

CESSNA T-210 Model Guide

The CESSNA T-210 is a turbocharged, fuel-injected, retractable-gear single-engine piston airplane. The documents give no seat count, weights or year range for it. They do cover engine limits, fuel system, gear operation and a long service history that a buyer should check against the logbooks.

KEY TAKEAWAYS

- Rated above 200 hp: 310 hp for 5 minutes, then 285 hp continuous. Critical altitude is 17,000 feet.
- Mandatory carry-thru spar corrosion inspection (SEL-57-08): confirm it was done and the report sent in.
- Fuel: two 45-gallon mains plus a 28-gallon rear auxiliary tank that feeds the right tank only.
- Check logbooks for the magneto, piston pin and stabilizer-bracket service items listed below.

ENGINE, COOLING AND OPERATION

Max power is 310 hp (36.5 inHg at 2700 RPM) for 5 minutes, then 285 hp (35 inHg at 2600 RPM) continuous. Critical altitude is 17,000 feet and service ceiling is 24,000 feet MSL. Cowl flaps are open for start, taxi, takeoff and climb, and closed in cruise and descent. Reduce power slowly in descent and run the engine at least 5 minutes after idle to avoid shock cooling.

GEAR, FUEL AND EQUIPMENT

The gear is hydraulic. Green means down and locked, amber means up and locked, and no light means in transition or a burned-out bulb. Do not operate the gear above VLO of 165 kts. Emergency extension takes about 35 hand pumps. The fuel selector has Left, Right and Off only. Oxygen is built in, and masks are mandatory above 18,000 feet.

SERVICE HISTORY TO VERIFY

Check the logbooks for: the carry-thru spar inspection (SEL-57-08; 20 flight hours or next annual for T210G through T210M, 200 flight hours for T210N and T210R); Slick 6220/6224 magneto serial prefixes in SB 1-84; the TSIO520CE piston pin bulletin M87-26 (engine S/N 530001 through 530140); and the horizontal stabilizer bracket P/N 1232624-1 check (50 hours).

SPECIFICATIONS

Fuel Tank Main Each Gal	45
Fuel Tank Aux Gal	28
Max Power 5min Hp	310
Continuous Power Hp	285

PERFORMANCE

Service Ceiling Ft	24000
Critical Altitude Ft	17000

V-SPEEDS

Vlo Kts	165
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SAFETY NOTES

- Carry-thru spar corrosion or cracks can cause structural failure, loss of control or wing separation. Wing STC modifications may require earlier inspection.
- Brackett BA-2410 air filter: a fatal Cessna T210 accident involved a wrongly installed single grill screen. A second screen, P/N 2404-00, is required.
- Turbo engines are susceptible to damage from poor temperature management. The club checkout prohibits flight into known icing.