



**I - Model 210** (cont'd)

*Airspeed Limits (CAS)	Never exceed	200 m.p.h. (174 knots)
	Maximum structural cruising	175 m.p.h. (152 knots)
	Maneuvering	130 m.p.h. (113 knots)
	Flaps extended	110 m.p.h. ( 96 knots)
	Landing gear operating speed	160 m.p.h. (139 knots)
	Landing gear extension speed	160 m.p.h. (139 knots)
C.G. Range (Landing Gear Extended)	(+38.4) to (+46.5) at 2900 lb. (+34.5) to (+46.5) at 2550 lb. or less Straight line variation between points given. Moment change due to retracting landing gear (+2456 in.-lb.)	
Empty Wt. C.G. Range	None	
*Maximum Weight	2900 lb.	
No. of Seats	2 (2 at +36, 2 at +70)	
Maximum Baggage	120 lb. (+95)	
Fuel Capacity	65 gal. (55 gal. usable); two 32.5 gal. tanks in wings at +48. See NOTE 1 for data on unusable fuel	
Oil Capacity	12 qt. (-19.4), 6 qt. usable See NOTE 1 for data on undrainable oil	
Control Surface Movements	Wing flaps	Up 0°                      Down 38° +2°, -1°
	Ailerons	Up 20° ±2°              Down 14° ±2°
	Elevator	Up 26°30' ±1°          Down 22° ±1°
	Elevator tab	Up 25° +1°, -0°        Down 15° +1°, -0°
	Rudder	Right 24° ±1°            Left 24° ±1°
	(measured parallel to 0.0 W.L.)	
Serial Nos. Eligible	Model 210: 618, 57001 through 57575 (1960 Model)	

**II - Model 210A, 4 PCLM (Normal Category), Approved June 14, 1960**

Engine	Continental IO-470-E	
*Fuel	100/130 minimum grade aviation gasoline	
*Engine Limits	For all operations, 2625 r.p.m. (260 b.hp.)	
Propeller and Propeller Limits	1. (a) Hartzell HC-A2XF-1/8433-2 Diameter: not over 82 in., not under 80 Pitch settings at 30 in. sta.: low 13.5°, high 28.0°	
	(b) Cessna spinner 0752006	
	or	2. (a) McCauley D2A36C33/90M-8 or D2A34C49/90A-8 or D2A34C58/90AT-8 Diameter: not over 82 in., not under 80 in. Pitch settings at 36 in. sta.: low 10.8°, high 25.8°
		(b) Cessna spinner 0752004
	3. Woodward hydraulic governor 210270, 210280, 210340, 210345	

**II - Model 210A** (cont'd)

*Airspeed Limits (CAS)	Never exceed	200 m.p.h. (174 knots)
	Maximum structural cruising	175 m.p.h. (152 knots)
	Maneuvering	130 m.p.h. (113 knots)
	Flaps extended	110 m.p.h. (96 knots)
	Landing gear operating speed	160 m.p.h. (139 knots)
	Landing gear extended speed	160 m.p.h. (139 knots)
C.G. Range (Landing Gear Extended)	(+38.4) to (+44.4) at 2900 lb. (+33.7) to (+44.4) at 2250 lb. or less Straight line variation between points given. Moment change due to retracting landing gear (+2456 in.-lb.)	
Empty Wt. C.G. Range	None	
*Maximum Weight	2900 lb.	
No. of Seats	4 (2 at +36, 2 at +70)	
Maximum Baggage	120 lb. (+103)	
Fuel Capacity	65 gal. (55 gal. usable); two 32.5 gal. tanks in wings at +48. See NOTE 1 for data on unusable fuel	
Oil Capacity	12 qt. (-19.4), 6 qt. usable See NOTE 1 for data on undrainable oil	
Control Surface Movements	Wing flaps	Up 0°      Down 38° +2°, -1°
	Ailerons	Up 20° ±2°      Down 14° ±2°
	Elevator	Up 26°30' ±1°      Down 22° ±1°
	Elevator tab	Up 10° +2°, -0°      Down 25° +2°, -0°
	Rudder	Right 24° ±1°      Left 24° ±1°
	(measured parallel to 0.0. W.L.)	
Serial Nos. Eligible	Model 210A: 616, 21057576 through 21057840 (1961 Model)	

**III - Model 210B, 4 PCLM (Normal Category), Approved June 27, 1961**  
**Model 210C, 4 PCLM (Normal Category), Approved June 14, 1962**

Engine	Continental IO-470-S	
*Fuel	100/130 minimum grade aviation gasoline	
*Engine Limits	For all operations, 2625 r.p.m. (260 b.hp.)	
Propeller and Propeller Limits	1. (a) Hartzell HC-A2XF-1/8433-2 Diameter: not over 82 in., not under 80 in. Pitch settings at 30 in. sta.: low 13.5°, high 28.0°	
	or	(b) Cessna spinner 0752006
	2. (a)	McCauley D2A36C33/90M-8 or D2A34C49/90A-8 or D2A34C58/90AT-8 Diameter: not over 82 in., not under 80 in. Pitch settings at 36 in. sta.: low 10.8°, high 25.8°
		(b) Cessna spinner 0752004
	3.	Woodward hydraulic governor 210270, 210280, 210340, 210345, 210451, 210452

**III - Model 210B, Model 210C** (cont'd)

*Airspeed Limits (CAS)	Never exceed	225 m.p.h. (196 knots)
	Maximum structural cruising	190 m.p.h. (165 knots)
	Maneuvering	132 m.p.h. (115 knots)
	Flaps extended	110 m.p.h. (96 knots)
	Landing gear operating speed	160 m.p.h. (139 knots)
	Landing gear extended speed	160 m.p.h. (139 knots)
C.G. Range (Landing Gear Extended)	(+39.2) to (+45.0) at 3000 lb. (+33.0) to (+45.0) at 2250 lb. or less Straight line variation between points given. Moment change due to retracting landing gear (+2456 in.-lb.)	
Empty Wt. C.G. Range	None	
*Maximum Weight	3000 lb.	
No. of Seats	4 (2 at +36, 2 at +70)	
Maximum Baggage	120 lb. (+103)	
Fuel Capacity	65 gal. (63.4 gal. usable); two 32.5 gal. tanks in wings at +48. See NOTE 1 for data on unusable fuel	
Oil Capacity	12 qt. (-19.4), 6 qt. usable. See NOTE 1 for data on undrainable oil	
Control Surface Movements	Wing flaps	Up 0°                      Down 40° +1°, -2°
	Ailerons	Up 20° ±2°                Down 14° ±2°
	Elevator	Up 26°30' ±1°            Down 18° ±1°
	Elevator tab	Up 20° +1°, -0°        Down 20° +1°, -0°
	Rudder	Right 24° ±1°            Left 24° ±1°
	(measured parallel to 0.0 W.L.)	
Serial Nos. Eligible	Model 210B: 21057841 through 21058085 (1962 Model) Model 210C: 21058086 through 21058139 and 21058141 through 21058220 (1963 Model)	

**IV - Model 210-5 (205), 6 PCLM (Normal Category), Approved June 14, 1962**  
**Model 210-5A (205A), 6 PCLM (Normal Category), Approved July 19, 1963**

Engine	Continental IO-470-S	
*Fuel	100/130 minimum grade aviation gasoline	
*Engine Limits	For all operations, 2625 r.p.m. (260 b.hp.)	
Propeller and Propeller Limits	1. (a) Hartzell HC-A2XF-1A13.5/8433-2 Diameter: not over 82 in., not under 80 in. Pitch settings at 30 in. sta.: low 13.5°, high 28.0° (b) Cessna spinner 0752614	
	or	2. (a) McCauley D2A36C33/90M-8 or D2A34C49/90A-8 or D2A34C58/90AT-8 Diameter: not over 82 in., not under 80 in. Pitch settings at 36 in. sta.: low 10.8°, high 25.8° (b) Cessna spinner 0752614
		3. Woodward hydraulic governor 210270, 210280, 210340, 210345, 210451, 210452

**IV - Model 210-5 (205), Model 210-5A (205A)** (cont'd)

*Airspeed Limits (CAS)	Never exceed	210 m.p.h.	(182 knots)
	Maximum structural cruising	170 m.p.h.	(148 knots)
	Maneuvering	138 m.p.h.	(120 knots)
	Flaps extended	110 m.p.h.	(96 knots)
C.G. Range (Landing Gear Extended)	(+40.5) to (+47.4) at 3300 lb. (+33.0) to (+47.4) at 2250 lb. or less Straight line variation between points given.		
Empty Wt. C.G. Range	None		
*Maximum Weight	3300 lb.		
No. of Seats	6 (2 at +36, 2 at +69, 2 at +100)		
Maximum Baggage	Reference weight and balance data		
Fuel Capacity	65 gal. (63.4 gal. usable); two 32.5 gal. tanks in wings at +48. See NOTE 1 for data on unusable fuel.		
Oil Capacity	12 qt. (-19.4), 6 qt. usable. See NOTE 1 for data on undrainable oil.		
Control Surface Movements	Wing flaps	Up 0°	Down 40° +1°, -2°
	Ailerons	Up 20° ±2°	Down 14° ±2°
	Elevator	Up 26°30' ±1°	Down 18° ±1°
	Elevator tab	Up 20° +1°, -0°	Down 20° +1°, -0°
	Rudder	Right 24° ±1°	Left 24° ±1°
	(measured parallel to 0.0. W.L.)		
Serial Nos. Eligible	Model 210-5 (205)	: 641, 205-0001 through 205-0480 (1963 Model)	
	Model 210-5A (205A)	: 205-0481 through 205-0577 (1964 Model)	

**V - Model 210D, 4 PCLM (Normal Category), Approved July 19, 1963**

Engine	Continental IO-520-A
*Fuel	100/130 minimum grade aviation gasoline
*Engine Limits	For all operations, 2700 r.p.m. (285 b.hp.)
Propeller and Propeller Limits	<ol style="list-style-type: none"> <li> <ol style="list-style-type: none"> <li>McCaughey D2A34C58/90AT-8 Diameter: not over 82 in., not under 80 in. Pitch settings at 36 in. sta.: low 10.3°, high 25.8°</li> <li>Cessna spinner 0752004</li> <li>Woodward hydraulic governor D210452</li> </ol> </li> <li>McCaughey constant speed propeller installation (with incorporation of Cessna Service Kit SK210-171) <ol style="list-style-type: none"> <li>McCaughey D2A37C230 hub with 90REB-8 blades Diameter: not over 82 in., not under 80 in. Pitch settings at 36 in. sta.: Low 12.8°, high 28.3°</li> <li>Cessna spinner 0752004-2</li> <li>Woodward hydraulic governor D210452</li> </ol> </li> </ol>

**V - Model 210D** (cont'd)

*Airspeed Limits (CAS)	Never exceed	225 mph.	(196 knots)
	Maximum structural cruising	190 mph.	(165 knots)
	Maneuvering	134 mph.	(116 knots)
	Flaps extended	110 mph.	( 96 knots)
	Landing gear operating speed	160 mph.	(139 knots)
	Landing gear extended speed	160 mph.	(139 knots)
C.G. Range (Landing Gear Extended)	(+39.2) to (+46.6) at 3100 lb. (+33.0) to (+46.6) at 2250 lb. or less Straight line variation between points given. Moment change due to retracting landing gear (+2456 in.-lb.)		
Empty Wt. C.G. Range	None		
*Maximum Weight	3100 lb.		
No. of Seats	4 (2 at +36, 2 at +70)		
Maximum Baggage	Reference weight and balance data		
Fuel Capacity	65 gal. (63.4 gal. usable); two 32.5 gal. tanks in wings at +48. See Note 1 for data on unusable fuel.		
Oil Capacity	12 qt. (-19.4), 6 qt. usable. See Note 1 for data on undrainable oil.		
Control Surface Movements	Wing flaps	Up 0°	Down 40° +1°, -2°
	Ailerons	Up 21° ±2°	Down 14°30' ±2°
	Elevator	Up 26°30' ±1°	Down 18° ±1°
	Elevator tab	Up 20° +1°, -0°	Down 10° +1°, -0°
	Rudder	Right 24° ±1°	Left 24° ±1°
	(measured parallel to 0.0. W.L.)		
Serial Nos. Eligible	Model 210D: 21058221 through 21058510 (1964 Model)		

**VI - Model 210E, 4 PCLM (Normal Category), Approved September 17, 1964**

Engine	Continental IO-520-A
*Fuel	100/130 minimum grade aviation gasoline
*Engine Limits	For all operations, 2700 rpm. (285 b.hp.)
Propeller and Propeller Limits	1. (a) McCauley E2A34C64/90AT-8 Diameter: not over 82 in., not under 80 in. Pitch settings at 36 in. sta.: low 10.3°, high 25.8° (b) Cessna spinner 1250411 (c) Woodward hydraulic governor D210452
	2. (a) McCauley E2A34C73/90AT-8 Diameter: not over 82 in., not under 80 in. Pitch settings at 36 in. sta.: low 10.3°, high 25.8° (b) Cessna spinner 1250415 (c) Woodward hydraulic governor D210452



**VII - Model T210F** (cont'd)Propeller and  
Propeller Limits (cont'd)

2. (a) McCauley D3A32C77/82NK-2  
Diameter: not over 80 in., not under 78 in.  
Pitch settings at 30 in. sta.:  
low 13.2°, high 32.5°
- (b) Cessna spinner 1250419-2
- (c) Woodward hydraulic governor G210452
3. (a) McCauley D3A32C88/82NC-2  
Diameter: not over 80 in., not under 78 in.  
Pitch settings at 30 in. sta.:  
low 14.0°, high 33.0°
- (b) Cessna spinner 1250419-2
- (c) Woodward hydraulic governor G210452
4. McCauley constant speed propeller installation (with  
incorporation of Cessna Service Kit SK210-171)
  - (a) McCauley E2A37C234 hub with 90REC-8 blades  
Diameter: not over 82 in., not under 80 in.  
Pitch settings at 30 in. sta.:  
Low 14.3°, high 34.5°
  - (b) Cessna spinner 1250415
  - (c) Woodward hydraulic governor G210452

## \*Airspeed Limits (CAS)

Never exceed	225 mph.	(196 knots)
Maximum structural cruising	190 mph.	(165 knots)
Maneuvering	131 mph.	(114 knots)
Flaps extended	110 mph	( 96 knots)
Landing gear operating speed	160 mph.	139 knots)
Landing gear extended speed	160 mph.	(139 knots)

C.G. Range (Landing  
Gear Extended)

(+39.0) to (+46.6) at 3300 lb.  
 (+33.0) to (+46.6) at 2480 lb. or less  
 Straight line variation between points given.  
 Moment change due to retracting landing gear (+2456 in.-lb.)

