

		(cont'd)	
*Airspeed Limits (TIAS)		159 m.p.h. (138 knots)	
		200 m.p.h. (173 knots)	
	Never exceed		
	Flaps extended	130	
	Landing gear extended	130 m.p.h. (113 knots)	
Gear Extended)	(+36.0) to (+41.5) at 4600 lb.		
	(+32.0) to (+42.1) at 3900 lb. or less		
	Straight line variation between points given		
	None		
*Maximum Weight			
No. of Seats	5 (Std.) (2 at +37, 3 at +71)	See Manufacturer's Weight and Balance data sheet for	
Maximum Baggage	200 lb. (+96)	<i>See NOTE 2G for placard.</i>	
Anti-I	4-1/2 qt. (7 lb. at +47)		
Fuel Capacity		<i>See NOTE 1 for data on system fuel</i>	
	24 qt. (12 qt. in each engine at (0), 6 qt. unusable per engine)		
Control Surface Movements			Down
	Aileron	20°	20°
		Up	Down
	Rudder	25°	25°
	Aileron	20°	20°
		Up	Down
	Rudder	20°	26°
	35000 through 35546. Delegation Option Manufacturer No. CE-1 authorized to issue alterations of airplanes S/N 35000 through 35546 under delegation option provisions of		

II - Model 310A (USAF U-3A) (Normal Category), Approved April 9, 1957

2 Continental O-470-M

Grade 100 or 100LL aviation gasoline

Limits

II - Model 310A (cont'd)

Propeller and Propeller Limits	2 full-feathering propeller installations		
	(a) Hartzell hub HC82XF-2 or HC-A2XF-2 with 8433 blades Diameter: not over 84 in., not under 78 in. Pitch settings at 30 in. sta.: low 12.5°, high 22.0°, feathered 82.0°		68 lb. ea. (-25)
	(b) Hydraulic governor, Woodward 210105, 210155, 210280, 210444, A210438, 210290 or C210355; McCaughey DCFU290D1/T2, DCFU290D2/T2		4 lb. ea. (-17)
	(c) Propeller spinner, Hartzell C-888 dome with C-807-1 bulkhead or Cessna 0752006 dome with 0850300 bulkhead or Cessna 0850311 dome with 0850300 bulkhead or Cessna 0850313 dome with 0850300 bulkhead		4 lb. ea. (-23)
*Airspeed Limits (TIAS)	Maneuvering	164 m.p.h. (143 knots)	
	Maximum structural cruising	200 m.p.h. (173 knots)	
	Never exceed	248 m.p.h. (215 knots)	
	Flaps extended	140 m.p.h. (122 knots)	
	Landing gear extended	140 m.p.h. (122 knots)	
*C.G. Range (Landing Gear Extended)	(+37.3) to (+42.1) at 4830 lb. (+32.0) to (+42.1) at 3900 lb. or less Straight line variation between points given		
Empty Wt. C.G. Range	None		
*Maximum Weight	Landing 4600 lb., takeoff 4830 lb.		
No. of Seats	5 (Std.) (2 at +37, 3 at +71) See Manufacturer's Weight and Balance data sheet for optional seating arrangements.		
Maximum Baggage	200 lb. (+96) See NOTE 2G for placard		
Anti-Icing Fluid Capacity	4-1/2 qt. (7 lb.) (+47)		
Fuel Capacity	102 gal. (2 wing tip tanks, 51 gal. each at +35.0) See NOTE 1 for data on unusable fuel		
Oil Capacity	24 qt. (12 qt. in each engine at (0); 6 qt. unusable per engine) See NOTE 1 for data on undrainable oil		
Control Surface Movements	Wing flaps		Down 45°
	Main surfaces		
	Aileron	Up 20°	Down 20°
	Elevator	Up 25°	Down 15°
	Rudder	Right 25°	Left 25°
	Tabs (main surface in neutral)		
	Aileron	Up 20°	Down 20°
	Elevator	Up 20°	Down 28°
	Rudder	Right 20°	Left 26°
Serial Nos. Eligible	38001 through 38161. Production Certificate No. 4 effective. Prior to civil certification U-3A airplanes must be modified in accordance with Cessna Dwg. 0800203 or Service Kit SK310-85, which may be obtained from the manufacturer. An FAA representative upon determination of compliance with the above mentioned modification drawing may issue an airworthiness certificate.		

