

Owner's Information on the 310G & 310H

156 model 310Gs were produced for 1962. Nearly 100 of these fine aircraft appear on the federal list of registered owners today. This model was the first to have the canted tip tanks. Cessna felt that this improved lateral and directional stability (Dutch roll) and the airplane's overall appearance. Gross weight was 4,990 pounds.

148 model 310Hs were produced for the model year 1963. The 310H had an increased gross weight of 5,100 pounds. This allowed more flexible loading and interior configurations. Nearly 100 of the original 148 are found listed to registered owners today.

Both of the above models are powered by a pair of Continental IO-470D engines cranking out 260 horsepower each.

Empty weight of most of the above models found today runs an average of 3,100 pounds giving a useful load of 1,700 to 2,000 pounds. This allows 130 gallons of fuel and 1,200 to 1,300 pounds of people and baggage.

The 310G and 310H has 100 gallons of fuel, 50 in each tip tank, and the optional

auxiliary wing tanks found on all 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 5 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 - (310G) - 84
VMC - (310H) - 90
Maneuvering - 167
Maximum Cruise - 210

Never Exceed - (310G) - 252

Never exceed - (310H) - 254

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 310G & 310H:

1. If you are careful you can get a lot of airplane for the cost of a new luxury sedan. Expect to pay between \$40,000 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 310G and 310H create their share. Expect lots of gawkers and questions.

Cons on owning the 310G & 310H:

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.