COMING SOON

Cessna 206H Stationair

Bochum, Germany



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#101	#84	Cessna	Aircraft

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DESCRIPTION

The Cessna 206H Stationair is one of the most capable high-wing piston aircraft in general aviation — a six-seat, fixed-gear utility airplane known for its spacious cabin, strong payload capability, and dependable real-world performance.

Built for pilots who need more than a weekend flyer, the Cessna 206H Stationair has earned a strong reputation as a private travel aircraft, aerial work platform, family hauler, and rugged utility aircraft. It is the kind of airplane that feels practical before takeoff and reassuring once airborne .

For aviation buyers searching for a six-seat single-engine aircraft , high-wing utility aircraft , fixed-gear piston airplane , Cessna Stationair for sale , or reliable general aviation aircraft for private and commercial use , the Cessna 206H Stationair is a highly relevant and trusted choice.

Quick Facts

Details

Aircraft type

Six-seat high-wing single-engine piston aircraft

Engine

Lycoming IO-540-AC1A5

Maximum range

Approx. 721 nm

Buyer appeal

Utility, payload, cabin access, proven Cessna practicality

Key Takeaway: The Cessna 206H Stationair is not about luxury for its own sake — it is about useful load, cabin space, honest performance, and everyday mission flexibility . For many owner-pilots, operators, and aviation businesses, that makes it one of the most practical piston singles in the market.

Powerplant, Systems & Technical Highlights

The Cessna 206H Stationair is powered by a Lycoming IO-540-AC1A5 engine, a six-cylinder piston powerplant typically listed at approximately 300 hp . This gives the aircraft the muscle expected from a true utility single: confident climb performance, flexible payload capability, and the kind of reliability profile that makes the 206H popular with private owners and commercial operators alike.

The Cessna 206H Stationair is also valued for its straightforward systems philosophy. With fixed landing gear , a high-wing layout, and a powerful normally aspirated piston engine, it offers serious capability without adding unnecessary retractable-gear complexity.

Technical highlights include:

- Powerplant: Lycoming IO-540-AC1A5
- Power output: Approx. 300 hp
- Aircraft category: High-wing, single-engine piston utility aircraft
- Landing gear: Fixed tricycle landing gear
- Passenger capacity: Up to 5 passengers
- Maximum range: Approx. 721 nm

- Normal range: Approx. 594 nm
- Maximum speed: Approx. 142 kt

What makes the Cessna 206H Stationair technically attractive? It combines six-seat practicality , strong useful load , fixed-gear simplicity , and high-wing utility in one proven aircraft platform.

Buyer Perspective

Strengths

Considerations

Utility flying

Excellent cabin volume and payload flexibility

Load planning remains important with full fuel and passengers

Private ownership

Proven Cessna platform with broad familiarity

Operating costs are higher than smaller four-seat singles

Short/regional missions

Strong climb and practical field performance

Not a dedicated STOL aircraft without relevant modifications

Commercial use

Useful for aerial work, transport, observation, and access missions

Mission-specific equipment should be reviewed carefully

Systems simplicity

Fixed gear reduces complexity

Not as fast as retractable-gear touring aircraft

For pilots asking, “Is the Cessna 206H Stationair a good utility aircraft?” the answer is yes. It is widely respected because it offers a rare blend of cabin space, payload, ruggedness, and simple operation in a single-engine piston aircraft.

Exterior & Cockpit

The Cessna 206H Stationair has the classic high-wing Cessna look, but with a more substantial and purposeful stance than smaller piston singles. Its proportions communicate exactly what the aircraft is built for: carrying people, gear, and missions with quiet confidence .

One of the strongest exterior advantages of the Cessna 206H Stationair is access. The aircraft’s cabin layout and rear double clamshell doors make it especially practical for loading passengers, baggage, equipment, photography gear, or mission-specific items.

Exterior highlights include:

- High-wing configuration for visibility, shade, and ground clearance
- Fixed tricycle landing gear for straightforward handling and lower complexity
- Large cabin access doors for practical loading
- Rear double clamshell doors supporting passenger and cargo flexibility

- 36 ft wingspan with proven Cessna high-wing geometry
- Robust utility-aircraft presence on the ramp
- Useful platform for private, business, aerial work, and adventure missions

Inside, the Cessna 206H Stationair is built around usefulness. The cabin offers generous volume for a single-engine piston aircraft, with seating for up to six occupants and a layout that supports both passenger comfort and mission flexibility.

