

Cessna T210 Turbo Centurion Model Guide

The Cessna T210 Turbo Centurion is the turbocharged version of the Cessna 210, a single-engine piston aircraft listed for 1966 to 1986 and seating 4 to 6. The Cessna 210 family has a high wing, a three-blade variable-pitch propeller and retractable tricycle gear. The supplied documents cover service bulletins and an ATSB wing-failure report. They give no performance or weight tables.

KEY TAKEAWAYS

- Check the wing spar carry-through first. A fatigue crack there caused a T210M right wing to separate in flight in 2019.
- FAA AD 2020-03-16 requires visual and eddy current inspections of the carry-through spar lower cap on C210 models G through M.
- Cessna's 1992 bulletins call for quick-drain fuel valves, vented fuel caps and a pilot seat secondary stop, each within 400 hours or 12 months.
- Check the logs for modifications. The accident aircraft's turbo engine was swapped for a naturally aspirated one, and its weight limit was changed.

WING CARRY-THROUGH: WHAT TO KNOW

The carry-through is a single forging above the front seats. On G to M models it was not painted with corrosion-inhibiting primer. Moisture got in through the top surface and a foam pad held it, so the underside corroded. From the C210N the design was changed and primer applied. A 1992 eddy current inspection program was replaced in 2011 by a three-yearly visual corrosion inspection.

1992 SERVICE BULLETINS TO VERIFY

SEB92-24: fuel quick drain valves. SEB92-27: reduced-diameter vented fuel caps, plus removal of external turbo placards to help prevent misfuelling with turbine fuel. SEB92-28: metal-to-metal buckle seat belts and shoulder harnesses at all seats. SEB89-2 Rev 2: pilot seat secondary stop. Each is mandatory within 400 hours or 12 months. Confirm serial applicability and logbook entries.

USE HISTORY AND FATIGUE

The ATSB found that low-level survey flying put significantly greater cyclic loads on the structure than the flight profile the aircraft was designed for. That flying was about 200 ft above ground, in turbulence, with 45° turns. Ask whether the aircraft ever flew survey, low-level or heavy-weight work. The ATSB report states about 9,300 C210 type aircraft were built, 4,296 of them with the same carry-through as the accident aircraft.

PERFORMANCE

Cruise Speed Kt	150
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SAFETY NOTES

- Take fuel samples from every drain at each preflight, on level ground. Contaminated or unidentified fuel can cause engine stoppage in flight.
- Check the fuel vents before flight. Symptoms of a blocked vent include fuel tank oil-canning and a sudden in-rush of air when the cap is removed.
- The pilot seat secondary stop guards against the seat slipping aft if the latch pin is not engaged, which could stop the pilot reaching the controls.