III - Model 310B (Normal Category), Approved May 23, 1957

Engines	2 Continental O-470-M	
*Fuel	Grade 100 or 100LL aviation gasoline	
*Engine Limits	For all operations, 2600 r.p.m. (240 hp.)	
Propeller and Propeller Limits	2 full-feathering propeller installations	68 lb. ea. (-25)
	(a) Hartzell hub HC82XF-2 or HC-A2XF-2 with 8433 blades Diameter: not over 84 in., not under 78 in. Pitch settings at 30 in. sta.: low 12.5°, high 22.0°, feathered 82.0°	
	(b) Hydraulic governor, Woodward 210105, 210155, 210280, 210444, A210438, 210290 or C210355; McCauley DCFU290D1/T2, DCFU290D2/T2	4 lb. ea. (-17)
	(c) Propeller spinner, Hartzell C-888 dome with C-807-1 bulkhead or Cessna 0752006 dome with 0850300 bulkhead or Cessna 0850311 dome with 0850300 bulkhead or Cessna 0850313 dome with 0850300 bulkhead	4 lb. ea. (-23)
*Airspeed Limits (TIAS)	Maneuvering	164 m.p.h. (143 knots)
	Maximum structural cruising	200 m.p.h. (173 knots)
	Never exceed	248 m.p.h. (215 knots)
	Flaps extended	140 m.p.h. (122 knots)
	Landing gear extended	140 m.p.h. (122 knots)
*C.G. Range (Landing Gear Extended)	(+36.6) to (+42.1) at 4700 lb. (+32.0) to (+42.1) at 3900 lb. or less Straight line variation between points given	
Empty Wt. C.G. Range	None	
*Maximum Weight	Landing 4600 lb., takeoff 4700 lb.	
No. of Seats	5 (Std.) (2 at +37, 3 at +71) See Manufacturer's Weight and Balance data sheet for optional seating arrangements.	
Maximum Baggage	200 lb. (+96) See NOTE 2G for placard	
Anti-Icing Fluid Capacity	4-1/2 qt. (7 lb.) (+47)	
Fuel Capacity	102 gal. (2 wing tip tanks, 51 gal. each at +35.0) See NOTE 1 for data on unusable fuel	
Oil Capacity	24 qt. (12 qt. in each engine at (0), 6 qt. unusable per engine) See NOTE 1 for data on undrainable oil	

III - Model 310B (cont'd)

Control Surface	Wing flaps	Down	45°
Movements	Main surfaces		
	Aileron	Up	20°
	Elevator	Up	25°
	Rudder	Right	25°
		Left	25°
	Down	20°	
	Down	15°	
	Left	25°	
	Down	20°	
	Down	28°	
	Left	26°	

Serial Nos. Eligible 607, 35547, 35548, 35549, 35551 through 35771. Production Certificate No. 4 effective.