## Empty Wt. C.G. Range

None

## \*Maximum Weight

3300 lb.

## No. of Seats

4 (2 at +36, 2 at +70)

## Maximum Baggage

Reference weight and balance data

## Fuel Capacity

65 gal. (63 gal. usable); two 32.5 gal. tanks in wings at +48.  
 See Note 1 for data on unusable fuel.

## Oil Capacity

12 qt. (-19.4), 6 qt. usable.  
 See Note 1 for data on undrainable oil.

Control Surface  
Movements

Wing flaps	Up	0°	Down	40° +1°, -2°
Ailerons	Up	21° ±2°	Down	14°30' ±2°
Elevator	Up	26°30' ±1°	Down	18° ±1°
Elevator tab	Up	20° ±1°	Down	20° ±1°
Rudder	Right	24° ±1°	Left	24° ±1°
(measured parallel to 0.0. W.L.)				

## Serial Nos. eligible

Model T210F: T210-0001 through T210-0197 (1966 Model)



**VIII - Model 210F, 4 PCLM (Normal Category), Approved August 3, 1965**

Engine	Continental IO-520-A		
*Fuel	100/130 minimum grade aviation gasoline		
*Engine Limits	For all operations, 2700 rpm. (285 b.hp.)		
Propeller and Propeller Limits	<ol style="list-style-type: none"> <li>1. (a) McCauley E2A34C73/90AT-8 Diameter: not over 82 in., not under 80 in. Pitch settings at 36 in. sta.: low 10.3°, high 25.8°</li> <li>(b) Cessna spinner 1250415</li> <li>(c) Woodward hydraulic governor D210452</li> <li>2. (a) McCauley D3A32C77/82NK-2 Diameter: not over 80 in., not under 78 in. Pitch settings at 30 in. sta.: low 11.3°, high 27.6°</li> <li>(b) Cessna spinner 1250419-2</li> <li>(c) Woodward hydraulic governor D210452</li> <li>3. (a) McCauley D3A32C88/82NC-2 Diameter: not over 80 in., not under 78 in. Pitch settings at 30 in. sta.: low 13.8°, high 28.1°</li> <li>(b) Cessna spinner 1250419-2</li> <li>(c) Woodward hydraulic governor D210452</li> <li>4. McCauley constant speed propeller installation (with incorporation of Cessna Service Kit SK210-171) <ol style="list-style-type: none"> <li>(a) McCauley E2A37C233 hub with 90REB-8 blades Diameter: not over 82 in., not under 80 in. Pitch settings at 30 in. sta.: Low 12.8°, high 28.3°</li> <li>(b) Cessna spinner 1250415</li> <li>(c) Woodward hydraulic governor D210452</li> </ol> </li> </ol>		
*Airspeed Limits (CAS)	Never exceed	225 mph.	(196 knots)
	Maximum structural cruising	190 mph.	(165 knots)
	Maneuvering	131 mph	(114 knots)
	Flaps extended	110 mph	(96 knots)
	Landing gear operating speed	160 mph	(139 knots)
	Landing gear extended speed	160 mph.	(139 knots)
C.G. Range (Landing Gear Extended)	(+39.0) to (+46.6) at 3300 lb. (+33.0) to (+46.6) at 2400 lb. or less Straight line variation between points given. Moment change due to retracting landing gear (+2456 in.-lb.)		
Empty Wt. C.G. Range	None		
*Maximum Weight	3300 lb.		
No. of Seats	4 (2 at +36, 2 at +70)		
Maximum Baggage	Reference weight and balance data		
Fuel Capacity	65 gal. (63 gal. usable), two 32.5 gal. tanks in wings at +48. See Note 1 for data on unusable fuel.		
Oil Capacity	12 qt. (-19.4), 6 qt. usable See Note 1 for data on undrainable oil.		

**VIII – Model 210F** (cont'd)

Control Surface	Wing flaps	Up	0°	Down	40° +1°, -2°
Movements	Ailerons	Up	21° ±2	Down	14°30' ±2°
	Elevator	Up	26°30' ±1°	Down	18° ±1°
	Elevator tab	Up	20° ±1°	Down	20° ±1°
	Rudder	Right	24° ±1°	Left	24° ±1°
	(measured parallel to 0.0. W.L.)				
Serial Nos. Eligible	Model 210F: 21058716 through 21058818 (1966 Model)				

**IX - Model T210G, 4 PCLM (Normal Category), Approved August 23, 1966**  
**Model T210H, 4 PCLM (Normal Category), Approved August 16, 1967**

Engine	Continental TSIO-520-C		
*Fuel	100/130 minimum grade aviation gasoline		
*Engine Limits	For all operations, 2700 rpm., 32.5 in. Hg. mp. (285 b.hp.)		
Propeller and Propeller Limits	<ol style="list-style-type: none"> <li>1. (a) McCauley E2A34C70/90AT-8 Diameter: not over 82 in., not under 80 in. Pitch settings at 36 in. sta.: low 11.8°, high 32.0°</li> <li>(b) Cessna spinner 1250415</li> <li>(c) Woodward hydraulic governor G210452</li> <li>(d) McCauley hydraulic governor C290D2/T2 or C290D4/T2</li> <li>2. (a) McCauley D3A32C88/82NC-2 Diameter: not over 80 in., not under 78 in. Pitch settings at 30 in. sta.: low 14.0°, high 33.0°</li> <li>(b) Cessna spinner 1250419-2</li> <li>(c) Woodward hydraulic governor G210452</li> <li>(d) McCauley hydraulic governor C219D2/T2 or C290D4/T2</li> <li>3. (a) McCauley D3A32C77/82NK-2 (T-210G Only) Diameter: not over 80 in., not under 78 in. Pitch settings at 30 in. sta.: low 13.2°, high 32.5°</li> <li>(b) Cessna spinner 1250419-2</li> <li>(c) Woodward hydraulic governor G210452</li> <li>4. McCauley constant speed propeller installation (with incorporation of Cessna Service Kit SK210-171) <ol style="list-style-type: none"> <li>(a) McCauley E2A37C234 hub with 90REC-8 blades Diameter: not over 82 in., not under 80 in. Pitch settings at 30 in. sta.: Low 14.3°, high 34.5°</li> <li>(b) Cessna spinner 1250415</li> <li>(c) Woodward hydraulic governor G210452</li> </ol> </li> </ol>		
*Airspeed Limits (CAS)	Never exceed	225 mph.	(196 knots)
	Maximum structural cruising	190 mph	(165 knots)
	Maneuvering	135 mph.	(117 knots)
	Flaps extended	110 mph.	(96 knots)
	Landing gear operating speed	160 mph.	(139 knots)
	Landing gear extended speed	160 mph.	(139 knots)
C.G. Range (Landing Gear Extended)	(+39.7) to (+47.8) at 3400 lb. (+35.5) to (+47.8) at 2800 lb. or less Straight line variation between points given. Moment change due to retracting landing gear (+2456 in.-lb.)		

**IX - Model T210G, Model T210H** (cont'd)

Empty Wt. C.G. Range	None		
*Maximum Weight	3400 lbs.		
No. of Seats	4 (2 at +36, 2 at +70)		
Maximum Baggage	Reference weight and balance data.		
Fuel Capacity	90 gal. (89 gal. usable), two 45.0 gal. tanks in wings at +43. See Note 1 for data on unusable fuel		
Oil Capacity	12 qt. (-19.4), 6 qt. usable. See Note 1 for data on undrainable oil		
Control Surface Movements	Wing flaps	Up 0°	Down 30°
	Ailerons	Up 20° ±2°	Down 15° ±2°
	Elevator	Up 23° ±1°	Down 15° ±1°
	Elevator tab	Up 20° ±1°	Down 5° ±1°
	Rudder	Right 24° ±1°	Left 24° ±1°
	(measured parallel to 0.0. W.L.)		
Serial Nos. Eligible	Model T210G: T210-0198 through T210-0307 (1967 Model) Model T210H: T210-0308 through T210-0392 (1968 Model)		

**X - Model 210G, 4 PCLM (Normal Category), Approved August 23, 1966**  
**Model 210H, 4 PCLM (Normal Category), Approved August 16, 1967**

Engine	Continental IO-520-A
*Fuel	100/130 minimum grade aviation gasoline
*Engine Limits	For all operations, 2700 rpm. (285 b.hp.)
Propeller and Propeller Limits	<ol style="list-style-type: none"> <li>1. (a) McCauley E2A34C73/90AT-8 Diameter: not over 82 in., not under 80 in. Pitch settings at 36 in. sta.: low 10.3°, high 25.8°</li> <li>(b) Cessna spinner 1250415</li> <li>(c) Woodward hydraulic governor D210452</li> <li>(d) McCauley hydraulic governor C290D2/T5 or C290D3/T5</li> <li>2. (a) McCauley D3A32C88/82NC-2 Diameter: not over 80 in., not under 78 in. Pitch settings at 30 in. sta.: low 13.8°, high 28.1°</li> <li>(b) Cessna spinner 1250419-2</li> <li>(c) Woodward hydraulic governor D210452</li> <li>(d) McCauley hydraulic governor C290D2/T5 or C290D3/T5</li> <li>3. McCauley constant speed propeller installation (with incorporation of Cessna Service Kit SK210-171) <ol style="list-style-type: none"> <li>(a) McCauley E2A37C233 hub with 90REB-8 blades Diameter: not over 82 in., not under 80 in. Pitch settings at 30 in. sta.: Low 12.8°, high 28.3°</li> <li>(b) Cessna spinner 1250415</li> <li>(c) McCauley hydraulic governor C290D2/T5 or C290D3/T5</li> </ol> </li> </ol>

**X - Model 210G, Model 210H** (cont'd)

*Airspeed limits (CAS)	Never exceed	225 mph	(196 knots)
	Maximum structural cruising	190 mph	(165 knots)
	Maneuvering	135 mph.	(117 knots)
	Flaps extended	110 mph.	( 96 knots)
	Landing gear operating speed	160 mph.	(139 knots)
	Landing gear extended speed	160 mph.	(139 knots)
C.G. Range (Landing Gear Extended)	(+39.7) to (+47.8) at 3400 lb. (+35.5) to (+47.8) at 2800 lb. or less Straight line variation between points given. Moment change due to retracting landing gear (+2456 in.-lb.)		
Empty wt. C.G. Range	None		
*Maximum Weight	3400 lb.		
No. of Seats	4 (2 at +36, 2 at +70)		
Maximum Baggage	Reference weight and balance data		
Fuel Capacity	90 gal. (89 gal. usable); two 45.0 gal. tanks in wings at +43. See Note 1 for data on unusable fuel.		
Oil Capacity	12 qt. (-19.4); 6 qt. usable See Note 1 for data on undrainable oil.		
Control Surface Movements	Wing flaps	Up 0°	Down 30°
	Ailerons	Up 20° ±2°	Down 15° ±2°
	Elevator	Up 23° ±1°	Down 15° ±1°
	Elevator tab	Up 20° ±1°	Down 5° ±1°
	Rudder	Right 24° ±1°	Left 24° ±1°
	(measured parallel to 0.0. W.L.)		
Serial Nos. Eligible	Model 210G: 21058819 through 21058936 (1967 Model) Model 210H: 21058937 through 21059061 (1968 Model)		

**XI - Model T210J, 4 PCLM (Normal Category), Approved July 17, 1968**

Engine	Continental TSIO-520-H
*Fuel	100/130 minimum grade aviation gasoline
*Engine limits	For all operations, 2700 rpm., 32.5 in. Hg. mp. (285 b.hp.)
Propeller and Propeller Limits	<ol style="list-style-type: none"> <li>1. (a) McCauley E2A34C70/90AT-8 Diameter: not over 82 in., not under 80 in. Pitch settings at 36 in. sta.: low 11.8°, high 32.0°</li> <li>(b) Cessna spinner 1250415</li> <li>(c) Woodward hydraulic governor G210452</li> <li>(d) McCauley hydraulic governor C290D2/T2 or C290D4/T2</li> <li>2. (a) McCauley D3A32C88/82NC-2 Diameter: not over 80 in., not under 78 in. Pitch settings at 30 in. sta.: low 14.0°, high 33.0°</li> <li>(b) Cessna spinner 1250419-2</li> <li>(c) Woodward hydraulic governor G210452</li> <li>(d) McCauley hydraulic governor C219D2/T2 or C290D4/T2</li> </ol>

**XI - Model T210J** (cont'd)

Propeller and Propeller Limits (cont'd)	3. McCauley constant speed propeller installation (with incorporation of Cessna Service Kit SK210-171)		
	(a) McCauley E2A37C234 hub with 90REC-8 blades Diameter: not over 82 in., not under 80 in. Pitch settings at 30 in. sta.: Low 14.3°, high 34.5°		
	(b) Cessna spinner 1250415		
	(c) Woodward hydraulic governor G210452		
	(d) McCauley hydraulic governor C219D2/T2 or C219D4/T2		
Airspeed Limits (CAS)	Never exceed	225 mph.	(196 knots)
	Maximum structural cruising	90 mph.	(165 knots)
	Maneuvering	135 mph	(117 knots)
	Flaps extended	110 mph.	( 96 knots)
	Landing gear operating speed	160 mph	(139 knots)
	Landing gear extended speed	160 mph	(139 knots)
C.G. Range (Landing Gear Extended)	(+39.7) to (+47.8) at 3400 lb. (+35.5) to (+47.8) at 2800 lb. or less Straight line variation between points given. Moment change due to retracting landing gear (+2456 in.-lb.)		
Empty wt. C.G. Range	None		
*Maximum Weight	3400 lb.		
No. of Seats	4 (2 at +36, 2 at +70)		
Maximum Baggage	Reference weight and balance data.		
Fuel Capacity	90 gal. (89 gal. usable), two 45.0 gal. tanks in wings at +43. See Note 1 for data on unusable fuel.		
Oil Capacity	10 qt. (-12.5), 8 qt. usable See Note 1 for data on undrainable oil.		
Control Surface Movements	Wing flaps	Up 0°	Down 30°
	Ailerons	Up 20° ±2°	Down 15° ±2°
	Elevator	Up 23° ±1°	Down 15° ±1°
	Elevator tab	Up 20° ±1°	Down 5° ±1°
	Rudder	Right 24° ±1°	Left 24° ±1°
	(measured parallel to 0.0. W.L.)		
Serial Nos. Eligible	Model T210J: 21058140, T210-0393 through T210-0454 (1969 Model)		

**XII - Model 210J, 4 PCLM (Normal Category), Approved July 17, 1968**

Engine	Continental IO-520-J
*Fuel	100/130 minimum grade aviation gasoline
*Engine Limits	For all operations, 2700 rpm. (285 b.hp.)

