

I- Model 207/T207 (cont'd)**Model T207**

Engine	Continental TSIO-520-G
*Fuel	100/130 minimum grade aviation gasoline
*Engine Limits	Takeoff (5 min.) at 2700 r.p.m. (300 hp.) For all other operations, 2600 r.p.m. (285 hp.)
Propeller and Propeller Limits	Landplane <ol style="list-style-type: none"> 1. (a) McCauley D2A34C78/90AT-8.5 (C161004-0108) Diameter: not over 81.5 in., not under 80.5 in. Pitch settings at 36 in. sta.: low 11.8°, high 32.0° (b) Cessna spinner dome 1250909-3 (c) Woodward hydraulic governor G210452 (d) McCauley hydraulic governor C290D2/T2 or C290D4/T2 2. (a) McCauley D3A32C90/82NC-2 (C161006-0204) Diameter: not over 80 in., not under 79 in. Pitch settings at 30 in. sta.: low 14°, high 33° (b) Cessna spinner dome 1250909-8 (c) Woodward hydraulic governor G210452 (d) McCauley hydraulic governor C290D2/T2 or C290D4/T2 3. McCauley constant speed propeller installation (with incorporation of Cessna Service Kit SK207-22) <ol style="list-style-type: none"> (a) McCauley D2A37C231 hub with 90REB-8.5 blades Diameter: not over 81.5 in., not under 80.5 in. Pitch settings at 30 in. sta.: low 14.3°, high 34.5° (b) Cessna spinner dome 1250909-8 (c) Woodward hydraulic governor G210452 (d) McCauley hydraulic governor C290D2/T2 or C290D4/T2

Models 207 & T207

*Airspeed Limits (CAS)	S/N 20700001 through 20700314	
	Never exceed	210 m.p.h. (182 knots)
	Maximum structural cruising	170 m.p.h. (148 knots)
	Maneuvering (3800 lb. landplane)	148 m.p.h. (129 knots)
	Flaps extended 0° - 10°	160 m.p.h. (139 knots)
	10° - 30°	110 m.p.h. (96 knots)
(IAS) (See NOTE 5 on Use of IAS)	S/N 20700315 and up	
	Never exceed	186 knots
	Maximum structural cruising	151 knots
	Maneuvering (3800 lb. landplane)	132 knots
	Flaps extended 0° - 10°	140 knots
	10° - 30°	100 knots
*C.G. Range	Landplane (+43.0) to (+50.5) at 3800 lb. (+31.0) to (+50.5) at 2600 lb. or less Straight line variation between points given	
Empty Wt. C.G. Range	None	
*Maximum Weight	Landplane 3800 lb.	

I - Model 207/T207 (cont'd)**Models 207 & T207** (cont'd)

No. of Seats	(S/N 20700001 through 20700148) 7 (2 at +35 to +47, 2 at +68 to +78, 2 at +99 to +109, 1 at +130)		
	(S/N 20700149 and on) 7 (2 at +34 to +48, 2 at +69 to +79, 2 at +100 to +110, 1 at +124 to +130)		
Maximum Baggage	Reference weight and balance data		
Fuel Capacity	(S/N 20700001 through 20700225) 65 gal. (58 gal. usable), two 32.5 gal. tanks in wings at +48		
	(S/N 20700226 and on) 61 gal. (54 gal. usable), two 30.5 gal. tanks in wings at +48 See NOTE 1 for data on unusable fuel		
Oil Capacity	12 qt. at -37.4 (6 qt. usable) See NOTE 1 for data on undrainable oil		
Control Surface Movements	Wing flaps		30° +1° -2°
	Ailerons	Up 21° ±2°	Down 14° 30' ±2°
	Elevator	Up 21° ±1°	Down 19° ±1°
	Elevator tab	Up 25° +1° -0°	Down 5° +1° -0°
	Rudder (measured perpendicular to hinge line)	Right 27° 13' ±1°	Left 27° 13' ±1°
	(measured parallel to 0.0.W.L.)	Right 24° ±1°	Left 24° ±1°
Serial Nos. Eligible	20700001 through 20700148	1969 Model	
	20700149 through 20700190	1970 Model	
	20700191 through 20700205	1971 Model	
	20700206 through 20700215	1972 Model	
	20700216 through 20700227	1973 Model	
	20700228 through 20700267	1974 Model	
	20700268 through 20700314	1975 Model	
	20700315 through 20700362	1976 Model	

II - Model 207A/T207A, Skywagon/Turbo Skywagon; Stationair/Turbo Stationair, 7 PCLM (Normal Category), Approved July 12, 1976; 8 PCLM (Normal Category), Approved September 11, 1979**Model 207A**

Engine	Continental IO-520-F
*Fuel	100/130 minimum grade aviation gasoline (S/N 20700363 through 20700414) 100LL/100 minimum grade aviation gasoline (S/N 20700415 and up)
*Engine Limits	Takeoff (5 min.) at 2850 r.p.m., 300 hp. For all other operations, 2700 r.p.m., 285 hp.

