... GREEN
- 3. Airspeed RISING

After Takeoff

- 1. Gear FIXED DOWN
- 2. Flaps RETRACTED
- 3. Power 25"/2550 RPM
- 4. Temperature and Pressure Indications CHECKED GREEN
- 5. Switches ON (Till TOC)
- 6. Mixture..... 18 GPH or A/R
- 7. Centerline CHECKED

Top Of Climb

- 1. Fuel COMPLETE / CORRECT TANK
- 2. Mixtures..... LEANED
- 3. QNH QNH
- 4. DI / Compass..... ALLIGNED
- 5. Cowl Flaps..... CLOSED A/R
- 6. Aids / Audio SOURCE / TUNED / IDENTIFIED / TESTED
- 7. Radio SET / CHECKED
- 8. Switches OFF

Top Of Descent

1. Fuel COMPLETE / CORRECT TANK
2. Mixtures RICH
3. QNH QNH
4. DI / Compass ALLIGNED
5. Cowl Flaps CLOSED A/R
6. Aids / Audio SOURCE / TUNED / IDENTIFIED / TESTED
7. Radio SET / CHECKED

Before Landing

1. Brakes PARK BRAKE OFF/CHECK PRESSURE
2. Undercarriage FIXED DOWN
3. Mixture RICH
4. Fuel BOTH
5. Instruments GREEN/ALLIGNED
6. Switches LIGHTS/PUMPS A/R
7. Hatches & Harnesses SECURE
8. Pilot Activated Lighting A/R

Final Checks

1. Pitch FULL FINE
2. Undercarriage FIXED DOWN
3. Flaps DOWN
4. Clearance GIVEN
5. Windsock CHECKED
6. Cowl Flaps OPEN
7. Stable Approach CALL

Balked Landing

1. Power FULL THROTTLE / 2850 RPM
2. Mixture.....RICH
3. Wing Flaps RETRACT TO 20°
4. Climb Speed 80kts
5. Wing Flaps RETRACT SLOWLY
6. Cowl Flaps..... OPEN

After Landing

1. Transponder STBY
2. Flaps IDENTIFIED/RETRACTED
3. Mixture..... LEANED
4. Switches OFF/SET
5. Strokes/Landing Light..... OFF
6. Taxi Light..... ON
7. TrimSET FOR TAKE-OFF
8. Cowl Flaps..... OPEN
9. Radio Call..... GIVEN

Shutdown

1. Parking Brake SET
2. Throttle IDLE
3. Avionics Power Switch & Electrical Equipment OFF
4. Mag Grounding..... CHECKED
5. Mixture..... IDLE CUT-OFF
6. Ignition Switch OFF
7. Master Switch..... OFF
8. Control Lock INSTALLED
9. Cowl Flaps..... CLOSE

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Engine Failures

ENGINE FAILURE DURING TAKEOFF ROLL

- 1. Throttle IDLE
- 2. BrakesAPPLY
- 3. Wing FapsRETRACT
- 4. Mixture..... IDLE CUT OFF
- 5. Ignition Switch OFF
- 6. Master Switch OFF

ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF

- 1. Airspeed 80 KIAS (FLAPS UP)
.....70 KIAS (FLAPS DOWN)
- 2. Mixture..... IDLE CUT OFF
- 3. Fuel Selector Valve.....PUSHED DOWN & ROTATE OFF
- 4. Ignition Switch OFF
- 5. Wing Flaps AS REQUIRED
- 6. Master Switch OFF
- 7. Cabin DoorUNLATCHED
- 8. Land STRAIGHT AHEAD

ENGINE FAILURE DURING FLIGHT (RESTART PROCEDURES)

- 1. Airspeed 75 KIAS
 - 2. Fuel Selector Valve.... OPPOSITE TANK (IF IT CONTAINS FUEL)
 - 3. Auxiliary Fuel Pump Switch ON
 - 4. Throttle HALF OPEN
 - 5. Auxiliary Fuel Pump Switch OFF
- If the fuel flow indication immediately drops to zero, signifying an engine-driven fuel pump failure, return the auxiliary fuel pump switch to ON.
- 6. Mixture..... LEAN from full rich until restart occurs