**XII - Model 210J** (cont'd)

Propeller and Propeller Limits	<ol style="list-style-type: none"> <li>1. (a) McCauley E2A34C73/90AT-8 Diameter: not over 82 in., not under 80 in. Pitch settings at 36 in. sta.: low 10.3°, high 25.8°</li> <li>(b) Cessna spinner 1250415</li> <li>(c) Woodward hydraulic governor D210452</li> <li>(d) McCauley hydraulic governor C290D2/T5 or C290D3/T5</li> <li>2. (a) McCauley D3A32C88/82NC-2 Diameter: not over 80 in., not under 78 in. Pitch settings at 30 in. sta.: low 13.8°, high 28.1°</li> <li>(b) Cessna spinner 1250419-2</li> <li>(c) Woodward hydraulic governor D210452</li> <li>(d) McCauley hydraulic governor C290D2/T5 or C290D3/T5</li> <li>3. McCauley constant speed propeller installation (with incorporation of Cessna Service Kit SK210-171) <ol style="list-style-type: none"> <li>(a) McCauley E2A37C233 hub with 90REB-8 blades Diameter: not over 82 in., not under 80 in. Pitch settings at 30 in. sta.: Low 12.8°, high 28.3°</li> <li>(b) Cessna spinner 1250415</li> <li>(c) Woodward hydraulic governor D210452</li> <li>(d) McCauley hydraulic governor C290D2/T5 or C290D3/T5</li> </ol> </li> </ol>																		
*Airspeed Limits (CAS)	<table border="0" style="width: 100%;"> <tbody> <tr> <td>Never exceed</td> <td style="text-align: right;">225 mph.</td> <td style="text-align: right;">(196 knots)</td> </tr> <tr> <td>Maximum structural cruising</td> <td style="text-align: right;">190 mph</td> <td style="text-align: right;">(165 knots)</td> </tr> <tr> <td>Maneuvering</td> <td style="text-align: right;">135 mph.</td> <td style="text-align: right;">(117 knots)</td> </tr> <tr> <td>Flaps extended</td> <td style="text-align: right;">110 mph.</td> <td style="text-align: right;">( 96 knots)</td> </tr> <tr> <td>Landing gear operating speed</td> <td style="text-align: right;">160 mph.</td> <td style="text-align: right;">(139 knots)</td> </tr> <tr> <td>Landing gear extended speed</td> <td style="text-align: right;">160 mph.</td> <td style="text-align: right;">(139 knots)</td> </tr> </tbody> </table>	Never exceed	225 mph.	(196 knots)	Maximum structural cruising	190 mph	(165 knots)	Maneuvering	135 mph.	(117 knots)	Flaps extended	110 mph.	( 96 knots)	Landing gear operating speed	160 mph.	(139 knots)	Landing gear extended speed	160 mph.	(139 knots)
Never exceed	225 mph.	(196 knots)																	
Maximum structural cruising	190 mph	(165 knots)																	
Maneuvering	135 mph.	(117 knots)																	
Flaps extended	110 mph.	( 96 knots)																	
Landing gear operating speed	160 mph.	(139 knots)																	
Landing gear extended speed	160 mph.	(139 knots)																	
C.G. Range (Landing Gear Extended)	<p>(+39.7) to (+47.8) at 3400 lb.  (+35.5) to (+47.8) at 2800 lb. or less  Straight line variation between points given.  Moment change due to retracting landing gear (+2456 in.-lb.)</p>																		
Empty Wt. C.G. Range	None																		
*Maximum Weight	3400 lb.																		
No. of Seats	4 (2 at +36, 2 at +70)																		
Maximum Baggage	Reference weight and balance data																		
Fuel Capacity	90 gal. (89 gal. usable); two 45.0 gal. tanks in wings at +43. See Note 1 for data on unusable fuel.																		
Oil Capacity	10 qt. (-12.5); 8 qt. usable See Note 1 for data on undrainable oil.																		
Control Surface Movements	<table border="0" style="width: 100%;"> <tbody> <tr> <td style="width: 30%;">Wing flaps</td> <td style="width: 30%;">Up 0°</td> <td style="width: 30%;">Down 30°</td> </tr> <tr> <td>Ailerons</td> <td>Up 20° ±2°</td> <td>Down 15° ±2°</td> </tr> <tr> <td>Elevator</td> <td>Up 23° ±1°</td> <td>Down 15° ±1°</td> </tr> <tr> <td>Elevator tab</td> <td>Up 20° ±1°</td> <td>Down 5° ±1°</td> </tr> <tr> <td>Rudder</td> <td>Right 24° ±1°</td> <td>Left 24° ±1°</td> </tr> </tbody> </table> <p>(measured parallel to 0.0. W.L.)</p>	Wing flaps	Up 0°	Down 30°	Ailerons	Up 20° ±2°	Down 15° ±2°	Elevator	Up 23° ±1°	Down 15° ±1°	Elevator tab	Up 20° ±1°	Down 5° ±1°	Rudder	Right 24° ±1°	Left 24° ±1°			
Wing flaps	Up 0°	Down 30°																	
Ailerons	Up 20° ±2°	Down 15° ±2°																	
Elevator	Up 23° ±1°	Down 15° ±1°																	
Elevator tab	Up 20° ±1°	Down 5° ±1°																	
Rudder	Right 24° ±1°	Left 24° ±1°																	
Serial Nos. Eligible	Model 210J: 21059062 through 21059199 (1969 Model)																		

**XIII - Model 210K/T210K, 6 PCLM (Normal Category), Approved September 26, 1969**  
**Model 210L/T210L, 6 PCLM (Normal Category), Approved October 7, 1971**

**Model 210K/210L**

Engine	Continental IO-520-L
*Fuel	100/130 minimum grade aviation gasoline
*Engine Limits	Takeoff (5 min.) at 2850 rpm. (300 hp.) For all other operations, 2700 r.p.m. (285 hp.)
Propeller and Propeller Limits	<ol style="list-style-type: none"> <li>1. Model 210K/210L (S/N 21059200 through 21060539) <ol style="list-style-type: none"> <li>(a) McCauley E2A34C73/90AT-8 Diameter: not over 82 in., not under 80 in. Pitch settings at 36 in. sta.: low 10.3°, high 25.8°</li> <li>(b) Cessna spinner 1250419</li> <li>(c) Woodward hydraulic governor 2104562</li> <li>(d) McCauley hydraulic governor C290D2/T4 or C290D4/T4</li> </ol> </li> <li>2. (a) McCauley D3A32C88/82NC-2 Diameter: not over 80 in., not under 78.5 in. Pitch settings at 30 in. sta.: low 11.5°, high 28.1° <ol style="list-style-type: none"> <li>(b) Cessna spinner 1250419-2</li> <li>(c) Woodward hydraulic governor 210462</li> <li>(d) McCauley hydraulic governor C290D2/T4 or C290D4/T4</li> </ol> </li> <li>3. McCauley constant speed propeller installation (with incorporation of Cessna Service Kit SK210-171) <ol style="list-style-type: none"> <li>(a) McCauley E2A37C233 hub with 90REB-8 blades Diameter: not over 82 in., not under 80 in. Pitch settings at 30 in. sta.: Low 12.8°, high 28.3°</li> <li>(b) Cessna spinner 1250415</li> <li>(c) Woodward hydraulic governor 210462</li> <li>(d) McCauley hydraulic governor C290D2/T4 or C290D4/T4</li> </ol> </li> </ol>

**Model T210K/T210L**

Engine	Continental TSIO-520-H
*Fuel	100/130 minimum grade aviation gasoline
*Engine Limits	For all operations, 2700 rpm., 32.5 in. Hg. mp. (285 b.hp.)
Propeller and Propeller Limits	<ol style="list-style-type: none"> <li>1. Model T210K/T210L (S/N 21059200 through 21060539) <ol style="list-style-type: none"> <li>(a) McCauley E2A34C70/90AT-8 Diameter: not over 82 in., not under 80 in. Pitch settings at 36 in. sta.: low 11.8°, high 32.0°</li> <li>(b) Cessna spinner 1250415</li> <li>(c) Woodward hydraulic governor G210452</li> <li>(d) McCauley hydraulic governor C290D2/T2 or C290D4/T4</li> </ol> </li> <li>2. (a) McCauley D3A32C88/82NC-2 Diameter: not over 80 in., not under 78.5 in. Pitch settings at 30 in. sta.: low 14.0°, high 33.0° <ol style="list-style-type: none"> <li>(b) Cessna spinner 1250419-2</li> <li>(c) Woodward hydraulic governor G210452</li> <li>(d) McCauley hydraulic governor C290D2/T2 or C290D4/T2</li> </ol> </li> </ol>

**XIII - Model 210K/T210K, Model 210L/T210L** (cont'd)**Model T210K/T210L** (cont'd)

Propeller and  
Propeller Limits (cont'd)

3. McCauley constant speed propeller installation (with Incorporation of Cessna Service Kit SK210-171)
  - (a) McCauley E2A37C234 hub with 90REC-8 blades  
Diameter: not over 82 in., not under 80 in.  
Pitch settings at 30 in. sta.:  
Low 14.3°, high 34.5°
  - (b) Cessna spinner 1250415
  - (c) Woodward hydraulic governor G210452
  - (d) McCauley hydraulic governor C290D2/T2 or C290D4/T2

**Models 210K/210L/T210K/T210L**

\*Airspeed Limits (CAS)

Model 210K/T210K, 210L/T210L (S/N 21059200 through 21061039)

Never exceed	225 m.p.h	(196 knots)
Maximum structural cruising	190 m.p.h	(165 knots)
Maneuvering	135 m.p.h	(117 knots)
Flaps extended (210K/T210K)	110 m.p.h	( 96 knots)
Flaps extended (210L/T210L)	120 m.p.h	(104 knots)
Landing gear operating speed	160 m.p.h	(139 knots)
Landing gear extended speed	160 m.p.h	(139 knots)

(IAS)

(See NOTE 4 on use of IAS)

Model 210L/T210L (S/N 21061040 through 21061573)

Never exceed	199 knots
Maximum structural cruising	168 knots
Maneuvering	119 knots
Flaps extended	105 knots
Landing gear operating speed	140 knots
Landing gear extended speed	140 knots

C.G. Range (Landing  
Gear Extended)

(+42.5) to (+53.0) at 3800 lb.  
(+37.0) to (+53.0) at 3000 lb. or less  
Straight line variation between points given.  
Moment change due to retracting landing gear (+3207 in.-lb.)

Empty Wt. C.G. Range

None

\*Maximum Weight

3800 lb.

No. of Seats

Standard 6 (2 at +34 to +46, 2 at +61 to +77, 2 at +101)  
Optional 4 (2 at +34 to +46, 2 at +77) (210K/T210K)

Maximum Baggage

Reference weight and balance data

Fuel Capacity

90 gal. (89 gal. usable); two 45.0 gal. tanks in wings at +43  
See NOTE 1 for data on unusable fuel.

Oil Capacity

10 qt. (-12.5); 8 qt. usable  
See NOTE 1 for data on undrainable oil.