II - Model 207A/T207A (cont'd)**Model 207A** (cont'd)

Propeller and

Propeller Limits

1. (a) McCauley D3A32C90/82NC-2 (S/N 20700363 through 20700482)
Diameter: not over 80 in., not under 78 in.
Pitch settings at 30 in. sta.:
low 11.5°, high 28.1°
- (b) Cessna spinner 1250909
- (c) Woodward hydraulic governor 210462 or McCauley hydraulic governor C290D4/T4
2. (a) McCauley D3A34C404/80VA-0 (S/N 20700483 and up)
Diameter: not over 80 in., not under 78.5 in.
Pitch settings at 30 in. sta.:
low 11.0°, high 27.0°
- (b) Cessna spinner 1250030
- (c) McCauley hydraulic governor C290D4/T4

Model T207A

Engine

Continental TSIO-520-M

*Fuel

100/130 minimum grade aviation gasoline (S/N 20700363 through 20700414)
100LL/100 minimum aviation grade gasoline (S/N 20700415 and up)

*Engine Limits

Takeoff (5 min.) at 2700 r.p.m., 36.5 in. Hg. mp., 310 hp.
For all other operations, 2600 r.p.m., 35 in. Hg. mp., 285 hp.

Propeller and

Propeller Limits

1. (a) McCauley D3A34C401/90DFA-10
Diameter: not over 80 in., not under 78.5 in.
Pitch settings at 30 in. sta.:
low 12.4°, high 28.5°
Avoid continuous operation between 1850 and 2150 r.p.m. above 24 in. mp.
- (b) Cessna spinner 1250909
- (c) McCauley hydraulic governor C290D4/T2

Models 207A & T207A

*Airspeed Limits (IAS)

(See NOTE 5 on use of IAS)

S/N 20700363 through 20700482

Never exceed	(207A)	186 knots
	(T207A)	182 knots
Maximum structural cruising	(207A)	151 knots
	(T207A)	148 knots
Maneuvering		130 knots
Flaps extended	0° - 10°	140 knots
	10° - 30°	100 knots

S/N 20700483 and up

Never exceed		182 knots
Maximum structural cruising		148 knots
Maneuvering		130 knots
Flaps extended	0° - 10°	140 knots
	10° - 30°	105 knots

*C.G. Range

(+43.0) to (+50.5) at 3800 lb.
(+31.0) to (+50.5) at 2600 lb. or less
Straight line variation between points given

Empty Wt. C.G. Range

None

*Maximum Weight

3800 lb.

II - Model 207A/T207A (cont'd)**Models 207A & T207A** (cont'd)

No. of Seats	7 (2 at +34 to +48, 2 at +69 to +79, 2 at +100 to +110, 1 at +124 to +130) S/N 20700363 through 20700562 8 (2 at +34 to +48, 2 at +69 to +79, 2 at +100 to +110, 2 at +124 to +130) S/N 20700563 and up		
Maximum Baggage	Reference weight and balance data		
Fuel Capacity	Std.: 61 gal. (54 gal. usable), two 30.5 gal. tanks in wings at +48 Opt.: 80 gal. (73 gal. usable), two 40 gal. tanks in wings at +48 See NOTE 1 for data on unusable fuel		
Oil Capacity	12 qt. at -37.4 (6 qt. usable) See NOTE 1 for data on undrainable oil		
Control Surface Movements	Wing flaps		30° +1° -2°
	Ailerons	Up 21° ±2°	Down 14° 30' ±2°
	Elevator	Up 21° ±1°	Down 19° ±1°
	Elevator tab	Up 25° +1° -0°	Down 5° +1° -0°
	Rudder (measured perpendicular to hinge line)	Right 27° 13' ±1°	Left 27° 13' ±1°
	(measured parallel to 0.0.W.L.)	Right 24° ±1°	Left 24° ±1°
Serial Nos. Eligible	20700363 through 20700414	1977 Model	
	20700415 through 20700482	1978 Model	
	20700483 through 20700562	1979 Model	
	20700563 through 20700654	1980 Model	
	20700655 through 20700729	1981 Model	
	20700730 through 20700762	1982 Model	
	20700763 through 20700767	1983 Model	
	20700768 through 20700788	1984 Model	