IV - Model 310C (Normal Category), Approved October 22, 1958

Engines	2 Continental IO-470-D		
*Fuel	Grade 100 or 100LL aviation gasoline		
*Engine Limits	For all operations, 2625 r.p.m. (260 hp.)		
Propeller and Propeller Limits	1.	2 full-feathering propeller installations	68 lb. ea. (-25)
	(a)	Hartzell hub HC82XF-2 or HC-A2XF-2 with 8433 blades Diameter: not over 84 in., not under 78 in. Pitch settings at 30 in. sta.: low 13.5°, high 22.0°, feathered 82.0°	
	(b)	Hydraulic governor, Woodward 210105, 210155, 210280, 210444, A210438, 210290 or C210355; McCauley DCFU290D1/T2, DCFU290D2/T2	4 lb. ea. (-17)
	(c)	Propeller spinner, Hartzell C-888 dome with C-807-1 bulkhead or Cessna 0752006 dome with 0850300 bulkhead or Cessna 0850311 dome with 0850300 bulkhead or Cessna 0850313 dome with 0850300 bulkhead	4 lb. ea. (-23)
	2.	2 full feathering propeller installations	68 lb. ea. (-25)
	(a)	McCauley hub D2AF36C48 with 90MF-10 blades Diameter: not over 80 in., not under 78 in. Pitch settings at 36 in. sta.: low 11°, feathered 77°	
	(b)	Hydraulic governor, Woodward 210105, 210155, 210280, 210444, A210438, 210290 or C210355; McCauley DCFU290D1/T2, DCFU290D2/T2	4 lb. ea. (-17)
	(c)	Propeller spinner, McCauley Model D2840 with D2878 bulkhead or Cessna 0850258 spinner with Cessna 0850257 bulkhead	4 lb. ea. (-23)
*Airspeed Limits (TIAS)	Maneuvering	164 m.p.h. (143 knots)	
	Maximum structural cruising	210 m.p.h. (183 knots)	
	Never exceed	248 m.p.h. (215 knots)	
	Flaps extended	140 m.p.h. (122 knots)	
	Landing gear extended	140 m.p.h. (122 knots)	
*C.G. Range (Landing Gear Extended)	(+37.3) to (+42.1) at 4830 lb. (+32.0) to (+42.1) at 3900 lb. or less Straight line variation between points given		

IV - Model 310C

Empty Wt. C.G. Range

None

Landing 4600 lb., takeoff 4830 lb.

5 (Std.) (2 at +37, 3 at +71) See Manufacturer's Weight and Balance data sheet for optional seating arrangements.

200 lb. (+96)

See NOTE 2G for placard

Capacity

4-1/2 qt. (7 lb.) (+47)

102 gal. (2 wing tip tanks, 51 gal. each at +35.0)

See NOTE 1 for data on unusable fuel

24 qt. (12 qt. in each engine at (-3.5), 6 qt. unusable per engine)

See NOTE 1 for data on undrainable oil

Movements

Wing flaps

45°

Aileron

Up

Down 20°

Up 25°

15°

Rudder

25°

Left

Tabs (main surface in neutral)

Aileron

20°

Down

Elevator

Up

Down 26°

Right 0°

26°

Serial Nos. Eligible

V - Model 310D (Normal Category), Approved July 8, 1959

Engines

*Fuel

Grade 100 or 100LL aviation gasoline

For all operations, 2625 r.p.m. (260 hp.)

Propeller Limits

1. 2 full-feathering propeller installations

(a)

with 8433 blades

Diameter: not over 84 in., not under 78 in.

low 13.5°, high 22.0°, feathered 82.0°

(b)

4 lb. ea. (-17)

or C210355; McCauley DCFU290D1/T2,
DCFU290D2/T2

(c) Propeller spinner, Hartzell C-888 dome

with C-807-1 bulkhead or

Cessna 0752006 dome with 0850300 bulkhead or

Cessna 0850313 dome with 0850300 bulkhead

V - Model 310D (cont'd)

Propeller (cont'd)	2.	2 full-feathering propeller installations	68 lb. ea. (-25)
	(a)	McCauley hub D2AF36C48 with 90MF-10 blades Diameter: not over 80 in., not under 78 in. Pitch settings at 36 in. sta.: low 11°, feathered 77°	
	(b)	Hydraulic governor, Woodward 210105, 210155, 210280, 210444, A210438, 210290 or G210355; McCauley DCFU290D1/T2, DCFU290D2/T2	4 lb. ea. (-17)
	(c)	Propeller spinner, McCauley Model D2840 with D2878 bulkhead or Cessna 0850258 spinner with Cessna 0850257 bulkhead	4 lb. ea. (-23)

