

Cessna 205 Model Guide

The Cessna 205 is a six-seat, single-engine piston airplane built in 1963 and 1964. Its owner's manual lists a 3300 lb gross weight and a 260 hp Continental IO-470-S fuel-injected engine with a constant-speed propeller. The manual gives a top speed of 173 mph at sea level and a 163 mph cruise at 75% power at 6500 ft.

KEY TAKEAWAYS

- Six seats, 3300 lb gross weight, 260 hp Continental IO-470-S fuel-injected engine, constant-speed propeller (owner's manual).
- Manual figures: 173 mph top speed at sea level; 163 mph cruise at 75% power at 6500 ft.
- Check the shoulder harness adjusters against AD 2004-19-01, which lists the 205 and 205A.
- If an Airglas nose fork is fitted, confirm the tire sizes and the weight and balance records match the approved CG envelope.

ENGINE AND SYSTEMS TO KNOW

The engine is fuel injected. The fuel flow gauge is a fuel pressure gauge that reads approximate gallons per hour. Fuel comes from two wing tanks, one per wing. The cowl flaps have nine positions. For suspected induction ice (an unexplained manifold pressure drop), pull the hot air knob fully out; do not use an intermediate position.

NOSE FORK MODIFICATION (STC)

The Airglas PA32-206LA nose fork (STC SA02069AK) lists the 210-5 (205) and 205A. The CG envelope is not limited when all three tires are the same size. It is limited when the nose tire is smaller than the mains (tables 78 thru 80). The nose gear gets about 4 inches longer, cruise drops up to 8 mph, and range data should be cut by 5%.

AIRWORTHINESS ITEMS TO REVIEW

AD 2004-19-01 (effective November 1, 2004) covers the 205 and 205A. It requires inspection and, if necessary, modification of pilot/co-pilot upper shoulder harness adjusters on airplanes with certain Cessna accessory kits. Also have the muffler checked for blisters or bulges under the heat shroud, and the internal baffles for cracks and distortion.

SPECIFICATIONS

Engine Power Hp	260
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WEIGHT & BALANCE

Gross Weight Lbs	3300
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SAFETY NOTES

- With the Airglas nose fork, land in a nose-high attitude; wheelbarrowing or porpoising is more likely.
- Harness adjuster slippage can leave the pilot/co-pilot shoulder harness unable to hold proper belt length and tension (AD 2004-19-01).
- Do not use an intermediate induction hot air knob position; pull it fully out if induction ice is suspected.