Data Pertinent to All Models

Datum	Fuselage sta. 0.0 (front face of lower baggage bulkhead)
Leveling Means	Screws and nutplates located on the left hand side of the fuselage at 0.0.W.L. and sta. +25.57 and -1.00
Certification Basis	Part 23 of the Federal Aviation Regulations effective February 1, 1965, as amended by 23-1 through 23-6. In addition, effective S/N 20700483 and up, FAR 23.1559 effective March 1, 1978. FAR 36 dated December 1, 1969, plus Amendments 36-1 through 36-6 for S/N 20700363 and up. Application for Type Certificate dated May 15, 1968. Type Certificate No. A16CE issued December 31, 1968, obtained by the manufacturer under delegation option procedures. <u>Equivalent Safety Items</u> S/N 20700315 and on Airspeed Indicator FAR 23.1545 (See NOTE 5 on use of IAS) Airspeed Limitations FAR 23.1583(a)(1)
Production Basis	Production Certificate No. 4. Delegation Option Manufacturer No. CE-1 authorized to issue airworthiness certificates under delegation option provisions of Part 21 of the Federal Aviation Regulations.

Data Pertinent to All Models (cont'd)

Equipment: The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification. This equipment must include a current Airplane Flight Manual effective S/N 20700480 and on. In addition, the following item of equipment is required:

1. Stall Warning Indicator, Cessna Dwg. S1672-5

NOTE 1. Current weight and balance report including list of equipment included in the certificated empty weight and loading instructions when necessary, must be provided for each aircraft at the time of original certification. The certificated empty weight and corresponding center of gravity location must include unusable fuel of 42 lb. at +48 on the 207 and T207 Series, and undrainable oil of 0.0 at (-37.4) through S/N 20700314 and full oil of 22.5 lb. at (-37.4) for S/N 20700315 and on.

NOTE 2. The following placards must be displayed as indicated:

A. Applicable to Models 207 and T207 Landplane

- (1) In full view of the pilot:

- (a) S/N 20700001 through 20700314

"This airplane must be operated as a normal category airplane in compliance with the operating limitations as stated in the form of placards, markings and manuals. No acrobatic maneuvers including spins approved.

Maximums

Maneuvering speed	148 m.p.h. (CAS)
Gross weight	3800 lb.
Flight maneuvering load factors:	
Flaps up	+3.8; -1.52
Flaps down	+2.40
Altitude loss in stall recovery 350 ft.	
Flap extension speed	110 m.p.h. (CAS) 0° - 30°
	160 m.p.h. (CAS) 0° - 10°

Airplane is controllable in 20 knot cross-winds.

Known icing conditions to be avoided.

This airplane is certified for the following flight operations as of date of original airworthiness certification:

VFR - IFR - DAY - NIGHT" (as applicable)

- (b) S/N 20700315 and up

"This airplane must be operated as a normal category airplane in compliance with the operating limitations as stated in the form of placards, markings, and manuals.

Maximums

Maneuvering speed (IAS)	132 knots
Gross weight	3800 lb.
Flight load factor	Flaps Up +3.8 -1.52
	Flaps Down +2.4

No acrobatic maneuvers, including spins, approved. Altitude loss in a stall recovery -350 ft.

Flight into known icing conditions prohibited. This airplane is certified for the following flight operations as of date of original airworthiness certificate:

DAY - NIGHT - VFR - IFR" (As applicable)

- (2) On control lock:

"Control lock - remove before starting engine."

Data Pertinent to All Models (cont'd)

NOTE 2. (cont'd)