NOTE

If propeller is windmilling, engine will restart automatically within a few seconds. If propeller has stopped (possible at low speeds), turn ignition to START, advance throttle slowly from idle, and (at higher altitudes) lean the mixture from full rich

- 7. Mixture..... ADJUST as required as power is restored
- 8. Throttle ADJUST power as required
- 9. Fuel Selector Valve.....AS DESIRED after fuel flow is stabilised

Forced Landings

EMERGENCY LANDING WITHOUT ENGINE POWER

1. Airspeed80 KIAS (flaps UP)
..... 70 KIAS (flaps DOWN)
2. Mixture..... IDLE CUT OFF
3. Fuel Selector Valve.....PUSH DOWN & ROTATE OFF
4. Ignition Switch OFF
5. Wing Flaps AS REQUIRED
6. Master Switch OFF
7. Doors..... UNLATCH PRIOR TO TOUCHDOWN
8. Touchdown.....SLIGHTLY TAIL LOW
9. Brakes APPLY HEAVILY

Fires

DURING START ON GROUND

- 1. Ignition Switch START
- 2. Auxiliary Fuel Pump Switch OFF

If Engine Starts

- 3. Power 1700 RPM
- 4. Engine SHUT DOWN & INSPECT

If Engine Fails to Start

- 1. Ignition Switch START
- 2. Throttle FULL OPEN
- 3. Mixture..... IDLE CUT OFF
- 4. Auxiliary Fuel Pump Switch OFF
- 5. Fire Extinguisher..... OBTAIN
- 6. Engine SECURE
- 7. Ignition Switch OFF
- 8. Master Switch OFF
- 9. Fuel Selector Valve..... PUSH DOWN & ROTATE TO OFF
- 10. Parking Brake RELEASE
- 11. Aeroplane EVACUATE
- 12. Fire EXTINGUISH
- 13. Fire Damage..... INSPECT

ENGINE FIRE IN FLIGHT

- 1. Mixture..... IDLE CUT OFF
- 2. Fuel Selector Valve.....PUSH DOWN & ROTATE TO OFF
- 3. Auxiliary Fuel Pump Switch OFF
- 4. Master Switch..... OFF
- 5. Cabin Heat and Air OFF
- 6. Airspeed 105 KIAS (INCREASE IF NECESSARY)
- 7. Forced Landing.....EXECUTE

ELECTRICAL FIRE IN FLIGHT

- 1. Master Switch OFF
- 2. Vents/Cabin Air/HeatCLOSED
- 3. Fire Extinguisher.....ACTIVATE
- 4. Avionics Master Switch..... OFF
- 5. All Other Switches (Except Ignition Switch) OFF

After discharging fire extinguisher and ascertaining that fire has been extinguished, ventilate the cabin.

- 6. Vents/Cabin Air/Heat OPEN

If fire has been discharged and electrical power is necessary for continuance of flight to nearest suitable airport or landing area. If power is necessary for the continuance of the flight:

- 7. Master Switch ON
- 8. Circuit BreakersCHECK for faulty circuit, do not reset
- 9. Radio Switches OFF
- 10. Avionics Master Switch..... ON
- 11. Radio/Electrical Switches..... ON –

one at a time, with delay after each until short circuit is localised or necessary equipment is energised

CABIN FIRE

- 1. Master Switch OFF
- 2. Vents/Cabin Air/Heat CLOSED
- 3. Fire Extinguisher ACTIVATE

After discharging fire extinguisher and ascertaining that fire has been extinguished, ventilate the cabin.

Land the aeroplane as soon as possible to inspect for damage

WING FIRE

- 1. Navigation Light Switch OFF
- 2. Strobe Light Switch OFF
- 3. Pitot Heat Switch OFF
- 4. Radar (if installed) OFF

NOTE

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

Abnormal Procedures

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Precautionary Landing With Engine Power

- 1. Airspeed 80 KIAS
- 2. Wing Flaps20°
- 3. Selected Field..... FLY OVER
- 4. Electrical Switches..... OFF
- 5. Wing Flaps FULL (on final approach)
- 6. Airspeed 70 KIAS
- 7. Avionics Power and Master Switches OFF
- 8. Doors..... UNLATCH PRIOR TO TOUCHDOWN
- 9. Touchdown.....SLIGHTLY TAIL LOW
- 10. Ignition Switch OFF
- 11. Brakes APPLY HEAVILY