*Airspeed Limits (TIAS)	Maneuvering	164 m.p.h. (143 knots)
	Maximum structural cruising	210 m.p.h. (183 knots)
	Never exceed	248 m.p.h. (215 knots)
	Flaps extended	140 m.p.h. (122 knots)
	Landing gear extended	140 m.p.h. (122 knots)

*C.G. Range (Landing Gear Extended)	(+37.3) to (+42.1) at 4830 lb. (+32.0) to (+42.1) at 4060 lb. or less Straight line variation between points given
--	--

Empty Wt. C.G. Range None

Maximum Weight Landing 4600 lb., takeoff 4830 lb.

No. of Seats 5 (Std.) (2 at +37, 3 at +71). See Manufacturer's Weight and Balance data sheet for optional seating arrangements.

Maximum Baggage 200 lb. (+96)
See NOTE 2G for placard

Anti-Icing Fluid
Capacity 4-1/2 qt. (7 lb.) (+47)

Fuel Capacity 102 gal. (2 wing tip tanks, 51 gal. each at +35.0)
See NOTE 1 for data on unusable fuel

Oil Capacity 24 qt. (12 qt. in each engine at (-3.5), unusable 6 qt. per engine)
See NOTE 1 for data on undrainable oil

Control Surface Movements	Wing flaps		Down	45°	
	Main surfaces				
	Aileron	Up	20°	Down 20°	
	Elevator	Up	25°	Down 15°	
	Rudder	Right	25°	Left 25°	
		(Parallel to W.L.)			
	Tabs (main surface in neutral)				
	Aileron	Up	20°	Down 20°	
	Elevator	Up	10°	Down 26°	
	Rudder	Right	17°	Left 22°	
	(Parallel to W.L.)				

Serial Nos. Eligible 39032 through 39264. Production Certificate No. 4 effective. Prior to original certification of S/N 39265 through 39299 a Federal Aviation Agency representative must perform a detailed inspection for workmanship, materials and conformity with the approved technical data and a check of the flight characteristics

VI - Model 310E (USAF U-3B) (Normal Category), Approved September 21, 1959

	2 Continental IO-470-D	
	Grade 100 or 100LL aviation gasoline	
*Engine Limits		
Propeller and Propeller Limits	1.	68 lb. ea. (-25)
	Hartzell hub HC82XF-2 or HC-A2XF-2 with 8433 blades	
	Pitch settings at 30 in. sta.: low 13.5°, high 22.0°, feathered 82.0° Hydraulic governor, Woodward 210105, 210155, 210280, 210444, A210438, 210290	4 lb. ea. (-17)
	(c) DCFU290D2/T2 with C-807-1 bulkhead or	4 lb. ea. (-23)
	Cessna 0850311 dome with 0850300 bulkhead or Cessna 0850313 dome with 0850300 bulkhead	
	2 full-feathering propeller installations McCauley hub D2AF36C48 with 90MF-10 blades Diameter: not over 80 in., not under 78 in. 36 in. sta.: low 11°, feathered 77° Hydraulic governor, Woodward 210105,	68 lb. ea. (-25) 4 lb. ea. (-17)
	C210355; McCauley DCFU290D1/T2, DCFU290D2/T2 Propeller spinner, McCauley Model D2840	4 lb. ea. (-23)
	Cessna 0850258 spinner with Cessna 0850257 bulkhead	
	Maneuvering	167 m.p.h. (145 knots)
	Maximum structural cruising	210 m.p.h. (183 knots) 252 m.p.h. (218 knots) 140 m.p.h. (122 knots)
	Landing gear extended	
*C.G. Range (Landing	(+38.3) to (+41.6) at 4990 lb. (+35.6) to (+42.1) at 4600 lb. (+32.0) to (+42.1) at 4060 lb. or less	
Empty Wt. C.G. Range	None Landing 4750 lb., takeoff 4990 lb.	
No. of Seats	optional seating arrangements.	
Maximum Bag	200 lb. (+96). See NOTE 2G for placard	

