This data sheet which is part of Type Certificate No.3A21 prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder
Cessna Aircraft Company
P. O. Box 7704
Wichita, Kansas  67277

I - Model 210, 4 PCLM (Normal Category), Approved April 20, 1959

Engine
Continental IO-470-E

*Fuel
100/130 minimum grade aviation gasoline

*Engine Limits
For all operations, 2625 r.p.m. (260 b.h.p.)

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°
   (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 or 210345
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

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°  
   (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, 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

- **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°

- **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

- **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.:
      - 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.:
      - 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

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
- 1. (a) McCauley D2A34C58/90AT-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 0752004
  - (c) Woodward hydraulic governor D210452
- 2. McCauley constant speed propeller installation (with incorporation of Cessna Service Kit SK210-171)
  - (a) McCauley 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°
  - (b) Cessna spinner 0752004-2
  - (c) Woodward hydraulic governor D210452
**V - Model 210D** (cont’d)

*Airspeed Limits (CAS)*

<table>
<thead>
<tr>
<th>Condition</th>
<th>Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Never exceed</td>
<td>225 mph. (196 knots)</td>
</tr>
<tr>
<td>Maximum structural cruising</td>
<td>190 mph. (165 knots)</td>
</tr>
<tr>
<td>Maneuvering</td>
<td>134 mph. (116 knots)</td>
</tr>
<tr>
<td>Flaps extended</td>
<td>110 mph. (96 knots)</td>
</tr>
<tr>
<td>Landing gear operating speed</td>
<td>160 mph. (139 knots)</td>
</tr>
<tr>
<td>Landing gear extended speed</td>
<td>160 mph. (139 knots)</td>
</tr>
</tbody>
</table>

C.G. Range (Landing Gear Extended)

<table>
<thead>
<tr>
<th>Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>(+39.2) to (+46.6) at 3100 lb.</td>
</tr>
<tr>
<td>(+33.0) to (+46.6) at 2250 lb. or less</td>
</tr>
</tbody>
</table>

+ 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)

Max 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
VI - Model 210E  (cont'd)

Propeller and Propeller Limits (cont’d)  3.  McCauley constant speed propeller installation (with incorporation of Cessna Service Kit SK210-171)
   (a)  McCauley E2A37C233 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°
   (b)  Cessna spinner 1250415
   (c)  Woodward hydraulic governor D210452

*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. (-19.5), 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 210E: 21058511 through 21058715 (1965 Model)

VII - Model T210F, 4 PCLM (Normal Category), Approved August 3, 1965

   Engine  Continental TSIO-520-C

   *Fuel  100/130 minimum grade aviation gasoline

   *Engine Limits  For all operations, 2700 r.p.m., 32.5 in. Hg. mp. (285 b.hp.)

Propeller and Propeller Limits  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°
   (b)  Cessna spinner 1250415
   (c)  Woodward hydraulic governor G210452
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
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°
   (b) Cessna spinner 1250415
   (c) Woodward hydraulic governor D210452
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°
   (b) Cessna spinner 1250419-2
   (c) Woodward hydraulic governor D210452
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°
   (b) Cessna spinner 1250419-2
   (c) Woodward hydraulic governor D210452
4. McCauley constant speed propeller installation (with incorporation of Cessna Service Kit SK210-171)
   (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°
   (b) Cessna spinner 1250415
   (c) Woodward hydraulic governor D210452

*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
Movements

<table>
<thead>
<tr>
<th>Component</th>
<th>Movement</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wing flaps</td>
<td>Up</td>
<td>0°</td>
<td>Down</td>
</tr>
<tr>
<td>Ailerons</td>
<td>Up</td>
<td>21° ±2</td>
<td>Down</td>
</tr>
<tr>
<td>Elevator</td>
<td>Up</td>
<td>26°30' ±1°</td>
<td>Down</td>
</tr>
<tr>
<td>Elevator tab</td>
<td>Up</td>
<td>20° ±1°</td>
<td>Down</td>
</tr>
<tr>
<td>Rudder</td>
<td>Right</td>
<td>24° ±1°</td>
<td>Left</td>
</tr>
</tbody>
</table>

(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

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°
   (b) Cessna spinner 1250415
   (c) Woodward hydraulic governor G210452
   (d) McCauley hydraulic governor C290D2/T2 or C290D4/T2

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°
   (b) Cessna spinner 1250419-2
   (c) Woodward hydraulic governor G210452
   (d) McCauley hydraulic governor C219D2/T2 or C290D4/T2

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°
   (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)
Manipulating 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.