Ditching

- 1. Radio TRANSMIT MAYDAY/SQUAWK 7700
- 2. Heavy Objects SECURE/JETTISON
- 3. Wing FlapsFULL
- 4. Approach..... High Winds, Heavy Seas - INTO WIND
Light Winds, Heavy Swells - PARALLEL TO SWELLS
- 5. Power ESTABLISH 300 FT/MIN DESCENT AT 65KTS

If no power is available, approach at 80 KIAS with flaps UP or at 75 KIAS with 10° flaps.

- 6. Cabin DoorsUNLATCH
- 7. Touchdown..... LEVEL ATTITUDE AT 300 FT/MIN DESCENT
- 8. FaceCUSHION at touchdown with folded coat
- 9. Aeroplane EVACUATE
- 10. Life Vests and Raft INFLATE WHEN CLEAR

OF AEROPLANE

11. ELTACTIVATE

Landing With A Flat Main Tyre

- 1. Approach NORMAL
- 2. Wing Flaps 0° – 10° below 140 KIAS
10° – 40° below 100 KIAS
- 3. Touchdown GOOD MAIN TYRE FIRST,
HOLD OFF FLAT TYRE AS LONG AS POSSIBLE
- 4. Directional Control MAINTAIN

Electrical Power Supply System Malfunctions

Ammeter Shows Excessive Rate of Charge:

- 1. Alternator OFF

With the alternator side of the master switch off, compass deviations of as much as 25° may occur

- 2. Alternator Circuit Breaker PULL
- 3. Nonessential Electrical Equipment..... OFF
- 4. Flight TERMINATE

Low Voltage Annunciator (VOLTS) Illuminates During Flight

NOTE

Illumination of 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 overvoltage condition has not occurred to deactivate the alternator system.

- 1. Avionics Power Switches 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
- 7. If low voltage light illuminates again:
- 8. Alternator OFF
- 9. Nonessential Radio & Electrical Equipment OFF
- 10. Flight TERMINATE

Supplemental Information

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Basair SOP

PASSENGER BRIEF

No smoking in aircraft

Proper use and adjustment of seat belts

Location and proper operation of emergency exits

Location of life jackets, first aid kits and fire extinguishers, and if required, survival kits and life rafts.

Requirement of a passenger occupying a control seat, not to interfere with the controls during the flight

Operation of ventilation system

Proper stowage of passengers' carry on items during critical phases of flight

Seat backs must be upright for take-off and landing

Mobile phones and electronic devices must be off at all times

TAKE – OFF SAFETY BRIEF

If there is an engine failure, fire or abnormality whilst on the runway I will close the throttle and brake as required

If there is an engine failure or major abnormality shortly after take-off with sufficient runway or overrun remaining, I will lower the nose, select full flap, land and brake as required

If the engine fails with insufficient runway or overrun, I will lower the nose, maintain (...) knots (best glide speed), select a suitable field 30 degrees either side of the nose, extend flaps as required and land.

I will only turn back to the runway unless I am at 1000 feet AGL or on the downwind leg

DEPARTURE AND APPROACH BRIEF

- Charts
- Terrain
- Weather
- Operational considerations
- Any additional items you deem are threats

Standard Flow Procedure

Below is an illustration of the standardised flow employed for *do and check* operations.



Abnormal and emergency procedures are conducted as a *check and do* system.

PASSENGER BRIEF

“Welcome aboard your flight, my name is _____ your pilot.

Today you’ll be flying in a _____.

Our aeroplane has _____ doors. You can close the door by

_____. If you need to open the door, such as in the unlikely event of an emergency, you can open the door by _____.

To adjust your seat, there will be a lever underneath the seat.

Each seat in the aeroplane is equipped with an adjustable seatbelt. Fasten your seatbelt by inserting the clasp into the buckle. Pull the shoulder harness over your shoulder and clip it on to the clasp. You can adjust the seatbelt at any time by pulling the strap. You can undo your seatbelt by lifting the flap. Please ensure that you wear your seatbelt throughout the flight. Please ensure that all bags or loose items are either placed on the rear seat or in the baggage compartment and secured.