VI - Model 310E (cont'd)

Anti-Icing Fluid Capacity	4-1/2 qt. (7 lb.) (+47)		
Fuel Capacity	102 gal. (2 wing tip tanks, 51 gal. each at +35.0) See NOTE 1 for data on unusable fuel		
Oil Capacity	24 qt. (12 qt. in each engine at (-3.5), 6 qt. unusable per engine) See NOTE 1 for data on undrainable oil		
Control Surface Movements	Wing flaps		Down 45°
	Main surfaces		
	Aileron	Up 20°	Down 20°
	Elevator	Up 25°	Down 15°
	Rudder	Right 25°	Left 25°
	(Parallel to W.L.)		
	Tabs (main surface in neutral)		
	Aileron	Up 20°	Down 20°
	Elevator	Up 10°	Down 26°
	Rudder	Right 17°	Left 22°
	(Parallel to W.L.)		
Serial Nos. Eligible	35912A, 310M0001 through 310M0036. Production. Certificate No. 4 effective. Prior to original certification U-3B airplanes must be modified in accordance with Cessna Dwg. 0800203 or Service Kit SK310-85, which may be obtained from the manufacturer. An FAA representative upon determination of compliance with the above mentioned modification drawing may issue an airworthiness certificate.		

VII - Model 310F (Normal Category), Approved July 25, 1960

Engines	2 Continental IO-470-D		
*Fuel	Grade 100 or 100LL aviation gasoline		
*Engine Limits	For all operations, 2625 r.p.m. (260 hp.)		
Propeller and Propeller Limits	1.	2 full-feathering propeller installations	68 lb. ea. (-25)
	(a)	Hartzell hub HC82XF-2 or HC-A2XF-2 with 8433 blades Diameter: not over 84 in., not under 78 in. Pitch settings at 30 in. sta.: low 13.5°, high 22.0°, feathered 82.0°	
	(b)	Hydraulic governor, Woodward 210105, 210155, 210280, 210444, A210438, 210290 or C210355; McCauley DCFU290D1/T2, DCFU290D2/T2	4 lb. ea. (-17)
	(c)	Propeller spinner, Hartzell C888 dome with C-807-1 bulkhead or Cessna 0752006 dome with 0850300 bulkhead or Cessna 0850311 dome with 0850300 bulkhead or Cessna 0850313 dome with 0850300 bulkhead	4 lb. ea. (-23)
	2.	2 full-feathering propeller installations	68 lb. ea. (-25)
	(a)	McCauley hub D2AF36C48 with 90MF-10 blades Diameter: not over 80 in., not under 78 in. Pitch settings at 36 in. sta.: low 11°, feathered 77°	

VII - Model 310F (cont'd)

Propeller (cont'd)	(b) Hydraulic governor, Woodward 210105, 210155, 210280, 210444, A210438, 210290 or C210355; McCauley DCFU290D1/T2, DCFU290D2/T2	4 lb. ea. (-17)
	(c) Propeller spinner, McCauley Model D2840 with D2878 bulkhead or Cessna 0850258 spinner with Cessna 0850257 bulkhead	4 lb. ea. (-23)
*Airspeed Limits (TIAS)	Maneuvering	164 m.p.h. (143 knots)
	Maximum structural cruising	210 m.p.h. (183 knots)
	Never exceed	248 m.p.h. (215 knots)
	Flaps extended	140 m.p.h. (122 knots)
	Landing gear extended	140 m.p.h. (122 knots)
*C.G. Range (Landing Gear Extended)	(+37.3) to (+42.1) at 4830 lb. (+32.0) to (+42.1) at 4060 lb. or less Straight line variation between points given	
Empty Wt. C.G. Range	None	
*Maximum Weight	Landing 4600 lb., takeoff 4830 lb.	
No. of Seats	5 (Std.) (2 at +37, 3 at +71) See Manufacturer's Weight and Balance data sheet for optional seating arrangements.	
Maximum Baggage	200 lb. (+96) See NOTE 2G for placards	
Anti-Icing Fluid Capacity	4-1/2 qt. (7 lb.) (+47)	
Fuel Capacity	102 gal. (2 wing tip tanks, 51 gal. each at +35.0) See NOTE 1 for data on unusable fuel	
Oil Capacity	24 qt. (12 qt. in each engine at (-3.5), 6 qt. unusable per engine) See NOTE 1 for data on undrainable oil	
Control Surface Movements	Wing flaps	Down 45°
	Main surfaces	
	Aileron	Up 20° Down 20°
	Elevator	Up 25° Down 15°
	Rudder	Right 25° Left 25°
	(Parallel to W.L.)	
	Tabs (main surface in neutral)	
	Aileron	Up 20° Down 20°
	Elevator	Up 10° Down 26°
	Rudder	Right 17° Left 22°
	(Parallel to W.L.)	
Serial Nos. Eligible	310-0001 through 310-0016. Prior to original certification of each aircraft an FAA representative must perform a detailed inspection for workmanship, materials and conformity with the approved technical data and a check of the flight characteristics. 310-0018 through 310-0156. Production Certificate No. 312 effective.	