*Maximum Baggage 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 Wing flaps Up 0° Down 30°

Movements 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.h.p.)

Propeller and Propeller Limits

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°
   (b) Cessna spinner 1250415
   (c) Woodward hydraulic governor D210452
   (d) McCauley hydraulic governor C290D2/T5 or C290D3/T5

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°
   (b) Cessna spinner 1250419-2
   (c) Woodward hydraulic governor D210452
   (d) McCauley hydraulic governor C290D2/T5 or C290D3/T5

3. McCauley constant speed propeller installation (with incorporation of Cessna Service Kit SK210-171)
   (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°
   (b) Cessna spinner 1250415
   (c) McCauley hydraulic governor C290D2/T5 or C290D3/T5
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

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)


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

1. (a) McCauley E2A34C70/90AT-8
Pitch settings at 36 in. sta.:
Diameter: not over 82 in., not under 80 in.
low 11.8°, high 32.0°
(b) Cessna spinner 1250415
(c) Woodward hydraulic governor G210452
(d) McCauley hydraulic governor C290D2/T2 or C290D4/T2

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°
(b) Cessna spinner 1250419-2
(c) Woodward hydraulic governor G210452
(d) McCauley hydraulic governor C219D2/T2 or C290D4/T2
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

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°
   (b) Cessna spinner 1250415
   (c) Woodward hydraulic governor D210452
   (d) McCauley hydraulic governor C290D2/T5 or C290D3/T5

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°
   (b) Cessna spinner 1250419-2
   (c) Woodward hydraulic governor D210452
   (d) McCauley hydraulic governor C290D2/T5 or C290D3/T5

3. McCauley constant speed propeller installation (with incorporation of Cessna Service Kit SK210-171)
   (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°
   (b) Cessna spinner 1250415
   (c) Woodward hydraulic governor D210452
   (d) McCauley hydraulic governor C290D2/T5 or C290D3/T5

*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 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.)

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

1. Model 210K/210L (S/N 21059200 through 21060539)
   (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 1250419
   (c) Woodward hydraulic governor 2104562
   (d) McCauley hydraulic governor C290D2/T4 or C290D4/T4

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°
   (b) Cessna spinner 1250419-2
   (c) Woodward hydraulic governor 210462
   (d) McCauley hydraulic governor C290D2/T4 or C290D4/T4

3. McCauley constant speed propeller installation (with incorporation of Cessna Service Kit SK210-171)
   (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°
   (b) Cessna spinner 1250415
   (c) Woodward hydraulic governor 210462
   (d) McCauley hydraulic governor C290D2/T4 or C290D4/T4

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

1. Model T210K/T210L (S/N 21059200 through 21060539)
   (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°
   (b) Cessna spinner 1250415
   (c) Woodward hydraulic governor G210452
   (d) McCauley hydraulic governor C290D2/T2 or C290D4/T4

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°
   (b) Cessna spinner 1250419-2
   (c) Woodward hydraulic governor G210452
   (d) McCauley hydraulic governor C290D2/T2 or C290D4/T2
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) Model 210L/T210L (S/N 21061040 through 21061573)
(See NOTE 4 on use of IAS) 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)**

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<tr>
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<tbody>
<tr>
<td></td>
<td>21059352 through 21059502 (1971 Model)</td>
</tr>
<tr>
<td></td>
<td>Models 210L/T210L: 21059503 through 21059719 (1972 Model)</td>
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<tr>
<td></td>
<td>21059720 through 21060089 (1973 Model)</td>
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<td></td>
<td>21060090 through 21060539 (1974 Model)</td>
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<tr>
<td></td>
<td>21060540 through 21061039 (1975 Model)</td>
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<tr>
<td></td>
<td>21061040 through 21061041 (1976 Model)</td>
</tr>
<tr>
<td></td>
<td>21061043 through 21061573 (1976 Model)</td>
</tr>
</tbody>
</table>

**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**

<table>
<thead>
<tr>
<th>Engine</th>
<th>Continental TSIO-520-R</th>
</tr>
</thead>
</table>

*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°

2. (b) Cessna spinner 1250419-10

3. (c) McCauley hydraulic governor C290D4/T2

4. (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.  
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<tbody>
<tr>
<td></td>
<td>(+37.0) to (+53.0) at 3000 lb. or less</td>
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<tr>
<td></td>
<td>Straight line variation between points given</td>
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<tr>
<td></td>
<td>Moment change due to retracting landing gear (+3207 in.-lb.)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Empty Wt. C.G. Range</th>
<th>None</th>
</tr>
</thead>
</table>

*Maximum Weight 3800 lb.

