

proach path made the airplane wallow uncomfortably, particularly during the typical unstabilized approach thrown at light aircraft in today's ATC system. Pilots must keep in mind the maximum landing weight of 3,800 pounds.

Pitch changes with gear and flap extension are pronounced and must be anticipated, especially during an instrument approach. Approach flaps can be extended at speeds up to 165 knots, which is helpful in terminal area operations. Twenty degrees can be extended at speeds up to 130 knots and full (30 degrees) at 115.

As with any turbocharged airplane, power reductions should be made slowly and in increments to maintain proper temperatures and to prevent rapid cooling. Large power reductions on final also will let the airplane get away. It should be flown right down to the final flare, which should be initiated just a few feet above the ground, for the smoothest arrival.

Taken as a whole, the P210 is a very appealing airplane with very good performance. Loading flexibility is good, and payload with full fuel will average more than 850 pounds in a very well-equipped model. CG range is good, too.

The combination of pressurization, comparatively low internal noise level and good space for four makes it a very comfortable airplane to fly for long periods of time. Its range, speed and payload make it competitive with aircraft costing twice its equipped price.

It is demanding to fly, yet so long as the pilot maintains proficiency, the aircraft and its systems are maintained properly and recommended procedures are followed scrupulously, it does not require extraordinary skill.

There remain problems to be worked out on the P210, particularly the fuel and induction systems, and it is not the ideal marriage of airframe and systems as yet. It is a typical development airplane—an outgrowth of something that was not designed for its present application, rather than one designed from scratch to fulfill a mission.

Its high-roller price and the cost to operate and maintain it limit its buyers to the people with operational need and the cash flow to support it.

For all the reservations, however, it is a highly desirable airplane and one that spoils its operators for any with less capability. The P210 is in a class by itself now, but it is pointing the way for others to go. □