VIII - Model 310G (Normal Category), Approved October 2, 1961

Engines	2 Continental IO-470-D		
*Fuel	Grade 100 or 100LL aviation gasoline		
*Engine Limits	For all operations, 2625 r.p.m. (260 hp.)		
Propeller and Propeller Limits	1.	2 full-feathering propeller installations	68 lb. ea. (-25)
	(a)	Hartzell hub HC82XF-2 or HC-A2XF-2 with 8433 blades Diameter: not over 84 in., not under 78 in. Pitch settings at 30 in. sta.: low 13.5°, high 22.0°, feathered 82.0°	
	(b)	Hydraulic governor, Woodward 210105, 210155, 210280, 210444, A210438, 210290 or C210355; McCauley DCFU290D1/T2, DCFU290D2/T2	4 lb. ea. (-17)
	(c)	Propeller spinner, Hartzell C-888 dome with C-807-1 bulkhead or Cessna 0752006 dome with 0850300 bulkhead or Cessna 0850311 dome with 0850300 bulkhead or Cessna 0850313 dome with 0850300 bulkhead	4 lb. ea. (-23)
	2.	2 full-feathering propeller installations	68 lb. ea. (-25)
	(a)	McCauley hub D2AF36C48 with 90MF-10 blades Diameter: not over 80 in., not under 78 in. Pitch settings at 36 in. sta.: low 11°, feathered 77°	
	(b)	Hydraulic governor, Woodward 210105, 210155, 210280, 210444, A210438, 210290 or C210355; McCauley DCFU290D1/T2, DCFU290D2/T2	4 lb. ea. (-17)
	(c)	Propeller spinner, McCauley Model D2840 with D2878 bulkhead or Cessna 0850 spinner with Cessna 0850257 bulkhead	4 lb. ea. (-23)
	*Airspeed Limits (TIAS)	Maneuvering	167 m.p.h. (145 knots)
		Maximum structural cruising	210 m.p.h. (183 knots)
Never exceed		252 m.p.h. (218 knots)	
Flaps extended		140 m.p.h. (122 knots)	
Landing gear extended		140 m.p.h. (122 knots)	
*C.G. Range (Landing Gear Extended)	(+38.3) to (+41.6) at 4990 lb.		
	(+35.6) to (+42.1) at 4600 lb.		
	(+32.0) to (+42.1) at 4060 lb. or less		
	Straight line variation between points given		
Empty Wt. C.G. Range	None		
*Maximum Weight	Landing 4750 lb., takeoff 4990 lb.		
No. of Seats	5 (Std.) (2 at +37, 3 at +71) See Manufacturer's Weight and Balance data sheet for optional seating arrangements.		
Maximum Baggage	200 lb. (+96). See NOTE 2G for placard		

VIII - Model 310G (cont'd)

