

# Cessna T206H – 206FG

## Teaching Notes

*These notes are based on the notes prepared by Frank Gozzo for use with his plane. These teaching notes condense the information for a checkout pre-flight briefing.*

### **Pre-Flight**

- Weight and Balance – 2 pilots, full fuel, FORWARD CG.
- Weight and Balance – wide load range than C172 – check W&B
- Empty Weight – 2356 lbs.
- Max Fuel – 88g (528 lbs).
- Flaps – will not lower with cargo door open. Do not open cargo door with flaps down.
- Unlock the cargo door.
- Review cargo door locking mechanism – do not slam doors.
- Oxygen – location and operation. Need own masks for sanitary reasons.
- Elevator – 2 feet wider than a C172.
- Flaps – Single slot flaps – not Fowler like the C172.
- Ailerons – Frise type.
- Wing Loading – 20.7 (lbs/sq. ft) vs. 13.8 for C172
- Nose – one quick drain – fuel strainer.
- Oil – ADD if LESS than 7 Q. Extended flight 10Q is sufficient.
- Engine – Power loading 11.6lbs/HP vs. 15.0 for C172.
- Turbocharged
- Shock Cooling
- Start Procedure – based on shutdown procedure. Do not overprime.
- Aux Pump – Cold starts only or to address vapor lock.
- Idle – 900-1000 RPM.

### **Taxi**

- At forward CG – Yoke full aft makes taxi control easier.

### **Take-off**

- Flaps - 10° for normal takeoffs
- Slowly and Smooth addition of power
- Lots of right rudder – rudder and elevator trim are crucial.
- Check MP (39”), RPM (2500), GPH (34)

### **Climb**

- “Top of the Green” for Power, Prop and Fuel (Mixture).

- Close Cowl Flaps (except exceptionally hot days)

### ***Cruise***

- “Top of the Green” works – adjusting mixture by TIT ends up top of the green in GPH anyway.
- Rudder trim – may need to “kick” rudder pedals to get trim to adjust.

### ***Descent***

- Slow power reduction – about 1” per minute.
- Leave Prop and Mixture alone
- Consider flaps below 140K.

### ***Pattern***

- Trim – crucial – plane is stable if properly trimmed.
- DOWNWIND – 19”
- ABEAM – 85K - 20° Flaps
- BASE – 80K
- FINAL – 75K (85K with no flaps)
- LAND – normally with 20° Flaps – Power 12” into flare – maintain back pressure.
- NO TOUCH AND GO PRACTICE

### ***Taxi***

- Engine will run rough and die at idle – taxi at 900-1000 RPM – OK to taxi against the brakes.
- Yoke – back on taxi with forward CGs.

### ***Shutdown***

- Avoid >1100 RPM on taxi – if exceeded then 4 mins at 1000 RPM for turbo cooling.
- Note – Frank’s shutdown procedure.

## **Airspeeds**

<b>Speed</b>	<b>Knots</b>
V <sub>R</sub>	55-60
V <sub>X</sub>	69
V <sub>Y</sub>	89
Takeoff Climb	75-85
EnRoute Climb	95-105
Approach	
No Flaps	80-90
Flaps	70-80
Short Field	67
V <sub>A</sub>	
3600 (Max)	125
2950 (Normal)	120
2300 (Light)	106
V <sub>S</sub>	59
V <sub>S0</sub>	47
Best Glide	
3600 (Max)	80
2950 (Normal)	75
2300 (Light)	70
Glide Range	1.5NM/1000'