

## Cessna 210 Poh

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**Cessna T210 Turbo - AOPA**  
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### Climb, Cruise, Descent

The turbocharged 210 is a hot rod at altitude, turning in substantially better climb and cruise performance than the pressurized airplane. The reasons for this are simple: It takes horsepower to pump up that cabin, and some weight is added to the structure for pressurization.

### Cessna 210 Centurion • Disciples of Flight

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### Cessna 210 - Wikipedia

The Cessna 210 was introduced into the aviation market place in late 1959 after a 4-year process to develop a high performance, retractable single engine airplane that would compete with the popular Beechcraft Bonanza. Cessna did not have an aircraft model to bridge the gap between their fixed gear 182 and their twin-engine model 310.

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

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### Cessna 210 - AOPA

The Cessna 210 Centurion is a six-seat, high-performance, retractable-gear, single-engine, high-wing general aviation aircraft which was first flown in January 1957 and produced by Cessna until 1986.

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Cessna P210N POH. For prospective buyers and those without an electronic copy... these are hard to find anywhere. I have a scan of my POH from N731PJ 1980 P210N Serial 523. Obviously it may not be applicable to any other aircraft in question. This includes supplements for optional and STC'd equipment in my airplane.

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

### CESSNA CENTURION 210M 1977 PILOT OPERATING HANDBOOK Pdf ...

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Cessna Power Computer or the "Maximum Performance Take-Off and Climb Setting" placard that is located adjacent to the fuel flow indicator. Those of you that own or fly Cessna 210s with the Continental IO-550 engine conversion will love the increased performance and the fuel control system; it has an altitude-compensating fuel system for climb.

### Cessna 210 T210N-1982-POH Scanned | Airspeed | Aviation

Cessna got cracking on improving the 210, first by adding more windows and then, in 1962, widening the cabin by four inches. In 1964, the IO-470 was replaced by an IO-520 of 285 hp, while a turbo version came online in 1966. For 1967 the dowdy struts gave way to a new cantilever wing with 3 degrees of dihedral.

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