<table>
<thead>
<tr>
<th>No. of Seats</th>
<th>6 (2 at +34 to +46, 2 at +61 to +77, 2 at +101)</th>
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</table>

<table>
<thead>
<tr>
<th>Maximum Baggage</th>
<th>Reference weight and balance data</th>
</tr>
</thead>
</table>

| Fuel Capacity | 90 gal. (89 gal. usable), two 45.0 gal. tanks in wings at +43.  
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<tbody>
<tr>
<td></td>
<td>See NOTE 1 for data on unusable fuel</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Oil Capacity</th>
<th>10 qt. (-12.5), 8 qt. usable</th>
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</thead>
</table>
XIV - Model 210M/T210M (cont’d)

Models 210M/T210M (cont’d)

<table>
<thead>
<tr>
<th>Control Surface</th>
<th>Movements</th>
</tr>
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<tbody>
<tr>
<td>Wing flaps</td>
<td>Up 0° Down 30° +1° -2°</td>
</tr>
<tr>
<td>Ailerons</td>
<td>Up 20° ±2° Down 15° ±2°</td>
</tr>
<tr>
<td>Elevator</td>
<td>Up 23° ±1° Down 17° ±1°</td>
</tr>
<tr>
<td>Elevator tab</td>
<td>Up 25° ±1° Down 10° ±1°</td>
</tr>
<tr>
<td>Rudder</td>
<td>Right 24° ±1° Left 24° ±1°</td>
</tr>
<tr>
<td></td>
<td>(measured parallel to 0.0 W.L.)</td>
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<tr>
<td></td>
<td>Rudder Right 27° 13’ ±1° Left 27° 13’ ±1°</td>
</tr>
<tr>
<td></td>
<td>(measured perpendicular to hinge line)</td>
</tr>
</tbody>
</table>

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)

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**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 21064536 (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

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.
   (b) Cessna spinner 1250419
   (c) McCauley hydraulic governor C290D4/T2 or Woodward hydraulic governor G210452

*Airspeed Limits (IAS)

(See NOTE 4 on Use of IAS)

1. Model T210N (S/N 21062954 and up)
   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)

(+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.)

Empty Wt. C.G. Range
None

*Maximum Weight
4000 lb. takeoff and flight
3800 lb. landing
4016 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 20° ±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
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)
### XVII - Model P210R, Pressurized Centurion, 6 PCLM (Normal Category), Approved September 24, 1984

<table>
<thead>
<tr>
<th>Engine</th>
<th>Continental TSIO-520-CE</th>
</tr>
</thead>
<tbody>
<tr>
<td>*Fuel</td>
<td>100LL/100 minimum grade aviation gasoline</td>
</tr>
<tr>
<td>*Engine Limits</td>
<td>For all operations 2700 r.p.m., 37 in. Hg. mp. (325 hp.)</td>
</tr>
</tbody>
</table>
| 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: P210000835 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)**: Never exceed 200 knots
  (See NOTE 4 on use of IAS)
  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)
**Model T210R**  
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*  
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

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**
- Models 210/210A: Part 3 of the Civil Air Regulations effective May 15, 1956, with no amendments.


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).

Application for type certificate dated August 13, 1956.

Type Certificate No. 3A21 issued April 20, 1959, obtained by the manufacturer under delegation option procedures.

**Equivalent Safety Items**
- (S/N 21061040 through 21064897 (T210 only), and S/N P21000001 through P21000835)

<table>
<thead>
<tr>
<th>Airspeed Indicator</th>
<th>CAR 3.757 (See NOTE 4 for effectivity)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating Limitations</td>
<td>CAR 3.778(a)</td>
</tr>
<tr>
<td>(210 S/N 21061040 through 21065009)</td>
<td></td>
</tr>
<tr>
<td>(T210 S/N 21061040 through 21064897)</td>
<td></td>
</tr>
<tr>
<td>(P210 S/N P21000001 through P21000834)</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Airspeed Indicating System</th>
<th>CAR 3.663</th>
</tr>
</thead>
<tbody>
<tr>
<td>(210N, S/N 21062955 through 21064897)</td>
<td></td>
</tr>
<tr>
<td>(210R, S/N 21064898 through 21065009)</td>
<td></td>
</tr>
</tbody>
</table>

**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, 210N2, P210N through S/N's 21064535 and P2106760; 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 maneuver 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.
      (ii) "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
           or
           "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°

(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.