- (3) On fuel selector plate: (S/N 20700001 through 20700221)
 (Standard range tanks) "Off - Left tank 29.0 gal. Right tank 29.0 gal.
 Use full rich mixture to switch tanks. Take off and land on fuller tank."
 (Optional long range tanks)
 "Off - Left tank 38.5 gal. Right tank 38.5 gal.
 Use full rich mixture to switch tanks. Take off and land on fuller tank."
- (S/N 20700222 through 20700225)
 (Standard range tanks) "Off - Left tank 29.0 gal. Right tank 29.0 gal.
 Take off and land on fuller tank."
 (Optional long range tanks)
 "Off - Left tank 38.5 gal. Right tank 38.5 gal.
 Take off and land on fuller tank."
- (S/N 20700226 and up)
 (Standard range tanks) "Off - Left tank 27.0 gal. Right tank 27.0 gal.
 Take off and land on fuller tank."
 (Optional long range tanks)
 "Off - Left tank 36.5 gal. Right tank 36.5 gal.
 Take off and land on fuller tank."
- (4) On fuel tank filler cap: (S/N 20700001 through 20700203)
 (Standard range tanks) "Tank capacity 32.5 U.S. Gal., 100/130."
 (Optional long range tanks)
 "Tank capacity 42 U.S. Gal., 100/130."
 Forward of fuel tank filler cap: (S/N 20700204 through 20700225)
 (Standard range tanks) "Service this airplane with 100/130 min. aviation grade gasoline -
 capacity 32.5 gal."
 (Optional long range tanks)
 "Service this airplane with 100/130 min. aviation grade gasoline -
 capacity 42.0 gal."
- Forward of fuel tank filler cap: (S/N 20700226 and on)
 (Standard range tanks) "Service this airplane with 100/130 min. aviation grade gasoline -
 capacity 30.5 gal."
 (Optional long range tanks)
 "Service this airplane with 100/130 min. aviation grade gasoline -
 capacity 40.0 gal."
- (5) Above selector valve: (S/N 20700001 through 20700227)
 "When switching from dry tank turn pump on 'HI' momentarily."
 (S/N 20700228 and up)
 "When switching from dry tank turn auxiliary fuel pump 'on' momentarily."
- (6) On cargo door: "Baggage net 180 lb. max. capacity. Refer to weight and balance data for
 baggage/cargo loading."

Data Pertinent to All Models (cont'd)

NOTE 2. (cont'd)

- (7) On the following model(s) near manifold pressure gauge:

207

"Fuel flow at full throttle

	2850 rpm	2700 rpm
Sea level	24 gph	23 gph
4,000 ft.	22 gph	21 gph
8,000 ft.	20 gph	19 gph

T207Maximum Power Settings and Fuel Flow

Takeoff (5 min. only)	2700 rpm
35 In. Mp.	30 gph
Max. continuous power	2600 rpm

<u>Alt.</u>	<u>Ft.</u>	<u>Man. Press</u>	<u>Fuel Flow</u>
		<u>In. Hg.</u>	<u>G.P.H.</u>
S.L. to 17,000		35	28
18,000		34	27
20,000		32	25
22,000		30	23
24,000		28	21
26,000		26	19
28,000		24	18
30,000		22	17
75% Power Climb:			2500 rpm
		28 In. MP., 20 GPH."	

- (8) On instrument panel above fuel pump switch (S/N 20700001 through 20700148)
"Use 'HI' for emergency only."
- (9) On the baggage door:
"Max. baggage 120 lb. Refer to weight and balance data for baggage/cargo loading."
- (10) Below oil temperature gauge: (S/N 20700216 and up)
"High voltage."
- (11) On the flap control indicator for the following models:
- (a) S/N 20700001 through 20700314
 (i) Up to 10° (Partial flap range with blue color code and 160 m.p.h. callout; also mechanical detent at 10°).
 (ii) 10° to Full (Indices at these positions with white color code and 110 m.p.h. callout; also mechanical detent at 20°)."
- (b) S/N 20700315 through 20700362
 (i) Up to 10° (Partial flap range with blue color code and 140 knot callout; also mechanical detent at 10°).
 (ii) 10° to Full (Indices at these positions with white color code and 100 knot callout; also mechanical detent at 20°)."
- (12) In full view of the pilot:
 "MAJOR FUEL FLOW FLUCTUATIONS/POWER SURGES
 1. AUX FUEL PUMP ON ADJUST MIXTURE
 2. SELECT OPPOSITE TANK
 3. WHEN FUEL FLOW STEADY, RESUME NORMAL OPERATIONS
 SEE PROCEDURE CARD DL189-13 FOR EXPANDED INSTRUCTIONS."

Data Pertinent to All Models (cont'd)

NOTE 2. (cont'd)

B. Applicable to Models 207A and T207A

(1) In full view of the pilot:

(a) S/N 20700363 through 20700482

"This airplane must be operated as a normal category airplane in compliance with the operating limitations as stated in the form of placards, markings, and manuals.

