

# Owner's Information on the 310I & 310J

200 model 310Is were produced for 1964. Nearly 140 of these fine aircraft appear on the federal list of registered owners today. This model was the first to have the augmeter tubes below the cowling rather than the corrosion causing mufflers. The exhaust was vented right in front of the landing gear wells and flap area. Special attention is necessary to keep these areas free of dirt, soot and grease that can lead to corrosion. Gross weight was 5,100 pounds.

200 model 310Js were produced for the model year 1965. The 310J also had a gross weight of 5,100 pounds. This allowed more flexible loading and a full six seat cabin. Nearly 140 of the original 200 are found listed to registered owners today.

Both models came with IO-470U engines producing 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 2,000 pounds. This allows 130 gallons of fuel and 1,200 to 1,300 pounds of people and baggage.

The 310I and 310J have 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 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 the 310I and 310J are McCauley 2 blade all metal full feathering design. The hubs are P/N D2AF34C52 using 80GF blades. The diameter is not more than 80 inches or less than 78 inches.

The published airspeed limits (MPH) for the above 310 models are:

VMC - 85

Maneuvering - 170

Maximum Cruise - 210

Never Exceed - 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 just 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 310I & 310J:**

1. If you are careful you can get a lot of airplane for the cost of a new luxury sedan. Expect to pay between \$50,000 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 310I and 310J create their share. Expect lots of gawkers and questions.

### **Cons on owning the 310I & 310J:**

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 \$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 augmeter tubes under each nacelle "pump" exhaust "gook" into the wheel and flap wells. Extensive cleaning at regular intervals is recommended.
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. Vortex generators.
2. The installation of SK414-8E, the main landing gear side brace kit, as per Cessna Service Bulletin ME76-2.
3. 1 % by volume, isopropyl alcohol added to the fuel in sub freezing conditions as per Service Bulletin ME73-25, dated November 2, 1973.
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
- For a complete list contact Aerotech Publications at (800) 235-6444.

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