<table>
<thead>
<tr>
<th>Before Takeoff</th>
<th>Before Landing</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Set tabs</td>
<td>1. Gear down</td>
</tr>
<tr>
<td>2. Fuel selector</td>
<td>2. Fuel selector full tank</td>
</tr>
<tr>
<td>3. Cowl flaps open</td>
<td>3. Cowl flaps closed</td>
</tr>
<tr>
<td>4. Mixture rich</td>
<td>4. Mixture rich</td>
</tr>
<tr>
<td>5. Propeller full in</td>
<td>5. Propeller full in</td>
</tr>
</tbody>
</table>
| 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 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.

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 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)

<table>
<thead>
<tr>
<th><em>Altitude in Feet</em></th>
<th>Manifold Pressure in. Hg.</th>
<th>Fuel Flow Gal/Hr</th>
</tr>
</thead>
<tbody>
<tr>
<td>19,000</td>
<td>32.5</td>
<td>28</td>
</tr>
<tr>
<td>20,000</td>
<td>31.5</td>
<td>26</td>
</tr>
<tr>
<td>22,000</td>
<td>29.5</td>
<td>24</td>
</tr>
<tr>
<td>24,000</td>
<td>27.5</td>
<td>22</td>
</tr>
<tr>
<td>26,000</td>
<td>25.5</td>
<td>20</td>
</tr>
<tr>
<td>28,000</td>
<td>23.5</td>
<td>19</td>
</tr>
<tr>
<td>30,000</td>
<td>21.5</td>
<td>18</td>
</tr>
</tbody>
</table>

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."

(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          Before Landing
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 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
tank containing fuel."

(8) Near the engine power instruments:  (T210G/T210H/T210J)

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

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.

<table>
<thead>
<tr>
<th>Checklist Placard</th>
</tr>
</thead>
<tbody>
<tr>
<td>Before Takeoff</td>
</tr>
<tr>
<td>1. Adjust trim controls</td>
</tr>
<tr>
<td>2. Fuel selector full tank</td>
</tr>
<tr>
<td>3. Cowl flaps open</td>
</tr>
<tr>
<td>4. Mixture rich</td>
</tr>
<tr>
<td>5. Propeller full in</td>
</tr>
<tr>
<td>Before Landing</td>
</tr>
</tbody>
</table>

(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
Sea Level 2700 r.p.m. 2850 r.p.m.
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  

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

<table>
<thead>
<tr>
<th>Before Takeoff</th>
<th>Before Landing</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Adjust trim controls</td>
<td>1. Fuel selector full tank</td>
</tr>
<tr>
<td>2. Fuel selector full tank</td>
<td>2. Gear down</td>
</tr>
<tr>
<td>3. Cowl flaps open</td>
<td>3. Cowl flaps closed</td>
</tr>
<tr>
<td>4. Mixture rich</td>
<td>4. Mixture rich</td>
</tr>
<tr>
<td>5. Propeller full in</td>
<td>5. Propeller full in</td>
</tr>
</tbody>
</table>

Checklist (Model 210L/T210L)(S/N 21059503 through 21060539)

(Stowed - not required for flight)

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

Checklist

<table>
<thead>
<tr>
<th>Before Takeoff</th>
<th>Before Landing</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Controls - free and correct</td>
<td>1. Fuel selector - fullest tank</td>
</tr>
<tr>
<td>2. Elevator and rudder trim - set</td>
<td>2. Landing gear - DN 160 m.p.h. max</td>
</tr>
<tr>
<td>3. Fuel selector - fullest tank</td>
<td>3. Mixture - rich</td>
</tr>
<tr>
<td>4. Cowl flaps - open</td>
<td>4. Propeller - high r.p.m.</td>
</tr>
<tr>
<td>5. Propeller - high r.p.m.</td>
<td>5. Airspeed - 100 m.p.h. flaps up</td>
</tr>
<tr>
<td>6. Mixture - as required</td>
<td>6. Flaps down. 90 m.p.h. flaps down”</td>
</tr>
<tr>
<td>7. Flaps - 0° to 10°</td>
<td></td>
</tr>
<tr>
<td>8. Instruments - check and set</td>
<td></td>
</tr>
<tr>
<td>9. Seats and belts - secure</td>
<td></td>
</tr>
</tbody>
</table>