Control Surface  
Movements

Wing flaps	Up	0°	Down	30° +1°, -2°
Ailerons	Up	20° ±2°	Down	15° ±2°
Elevator	Up	23° ±1°	Down	17° ±1°
Elevator tab	Up	25° ±1°	Down	10° ±1°
Rudder	Right	24° ±1°	Left	24° ±1°
		(measured parallel to 0.0 W.L.)		
Rudder	Right	27°13' ±1°	Left	27°13' ±1°
		(measured perpendicular to hinge line)		



**XIII - Model 210K/T210K, Model 210L/T210L** (cont'd)**Models 210K/210L/T210K/T210L** (cont'd)

Serial Nos. Eligible	Models 210K/T210K: 21059200 through 21059351	(1970 Model)
	21059352 through 21059502	(1971 Model)
	Models 210L/T210L: 21059503 through 21059719	(1972 Model)
	21059720 through 21060089	(1973 Model)
	21060090 through 21060539	1974 Model)
	21060540 through 21061039	1975 Model)
	21061040 through 21061041	1976 Model)
	21061043 through 21061573	(1976 Model)

**XIV - Model 210M/T210M, 6 PCLM (Normal Category), October 7, 1976****Model 210M**

Engine	Continental IO-520-L
*Fuel	Model 210M (S/N 21061574 through 21062273) 100/130 minimum grade aviation gasoline
	Model 210M (S/N 21062274 through 21062953) 100LL/100 minimum grade aviation gasoline
*Engine Limits	Takeoff (5 min.) at 2850 r.p.m. (300 hp.) For all other operations, 2700 r.p.m. (285 hp.)
Propeller and Propeller Limits	1. Model 210M (S/N 21061574 through 21062273) (a) McCauley D3A32C88/82NC-2 Diameter: not over 80 in., not under 78.5 in. Pitch settings at 30 in. sta.: low 11.5°, high 28.1° (b) Cessna spinner 1250419-2 (c) Woodward hydraulic governor 210462 (d) McCauley hydraulic governor C290D4/T4 2. Model 210M (S/N 21062274 and up) (a) McCauley D3A34C404/80VA-0 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 1250419 (c) McCauley hydraulic governor C290D4/T4
*Airspeed Limits (IAS) (See NOTE 4 on use of IAS)	1. Model 210M (S/N 21061574 through 21062273) Never exceed 199 knots Maximum structural cruising 168 knots Maneuvering 119 knots Flaps extended 105 knots Landing gear operating speed 140 knots Landing gear extended speed 140 knots 2. Model 210M (S/N 21062274 through 21062953) Never exceed 199 knots Maximum structural cruising 168 knots Maneuvering 119 knots Flaps extended 115 knots Landing gear operating speed 140 knots Landing gear extended speed 199 knots

**XIV - Model 210M/T210M** (cont'd)**Model T210M**

Engine	Continental TSIO-520-R
*Fuel	Model T210M (S/N 21061574 through 21062273) 100/130 minimum grade aviation gasoline  Model T210M (S/N 21062274 through 21062953) 100LL/100 minimum grade aviation gasoline
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 D3A34C402/90DFA-10 Diameter: not over 80 in., not under 78.5 in. Pitch settings at 30 in. sta.: low 12.4°, high 28.5° (b) Cessna spinner 1250419-10 (c) McCauley hydraulic governor C290D4/T2 (d) Woodward hydraulic governor G210452
*Airspeed Limits (IAS) (See NOTE 4 on use of IAS)	1. Model T210M (S/N 21061574 through 21062273) Never exceed 195 knots Maximum structural cruising 165 knots Maneuvering 119 knots Flaps extended 105 knots Landing gear operating speed 140 knots Landing gear extended speed 140 knots 2. Model T210M (S/N 21062274 through 21062953) Never exceed 195 knots Maximum structural cruising 165 knots Maneuvering 119 knots Flaps extended 115 knots Landing gear operating speed 140 knots Landing gear extended speed 195 knots

**Models 210M/T210M**

C.G. Range (Landing Gear Extended)	(+42.5) to (+53.0) at 3800 lb. (+37.0) to (+53.0) at 3000 lb. or less Straight line variation between points given Moment change due to retracting landing gear (+3207 in.-lb.)
Empty Wt. C.G. Range	None
*Maximum Weight	3800 lb.
No. of Seats	6 (2 at +34 to +46, 2 at +61 to +77, 2 at +101)
Maximum Baggage	Reference weight and balance data
Fuel Capacity	90 gal. (89 gal. usable), two 45.0 gal. tanks in wings at +43. See NOTE 1 for data on unusable fuel
Oil Capacity	10 qt. (-12.5), 8 qt. usable

**XIV - Model 210M/T210M** (cont'd)**Models 210M/T210M** (cont'd)

Control Surface Movements	Wing flaps	Up	0°	Down	30° +1°, -2°
	Ailerons	Up	20° ±2°	Down	15° ±2°
	Elevator	Up	23° ±1°	Down	17° ±1°
	Elevator tab	Up	25° ±1°	Down	10° ±1°
	Rudder	Right	24° ±1°	Left	24° ±1°
			(measured parallel to 0.0 W.L.)		
	Rudder	Right	27° 13' ±1°	Left	27° 13' ±1°
		(measured perpendicular to hinge line)			
Serial Nos. Eligible	Models 210M/T210M:	21061574 through 21062273 (1977 Model) 21061042, 21062274 through 21062954 (1978 Model)			

**XV - Model P210N, Pressurized Centurion, 6 PCLM (Normal Category), Approved August 10, 1977**

Engine	Model P210N (S/N P21000001 through P21000760): Continental TSIO-520-P Model P210N (S/N P21000761 and up): Continental TSIO-520-AF
*Fuel	100LL/100 minimum grade aviation gasoline
*Engine Limits	Model P210N (S/N P21000001 through P21000760) Takeoff (5 min.) at 2700 r.p.m., 36.5 in. Hg. mp. (310 hp.) For all other operations 2600 r.p.m., 33.5 in. Hg. mp. (285 hp.) Model P210N (S/N P21000761 and up) Takeoff (5 min.) at 2700 r.p.m., 35.5 in. Hg. mp. (310 hp.) For all other operations, 2600 r.p.m., 34.5 in. Hg. mp. (285 hp.)
Propeller and Propeller Limits	1. (a) McCauley D3A34C402/90DFA-10 Diameter: not over 80 in., not under 78.5 in. Pitch settings at 30 in. sta.: low 12.4°, high 28.5° Model P210N (S/N P21000001 through P21000760) Avoid continuous operation between 1850 and 2150 r.p.m. above 24 in. mp. Model P210N (S/N P21000761 and up) Avoid continuous operation between 1850 and 2150 r.p.m. above 23 in. mp. (b) Cessna spinner 1250419 (c) McCauley hydraulic governor C290D4/T2
*Airspeed Limits (IAS) (See NOTE 4 on use of IAS)	1. Model P210N (S/N P21000001 through P21000150) Never exceed 200 knots Maximum structural cruising 167 knots Maneuvering 130 knots Flaps extended 115 knots Landing gear operating speed 140 knots Landing gear extended speed 200 knots 2. Model P210N (S/N P21000151 and up) Never exceed 200 knots Maximum structural cruising 167 knots Maneuvering 130 knots Flaps extended 115 knots Landing gear operating speed 165 knots Landing gear extended speed 200 knots

**XV - Model P210N** (cont'd)

C.G. Range (Landing Gear Extended)	(+43.9) to (+52.0) at 4000 lb. (+42.5) to (+52.0) at 3800 lb. (+37.0) to (+52.0) at 3000 lb. or less Straight line variation between points given Moment change due to retracting landing gear (+3207 in.-lb.) S/N P21000001 through P21000150 (+2907 in.-lb.) S/N P21000151 and up		
Empty Wt. C.G. Range	None		
*Maximum Weight	4000 lb. takeoff and flight 3800 lb. landing 4016 lb. ramp, S/N 21000151 and up		
No. of Seats	6 (2 at +34 to +46, 2 at +61 to +77, 2 at +101)		
Maximum Baggage	Reference weight and balance data		
Fuel Capacity	90 gal. (89 gal. usable), S/N P21000001 through P21000760 90 gal. (87 gal. usable), S/N P21000761 and up two 45.0 gal. tanks in wings at +43 See NOTE 1 for data on unusable fuel.		
Oil Capacity	10 qt. (-12.5); 8 qt. usable		
Control Surface Movements	Wing flaps	Up 0°	Down 30° +1°, -2°
	Ailerons	Up 20° ±2°	Down 15° ±2°
	Elevator	Up 23° ±1°	Down 17° ±1°
	Elevator tab	Up 25° ±1°	Down 10° ±1°
	Rudder	Right 24° ±1°	Left 24° ±1°
		(measured parallel to 0.0 W.L.)	
	Rudder	Right 27° 13' ±1°	Left 27° 13' ±1°
		(measured perpendicular to hinge line)	
Serial Nos. Eligible	Model P210N:	P21000001 through P21000150 (1978 Model) P21000151 through P21000385 (1979 Model) P21000386 through P21000590 (1980 Model) P21000591 through P21000760 (1981 Model) P21000761 through P21000811 (1982 Model) P21000812 through P21000834 (1983 Model)	

**XVI - Model 210N/T210N, Centurion/Turbo System Centurion, 6 PCLM (Normal Category), approved October 19, 1978****Model 210N**

Engine	Continental IO-520-L
*Fuel	100LL/100 minimum grade aviation gasoline
*Engine Limits	Takeoff full throttle (5 min.) at 2850 r.p.m. (300 hp. rating) For all other operations, full throttle 2700 r.p.m. (285 hp. rating)
Propeller and Propeller Limits	1. (a) McCauley D3A34C404/80VA-0 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 1250419 (c) McCauley hydraulic governor C290D4/T4

**XVI - Model 210N/T210N** (cont'd)**Model 210N** (cont'd)

*Airspeed Limits (IAS) (See NOTE 4 on Use of IAS)	1. Model 210N (S/N 21062954 and up)
	Never exceed 200 knots
	Maximum structural cruising 165 knots
	Maneuvering 125 knots
	Flaps extended 115 knots
	Landing gear operating speed 165 knots
	Landing gear extended speed 200 knots
C.G. Range (Landing Gear Extended)	(+42.5) to (+53.0) at 3800 lb. (+37.0) to (+53.0) at 3000 lb. or less Straight line variation between points given Moment change due to retracting landing gear (+2907 in.-lb.)
Empty Wt. C.G. Range	None
*Maximum Weight	3800 lb. 3812 lb. ramp
No. of Seats	6 (2 at +34 to +46, 2 at +61 to +77, 2 at +101)
Maximum Baggage	Reference weight and balance data
Fuel Capacity	90 gal. (89 gal. usable), S/N 21062955 through 21064535 90 gal. (87 gal. usable), S/N 21064536 and up two 45.0 gal. tanks in wings at +43 See NOTE 1 for data on unusable fuel.
Oil Capacity	10 qt. (-12.5), 8 qt. usable
Control Surface Movements	Wing flaps Up 0° Down 30° +1°, -2° Ailerons Up 20° ±2° Down 15° ±2° Elevator Up 23° ±1° Down 17° ±1° Elevator tab Up 25° ±1° Down 10° ±1° Rudder Right 24° ±1° Left 24° ±1° (measured parallel to 0.0 W.L.) Rudder Right 27° 13' ±1° Left 27° 13' ±1° (measured perpendicular to hinge line)
Serial Nos. Eligible	Model 210N: 21062955 through 21063640 (1979 Model) 21063641 through 21064135 (1980 Model) 21064136 through 21064535 (1981 Model) 21064536 through 21064772 (1982 Model) 21064773 through 21064822 (1983 Model) 21064823 through 21064897 (1984 Model)

**Model T210N**

Engine	Continental TSIO-520-R
Fuel	100LL/100 minimum grade aviation gasoline
*Engine Limits	Takeoff (5 min.) at 2700 r.p.m., 36.5 in. Hg. mp. (310 hp. rating) For all other operations 2600 r.p.m., 35 in. Hg. mp. (285 hp. rating)

**XVI - Model 210N/T210N** (cont'd)**Model T210N** (cont'd)

Propeller and Propeller Limits	<p>1. (a) McCauley D3A34C402/90DFA-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.</p> <p>(b) Cessna spinner 1250419</p> <p>(c) McCauley hydraulic governor C290D4/T2 or Woodward hydraulic governor G210452</p>																																								
*Airspeed Limits (IAS) (See NOTE 4 on Use of IAS)	<p>1. Model T210N (S/N 21062954 and up)</p> <table border="0"> <tr> <td>Never exceed</td> <td>203 knots</td> </tr> <tr> <td>Maximum structural cruising</td> <td>168 knots</td> </tr> <tr> <td>Maneuvering</td> <td>130 knots</td> </tr> <tr> <td>Flaps extended</td> <td>115 knots</td> </tr> <tr> <td>Landing gear operating speed</td> <td>165 knots</td> </tr> <tr> <td>Landing gear extended speed</td> <td>203 knots</td> </tr> </table>	Never exceed	203 knots	Maximum structural cruising	168 knots	Maneuvering	130 knots	Flaps extended	115 knots	Landing gear operating speed	165 knots	Landing gear extended speed	203 knots																												
Never exceed	203 knots																																								
Maximum structural cruising	168 knots																																								
Maneuvering	130 knots																																								
Flaps extended	115 knots																																								
Landing gear operating speed	165 knots																																								
Landing gear extended speed	203 knots																																								
C.G. Range (Landing Gear Extended)	<p>(+43.9) to (+52.0) at 4000 lbs. (+42.5) to (+53.0) at 3800 lbs. (+37.0) to (+53.0) at 3000 lbs. Straight line variation between points given Moment change due to retracting landing gear (+2907 in.-lb.)</p>																																								
Empty Wt. C.G. Range	None																																								
*Maximum Weight	<p>4000 lb. takeoff and flight 3800 lb. landing 4016 lb. ramp</p>																																								
No. of Seats	6 (2 at +34 to 46, 2 at +61 to +77, 2 at +101)																																								
Maximum Baggage	Reference weight and balance data																																								
Fuel Capacity	<p>90 gal. (89 gal. usable), S/N 21062955 through 21064535 90 gal. (87 gal. usable), S/N 21064536 and up two 45.0 gal. tanks in wings at +43 See NOTE 1 for data on unusable fuel.</p>																																								
Oil Capacity	10 qt. (-12.5); 8 qt. usable																																								
Control Surface Movements	<table border="0"> <tr> <td>Wing flaps</td> <td>Up</td> <td>0°</td> <td>Down</td> <td>30° +1°, -2°</td> </tr> <tr> <td>Ailerons</td> <td>Up</td> <td>20° ±2°</td> <td>Down</td> <td>15° ±2°</td> </tr> <tr> <td>Elevator</td> <td>Up</td> <td>23° ±1°</td> <td>Down</td> <td>17° ±1°</td> </tr> <tr> <td>Elevator tab</td> <td>Up</td> <td>25° ±1°</td> <td>Down</td> <td>10° ±1°</td> </tr> <tr> <td>Rudder</td> <td>Right</td> <td>24° ±1°</td> <td>Left</td> <td>24° ±1°</td> </tr> <tr> <td></td> <td></td> <td colspan="3">(measured parallel to 0.0 W.L.)</td> </tr> <tr> <td>Rudder</td> <td>Right</td> <td>27° 13' ±1</td> <td>Left</td> <td>17° 13' ±1°</td> </tr> <tr> <td></td> <td></td> <td colspan="3">(measured perpendicular to hinge line)</td> </tr> </table>	Wing flaps	Up	0°	Down	30° +1°, -2°	Ailerons	Up	20° ±2°	Down	15° ±2°	Elevator	Up	23° ±1°	Down	17° ±1°	Elevator tab	Up	25° ±1°	Down	10° ±1°	Rudder	Right	24° ±1°	Left	24° ±1°			(measured parallel to 0.0 W.L.)			Rudder	Right	27° 13' ±1	Left	17° 13' ±1°			(measured perpendicular to hinge line)		
Wing flaps	Up	0°	Down	30° +1°, -2°																																					
Ailerons	Up	20° ±2°	Down	15° ±2°																																					
Elevator	Up	23° ±1°	Down	17° ±1°																																					
Elevator tab	Up	25° ±1°	Down	10° ±1°																																					
Rudder	Right	24° ±1°	Left	24° ±1°																																					
		(measured parallel to 0.0 W.L.)																																							
Rudder	Right	27° 13' ±1	Left	17° 13' ±1°																																					
		(measured perpendicular to hinge line)																																							
Serial Nos. Eligible	<p>Model T210N: 21062955 through 21063640 (1979 Model) 21063641 through 21064135 (1980 Model) 21064136 through 21064535 (1981 Model) 21064536 through 21064772 (1982 Model) 21064773 through 21064822 (1983 Model) 21064823 through 21064897 (1984 Model)</p>																																								

