

Models Differences Table

A Brief outline of the models by year with major changes is outlined in the table below.

During practical training, reference should be made to the flight manual of the aeroplane you will be flying to ensure that the limitations applicable for that aeroplane are adhered to. Likewise when flying different models it should always be remembered that MAUW, flap limitations, engine limitations and speeds may vary between models and with modifications. Before flying different models, particularly if maximum performance is required, the AFM of the aircraft you are flying should be reviewed to verify differences.

TYPE	NAME	YEAR	MODEL	MAJOR DIFFERENCES
C205		1963	205 0001 - 0480	3300lbs maximum takeoff weight, IO470 engine;
C205A		1964	205 0481 - 0577	essentially a C210B with fixed gear and electric flap
C206	Super Skywagon	1964	206 0001 - 0275	Engine changed to IO520
U206	Super Skywagon (Utility Cargo Door)	1965	206-0276-0437	First cargo door version, 14V Alternator replaces Generator
P206	Super Skywagon (Passenger Door)	1965	P206 0001-0160	First C206 to come out with 6 seats as a standard (not optional) fitting
P206	Super Skylane	1965		
U206A	Super Skywagon (Utility Cargo Door)	1966	U206 0438-0656	Maximum takeoff weight increased to 3600lbs
U206B		1967	U206 0657-0914	
U206C		1968	U206 0915	
TU206A	Turbo-System Super Skywagon (Utility	1966	U206 0438-0656	
TU206B		1967	U206 0657-0914	

TYPE	NAME	YEAR	MODEL	MAJOR DIFFERENCES
TU206	Cargo Door)	1968	U206-0915	
P206A	Super Skylane	1966	P206 0161-0306	
TP206A	Turbo-System Super Skylane	1966	P206 0161-0306	
P206A	Super Skylane	1966	P206 0161-0306	
P206B		1967	P206 0307-0419	
P206C		1968	P206-0420	
TP206A	Turbo-System Super Skylane	1966	P206 0161-0306	
TP206B		1967	P206 0307-0419	
TP206C		1968	P206-0420	
TU206D U206D	Super Skywagon Turbo-System Super Skywagon	1969	U206-1235 U206-1444	
P206D TP206D	Super Skylane Turbo-System Super Skylane	1969	P206-0520 P206-0603	
U206E	Super Skywagon	1970	U20601445 U20601587	
TU206E	Turbo-System Super Skywagon	1970	U20601445 U20601587	
P206E	Super Skylane	1970	P20600604 P20600647	
TP206E	Turbo-System Super Skylane	1970	P20600604 P20600647	
U206E	Stationair Turbo Stationair	1971	U20601588 U20601700	
U206F	Stationair Turbo Stationair	1972	U20601701 U20601874	
		1973	U20601875 U20602199	12V battery changed to 24V
		1974	U20602200 U20602579	
U206G	Stationair Turbo Stationair Stationair II	1975- 76	U20602580 U20603020 U20603021	

TYPE	NAME	YEAR	MODEL	MAJOR DIFFERENCES
	Turbo Stationair II			
U206G	Stationair Turbo Stationair Stationair II Turbo Stationair II	1977	U20603522-4074	
U206G	Stationair 6 Turbo Stationair 6 Stationair 6 II Turbo Stationair 6 II	1978 1979 1980 1981 1982 1983 1984	U20604075-4649 U20604650-5309 U20605310-5919 U20605920-6439 U20606440-6699 U20606700-6788 U20606789-6846	In 1979 the bladder tanks were changed to integral wet wing tanks.
U206G	Stationair Turbo Stationair Stationair With Value Group A Turbo Stationair II With Value Group A	1985 1986	U20606847-6920 U20606921-7020	
207	Skywagon 207	1969- 1977	20700001-0414	New model C207 introduced, 3800lbs Gross weight, 300 or 310hp IO520 series engine Wing span 432-439", length 381" 7 or 8 place seating
T207	Turbo Skywagon 207	1969- 1977	20700415-0562	
207	Stationair 7 Turbo Stationair 7 Stationair 7 II Turbo Stationair 7 II	1978- 1979	20700563-0788	
C207	Stationair 8 Turbo Stationair 8 Stationair 8 II Turbo Stationair 8 II	1980- 1984		
206H	Stationair	1998	20608001 on	Lycoming IO/TIO-540 engine, annunciator systems, and optional extra avionics available.
T206H	Stationair TC	On	T20608001 on	

Modifications

Common modifications include the famous cargo pod, floats, most of the common STOL kits (eg. Robertson and Sportsman), additional fuel tanks and various engine modifications including a turbine version. Details on common modifications available are outlined in the table on the following page.

At present there is no 'RG' (retractable gear) version of the C206, as offered with the 100 series Cessnas This is presumably because of the similarity and success of the retractable C210 on which the C206 was based.



Illustration 1b C206 with Cargo Pod



Illustration 1c C206 on Floats

Common Modification's Table

TYPE	NAME and MANUFACTURER	DIFFERENCES and FEATURES
Any	Cargo Pod	(Various) Extra cargo/luggage room, small speed penalty
Any	Skis / Floats	(Various)
Any	Soloy	Turbine Engine Installation, 418 SHP Allison C20S engine
Any	Engine Conversion, Bonaire	300hp maximum continuous, IO550 engine installation
Any	Engine Conversion, Atlantic Aero	Continental IO-550 engine installation
Any	Low Fuel Warning System, O & N Aircraft Modifications	Warns when fuel remaining is less than approximately 7USG
F, G, H	Engine Conversion, Thielert	300 or 310hp V8 diesel engine installation
Any	Fuel Cap Monarch Air	Umbrella style fuel caps which fix problems with leaks, predominantly occurring in older flush mounted caps, (available for most Cessna types)
Any	Wing Tip Tanks, Flint Aero	Two auxiliary tip tanks of 16.5USG in each, used with an electrical transfer pump to each main tank. Higher MTOW (3800lbs) is permitted if tanks are half full. Wing length is also increased by 26 inches.
Any	Horton STOL	Tip and wing surface modifications to permit lower stall speed, take-off and landing speeds and distances
Any	Robertson STOL	Increased lift, more speed, added stability, and lower stall speed, take-off and landing speeds and distances.

Note: The table above is included for interest and awareness, as there are many C206s operating with the modifications installed, some modifications may no longer be available for installation.