(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

<table>
<thead>
<tr>
<th></th>
<th>2700 r.p.m.</th>
<th>2850 r.p.m.</th>
</tr>
</thead>
<tbody>
<tr>
<td>S.L.</td>
<td>138 lbs/hr</td>
<td>144 lbs/hr</td>
</tr>
<tr>
<td>400 ft.</td>
<td>126 lbs/hr</td>
<td>132 lbs/hr</td>
</tr>
<tr>
<td>8000 ft.</td>
<td>114 lbs/hr</td>
<td>120 lbs/hr</td>
</tr>
</tbody>
</table>

(13) Near the engine power instruments
(Model T210K/T210L)

"Max. allowable manifold press. & climb fuel flow

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

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.

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)

(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.

MAXIMUMS
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)

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

<table>
<thead>
<tr>
<th>Altitude (ft)</th>
<th>2700 r.p.m.</th>
<th>2850 r.p.m.</th>
</tr>
</thead>
<tbody>
<tr>
<td>S.L.</td>
<td>138 lbs/hr</td>
<td>144 lbs/hr</td>
</tr>
<tr>
<td>400 ft.</td>
<td>126 lbs/hr</td>
<td>132 lbs/hr</td>
</tr>
<tr>
<td>8000 ft.</td>
<td>114 lbs/hr</td>
<td>120 lbs/hr</td>
</tr>
</tbody>
</table>

"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

<table>
<thead>
<tr>
<th>Altitude (ft)</th>
<th>2700 r.p.m.</th>
<th>2850 r.p.m.</th>
</tr>
</thead>
<tbody>
<tr>
<td>S.L.</td>
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<tr>
<td>4000 ft.</td>
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</tr>
<tr>
<td>8000 ft.</td>
<td>114 lbs/hr</td>
<td>120 lbs/hr</td>
</tr>
<tr>
<td>12000 ft.</td>
<td>102 lbs/hr</td>
<td>108 lbs/hr</td>
</tr>
</tbody>
</table>
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.

\[
\begin{array}{cccccccccccc}
\text{Alt.-ft/1000} & \text{SL-17} & 18 & 20 & 22 & 24 & 26 & 28 & 30 \\
\hline
\text{M.P.-In. Hg.} & 35 & 34 & 32 & 30 & 28 & 26 & 24 & 22 \\
\text{Fuel flow-lbs/hr} & 162 & 156 & 144 & 132 & 120 & 108 & 102 & 96 \\
\end{array}
\]

"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.

\[
\begin{array}{cccccccccccc}
\text{Alt.-ft/1000} & \text{SL-17} & 18 & 20 & 22 & 24 & 26 & 28 & 30 \\
\hline
\text{M.P.-In. Hg.} & 35 & 34 & 32 & 30 & 28 & 26 & 24 & 22 \\
\text{Fuel flow-lbs/hr} & 162 & 156 & 144 & 132 & 120 & 108 & 102 & 96 \\
\end{array}
\]

"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.

\[
\begin{array}{cccccccccccc}
\text{Alt.-ft/1000} & \text{SL-17} & 18 & 20 & 22 & 24 & 26 & 28 & 30 \\
\hline
\text{M.P.-In. Hg.} & 35 & 34 & 32 & 30 & 28 & 26 & 24 & 22 \\
\text{Fuel flow-lbs/hr} & 162 & 156 & 144 & 132 & 120 & 108 & 102 & 96 \\
\end{array}
\]

"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°)"

c.  "20° - 30° -  (Indices at these positions with white color code and 115 knot callout)"

(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° -  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)"
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
   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)
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:

(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

<table>
<thead>
<tr>
<th>TAKEOFF</th>
<th>MAX. CONTINUOUS POWER: 2600 RPM</th>
</tr>
</thead>
<tbody>
<tr>
<td>2700 R.P.M.</td>
<td>ALT-FT/1000</td>
</tr>
<tr>
<td>36.5 In.M.P</td>
<td>M.P. IN. HG</td>
</tr>
<tr>
<td>180 LBS/HR</td>
<td>Fuel Flow - lbs/hr</td>
</tr>
</tbody>
</table>

(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."
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"
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 OPERATIONLEANER THAN SHOWN IN THE TABLE IS PROHIBITED."