You can adjust the VENTILATION OUTLETS AND CONTROLS by _____.

Please do not touch any part of the dashboard or controls and please keep your feet away from the pedals.

Please note that smoking on board the aeroplane is not permitted at any time.

In the unlikely event of an emergency, please exit the aeroplane and leave any luggage behind. We will meet at the rear of the aeroplane.”

Where applicable – show use

Lift Vest

Lift Raft

ELT

Oxygen

“Our destination for today’s flight is _____ and our Estimated Time of Arrival is _____. The weather for our flight today is expected to be _____.

Please sit back, relax and enjoy your flight.”

Aircraft Summary

For full details refer to the aircraft Flight Manual and/or the Pilot's Operating Handbook.

Takeoff:

- 1. Normal Climb Out 70-80 KIAS
- 2. Short Field Takeoff, Flaps 20°, Speed at 50ft 65 KIAS

Enroute Climb, Flaps Up:

- 1. Normal..... 90-100 KIAS
- 2. Best Rate of Climb, Sea Level 84 KIAS
- 3. Best Rate of Climb, 10,000ft 78 KIAS
- 4. Best Angle of Climb, Sea Level 66 KIAS
- 5. Best Angle of Climb, 10,000ft 70 KIAS

Landing Approach:

- 1. Normal Approach, Flaps Up..... 75-85 KIAS
- 2. Normal Approach, Flaps FULL 65-75 KIAS
- 3. Short Field Approach, Flaps FULL..... 64 KIAS

Baulked Landing:

- 1. Maximum Power, Flaps 20°..... 80 KIAS
- 2. Maximum Recommended Turbulent Air Penetration Speed:
- 3. 3600 Lbs..... 120 KIAS
- 4. 2900 Lbs..... 106 KIAS
- 5. 2200 Lbs..... 93 KIAS

Maximum Demonstrated Crosswind Velocity:

- 1. Takeoff or Landing..... 20 KNOTS
- 2. Engine Failure After Takeoff:
- 3. Wing Flaps Up 80 KIAS
- 4. Wing Flaps Down 70 KIAS

Manoeuvring Speed:

- 1. 3600 Lbs..... 120 KIAS
- 2. 2900 Lbs..... 106 KIAS
- 3. 2200 Lbs..... 93 KIAS

Maximum Glide:

- 1. 3600 Lbs..... 75 KIAS
- 2. 3200 Lbs..... 70 KIAS
- 3. 2800 Lbs..... 65 KIAS
- 4. Precautionary Landing With Engine Power..... 70 KIAS

Landing Without Engine Power:

- 1. Wing Flaps Up 80 KIAS
- 2. Wing Flaps Down 70 KIAS

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.

RPM	MP	20°C BELOW STANDARD TEMP -9°C			STANDARD TEMPERATURE 11°C			20°C ABOVE STANDARD TEMP 31°C		
		% 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 5-8. Cruise Performance (Sheet 1 of 7)

SECTION 5
PERFORMANCECESSNA
MODEL U206G**CRUISE PERFORMANCE**
PRESSURE ALTITUDE 4000 FEETCONDITIONS:
3600 Pounds
Recommended Lean Mixture
Cowl Flaps ClosedNOTE
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 -13°C			STANDARD TEMPERATURE 7°C			20°C ABOVE STANDARD TEMP 27°C		
RPM	MP	% 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 5-8. Cruise Performance (Sheet 2 of 7)

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
2600	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 5-8. Cruise Performance (Sheet 3 of 7)

SECTION 5
PERFORMANCECESSNA
MODEL U206G**CRUISE PERFORMANCE**
PRESSURE ALTITUDE 8000 FEETCONDITIONS:
3600 Pounds
Recommended Lean Mixture
Cowl Flaps ClosedNOTE
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 -21°C			STANDARD TEMPERATURE -1°C			20°C ABOVE STANDARD TEMP 19°C		
		% 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 5-8. Cruise Performance (Sheet 4 of 7)

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 85% 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	58	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 5-8. Cruise Performance (Sheet 5 of 7)

Original Issue

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