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question.

## **Cessna P210N POH - Mark's Etcetera**

Cessna got cracking on improving the 210, first by adding more windows and then, in 1962, widening the cabin by four inches. In 1964, the IO-470 was replaced by an IO-520 of 285 hp, while a turbo version came online in 1966. For 1967 the dowdy struts gave way to a new

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cantilever wing with 3 degrees of dihedral.

## **Cessna 210 - AOPA**

Cessna Aircraft  
Information Manual -  
210 Centurion  
Overview: Cessna  
Aircraft Information  
Manuals include the  
same data and  
limitations contained in  
the original aircraft  
Pilot's Operating  
Handbook, however  
they are not specific to  
your serial numbered

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aircraft. These aircraft manuals are NOT FAA-approved replacements for your aircraft's POH.

## **Cessna Aircraft Information Manual - 210 Centurion ...**

Cessna 210

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**1961 CESSNA 210A**

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## **Two Ten - Specifications, Performance ...**

The first-ever Cessna 210, flown about 50 years ago, was a 182 with retractable landing gear - a straight vertical tail and all. The first production 210 had a swept tail and a substantially different cowling from a 182's, but the cabin section was still the same as a 182's and, for that

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matter, as a 172's.

## **Cessna T210 Turbo - AOPA**

The early Cessna 210 (210 and 210A) had four seats with a Continental IO-470 engine of 260 hp (190 kW). It was essentially a Cessna 182B to which was added a retractable landing gear, swept tail, and a new wing. In 1961 the fuselage and wing were completely

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redesigned - the fuselage was made wider and deeper, and a third side window was added.

## **Cessna 210 - Wikipedia**

150 series 1969 thru 1976 (359 pages)  
Aircrafts Cessna 182Q  
1979 Pilot Operating Handbook. (331 pages)

## **CESSNA CENTURION 210M 1977 PILOT OPERATING**

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## **HANDBOOK Pdf ...**

The Cessna 210

Centurion is a six-seat, high-performance, retractable-gear, single-engine, high-wing general aviation aircraft which was first flown in January 1957 and produced by Cessna until 1985.

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## **Cessna 210 Specifications, Cabin Dimensions, Speed**

The Cessna 210L has a “steering lag” while taxiing; only steady, smooth pedal inputs will result in a controlled turn. Thus, it takes patience and anticipation to taxi a 210 correctly. Pedal inputs must be applied early and held for a relatively long time to cause a change in

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direction while rolling  
on the ground.

## **Cessna 210 Centurion - proaviator.com**

Cessna 210 POH &  
Owners Manuals.

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Cessna 210L S/N

21061040 thru

21061573 Pilot's

Operating Handbook

Supplement 1990

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210L. Cessna 210N VH-

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ZIO Aircraft Information  
Manual 2008 \$ 6.95.  
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The Cessna 210  
Centurion is a great  
aircraft. In its later  
variations, it is  
arguably the best  
single-engine travelling

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machine ever built. But as with any mechanical device, time and service have shown that there are areas of concern that owners/operators need to be aware of. Which is why CPA exists.

## **A Letter to Cessna 210 Owners - AVweb**

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SPECIFICATIONS Congr  
atulationsMODEL205  
GROSSWEIGHT 3300lbs  
SPEED.BESTPOWERMIX

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TUT^E:

TopSpeedatSeaLevel

173nipli Cruise,75%Po

werat6500ft 163mph R

ANGE,NORMALLEANMI

XTURE: Cruise.75%Pow

eratS600ft 730mi

63.5Gallons,NoReserve

4.5lirs 152niph Ci-Luse.

75^rPowerat6500ft

930mi

80Gallons,NoReserve

5.7hrs 162niph Optimu

mRan^eat10,000lt

1015mi 'l«, '

63.5Gallons,NoReserve

3,9hrs

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Cessna's project engineer on the P-210 program, Phillip Hedrick, had his work cut out for him in attempting to sandwich a larger capacity turbo under the bonnet of the 210. The bigger turbo was needed to provide enough bleed air to pump up the cabin while not restricting the airplane's climb or cruise performance.

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## **Cessna 210: High Wing Cruiser | Cessna Owner Organization**

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