**XVII - Model P210R, Pressurized Centurion, 6 PCLM (Normal Category), Approved September 24, 1984**

Engine	Continental TSIO-520-CE		
*Fuel	100LL/100 minimum grade aviation gasoline		
*Engine Limits	For all operations 2700 r.p.m., 37 in. Hg. mp. (325 hp.)		
Propeller and Propeller Limits	1. (a) McCauley D3A36C410/80VMB-0 Diameter: not over 80 in., not under 78.5 in. Pitch settings at 30 in. sta.: low 14.2°, high 36.5° (b) Cessna spinner 2150150 (c) McCauley hydraulic governor C290D4/T2		
*Airspeed Limits (IAS)	Never exceed	200 knots	
	Maximum structural cruising	167 knots	
	Flaps extended	115 knots	
	Maneuvering	130 knots	
	Landing gear operating speed	165 knots	
	Landing gear extended speed	200 knots	
C.G. Range (Landing Gear Extended)	(+42.0) to (+52.0) at 4100 lb. (+37.0) to (+52.0) at 3350 lb. or less Straight line variation between points given Moment change due to retracting landing gear (+2907 in.-lb.)		
Empty Wt. C.G. Range	None		
*Maximum Weight	4100 lb. takeoff and flight 3900 lb. landing 4116 lb. ramp		
No. of Seats	6 (2 at +34 to 46, 2 at +61 to +77, 2 at +101)		
Maximum Baggage	Reference weight and balance data		
Fuel Capacity	Std.:	90 gal. (87 gal. usable)	
	Two	45.0 gal. tanks in wings at +42.5	
	Opt.:	120 gal. (115 gal. usable)	
	Two	60.0 gal. tanks in wings at +42.5	
	See NOTE 1 for data on unusable fuel		
Oil Capacity	10 qt. (-12.5), 8 qt. usable		
Maximum Operating Altitude	25,000 ft.		
Control Surface Movements	Wing flaps	Up 0°	Down 30° +1°, -2°
	Ailerons	Up 20° ±2°	Down 15° ±2°
	Elevator	Up 25° ±1°	Down 20° ±1°
	Elevator tab	Up 20° ±1°	Down 15° ±1°
	Rudder	Right 24° ±1°	Left 24° ±1°
	(measured parallel to 0.0 W.L.)		
	Rudder	Right 27° 13' ±1°	Left 27° 13' ±1°
	(measured perpendicular to hinge line)		
Serial Nos. Eligible	Model P210R:	P21000835 through P21000866 (1985 Model) P21000867 through P21000874 (1986 Model)	

**XVIII - Model T210R, Turbo System Centurion, 6 PCLM (Normal Category), Approved December 4, 1984**  
**Model 210R, Centurion, 6 PCLM (Normal Category), Approved December 20, 1984**

**Model 210R**

Engine	Continental IO-520-L		
*Fuel	100LL/100 minimum grade aviation gasoline		
*Engine Limits	Takeoff full throttle (5 min.) at 2850 r.p.m. (300 hp. rating) For all other operations, full throttle 2700 r.p.m. (285 hp. rating)		
Propeller and Propeller Limits	1. (a) McCauley D3A34C404/80VA-0 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 1250419 (c) McCauley hydraulic governor C290D4/T4		
*Airspeed Limits (IAS) (See NOTE 4 on use of IAS)	Never exceed		200 knots
	Maximum structural cruising		167 knots
	Maneuvering		125 knots
	Flaps extended		115 knots
	Landing gear operating speed		165 knots
	Landing gear extended speed		200 knots
C.G. Range (Landing) Gear Extended)	(+40.33) to (+52.0) at 3850 lb. (+37.0) to (+52.0) at 3350 lb. or less Straight line variation between points given Moment change due to retracting landing gear (+2907 in.-lb.)		
Empty Wt. C.G. Range	None		
*Maximum Weight	3850 lb. 3862 lb. ramp		
No. of Seats	6 (2 at +34 to 46, 2 at +61 to +77, 2 at +101)		
Maximum Baggage	Reference weight and balance data		
Fuel Capacity	Std.: 90 gal. (87 gal. usable) Two 45.0 gal. tanks in wings at +42.5 Opt: 120 gal. (115 gal. usable) Two 60 gal. tanks in wings at +42.5 See NOTE 1 for data on unusable fuel.		
Oil Capacity	10 qt. (-12.5), 8 qt. usable		
Control Surface Movements	Wing flaps	Up 0°	Down 30° +1°, -2°
	Ailerons	Up 20° ±2°	Down 15° ±2°
	Elevator	Up 25° ±1°	Down 20° ±1°
	Elevator tab	Up 20° ±1°	Down 15° ±1°
	Rudder	Right 24° ±1°	Left 24° ±1°
		(measured parallel to 0.0 W.L.)	
	Rudder	Right 27° 13' ±1°	Left 27° 13' ±1°
		(measured perpendicular to hinge line)	
Serial Nos. Eligible	Model 210R:	21064898 through 21064949 (1985 Model) 21064950 through 21065009 (1986 Model)	



**XVIII - Model T210R, Model 210R** (cont'd)**Model T210R**

Engine	Continental TSIO-520-CE		
*Fuel	100LL/100 minimum grade aviation gasoline		
*Engine Limits	For all operations 2700 r.p.m., 37 in. Hg. mp. (325 hp.)		
Propeller and Propeller Limits	1. (a) McCauley D3A36C410/80VMB-0 Diameter: not over 80 in., not under 78.5 in. Pitch settings at 30 in. sta.: low 14.2°, high 36.5° (b) Cessna spinner 2150150 (c) McCauley hydraulic governor C290D4/T2		
*Airspeed Limits (IAS)	Never exceed	203 knots	
	Maximum structural cruising	167 knots	
	Maneuvering	130 knots	
	Flaps extended	115 knots	
	Landing gear operating speed	165 knots	
	Landing gear extended speed	200 knots	
C.G. Range (Landing Gear Extended)	(+42.0) to (+52.0) at 4100 lb. (+37.0) to (+52.0) at 3350 lb. Straight line variation between points given Moment change due to retracting landing gear (+2907 in.-lb.)		
Empty Wt. C.G. Range	None		
*Maximum Weight	4100 lb. takeoff and flight 3900 lb. landing 4116 lb. ramp		
No. of Seats	6 (2 at +34 to 46, 2 at +61 to +77, 2 at +101)		
Maximum Baggage	Reference weight and balance data		
Fuel Capacity	Std.: 90 gal. (87 gal. usable) Two 45.0 gal. tanks in wings at +42.5 Opt: 120 gal. (115 gal. usable) Two 60 gal. tanks in wings at +42.5 See NOTE 1 for data on unusable fuel		
Oil Capacity	10 qt. (-12.5), 8 qt. usable		
Control Surface Movements	Wing flaps	Up 0°	Down 30° +1°, -2°
	Ailerons	Up 20° ±2°	Down 15° ±2°
	Elevator	Up 25° ±1°	Down 20° ±1°
	Elevator tab	Up 20° ±1°	Down 15° ±1°
	Rudder	Right 24° ±1°	Left 24° ±1°
		(measured parallel to 0.0 W.L.)	
	Rudder	Right 27° 13' ±1°	Left 27° 13' ±1°
		(measured perpendicular to hinge line)	
Serial Nos. Eligible	Model T210R:	21064898 through 21064949 (1985 Model) 21064950 through 21065009 (1986 Model)	

**Data Pertinent to All Models**

Datum	Fuselage station 0.0 (front face of firewall)
Leveling Means	Baggage compartment floor (except for 210-5(205) and 210-5A(205A)) - Top of tailcone (except 210K/T210K/P210N and up, screws on left side tailcone)
Certification Basis	<p>Models 210/210A: Part 3 of the Civil Air Regulations effective May 15, 1956, with no amendments.</p> <p>Models 210B, 210C, 210D, 210E, 210F, T210F, 210G, T210G, 210H, T210H, 210J, T210J, 210K, T210K, 210L, T210L, 210M, T210M, 210N, T210N, 210R, 210-5(205), 210-5A(205A): Part 3 of the Civil Air Regulations effective May 15, 1956, and Paragraph 3.112 as amended October 1, 1959. FAR 36 dated December 1, 1969, plus Amendments 36-1 through 36-4 for Models 210M/T210M/210N/210R; Amendments 36-1 through 36-9 for the T210N. In addition, FAR 23.1559 effective March 1, 1978, for the Models 210N/T210N/210R.</p> <p>Models P210N, P210R: Part 3 of the Civil Air Regulations dated May 15, 1956, Paragraph 3.112 as amended October 1, 1959, and 23.365, 23.571, 23.775, 23.841, 23.843, 23.901, 23.909, 23.1041, 23.1043, 23.1143, 23.1305, 23.1325, 23.1441 and 23.1527 of FAR 23 effective February 1, 1965, as amended to February 14, 1975. FAR 36 dated December 1, 1969, plus Amendments 36-1 through 36-6 for P210N; Amendments 36-1 through 36-12 for P210R. Also FAR 23.1559 effective March 1, 1978, for P21000151 and up. Also for P210R, FAR 23.1323 effective September 1, 1977, and FAR 23.1545 effective December 1, 1978.</p> <p>Model T210R: Part 3 of the Civil Air Regulations dated May 15, 1956, Paragraph 3.112 as amended October 1, 1959, and 23.901, 23.909, 23.1041, 23.1043, 23.1143, 23.1305 of FAR 23 effective February 1, 1965, as amended to February 14, 1975; FAR 23.1323 effective September 1, 1977; FAR 23.1545 effective December 1, 1978; and FAR 23.1559 effective March 1, 1978; FAR 36 dated December 1, 1969, plus Amendments 36-1 through 36-12.</p> <p>Compliance with ice protection has been demonstrated in accordance with FAR 23.1419, as amended through Amendment 23-14, when ice protection equipment is installed in accordance with the airplane equipment list (Models P210N, T210N, P210R, and T210R only).</p> <p>Application for type certificate dated August 13, 1956.</p> <p>Type Certificate No. 3A21 issued April 20, 1959, obtained by the manufacturer under delegation option procedures.</p> <p><u>Equivalent Safety Items</u> (S/N 21061040 through 21064897 (T210 only), and S/N P21000001 through P21000835)</p> <p>Airspeed Indicator CAR 3.757 (See NOTE 4 for effectivity)</p> <p>Operating Limitations CAR 3.778(a) (210 S/N 21061040 through 21065009) (T210 S/N 21061040 through 21064897) (P210 S/N P21000001 through P21000834)</p> <p>Airspeed Indicating System CAR 3.663 (210N, S/N 21062955 through 21064897) (210R, S/N 21064898 through 21065009)</p>
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 21062955 and up and P21000151 and up. In addition, the following item of equipment is required:

1. Stall warning indicator, Cessna Dwg. 0511062-4: S/N 21057001 through 21058818  
S/N T210-0001 through T210-0197  
Cessna Dwg. S-1672-1: S/N 21058819 and up  
S/N T210-0198 through T210-0454  
S/N P21000001 and up

NOTE 1. Current weight and balance report including list of equipment included in 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 60 lb. at (+46) on Models 210 and 210A, 9 lb. at (+46) on the 210B, 210C, 210D, 210E, 210-5(205) 210-5A(205A); 12 lb. at (+46) on the 210F, T210F; and 6 lb. at (+23) on the 210G, T210G, 210H, T210H, 210J, T210J, 210K, T210K, 210L, T210L, 210M, T210M, 210N, T210N, P210N through S/N's 21064535 and P21000760; and 18 lb. at (+38) on S/N's 21064536 and up, and P21000761 and up; and undrainable oil of 0 lb. at (-19) through S/N 21061039 and full oil of 18.8 lb. at (-12.5) S/N 21061040 and up, and S/N P21000001 and up.