EXHAUST GAS TEMPERATURE (°F RICH OF PEAK)

<table>
<thead>
<tr>
<th>POWER</th>
<th>2500 R.P.M.</th>
<th>2400 R.P.M.</th>
<th>2300 R.P.M.</th>
<th>2200 R.P.M.</th>
</tr>
</thead>
<tbody>
<tr>
<td>76 to 80%</td>
<td>100%</td>
<td>75%</td>
<td>75%</td>
<td>50%</td>
</tr>
<tr>
<td>71 to 75%</td>
<td>75°</td>
<td>75°</td>
<td>50°</td>
<td>50°</td>
</tr>
<tr>
<td>66 to 70%</td>
<td>75°</td>
<td>50°</td>
<td>50°</td>
<td>25°</td>
</tr>
<tr>
<td>61 to 65%</td>
<td>50°</td>
<td>50°</td>
<td>25°</td>
<td>25°</td>
</tr>
<tr>
<td>56 to 60%</td>
<td>50°</td>
<td>25°</td>
<td>25°</td>
<td>Peak EGT</td>
</tr>
<tr>
<td>51 to 55%</td>
<td>25°</td>
<td>25°</td>
<td>Peak EGT</td>
<td>Peak EGT</td>
</tr>
<tr>
<td>46 to 50%</td>
<td>25°</td>
<td>Peak EGT</td>
<td>Peak EGT</td>
<td>Peak EGT</td>
</tr>
<tr>
<td>45% or less</td>
<td>Peak EGT</td>
<td>Peak EGT</td>
<td>Peak EGT</td>
<td>Peak EGT</td>
</tr>
</tbody>
</table>
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:

<table>
<thead>
<tr>
<th>Model</th>
<th>Cylinder Head Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>210, 210A</td>
<td>(1960-61 Model)</td>
</tr>
<tr>
<td>210B, 210C, 210D</td>
<td>(1962-63-64 Model)</td>
</tr>
<tr>
<td>210K</td>
<td>(1970-71 Model)</td>
</tr>
<tr>
<td>T210K</td>
<td>(1970-71 Model)</td>
</tr>
<tr>
<td>210L</td>
<td>(1972-73-74-75-76 Model)</td>
</tr>
<tr>
<td>T210L</td>
<td>(1972-73 Model)</td>
</tr>
<tr>
<td>T210L</td>
<td>(1974-75-76 Model)</td>
</tr>
<tr>
<td>210M</td>
<td>(1977 Model)</td>
</tr>
<tr>
<td>210M</td>
<td>(1978 Model)</td>
</tr>
<tr>
<td>T210M</td>
<td>(1977-78 Model)</td>
</tr>
<tr>
<td>P210N</td>
<td>(1978-81 Model)</td>
</tr>
<tr>
<td>210N</td>
<td>(1979-81 Model)</td>
</tr>
<tr>
<td>T210N</td>
<td>(1979 Model)</td>
</tr>
<tr>
<td>T210N</td>
<td>(1980-81 Model)(Non-Air Cond)</td>
</tr>
<tr>
<td>T210N</td>
<td>(1980-81 Model)(With Air Cond)</td>
</tr>
<tr>
<td>P210N</td>
<td>(1982-83 Model)</td>
</tr>
<tr>
<td>210N, 210R</td>
<td>(1982 Model and up)(Non Air Cond)</td>
</tr>
<tr>
<td>210N, 210R</td>
<td>(1982 Model and up)(With Air Cond)</td>
</tr>
<tr>
<td>T210N</td>
<td>(1982 Model and up)</td>
</tr>
<tr>
<td>T210N</td>
<td>(1985 Model and up)</td>
</tr>
<tr>
<td>P210R, T210R</td>
<td>(1985 Model and up)</td>
</tr>
</tbody>
</table>

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:

<table>
<thead>
<tr>
<th>Component Name</th>
<th>Retirement Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>Windshield, rear cabin top windows</td>
<td>13,000 hours</td>
</tr>
<tr>
<td>Side windows, and ice detector light lens</td>
<td></td>
</tr>
</tbody>
</table>

**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...