Maximums

Maneuvering speed (IAS)		130 knots
Gross weight		3800 lb.
Flight load factor	Flaps Up	+3.8 -1.52
	Flaps Down	+2.4

No acrobatic maneuvers, including spins, approved. Altitude loss in a stall recovery -350 ft. Flight into known icing conditions prohibited. This airplane is certified for the following flight operations as of date of original airworthiness certificate:

DAY - NIGHT - VFR - IFR" (As applicable)

(b) S/N 20700483 through 20700729

"The markings and placards installed in this airplane contain operating limitations which must be complied with when operating this airplane in the Normal Category. Other operating limitations which must be complied with when operating this airplane in this category are contained in the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.

No acrobatic maneuvers, including spins, approved. Flight into known icing conditions prohibited. This airplane is certified for the following flight operations as of date of original airworthiness certificate:

DAY - NIGHT - VFR - IFR" (As applicable)

(2) On control lock through 20700729:

"Control lock - remove before starting engine."

(3) On fuel selector plate through 20700729:

(Standard range tanks) "Off - Left on 27.0 gal. Right on 27.0 gal.
Take off and land on fuller tank."

(Optional long range tanks)

"Off - Left on 36.5 gal. Right on 36.5 gal.
Take off and land on fuller tank."

(4) (a) Forward of fuel tank filler cap: (S/N 20700363 through 20700414)

(Standard range tanks) "Service this airplane with 100/130 min. aviation grade gasoline - capacity 30.5 gal."

(Optional long range tanks)

"Service this airplane with 100/130 min. aviation grade gasoline - capacity 40.0 gal."

(b) Forward of fuel tank filler cap: (S/N 20700415 through 20700729)

(Standard range tanks) "Service this airplane with 100LL/100 min. aviation grade gasoline - capacity 30.5 gal."

(Optional long range tanks)

"Service this airplane with 100LL/100 min. aviation grade gasoline - capacity 40.0 gal."

(5) Above selector valve through 20700729:

"When switching from dry tank turn auxiliary fuel pump 'on' momentarily."

(6) On cargo door through 20700729: "Baggage net 180 lb. max. capacity. Refer to

weight and balance data for baggage/cargo loading."

Data Pertinent to All Models (cont'd)

NOTE 2. (cont'd)

(7) Near the manifold pressure gauge:

(a) Model 207A:

S/N 20700363 through 20700482

"Maximum power setting and fuel flow

Takeoff (5 min. only): 2850 r.p.m., maximum continuous pwr.: 2700 r.p.m.,

Fuel flow at full throttle

	<u>2700 r.p.m.</u>	<u>2850 r.p.m.</u>
S.L.	23 g.p.h.	24 g.p.h.
4000 ft.	21 g.p.h.	22 g.p.h.
8000 ft.	19 g.p.h.	20 g.p.h.
12000 ft.	17 g.p.h.	18 g.p.h."

S/N 20700483 through 20700729

"Min. fuel flows at full throttle

<u>R.P.M.</u>	<u>S.L.</u>	<u>4000</u>	<u>8000</u>	<u>12000</u>
2700	23 g.p.h.	21 g.p.h.	19 g.p.h.	17 g.p.h.
2850	24 g.p.h.	22 g.p.h.	20 g.p.h.	18 g.p.h."

(b) Model T207A

(1) S/N 20700363 through 20700482

"Maximum power setting and fuel flow

Takeoff (5 min. only): 2700 r.p.m., 36.5 in. mp., 31 g.p.h.

Maximum continuous power: 2600 r.p.m., 35.0 in. mp., 27 g.p.h.

<u>Alt.</u>	<u>Ft.</u>	<u>Man. Press</u>	<u>Fuel Flow</u>
		<u>In. Hg.</u>	<u>G.P.H.</u>
S.L. to 17,000		35	27
18,000		34	26
20,000		32	24
22,000		30	22
24,000		28	20
26,000		26	18
28,000		24	17
30,000		22	16

normal climb 2500 r.p.m. 30.0 in. mp., 22 g.p.h."

S/N 20700483 through 20700729

"MINIMUM FUEL FLOWS

TAKEOFF	Maximum Continuous Power: 2600 RPM									
2700 RPM	<u>ALT - FT/1000</u>	<u>SL-17</u>	18	20	22	24	26	28	30	
36.5 In. Hp.	<u>MP. In. Hg.</u>		35	34	32	30	28	26	24	22
31 GPH	<u>Fuel flow - GPH</u>		27	26	24	22	20	18	17	16"

(2) S/N 20700363 through 20700729

"Avoid continuous operation between 1850 and 2150 r.p.m. above 24 in. mp."

