

# Owner's Information on the 310L and 310N

208 model 310Ls were produced for 1967. Nearly 160 of these fine aircraft appear on the federal list of registered owners. 198 310Ns were produced for 1968. The 310L and 310N has the augmeter tubes below the cowling and the exhaust is 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 is 5,200 pounds.

The 310Ls and 310Ns are powered by the trusted and true IO-470-V or -VO engines producing 260 horsepower each.

Empty weight of most of the above models found today runs an average of 3,200 pounds giving a useful load of 2,000 pounds. This allows 140 gallons of fuel and 1,100 to 1,200 pounds of people and baggage.

The 310N has 100 gallons of fuel, 50 in each tip tank, and the optional auxiliary wing tanks found on all models hold 20 gallons each

for a total of 140 gallons. With a fuel burn of 22 to 28 gallons per hour, this gives an honest endurance of 4.5 plus hours counting reserves.

At 200 miles per hour, this gives a range of

The propellers found on the 310L and 310N are McCauley 2 blade all metal full

800 miles using 100 gallons and 1000 miles using the 140 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.

Some of the more important refinements and improvements found on the 310L include: Redesigned main landing gear, new fuel selector valves with integral strainers, 50 amp alternators replaced the generators, a redesigned cabin entry step, a one-piece windshield without the center post, and a higher gear speed.

Some of the improvements found on the 310N include: A totally redesigned instrument panel that included the standard "T" configuration and more room for avionics and audio components, ram air intakes on the leading edge of the wings, and forward wing locker tanks of 20 gallons per side were available for the first time giving the 310N an optional 180 gallons of fuel and a superior range.

feathering design. The hubs are P/N D2AF34C81 using 84J-3F blades. The

diameter is not more than 81 inches or less than 78 inches or McCauley 3 blade using D3AF32C80 hubs and 82NC-4 blades. The diameter is not more than 78 inches or less than 74 inches.

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

VMC - 85 MPH

Maneuvering - 170

Maximum Cruise - 210

Never Exceed - 257

Flaps Extended - 160

Gear Extended - 160

15 degrees of flaps may be extended at speeds at or below 180.

### **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 310L or 310N:**

1. If you are careful you can get a lot of airplane for the cost of a new luxury sedan. Expect to pay between \$75,000 and \$95,000.
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.
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.

### **Cons on owning the 310L or 310N:**

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 augmeter tubes under each nacelle "pump" exhaust "gook" into the wheel and flap wells. Extensive cleaning at regular intervals is recommended.

### **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.
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. 90-02-13 - Main landing gear strut bearings
  4. 91-15-04 - McCauley 2 blade propellers
  5. 95-24-05 - McCauley 3 blade propellers
- For a complete list, contact Aerotech Publications at (800) 235-6444.

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