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

A. Applicable to Models 210/210A

(1) In full view of the pilot:

- (i) "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. Maximum maneuvering speed - 130 m.p.h. - CAS. Maximum design weight 2900 lb. Maximum flight maneuvering load factors - Flaps up +3.8, -1.52; Flaps down +3.5. Maximum gear extension speed 160 m.p.h. - CAS. Maximum flap extension speeds 10° flaps - 160 m.p.h. - CAS; 10°-40° flaps - 110 m.p.h. - CAS.

Before takeoff

1. Set tabs
2. Flaps 0°-20°
3. Check induction air-cold
4. Mixture rich
5. Propeller full in
6. Check cowl flaps open
7. Check fuel selector on fullest tank

Before landing

1. Gear down
2. Flaps down
3. Check induction air-cold
4. Mixture rich
5. Propeller full in
6. Check cowl flaps closed
7. Check fuel selector on fullest tank"

or

- (i) "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. Maximum maneuvering speed - 130 mph - CAS. Maximum design weight 2900 lb. Maximum flight maneuver load factors - Flaps up +3.8, -1.52; Flaps down +3.5. Maximum gear extension speed 160 mph - CAS. Maximum flap extension speeds 10° flaps - 160mph - CAS; 10° - 40° flaps - 110 mph - CAS.

Before takeoff

1. Set tabs
2. Fuel selector full tank
3. Cowl flaps open
4. Mixture rich
5. Propeller full in
6. Flaps 0° -20°

Before landing

1. Gear down
2. Fuel selector full tank
3. Cowl flaps closed
4. Mixture rich
5. Propeller full in
6. Flaps down"

(2) On the control lock: "Control lock - remove before starting engine."

(3) On the upper pack cover: "To extend gear manually, place gear handle in full down position, pull emergency handle and pump vertically."

**Data Pertinent to All Models** (cont'd)

## NOTE 2. (cont'd)

- A. (4) On fuel selector valve plate: "Both off. Left tank - 27.5 gal. Right tank 27.5 gal. Use full rich mixture to switch tanks. Take off and land on fullest tank."
- (5) On the baggage door: "Maximum baggage 120 lb. For additional loading instructions see weight and balance data."
- (6) On the fuel tank filler cap: "Tank capacity 32.5 U.S. gallons, 100/130."
- (7) On the instrument panel directly below the fuel gauge indicators: "Avoid landing approaches in red arc and over 30 second slips under 1/2 tank. (Reference Owner's Manual)."
- (8) 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 D1189-13 FOR EXPANDED INSTRUCTIONS."

B. Applicable to Models 210B/210C

- (1) In full view of the pilot:

"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. Maximum maneuvering speed - 132 m.p.h. - CAS. Maximum design weight 3000 lb. Maximum flight maneuvering load factors - Flaps up +3.8, -1.52; Flaps down +3.5. Maximum gear extension speed 160 m.p.h. - CAS; Maximum flap extension speeds 10° flaps - 160 m.p.h. - CAS; 10°-40° flaps - 110 m.p.h. - CAS.

Before Takeoff

1. Set tabs
2. Fuel selector
3. Cowl flaps open
4. Mixture rich
5. Propeller full in
6. Flaps 0°-20°

Before Landing

1. Gear down
2. Fuel selector full tank
3. Cowl flaps closed
4. Mixture rich
5. Propeller full in
6. Flaps down."

- (2) On the control lock: "Control lock - remove before starting engine."
- (3) On the upper pack cover: "To extend gear manually, place gear handle in full down position, pull emergency handle and pump vertically."
- (4) On fuel selector valve plate: "Both off. Left tank - 31.7 gal. Right tank - 31.7 gal. Use full rich mixture to switch tanks. Take off and land on fullest tank."
- (5) On the baggage door: "Maximum baggage 120 lb. For additional loading instructions see weight and balance data."
- (6) On the fuel tank filler cap: "Tank capacity 32.5 U.S. gallons, 100/130."
- (7) 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 D1189-13 FOR EXPANDED INSTRUCTIONS."

**Data Pertinent to All Models** (cont'd)

## NOTE 2. (cont'd)

C. Applicable to Model 210-5(205) and 210-5A(205A)

- (1) In full view of the pilot:  
"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. Maximum maneuvering speed - 138 m.p.h. - CAS. Maximum design weight 3300 lb. Maximum flight maneuvering load factors - Flaps up +3.8, -1.52; Flaps down +3.0; altitude load in stall recovery 200 ft.; Flap extension speed - 110 m.p.h. - CAS."
- (2) On the control lock: "Control lock - remove before starting engine."
- (3) On fuel selector valve plate: "Both off. Left tank - 31.7 gal.  
Right tank - 31.7 gal. Use full rich mixture to switch tanks. Take off and land on fullest tank."
- (4) On the fuel tank filler cap: "Tank capacity 32.5 U.S. gallons, 100/130."
- (5) 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 D1189013 FOR EXPANDED INSTRUCTIONS."

D. Applicable to Models 210D/210E

- (1) In full view of the pilot:  
"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. Maximum maneuvering speed - 134 m.p.h. - CAS. Maximum design weight 3100 lb. Maximum flight maneuvering load factors - Flaps up +3.8, -1.52; Flaps down +3.5. Maximum gear extension speed 160 m.p.h. - CAS; Maximum flap extension speeds 10°, flaps - 160 m.p.h. - CAS; 10°-40° flaps - 110 m.p.h. - CAS; altitude loss in stall recovery 130 ft.
- | <u>Before Takeoff</u>      | <u>Before Landing</u>      |
|----------------------------|----------------------------|
| 1. Set tabs                | 1. Gear down               |
| 2. Fuel selector full tank | 2. Fuel selector full tank |
| 3. Cowl flaps open         | 3. Cowl flaps closed       |
| 4. Mixture rich            | 4. Mixture rich            |
| 5. Propeller full in       | 5. Propeller full in       |
| 6. Flaps 0°-20°            | 6. Flaps down."            |
- (2) On the control lock: "Control lock - remove before starting engine."
  - (3) On the upper pack cover: "To extend gear manually, place gear handle in full down position, pull emergency handle out and pump vertically."
  - (4) On fuel selector valve plate: "Both off. Left tank - 31.7 gal.  
Right tank - 31.7 gal. Use full rich mixture to switch tanks. Take off and land on fullest tank."
  - (5) On baggage door: "Maximum weight each child's seat, 140 lb. Refer to weight and balance data for baggage/cargo loading."
  - (6) On the fuel tank filler cap: "Tank capacity 32.5 U.S. gallons, 100/130."
  - (7) Above selector valve: "Turn pump on 'HI' when switching from a dry tank to a tank containing fuel."

**Data Pertinent to All Models** (cont'd)

NOTE 2. (cont'd)

- D. (8) 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 D1189-13 FOR EXPANDED INSTRUCTIONS."

E. Applicable to Models 210F/T210F

- (1) In full view of the pilot:  
 "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. Maximum maneuvering speed - 131.0 m.p.h. - CAS. Maximum design weight 3300 lb. Maximum flight maneuvering load factors - Flaps up +3.8, -1.52; Flaps down +3.0. Maximum gear extension speed 160 m.p.h. - CAS; Maximum flap extension speeds 10° flaps - 160 m.p.h. - CAS; 10°-40° flaps - 110 m.p.h. - CAS; Altitude loss in stall recovery 240 feet.

Before Takeoff

1. Set tabs
2. Fuel selector full tank
3. Cowl flaps open
4. Mixture rich
5. Propeller full in
6. Flaps 0°-20°

Before Landing

1. Gear down
2. Fuel selector full tank
3. Cowl flaps closed
4. Mixture rich
5. Propeller full in
6. Flaps down."

- (2) On control lock: "Control lock - remove before starting engine."  
 (3) On the power pack cover: "To extend gear manually, place gear handle in full down position, pull emergency handle and pump vertically."  
 (4) On fuel selector valve plate: "Both off. Left tank - 31.5 gal. Right tank - 31.5 gal. Use full rich mixture to switch tanks. Take off and land on fullest tank."  
 (5) On baggage door: "Maximum weight each child's seat, 140 lb. Refer to weight and balance data for baggage/cargo loading."  
 (6) On the fuel tank filler cap: "Tank capacity 32.5 U.S. gallons, 100/130."  
 (7) Above selector valve: "Turn pump on 'HI' when switching from a dry tank to a tank containing fuel."  
 (8) Near the engine power instruments: (T210F only)

*Altitude in Feet <u>Sea Level to:</u>	Manifold <u>Pressure in. Hg.</u>	Fuel Flow <u>Gal/Hr</u>
19,000	32.5	28
20,000	31.5	26
22,000	29.5	24
24,000	27.5	22
26,000	25.5	20
28,000	23.5	19
30,000	21.5	18

75% power climb - 2500 r.p.m. - 27.5 manifold pressure - 20 g.p.h."

- (9) On instrument panel above fuel boost pump switch:  
 "Use 'HI' for emergency only ↓."

**Data Pertinent to All Models** (cont'd)

NOTE 2. (cont'd)

- E. (10) 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 D1189-13 FOR EXPANDED INSTRUCTIONS."

F. Applicable to Models 210G, T210G, 210H, T210H, 210J, T210J

- (1) In full view of the pilot:  
 "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. Maximum maneuvering speed - 135 m.p.h. - (CAS). Maximum design weight 3400 lb. Maximum flight maneuvering load factors - Flaps up +3.8, -1.52; Flaps down +3.0. Maximum gear extension speed - 160 m.p.h. - (CAS); Maximum flap extension speeds 10° flaps - 160 m.p.h. - (CAS); 10°-30° flaps - 110 m.p.h. - (CAS); Altitude loss in stall recovery 250 feet.

Before Takeoff

- 1. Set tabs
- 2. Fuel selector full tank
- 3. Cowl flaps open
- 4. Mixture rich
- 5. Propeller full in
- 6. Flaps 0°-20°

Before Landing

- 1. Gear down
- 2. Fuel selector full tank
- 3. Cowl flaps closed
- 4. Mixture rich
- 5. Propeller full in
- 6. Flaps down."

- (2) On control lock: "Control lock - remove before starting engine"
- (3) On the power pack cover: "To extend gear manually, place gear handle in full down position, pull emergency handle out and pump vertically."
- (4) On fuel selector valve plate: "Both off. Left-44.5 gal. Right-44.5 gal. Use full rich mixture to switch tanks. Take off and land on fullest tank."
- (5) On baggage door: "Maximum weight each child's seat 140 lb. Refer to weight and balance data for baggage/cargo loading."
- (6) Aft of the filler cap on the adapter plate: "Tank capacity 45.0 U.S. gallons. Service this airplane with 100/130 minimum grade aviation gasoline."
- (7) Above selector valve: "Turn pump on 'HI' when switching from a dry tank to a tank containing fuel."
- (8) Near the engine power instruments: (T210G/T210H/T210J)

*Altitude in Feet Sea Level to:	Manifold Pressure in. Hg.	Fuel Flow Gal/Hr
19,000	32.5	28
20,000	31.5	26
22,000	29.5	24
24,000	27.5	22
26,000	25.5	20
28,000	23.5	19
30,000	21.5	18

75% power climb - 2500 r.p.m. - 27.5 manifold pressure - 20 g.p.h."

- (9) On instrument panel above fuel boost pump switch:  
 "Use 'HI' for emergency only ↓."

**Data Pertinent to All Models** (cont'd)

## NOTE 2. (cont'd)

- F. (10) 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 D1189-13 FOR EXPANDED INSTRUCTIONS."

- G. Applicable to Model 210K/T210K (S/N 21059200 through 21059351)

- (1) In full view of the pilot:

"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. Maximum maneuvering speed - 135 m.p.h.(CAS). Maximum design weight 3800 lb. Maximum flight maneuvering load factors - Flaps up +3.8, -1.52; Flaps down +2.0. Maximum gear extension speed - 160 m.p.h.- (CAS); Maximum flap extension speed 10° flaps - 160 m.p.h. - (CAS); 10°-30° flaps - 110 m.p.h. - (CAS); Altitude loss in stall recovery 300 feet.

## Checklist Placard

Before Takeoff	Before Landing
1. Adjust trim controls	1. Fuel selector full tank
2. Fuel selector full tank	2. Gear down
3. Cowl flaps open	3. Cowl flaps closed
4. Mixture rich	4. Mixture rich
5. Propeller full in	5. Propeller full in
6. Flaps 0°-10°	6. Flaps down."

- (2) On control lock: "Control lock - remove before starting engine."  
 (3) On the power pack cover: "To extend gear manually, place gear handle in full down position, pull emergency handle and pump vertically."  
 (4) On fuel selector valve plate: "Both off. Left on-44.5 gal. Right on -44.5 gal. Take off and land on fuller tank."  
 (5) On baggage door: "Maximum baggage 120 lb. Refer to weight and balance data for baggage/cargo loading."  
 (6) Aft of the filler cap on the adapter plate: "Tank capacity 45.0 U.S. gallons. Service this airplane with 100/130 minimum grade aviation gasoline."  
 (7) Above selector valve: "When switching from a dry tank turn pump on 'HI' momentarily."  
 (8) Above fuel flow and manifold pressure indicator: (Model 210K)

"Fuel flow at Full Throttle

	<u>2700 r.p.m.</u>	<u>2850 r.p.m.</u>
Sea Level	23 gal/hr	24 gal/hr
4000 ft.	21 gal/hr	22 gal/hr
8000 ft.	19 gal/hr	20 gal/hr"

- (9) Near the engine power instruments: (Model T210K)

*Altitude in Feet	Manifold	Fuel Flow
Sea Level to:	Pressure in. Hg.	Gal/Hr
19,000	32.5	28
20,000	31.5	26
22,000	29.5	24
24,000	27.5	22
26,000	25.5	20
28,000	23.5	19
30,000	21.5	18

75% power climb - 2500 r.p.m. - 27.5 manifold pressure - 20 g.p.h."