Cockpit and cabin highlights include:

- Six-seat cabin layout
- Spacious interior volume of approx. 102 cu ft
- Internal baggage volume of approx. 11 cu ft
- Practical cabin access for passengers and equipment
- High-wing visibility for pilot and passengers
- Traditional Cessna cockpit ergonomics
- Straightforward piston aircraft systems
- Strong suitability for cross-country, regional, and utility operations

The cockpit of the Cessna 206H Stationair feels purposeful rather than decorative. It is a working pilot's environment — direct, familiar, and focused on the mission rather than unnecessary complexity.

The Perfect Airplane For

The Cessna 206H Stationair is perfect for buyers who need a capable piston single with real cabin space, strong payload flexibility, and practical operating characteristics. It is especially attractive to private pilots, aviation businesses, flying clubs, aerial work operators, and owners who want more utility than a typical four-seat aircraft can offer.

Who is the Cessna 206H Stationair best suited for? It is best suited for a buyer who wants six-seat capability , fixed-gear dependability , high-wing visibility , and mission flexibility in one proven general aviation aircraft.

The Cessna 206H Stationair is ideal for:

- Private owner-pilots needing more cabin and payload capacity
- Families and groups wanting a practical six-seat piston aircraft
- Commercial operators using aircraft for regional transport or utility work
- Aerial photography and survey operators needing visibility and cabin access
- Flying clubs seeking a capable step-up aircraft
- Adventure-focused pilots carrying passengers, luggage, and equipment
- Business users needing reliable short-to-medium-range transportation
- Aviation buyers prioritizing usefulness over speed or prestige alone

The Cessna 206H Stationair is not the fastest piston single in its class, and that is not its purpose. Its strength is useful aviation : carrying more, accessing more places, and handling more mission types with a platform pilots already trust.

Buyer Type

Fit Level

Why It Works

Private owner-pilot

Excellent

Strong mix of space, capability, and familiar handling

Family aircraft buyer

Excellent

Up to six seats and practical baggage flexibility

Commercial utility operator

Excellent

Proven high-wing workhorse with useful cabin access

First-time aircraft buyer

Moderate

Capable aircraft, but proper transition and load planning are important

Speed-focused buyer

Moderate to low

Built for utility, not maximum cruise speed

Flying club

Strong

Useful step-up aircraft with broad mission appeal

Collector of rare vintage aircraft

Low to moderate

More practical modern utility aircraft than collectible warbird

Potential buyer profile:

- You want a six-seat single-engine piston aircraft
- You value payload and cabin space
- You prefer fixed-gear simplicity
- You need a high-wing utility aircraft for visibility and access
- You care about engine history, airframe condition, avionics status, and maintenance records
- You want an aircraft suitable for private, business, and light commercial missions
- You prioritize capability, practicality, and trust over pure speed

In short, the Cessna 206H Stationair is the perfect airplane for a buyer who wants a serious general aviation workhorse. It is spacious, capable, honest, and mission-ready — exactly the kind of aircraft that earns its place in a hangar by being useful again and again

SPECIFICATIONS

General Information

Model	206H Stationair

Engine & Power Systems

Engine	1 × Lycoming IO-540-AC1A
Engine Type	air-cooled flat-six engine
Horsepower	300 hp (220 kW)
Propeller Type	3-bladed McCauley metal constant-speed propeller

Airframe & Exterior

Length	28 ft 3 in (8.61 m)
Wingspan	36 ft 0 in (10.97 m)
Height	9 ft 3+½ in (2.832 m)
Max takeoff weight	3,600 lb (1,633 kg)

Performance & Specifications

Cruise Speed	163 mph (262 km/h, 142 kn)
Range	840 mi (1,350 km, 730 nmi)
Passengers	5

PHOTOGRAPHS

7 of 8 photographs reproduced here. The complete gallery is on the listing page.

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