



Dwane L. Wallace, Cessna Aircraft Company president, appears to be quite proud of 1962 Cessna 210, which provides the background for this picture, and he has a right to be. The 210 is one of the most talked-about airplanes in the Cessna line. The new 210 has 360° "omni-vision," a departure in civil aircraft design. Note the rear window—or windshield—in the 210's fuselage

PILOT Photo

360° Cockpit Visibility Is Here

*Cessna 210 is third model in company's
1962 line to feature rear window in fuselage*

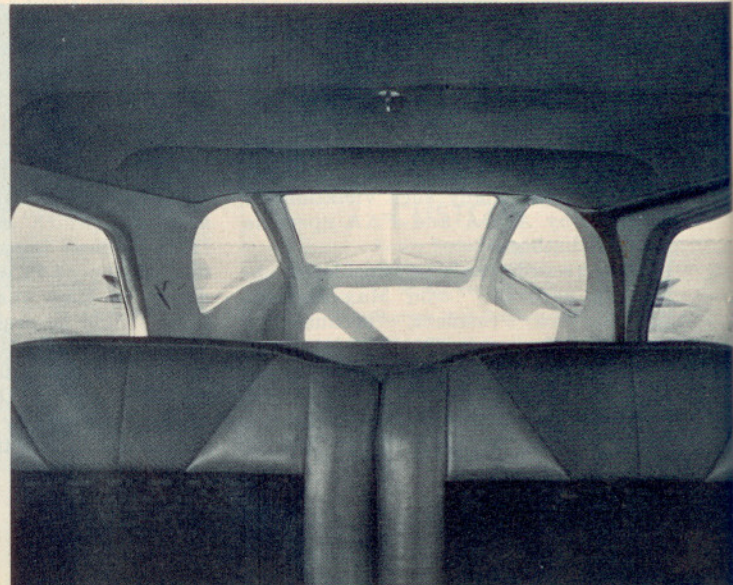
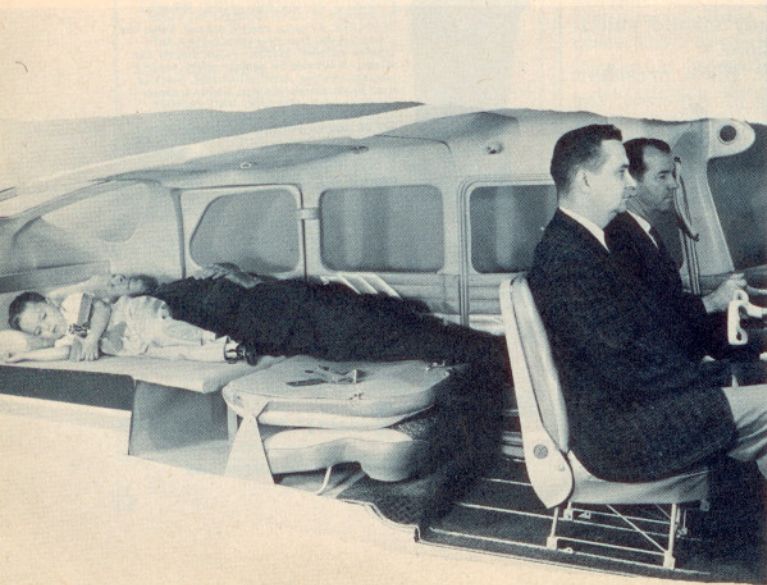
You can see who is following you—or overtaking you—in the new Cessna 210, which is being shown by Cessna dealers across the country this month.

The single-engine, retractable-geared 210 is Cessna Aircraft Company's third airplane in the lineup for 1962 having a rear window in the cabin. It and the Cessna 182 and *Skylane*—the latter two unveiled last month (Jan. PILOT)—are the only modern, civil aircraft with 360° lateral visibility from the cockpit. This innovation is pleasing to those in the industry who have been urging manufacturers for years to provide better cockpit visibility for the pilots of civil aircraft, both large and small.

AOPA has been actively campaigning for this added safety factor in aircraft

Cushion of the rear seat in the spacious 210 cabin folds over and provides space for stretching out, if you want it that way. Adjustable seats that move fore and aft, with "tilt-at-will" backs provide a comfortable interior

Here is a view of the rear windshield, taken from the interior of the Cessna 210, giving 360° visibility from the cabin



for about 10 years. In 1956, the Association petitioned the Civil Aeronautics Board—which handled aviation regulations at the time—to set up specific, measurable standards of cockpit visibility for all civil aircraft. Until this year, when Cessna announced its three aircraft providing 360° “omni-vision,” little progress was made in that direction.

Dealers and distributors got a preview of this “new look” in aircraft cabins last October at the annual Cessna sales meeting. Cessna officials pointed out that thorough engineering went into the design of cabins with 360° visibility. “Considerably more than cutting a hole in the fuselage was involved,” was the way one official explained it.

In addition to “omni-vision,” the 210 has an imposing array of new features: new fuselage, which is wider, longer and more spacious; new tailcone, with added strength and weight reductions; new hydraulic system; new fuel system that increases usable fuel from 55 gallons to 63½ gallons; rearranged instrument panel, which has been lowered for greater visibility and designed to accommodate two rows of basic instruments instead of the customary three. The 210 also has a new nose gear featuring a single, rudder-actuated steering unit giving positive 15° steerable control on either side of center posi-

tion and swivels for pivoting. This new feature provides better ground control for the plane, the manufacturer says.

The 210's forward nose doors have been streamlined to improve appearance to the forward cowling. The entire nosewheel well has been made a part of the firewall with the extension of the firewall aft. New main-wheel wells and doors now permit a smooth lower fuselage contour and increased aerodynamic cleanliness, the announcement of the new plane says. Larger wheels and tires—6.00 x 6—have been added in order to give improved handling and landing on rough fields.

One of the pieces of optional equipment which Cessna is featuring is the Cessna “Nav-O-Matic” single-axis autopilot. Utilizing electronics and self-contained gyro, the flight controller eliminates the necessity for accessory gyros. Cost: \$995.

Powered by a Continental six-cylinder, fuel injection engine (IO-470-S), rated 260 h.p. at 2,625 r.p.m., the 210 has a top speed of 198 m.p.h. at sea level. Its cruise speed is rated at 189 m.p.h. with 75% power at 7,000 feet. Its optimum range at 10,000 feet (63.5 gallons, no reserve) is placed at 1,215 miles; rate of climb, 1,270 f.p.m. at sea level, and service ceiling of 20,300 feet. The standard Model 210 is priced at \$23,975, an increase of \$525 over the 1961 standard. END