

Owner's Information on the 310 - 310B

549 model 310s were produced from 1954 through 1957. This included two prototypes by the factory for proof of concept and flight testing. Nearly 260 of these fine aircraft appear on the federal list of registered owners today. For an aircraft designed well over 40 years ago, the track record of the 310 speaks for itself.

228 model 310Bs were produced for the model year 1958. The only difference between the 310 and the 310B was the presence of a retractable double step for easier boarding onto the right wing. Nearly 100 of the original 228 are found listed to registered owners today.

In 1956, the Air Force ordered a test of several light twins from the civilian market for filling the purpose of a light liaison twin. When the results were in, the 310 won easily and the military ordered 160 U-3A model 310s from Cessna. Cessna designated the military model the 310A. Only 20 or so of these are found registered today to private individuals. All of the above models are powered by a pair of Continental O-470B or O-470M engines cranking out 240 horsepower each. Gross weight for the 310 is 4,600 pounds and 4,700 pounds for the 310A and B. The military version of the 310A had a gross weight of 4,830 pounds.

Empty weight of most of the above models found today runs an average of 3,000 pounds

giving a useful load of 1,600 pounds. This allows 100 gallons of fuel and 1,000 pounds of people and baggage. Not bad for 1954!

The 310 has 100 gallons of fuel, 50 in each tip tank, and the optional auxiliary wing tanks found on some models hold 15 gallons each for a total of 130 gallons. With a fuel burn of 21 to 25 gallons per hour, this gives an honest endurance of 4 plus hours counting reserves.

At 200 miles per hour, this gives a range of 700 miles using 100 gallons and 900 miles using the 130 gallons. The fuel system on all Cessna twins with the tip and wing tank configuration is one of the most owner misunderstood and mismanaged systems and has led to several incidents involving fuel starvation.

The propellers found on these models are Hartzell 2 blade all metal full feathering design. The hubs are P/N HC82XF or HC-A2XF-2 using 8433 blades. The diameter is not more than 84 inches or less than 78 inches. The published airspeed limits (MPH) for the 310 models are:

VMC - 95

Maneuvering - 159

Maximum Cruise - 200

Never Exceed - 246

Flaps Extended - 130

Gear Extended - 130

15 degrees of flaps may be extended at speeds at or below 160.

For the 310A and 310B:

VMC - 84

Maneuvering - 164

Maximum Cruise - 200

Never Exceed - 248

Flaps extended - 140

Gear extended - 140

Again, 15 degrees of flaps may be extended at or below 160.

Operational Costs:

Expect to pay over \$200.00 per hour including all operational costs, reserves, insurance and maintenance. If you fly the airplane 100 hours per year, real cost will be about \$20,000.00. Going fast is not cheap!

Pros on owning the 310 - 310B:

1. If you are careful you can get a lot of airplane for the cost of a new luxury sedan. Expect to pay between \$25,000 and \$75,000.
2. The 200 miles per hour and 8 plus miles per gallon make this aircraft one of the most efficient twins available.
3. The airframe is of the riveted aluminum design and this allows any knowledgeable mechanic the ability to accomplish repairs and maintenance with normal tools. Cessna still has many of the parts in stock.
4. The 6 cylinder opposed Continental engines are tried, trusted and true. Parts are readily available and down times are short. The pressure carburetors found on the O-470s work well and are relatively maintenance free.
5. Cessna still supports even the older models through Multi-Engine Customer Support. They can be reached at (316) 941-7550 and ask for Mr. Cliff Ives.
6. There is a lot of nostalgia within the aviation world and the 310 through 310B create their share. Expect lots of gawkers and questions.

Cons on owning the 310 - 310B

1. Parts for older aircraft are just as expensive

as for newer models.

2. The cabin noise levels suggest the use of headsets and an intercom.
3. The landing gear system (the cause of over half the reported incidents and accidents) needs special attention and should be re-rigged every 100 hours or at each annual.
4. Corrosion is a constant menace in all aluminum airframes - the 310 is no exception.
5. Know the fuel system and how it works. Never stretch your fuel!
6. You will pay over \$200.00 per flight hour for all expenses. Going fast is not cheap!
7. Finding experienced 310 technicians in the field is getting harder every day.
8. Exhaust pipes on the rear cylinders fail often due to their length.
9. The original generator and voltage regulator parts are in short supply.
10. The "T" yoke limits panel modifications such as center stacked radios.

Recommended modifications/maintenance

1. Underwing exhaust STC
2. The installation of SK414-8E, the main landing gear side brace kit, as per Cessna Service Bulletin ME76-2.
3. Corrosion proofing at each annual.
4. Some formal cockpit or classroom training each calendar year.
5. Cleveland wheels and brakes
6. Removal of unnecessary weight such as wires, old radio components, etc. Weigh the empty aircraft - it's heavier than you think.

Airworthiness Directives (partial list)

1. 69-12-03 - Fuel Crossfeed Lines
 2. 72-14-08 R1 - Flexible Hose Assemblies
 3. 77-12-06 R2 - Hartzell Propellers
 4. 97-18-02 - Hartzell Propellers
- For a complete list contact Aerotech Publications at (800) 235-6444.

For more information contact: The Twin Cessna Flyer at (800) 825-5310.