**Data Pertinent to All Models** (cont'd)

## NOTE 2. (cont'd)

- G. (10) On flap control indicator:
- "a. 0°-10° - T.O. (Takeoff range with blue color code and 160 m.p.h. callout; also mechanical detent at 10°)"
  - "b. 10°-20° - Full (Indices at these positions with white color code and 110 m.p.h. callout; also, mechanical detent at 20°."
- (11) In plain 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 D1189-13 FOR EXPANDED INSTRUCTIONS."

- H. Applicable to Model 210K/T210K (S/N 21059352 through 21059502)  
Applicable to Model 210L/T210L (S/N 21059503 through 21061039)

- (1) In full view of the pilot:
- (a) Applicable to Model 210K/T210K (S/N 21059352 through 21059502)  
Applicable to Model 210L/T210L (S/N 21059503 through 21061039)  
 "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	135 m.p.h. CAS (117 knots)
Gear extension speed	160 m.p.h. CAS (139 knots)
Gross weight	3800 lbs.
Flight load factor	Flaps up +3.8, -1.52 Flaps down +2.0

No acrobatic maneuvers, including spins, approved. Altitude loss in a stall recovery - 300 ft. Known icing conditions to be avoided. This airplane is certificated for the following flight operations as of date of original airworthiness certificate:

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

- (b) Applicable to Model 210L/T210L (S/N 21061040 and up)  
 "This airplane must be operated as a normal category airplane in accordance with the operating limitations as stated in the form of placards, markings, and manuals.

MAXIMUMS

Maneuvering speed (IAS)	119 knots
Gear extension speed (IAS)	140 knots
Gross weight	3800 lbs
Flight load factor	Flaps up +3.8, -1.52 Flaps down +2.0

No acrobatic maneuvers, including spins, approved. Altitude loss in a stall recovery - 300 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)

**Data Pertinent to All Models** (cont'd)

NOTE 2. (cont'd)

- H. (1) (b) Checklist Placard (Model 210K/T210K)(S/N 21059352 through 21059502)

## "Checklist Placard

Before Takeoff

1. Adjust trim controls
2. Fuel selector full tank
3. Cowl flaps open
4. Mixture rich
5. Propeller full in
6. Flaps 0°-10°

Before Landing

1. Fuel selector full tank
2. Gear down
3. Cowl flaps closed
4. Mixture rich
5. Propeller full in
6. Flaps down."

Checklist (Model 210L/T210L)(S/N 21059503 through 21060539)  
(Stowed - not required for flight)

"Cessna 210L & T210L or Centurion & Centurion II (as applicable)

## Checklist

Before Takeoff

1. Controls - free and correct
2. Elevator and rudder trim - set
3. Fuel selector - fullest tank
4. Cowl flaps - open
5. Propeller - high r.p.m.
6. Mixture - as required
7. Flaps - 0° to 10°
8. Instruments - check and set
9. Seats and belts - secure

Before Landing

1. Fuel selector - fullest tank
2. Landing gear - DN 160 m.p.h. max
3. Mixture - rich
4. Propeller - high r.p.m.
5. Airspeed - 100 m.p.h. flaps up  
90 m.p.h. flaps down"

- (2) On control lock: "Control lock - remove before starting engine."
- (3) On the power pack cover: (210K/T210K) (S/N 21059200 through 21059502)  
To extend gear manually, place gear handle in full down position, pull emergency handle out and pump vertically."  
On hand pump cover: (210L/T210L) (S/N 21059503 and up)  
"Manual gear extension: 1. select gear down; 2. pull handle forward; 3. pump vertically."
- (4) On fuel selector valve plate: "Off. Left on -44.5 gal.  
Right on -44.5 gal. Takeoff and land on fuller tank."
- (5) On baggage door: "Maximum baggage 120 lb. Refer to weight and balance data for baggage/cargo loading."
- (6) Aft of the filler cap on the adapter plate: "Service this airplane with 100/130 minimum aviation grade gasoline. Total capacity 45.0 gal."
- (7) Above fuel selector valve: "When switching from dry tank, turn pump on 'HI' momentarily" (210L/T210L) (S/N 21059503 through 21060089)  
  
Above fuel selector valve: "When switching from dry tank, turn Auxiliary fuel pump 'ON' momentarily" (210L/T210L) (S/N 21060090 and up).
- (8) In front of pilot on lower instrument panel knee pad: "Alternate static air ↓ on."
- (9) Above ammeter: "Do not turn off alternator in flight except in emergency." (Model 210K/T210K) (S/N 21059200 through 21059502)
- (10) Adjacent to overvoltage light: "High voltage" (Models 210L/T210L) (S/N 21059503 and up)

**Data Pertinent to All Models** (cont'd)

## NOTE 2. (cont'd)

- H. (11) Above left fuel gauge: "Do not turn off alternator in flight except in emergency." (Models 210L/T210L) (S/N 21059503 through 21059719)

- (12) Above fuel flow and manifold pressure indicator:  
(Model 210K/210L)

"Fuel flow at full throttle

	2700 r.p.m.	2850 r.p.m.
S.L.	138 lbs/hr	144 lbs/hr
400 ft.	126 lbs/hr	132 lbs/hr
8000 ft.	114 lbs/hr	120 lbs/hr"

- (13) Near the engine power instruments  
(Models T210K/T210L)

"Max. allowable manifold press. & climb fuel flow

Alt.-ft/1000	SL-19	20	22	24	26	28	30
M.P.-In. Hg.	32.5	31.5	29.5	27.5	25.5	23.5	21.5
Fuel flow-lbs/hr	168	156	144	132	120	114	108

75% power climb - 2500 r.p.m., 27.5 in. M.P., 120 lbs/hr"

- (14) On lower surface of right hand wing just outboard of fuselage:  
"Oxygen filler door." (All models with oxygen)

- (15) On flap control indicator: (210K/T210K) (S/N 21059352 through 21059502)

"a. 0°-10° (Takeoff range with blue color code and 160 m.p.h. callout; also mechanical detent at 10°)"

- b. 10°-20° Full (Indices at these positions with white color code and 110 m.p.h. callout; also mechanical detent at 20°)"

On flap control indicator: (210L/T210L) (S/N 21059503 through 21061039)

"a. 0°-10° (Takeoff range with blue color code and 160 m.p.h. callout; also mechanical detent at 10°)"

- b. 10°-20° Full (Indices at these positions with white color code  
120 m.p.h. callout; also mechanical detent at 20°)"

On flap control indicator: (210L/T210L) (S/N 21051040 and up)

"a. 0°-10° (Takeoff range with blue color code and 140 knots callout; also mechanical detent at 10°)"

- b. 10°-20° - Full (Indices at these positions with white color code and 105 knots callout; also mechanical detent at 20°)"

- (16) On inside nose wheel doors:

"WARNING - before working in wheel well area pull hydraulic pump circuit breaker off." (Model 210L/T210L) (S/N 21059503 and up)

- (17) 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 D1189-13 FOR EXPANDED INSTRUCTIONS."

**Data Pertinent to All Models** (cont'd)

NOTE 2. (cont'd)

J. Applicable to Model 210M/T210M, 210N/T210N, 210R/T210R

(1) In full view of the pilot:

(a) Applicable to Model 210M/T210M (S/N 21061574 through 21062273)

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

<u>MAXIMUMS</u>	
Maneuvering speed (IAS)	119 knots
Gear extension speed (IAS)	140 knots
Gross weight	3800 lbs.
Flight load factor	Flaps up +3.8, -1.52 Flaps down +2.0

No acrobatic maneuvers, including spins, approved. Altitude loss in a stall recovery - 300 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) Applicable to Model 210M/T210M (S/N 21061042, 21062274 through 21062954)

"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.

<u>MAXIMUMS</u>	
Maneuvering speed (IAS)	119 knots
Gross weight	3800 lbs.
Flight load factor	Flaps up +3.8, -1.52 Flaps down +2.0

No acrobatic maneuvers, including spins, approved. Altitude loss in a stall recovery 300 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)

(c) Applicable to Models 210N/T210N (S/N 21062955 through 21064535)

"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 21064535: "Control Lock - Remove Before Starting Engine."

(3) On the hand pump cover:

(S/N 21061574 through 21062273)

"Manual gear extension: 1. Select gear down; 2. pull handle forward; 3. pump vertically."

(S/N 21061042, 21062274 through 21064535)

"Manual gear extension: 1. Select gear down; 2. pull handle forward; 3. pump vertically."

CAUTION: Do not pump with gear up selected"

**Data Pertinent to All Models** (cont'd)

## NOTE 2. (cont'd)

- J. (4) On fuel selector valve plate through 21064535:  
"Off. Left on - 44.5 gal. Right on - 44.5 gal.  
Takeoff and land on fuller tank."
- (5) 210M/T210M (S/N 21061042, 21061574 through 21062954)  
On baggage door: "Maximum baggage 120 lb. Refer to weight and balance data for baggage/cargo loading."  
  
210N/T210N (S/N 21062955 through 21064535)  
On baggage door: "Maximum baggage 200 lbs. total. Refer to weight and balance data for baggage/cargo loading."
- (6) Near the wing filler caps:  
(S/N 21061574 through 21062273)  
"Service this airplane with 100/130 minimum aviation grade gasoline. Total capacity 45.0 gal."  
  
(S/N 21061042, 21062274 through 21064535)  
"Service this airplane with 100LL/100 minimum aviation grade gasoline. Total capacity 45.0 gal."
- (7) Near fuel selector valve through 21064535:  
"When switching from dry tank, turn auxiliary fuel pump on momentarily."
- (8) In front of pilot on lower instrument panel:  
(S/N 21061574 through 21062273)  
"Alternate static air ↓ pull on."  
  
(S/N 21061042, 21062274 through 21064535)  
"Alternate static air pull on."
- (9) 210M/T210M (S/N 21061042 through 21062954)  
Adjacent to overvoltage light: "High Voltage."  
  
210N/T210N (S/N 21062955 through 21064535)  
Adjacent to low voltage light: "Low Voltage"
- (10) Near the engine power instruments (Model 210M, S/N 21061574 through 21062954):  
"Fuel Flow at Full Throttle
- |          |                    |                    |
|----------|--------------------|--------------------|
|          | <u>2700 r.p.m.</u> | <u>2850 r.p.m.</u> |
| S.L.     | 138 lbs/hr         | 144 lbs/hr         |
| 400 ft.  | 126 lbs/hr         | 132 lbs/hr         |
| 8000 ft. | 114 lbs/hr         | 120 lbs/hr"        |
- "Max. power setting  
Takeoff (5 min. only) 2850 r.p.m.  
Max. continuous power 2700 r.p.m."  
Near the engine power instruments (Model 210N, S/N 21062955 through 21064535):  
"Min. Fuel Flows at Full Throttle
- |           |                    |                    |
|-----------|--------------------|--------------------|
|           | <u>2700 r.p.m.</u> | <u>2850 r.p.m.</u> |
| S.L.      | 138 lbs/hr         | 144 lbs/hr         |
| 4000 ft.  | 126 lbs/hr         | 132 lbs/hr         |
| 8000 ft.  | 114 lbs/hr         | 120 lbs/hr         |
| 12000 ft. | 102 lbs/hr         | 108 lbs/hr"        |

**Data Pertinent to All Models** (cont'd)

NOTE 2. (cont'd)

- J. (11) Near the engine power instruments (T210M):  
(S/N 21061574 through 21062273)

Maximum power setting & fuel flow

T.O. (5 min. only): 2700 r.p.m. Normal climb: 2500 r.p.m.  
36.5 in. mp., 186 lbs/hr 30.0 in. mp., 126 lbs/hr

Max. continuous power: 2600 r.p.m.

Alt.-ft/1000	SL-17	18	20	22	24	26	28	30
M.P.-In. Hg.	35	34	32	30	28	26	24	22
Fuel flow-lbs/hr	162	156	144	132	120	108	102	96"

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

(S/N 21061042, 21062274 through 21062953)

Maximum power setting & fuel flow

T.O. (5 min. only): 2700 r.p.m. Normal climb: 2500 r.p.m.  
36.5 in. mp., 186 lbs/hr 30.0 in. mp., 120 lbs/hr

Max. continuous power: 2600 r.p.m.

Alt.-ft/1000	SL-17	18	20	22	24	26	28	30
M.P.-In. Hg.	35	34	32	30	28	26	24	22
Fuel flow-lbs/hr	162	156	144	132	120	108	102	96"

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

Near the engine power instruments (T210N, S/N 21062955 through 21064535):

Minimum Fuel Flows

T.O.: 2700 r.p.m.  
36.5 in. mp., 186 lbs/hr

Maximum continuous power: 2600 r.p.m.

Alt.-ft/1000	SL-17	18	20	22	24	26	28	30
M.P.-In. Hg.	35	34	32	30	28	26	24	22
Fuel flow-lbs/hr	162	156	144	132	129	108	102	96"

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

- (12) On lower surface of right hand wing just outboard of fuselage through 21064535:  
"Oxygen filler door." (All models with oxygen.)