(8) On the baggage door through 20700729:

"Max. baggage 120 lb. Refer to weight and balance data for baggage/cargo loading."

(9) Adjacent to the voltage light:

S/N 20700363 through 20700482

"High Voltage"

S/N 20700483 through 20700729

"Low Voltage"

Data Pertinent to All Models (cont'd)

NOTE 2. (cont'd)

- (10) (a) S/N 20700363 through 20700482
On the flap control indicator
"Up to 10° (Partial flap range with blue color code and 140 knot callout; also mechanical detent at 10°).
10° to Full (Indices at these positions with white color code and 100 knot callout; also mechanical detent at 20°)."
- (b) S/N 20700483 through 20700729
On the flap control indicator
"Up to 10° (Partial flap range with blue color code and 140 knot callout; also mechanical detent at 10°).
10° to Full (Indices at these positions with white color code and 105 knot callout; also mechanical detent at 20°)."
- (11) Near airspeed indicator:
S/N 20700483 through 20700729
"Maneuver Speed
130 KIAS"
- (12) In full view of the pilot:
- (a) Model 207A and T207A, S/N 20700363 through 20700482
"MAJOR FUEL FLOW FLUCTUATIONS/POWER SURGES
1. AUX FUEL PUMP ON ADJUST MIXTURE
2. SELECT OPPOSITE TANK
3. WHEN FUEL FLOW STEADY, RESUME NORMAL OPERATIONS
SEE PROCEDURE CARD D1189-13 FOR EXPANDED INSTRUCTIONS."
- (b) Model 207A, S/N 20700483 through 20700562
"MAJOR FUEL FLOW FLUCTUATIONS/POWER SURGES
1. AUX FUEL PUMP ON ADJUST MIXTURE
2. SELECT OPPOSITE TANK
3. WHEN FUEL FLOW STEADY, RESUME NORMAL OPERATIONS
SEE P.O.H. FOR EXPANDED INSTRUCTIONS."
- (c) Model T207A, S/N 20700483 through 20700729
"MAJOR FUEL FLOW FLUCTUATIONS/POWER SURGES
1. AUX FUEL PUMP ON ADJUST MIXTURE
2. SELECT OPPOSITE TANK
3. WHEN FUEL FLOW STEADY, RESUME NORMAL OPERATIONS
SEE P.O.H. FOR EXPANDED INSTRUCTIONS."
- (13) Effective 20700730 and up:
All placards required in the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual must be installed in the appropriate locations."

In addition to the above placards, the prescribed operating limitations indicated by an asterisk (*) under Sections I and II of this data sheet must also be displayed by permanent markings.

NOTE 3. Reserved.

NOTE 4. The cylinder head thermistors must be installed as follows:

<u>MODEL</u>	<u>CYLINDER HEAD NUMBER</u>
207	3
T207	1
207A (1977 & 1978 Models)	3
207A (1979 Model and on)	6
T207A	6

Data Pertinent to All Models (cont'd)

NOTE 5. The marking of the airspeed indicator with IAS provides an equivalent level of safety to FAR 23.1545 when the approved airspeed calibration data presented in Section V of the Pilot's Operating Handbooks listed below is available to the pilot:

207	Cessna P/N D1068-13
T207	Cessna P/N D1067-13
207A (1977)	Cessna P/N D1092-13
T207A (1977)	Cessna P/N D1093-13
207A (1978)	Cessna P/N D1120-13
T207A (1978)	Cessna P/N D1121-13
207A (1979)	Cessna P/N D1149-13PH
T207A (1979)	Cessna P/N D1150-13PH
207A (1980)	Cessna P/N D1184-13PH
T207A (1980)	Cessna P/N D1185-13PH
207A (1981)	Cessna P/N D1205-13PH
T207A (1981)	Cessna P/N D1206-13PH
207A (1982)	Cessna P/N D1224-13PH
T207A (1982)	Cessna P/N D1225-13PH
207A (1983)	Cessna P/N D1242-13PH
T207A (1983)	Cessna P/N D1243-13PH
207A (1984)	Cessna P/N D1263-13PH
T207A (1984)	Cessna P/N D1264-13PH

NOTE 6. 14-volt electrical system
(207 series through S/N 20700414)

28-volt electrical system
(207 series S/N 20700415 and up)

“WARNING: Use of alcohol-based fuels can cause serious performance degradation and fuel system component damage, and is therefore prohibited on Cessna airplanes.”

.....END.....