

Owner's Information on the 310C - 310F

262 model 310Cs were produced for 1959. Nearly 180 of these fine aircraft appear on the federal list of registered owners today. This model still had the straight vertical fin but a close look shows gilled vents in the aft nacelle access doors for added cooling.

268 model 310Ds were produced for the model year 1960. The basic difference between the 310C and the 310D was the new "Flight Swept" vertical fin that gave more positive control during single engine operation. Nearly 150 of the original 268 are found listed to registered owners today.

In 1960, the Air Force, because the original 310 (U-3A) had done so well, ordered 36 310s and designated them the U-3B from Cessna. Cessna designated the military model the 310E and the aircraft were actually "off the shelf" 310Fs. Less than 10 of these are found registered today to private individuals.

156 model 310Fs were built for production year 1961. The 310F had a third cabin window that made the cabin longer looking inside and small changes are found in the pointed propeller spinners and tip tank caps.

All of the above models are powered by a pair of Continental IO-470D engines cranking out 260 horsepower each. Gross weight for the above models is 4,830 pounds.

Empty weight of most of the above models found today runs an average of 3,100 pounds giving a useful load of 1,700 pounds. This allows 100 gallons of fuel and 1,100 pounds of people and baggage.

The 310C through 310F 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 22 to 28 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 above 310 models are:

VMC - (310C) 86

VMC - (310D - 310F) 83

Maneuvering - 164
Maximum Cruise - 210
Never Exceed - 252
Flaps Extended - 140
Gear Extended - 140

15 degrees of flaps may be extended at speeds 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 310C - 310F:

1. If you are careful you can get a lot of airplane for the cost of a new luxury sedan. Expect to pay between \$30,000 and \$80,000.
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 fuel injection found on the IO-470 works well and is 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 310C through 310F create their share. Expect lots of gawkers and questions.

Cons on owning the 310C - 310F:

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 and the mufflers have a high failure rate and can lead to early wing destruction.
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. Vortex Generators.
3. The installation of SK414-8E, the main landing gear side brace kit, as per Cessna Service Bulletin ME76-2.
4. Corrosion proofing at each annual.
5. Some formal cockpit or classroom training each calendar year.
6. Cleveland wheels and brakes
7. 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. 85-14-10 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.