- (13) On flap indicator:

(S/N 21061574 through 21062273)

- a. "0° - 10° - (Partial flap range with blue color code and 140 knots callout; also, mechanical detent at 10°)"
- b. "10° - 20° - Full - (Indices at these positions with white color code and 105 knots callout; also, mechanical detent at 20°)"

(S/N 21061042, 21062274 through 21063640)

- a. "0° - 10° - (Partial flap range with blue color code and 150 knots callout; also, mechanical detent at 10°)"
- b. "10° - 20° - Full - (Indices at these positions with white color code and 115 knots callout; also, mechanical detent at 20°)"

(S/N 21063641 through 21064535)

- a. "0° - 10° - (Partial flap range with dark blue color code and 160 knot callout; also, mechanical detent at 10°)"
- b. "10° - 20° - (Indices at these positions with light blue color code and 130 knot callout; also, mechanical detent at 10°)"
- c. "20° - 30° - (Indices at these positions with white color code and 115 knot callout)"

**Data Pertinent to All Models** (cont'd)

## NOTE 2. (cont'd)

- J. (14) On inside nose wheel doors, strut doors and main wheel doors through 21062954 and on inside of nose wheel doors S/N 21064535: "Warning - Before working in the wheel well area pull hydraulic pump circuit breaker off."
- (15) Applicable to the Model 210M: (S/N 21062274 through 21062954)  
Near the gear selector handle:  
"Maximum speed IAS  
Gear oper. 140 knots  
Gear down 199 knots"
- (16) Applicable to the Model T210M: (S/N 21061042, 21062274 through 21062953)  
Near the gear selector handle:  
"Maximum speed IAS  
Gear oper. 140 knots  
Gear down 195 knots"
- (17) Applicable to the Model 210N: (S/N 21062955 through 21064535)  
Near the gear selector handle:  
"Maximum speed IAS  
Gear oper. 165 knots  
Gear down 200 knots"
- (18) Applicable to the Model T210N: (S/N 21062955 through 21064535)  
Near the gear selector handle:  
"Maximum speed IAS  
Gear oper. 165 knots  
Gear down 203 knots"
- (19) Near the airspeed indicator  
(a) Model 210N (S/N 21062955 through 21064535)  
"Maneuver Speed 125 KIAS"  
  
(b) Model T210N (S/N 21062955 through 21064535)  
"Maneuver Speed 130 KIAS"
- (20) Near the fuel cap  
Models 210N/T210N (S/N 21062955 through 21063640)  
"For 32 gal. fuel load fill to bottom of filler neck extension."  
  
Models 210N/T210N (S/N 21063641 through 21064535)  
"Capacity 33.5 gallons to bottom of filler neck extension."
- (21) Near the oil filler  
Models 210N/T210N (S/N 21062955 through 21064135)  
"Oil 10 qts."
- (22) On the nose gear strut  
Models 210N/T210N (S/N 21062955 through 21064135)  
"WARNING  
Release air and fluid pressure before removing any part of this assembly."

**Data Pertinent to All Models** (cont'd)

NOTE 2. (cont'd)

- J. (23) In full view of the pilot:
- (a) Models 210M/T210M (S/N 21061574 through 21062954)  
 "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 210N (S/N 21062955 through 21063640)  
 "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 T210N (S/N 21062955 through 21064535)  
 "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."

- (24) Effective S/N 21064536 and up:  
 "All placards required in the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual must be installed in the appropriate locations."

K. Applicable to Model P210N and P210R

- (1) In full view of the pilot:  
 Model P210N (S/N P21000001 through P21000150)  
 "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

Operating altitude		23,000 ft.
Maneuvering speed (IAS)		130 knots
Gross weight	Takeoff	4000 lbs.
	Landing	3800 lbs.
Flight load factor	Flaps up	+3.8, -1.52
	Flaps down	+2.0

No acrobatic maneuvers, including spins, approved. Landing with cabin pressurized is prohibited. Altitude loss in a stall recovery - 300 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)

Model P210N (S/N P21000151 and up)

"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.

Landing with cabin pressurized is prohibited.

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)



**Data Pertinent to All Models** (cont'd)

NOTE 2. (cont'd)

- K. (2) On control lock through P21000760: "Control Lock - Remove Before Starting Engine."
- (3) On the hand pump cover through P21000760:  
"Manual gear extension: 1. Select gear down; 2. pull handle forward;  
3. pump vertically. CAUTION: Do Not Pump With Gear Up Selected."
- (4) On fuel selector valve plate through P21000760: "Off. Left on - 44.5 gal., Right on - 44.5 gal.,  
Takeoff and land on fuller tank"
- (5) On baggage door through P21000760:  
"Maximum baggage 200 lbs. total. Raised area aft of baggage door 80 lbs. maximum.  
Refer to weight and balance data for baggage cargo loading."
- (6) Near the wing filler caps through P21000760: "Service this airplane with 100LL/100 minimum  
aviation grade gasoline. Total capacity 45.0 gal."
- (7) Near fuel selector valve through P21000760: "When switching from dry tank, turn auxiliary fuel  
pump on momentarily."
- (8) P210N (S/N P21000001 through P21000150)  
Adjacent to over voltage light: "HIGH VOLTAGE"  
  
P210N (S/N P21000151 through P21000760)  
Adjacent to low voltage light: "LOW VOLTAGE"

- (9) Near the engine power instruments through P21000760:

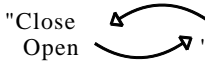
"Minimum Fuel Flows

TAKEOFF	MAX. CONTINUOUS POWER: 2600 RPM								
2700 R.P.M.	ALT-FT/1000	SL-17	18	19	20	21	22	23	
36.5 In.M.P	M.P. IN. HG.	35.5	34.5	33.5	32.5	31.5	30.5	29.5	
180 LBS/HR	Fuel Flow - lbs/hr	162	156	150	144	138	132	126"	

- (10) On flap indicator:  
P210N (S/N P21000001 through P21000385)
  - a. "0° - 10° - (Partial flap range with dark blue color code and 150 knots callout; also,  
mechanical detent at 10°)"
  - b. "10°- 20° - Full - (Indices at these positions with white color code and 115 knot callout; also,  
mechanical detent at 20°)"  
 P210N (S/N P21000386 through P21000760)
  - a. "0° - 10° - (Partial flap range with dark blue color code and 160 knot callout; also,  
mechanical detent at 10°)"
  - b. "10°- 20° - Full - (Indices at these positions with light blue color code and 130 knot callout;  
also, mechanical detent at 20°)"
  - c. "20°- 30° - (Indices at these positions with white color code and 115 knot callout)"  
(Full)
- (11) On inside nose wheel doors, strut doors and main wheel doors:  
"Warning - Before working in wheel well area pull hydraulic pump circuit breaker off."

**Data Pertinent to All Models** (cont'd)

## NOTE 2. (cont'd)

- K. (12) Near the gear selector handle:  
P210N (S/N P21000001 through P21000150)  
"Maximum speed IAS  
Gear oper. 140 knots  
Gear down 200 knots"
- P210N (S/N P21000151 through P21000760)  
"Maximum speed IAS  
Gear oper. 165 knots  
Gear down 200 knots"
- (13) Near the pilot's outside door handle through P21000760:  
"Close   
Open"
- (14) Near the emergency button to unlock the pilot's cabin door from the outside through P21000760:  
"Emergency  
Push to unlock"
- (15) Near the secondary lock for the inside pilot's door handle through P21000760:  
"Door Handle Safety Lock  
Push Flush to Lock  
Pull To Unlock"
- (16) Near the pilot's inside door handle through P21000760:  
"Close  
Open ↔ Lock"
- (17) Near the right exit handle through P21000760:  
"Open ↔ Close ↔ Latch  
Push Flush  
to Lock  
Close and Lock for Flight"
- (18) Near the airspeed indicator:  
P210 (S/N P21000151 through P21000760)  
"Maneuver Speed - 130 KIAS"
- (19) Near the oil filler:  
P210N (S/N P21000151 through P21000760)  
"Oil 10 qts"
- (20) Near the fuel cap:  
P210N (S/N P21000151 through P21000760)  
"For 32 gal. fuel load fill to bottom of filler neck extension."
- (21) On emergency exit through P21000760:  
"Emergency Exit - To Open  
1. Lift handle (Do not pull inward)  
2. Rotate counter clockwise to 'OPEN' position  
3. Push door outward"

**Data Pertinent to All Models** (cont'd)

NOTE 2. (cont'd)

- K. (22) On the main cabin door through P21000760:  
 "Door Handle Safety Lock  
 Push Flush To Lock  
 Pull to Unlock"

And

- "To Open Door
  1. Unlock safety lock (pull out)
  2. Rotate handle to 'OPEN' position
  3. Push door outward"

- (23) In full view of the pilot:  
 S/N P21000001 through P21000150  
 "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."

- S/N P21000151 through P21000760:  
 "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."

- (24) When equipped with optional EGT gauge: - On the left forward side panel near instrument panel (S/N P21000001 through P21000150):

"EGT LIMITATION  
 USE OF EGT GAUGE IS PROHIBITED  
 AT ALL R.P.M. SETTINGS ABOVE 2500  
 R.P.M. AT ALL ALTITUDES"

- (25) When equipped with optional EGT gauge: - On the left side panel near instrument panel (S/N P21000001 through P21000150):

"EGT LIMITATIONS  
 USE OF EGT GAUGE IS PROHIBITED AT ALL POWER SETTINGS  
 ABOVE 80% AT ALL ALTITUDES; OR ABOVE THE FOLLOWING  
 POWERS AT THE LISTED ALTITUDES WHEN OAT IS ABOVE STANDARD.  
 75% AT 17,000 FEET OR HIGHER  
 70% AT 20,000 FEET OR HIGHER  
 65% AT 22,000 FEET OR HIGHER  
 CONTINUOUS OPERATION LEANER THAN SHOWN IN THE TABLE IS PROHIBITED."

EXHAUST GAS TEMPERATURE (°F RICH OF PEAK)				
POWER	2500 R.P.M.	2400 R.P.M.	2300 R.P.M.	2200 R.P.M.
76 to 80%	100%	75%	75%	50%
71 to 75%	75°	75°	50°	50°
66 to 70%	75°	50°	50°	25°
61 to 65%	50°	50°	25°	25°
56 to 60%	50°	25°	25°	Peak EGT
51 to 55%	25°	25°	Peak EGT	Peak EGT
46 to 50%	25°	Peak EGT	Peak EGT	Peak EGT
45% or less	Peak EGT	Peak EGT	Peak EGT	Peak EGT

**Data Pertinent to All Models** (cont'd)

## NOTE 2. (cont'd)

- K. (26) Effective P21000761 and up:  
 "All placards required in the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual must be installed in the appropriate locations."

## NOTE 3. The cylinder head thermistors must be installed as follows:

<u>Model</u>	<u>Cylinder Head Number</u>
210, 210A	(1960-61 Model) 3
210B, 210C, 210D	(1962-63-64 Model) 1
210E,210F,210G,210H,210J	(1965-66-67-68-69 Model) 2
210F,T210G,T210H,T210J	(1966-67-68-69 Model) 5
210K	(1970-71 Model) 3
T210K	(1970-71 Model) 5
210L	(1972-73-74-75-76 Model) 3
T210L	(1972-73 Model) 5
T210L	(1974-75-76 Model) 1
210M	(1977 Model) 3
210M	(1978 Model) 1
T210M	(1977-78 Model) 1
P210N	(1978-81 Model) 5
210N	(1979-81 Model) 1
T210N	(1979 Model) 1
T210N	(1980-81 Model)(Non-Air Cond) 5 or 1
T210N	(1980-81 Model)(With Air Cond) 1
P210N	(1982-83 Model) 4
210N, 210R	(1982 Model and up)(Non Air Cond) 4
210N, 210R	(1982 Model and up)(With AirCond) 1
T210N	(1982 Model and up) 3
P210R, T210R	(1985 Model and up) 1

## NOTE 4.

The marking of the airspeed indicator with I.A.S. provides an equivalent level of safety to CAR 3.757 when the approved airspeed calibration data presented in Section V of the Pilot's Operating Handbooks listed below is available to the pilot:

210L	Cessna P/N D1069-13	(S/N 21061040 through 21061573)
T210L	Cessna P/N D1070-13	(S/N 21061040 through 21061573 except 21061042)
210M	Cessna P/N D1094-13	(S/N 21061574 through 21062273)
T210M	Cessna P/N D1095-13	(S/N 21061574 through 21062273)
210M	Cessna P/N D1122-13	(S/N 21062274 through 21063954)
T210M	Cessna P/N D1123-13	(S/N 21061042, 21062274 through 21062954)
P210N	Cessna P/N D1124-13	(S/N P21000001 through P21000150)
210N	Cessna P/N D1151-13PH	(S/N 21062955 through 21063640)
T210N	Cessna P/N D1152-13PH	(S/N 21062955 through 21063640)
P210N	Cessna P/N D1153-13PH	(S/N P21000151 through P21000385)
210N	Cessna P/N D1186-13PH	(S/N 21063641 through 21064135)
T210N	Cessna P/N D1187-13PH	(S/N 21063641 through 21064135)
P210N	Cessna P/N D1188-13PH	(S/N P21000386 through P21000590)
210N	Cessna P/N D1207-13PH	(S/N 21064136 through 21064535)
T210N	Cessna P/N D1208-13PH	(S/N 21064136 through 21064535)
P210N	Cessna P/N D1209-13PH	(S/N P21000591 through P21000760)
210N	Cessna P/N D1226-13PH	(S/N 21064536 through 21064772)
T210N	Cessna P/N D1227-13PH	(S/N 21064536 through 21064772)
P210N	Cessna P/N D1228-13PH	(S/N P21000761 through P21000811)
210N	Cessna P/N D1244-13PH	(S/N 21064773 through 21064822)
T210N	Cessna P/N D1245-13PH	(S/N 21064773 through 21064822)
P210N	Cessna P/N D1246-13PH	(S/N P21000812 through P21000834)
210N	Cessna P/N D1265-13PH	(S/N 21064823 through 21064897)
T210N	Cessna P/N D1266-13PH	(S/N 21064823 through 21064897)
210R	Cessna P/N D1288-13PH	(S/N 21064898 through 21065009)

**Data Pertinent to All Models** (cont'd)

NOTE 5. Service information applicable to Models P210N and P210R:

Components subject to the establishment of a retirement life as shown below with the corresponding retirement life hours:

<u>Component Name</u>	<u>Retirement Hours</u>
Windshield, rear cabin top windows Side windows, and ice detector light lens	13,000 hours

NOTE 6. 14-volt electrical system  
(210/T210 series through S/N 21059502)  
(205 series through S/N 205-0577)

28-volt electrical system  
(210/T210 series effective S/N 21059503 and up)  
(P210 series effective S/N P21000001 and up)

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

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

...END...