



The two best single alternatives to a twin.

Among piston singles, there are two that stand apart from all the rest. Two that consistently lead their category. In performance and design.

The Cessna Centurion and Turbo Centurion.

They were the first singles to offer factory-installed weather radar.

The first to have redundant electrical and vacuum systems.

The Turbo Centurion was the first general aviation single to be certified for flight in icing conditions.

Today's Centurions remain true to that history of leadership.

The Turbo Centurion, for instance, offers a combination of payload, range & cruise speed that is unmatched by anything in its class.

In fact the Centurions offer many of the same capabilities you'd find only in twin class.

The freedom of "go-anywhere" capability, for example. You can equip your Centurion with either ARC or King Silver Crown Avionics, for the most sophisticated features in panel-mounted avionics today.





1984 Centurion and Turbo Centurion Performance and Specifications



	Centurion	Turbo Centurion
SPEED*		
Maximum (kts/km)	175/324	204/378
@ altitude	Sea level	17000
Cruise	Altitude-feet 6500	20000
	Kts/km/h 168/311	193/357
	Altitude-feet —	10000
	Kts/km/h —	176/326
RANGE AT MAX. CRUISE POWER	Altitude-feet 6500	20000
Recommended lean	Nautical mi. 765	715
mixture; fuel allowance for start,	Kilometers 1417	1324
taxi, takeoff, climb, cruise, 45 min. reserve	Hours 4.6	4.0
RANGE AT MAX. CRUISE POWER, 10,000 FEET	Nautical mi. —	685
	Kilometers —	1269
	Hours —	4.0
MAX. RANGE AT 10,000 FEET	Nautical mi. 1025	900
	Kilometers 1898	1667
	Hours 7.7	7.2
RATE OF CLIMB AT SEA LEVEL (fpm/mpm)	950/290	930/283
SERVICE CEILING [MAX. OPERATING ALTITUDE](ft/m)	17300/5273	27000/8230
TAKEOFF PERFORMANCE		
Ground roll (ft/m)	1250/381	1300/396
Total distance over 50 ft. obstacle (ft/m)	2030/619	2160/658
LANDING PERFORMANCE		
Ground roll (ft/m)	765/233	765/233
Total distance over 50 ft. obstacle (ft/m)	1500/457	1500/457
STALL SPEED, CAS		
Flaps up, power off (kts/km/h)	65/120	67/124
Flaps down, power off (kts/km/h)	56/104	58/107
MAXIMUM WEIGHT		
Ramp (lb/kg)	3812/1729	4016/1822
Takeoff (lb/kg)	3800/1724	4000/1814
Landing (lb/kg)	3800/1724	3800/1724
EMPTY WEIGHT		
Standard airplane (lb/kg)	2173/986	2263/1027
II Model airplane (lb/kg)	2223/1008	2311/1048
MAXIMUM USEFUL LOAD		
Standard airplane (lb/kg)	1639/743	1753/795
II Model airplane (lb/kg)	1589/721	1705/774
BAGGAGE ALLOWANCE (lb/kg)	240/109	240/109
USEABLE FUEL CAPACITY (gal/litres)	87/329	87/329
ENGINE	Teledyne	Teledyne
	Continental	Continental
	IO-520-L	TSIO-520-R
Horsepower	300 (takeoff)	310 (takeoff)
	285 (max. cont.)	285 (max. cont.)
PROPELLER	Constant speed, 3 blades, 80-inch diameter (2.03m)	

*Mid-cruise weight.

**Includes 400B Autopilot.

***Includes 400B Autopilot, two 300 Nav/Coms, 400 Glideslope and 400 Marker Beacon.

Subject to change without notice. Performance figures are "Standard Day." Individual aircraft performance may vary.