Anti-Icing Fluid Capacity	4-1/2 qt. (7 lb.) (+47)		
Fuel Capacity	102 gal. (2 wing tip tanks, 51 gal. each at +35.0) See NOTE 1 for data on unusable fuel		
Oil Capacity	24 qt. (12 qt. in each engine at (-3.5), 6 qt. unusable per engine) See NOTE 1 for data on undrainable oil		
Control Surface Movements	Wing flaps		Down 45°
	Main surfaces		
	Aileron	Up 20°	Down 20°
	Elevator	Up 25°	Down 15°
	Rudder	Right 25°	Left 25°
	(Parallel to W.L.)		
	Tabs (main surface in neutral)		
	Aileron	Up 20°	Down 20°
	Elevator	Up 10°	Down 26°
	Rudder	Right 17°	Left 22°
(Parallel to W.L.)			
Serial Nos. Eligible	310G0001 through 310G0156. Production Certificate No. 312 effective.		

IX - Model 310H (Normal Category), Approved July 19, 1962

Engines	2 Continental IO-470-D		
*Fuel	Grade 100 or 100LL aviation gasoline		
*Engine Limits	For all operations, 2625 r.p.m. (260 hp.)		
Propeller and Propeller Limits	1.	2 full-feathering propeller installations	68 lb. ea. (-25)
	(a)	Hartzell hub HC82XF-2 or HC-A2XF-2 with 8433 blades Diameter: not over 84 in., not under 78 in. Pitch settings at 30 in. sta.: low 13.5°, high 22.0°, feathered 82.0°	
	(b)	Hydraulic governor, Woodward 210105, 210155, 210280, 210444, A210438, 210290 or C210355; McCauley DCFU290D1/T2, DCFU290D2/T2	4 lb. ea. (-17)
	(c)	Propeller spinner, Hartzell C-888 dome with C-807-1 bulkhead or Cessna 0752006 dome with 0850300 bulkhead or Cessna 0850311 dome with 0850300 bulkhead or Cessna 0850313 dome with 0850300 bulkhead	4 lb. ea. (-23)
	2.	2 full-feathering propeller installations	68 lb. ea. (-25)
	(a)	McCauley hub D2AF36C48 with 90MF-10 blades Diameter: not over 80 in., not under 78 in. Pitch settings at 36 in. sta.: low 11°, feathered 77°	
	(b)	Hydraulic governor, Woodward 210105, 210155, 210280, 210444, A210438, 210290 or C210355; McCauley DCFU290D1/T2, DCFU290D2/T2	4 lb. ea. (-17)

IX - Model 310H

Propeller (cont'd)	(c) Propeller spinner, McCauley Model D2840 with D2878 bulkhead or Cessna 0850258 spinner with Cessna 0850257 bulkhead	4 lb. ea. (-23)
*Airspeed Limits (TIAS)	Maneuvering	167 m.p.h. (145 knots)
	Maximum structural cruising	210 m.p.h. (183 knots)
	Never exceed	254 m.p.h. (220 knots)
	Flaps extended	140 m.p.h. (122 knots)
	Landing gear extended	140 m.p.h. (122 knots)
*C.G. Range (Landing Gear Extended)	(+37.3) to (+42.2) at 5100 lb. (+34.7) to (+42.7) at 4700 lb. (+32.0) to (+42.7) at 4300 lb. or less Straight line variation between points given	
Empty Wt. C.G. Range	None	
*Maximum Weight	Landing 5100 lb., takeoff 5100 lb.	
No. of Seats	5 (Std.) (2 at +37, 3 at +71) See Manufacturer's Weight and Balance data sheet for optional seating arrangements.	
Maximum Baggage	200 lb. (+96), 80 lb. per side on floor (+124) or 60 lb. in upper rack (+124). See NOTE 2G for placard	
Fuel Capacity	102 gal. (2 wing tip tanks, 51 gal. each at +35.0) See NOTE 1 for data on unusable fuel	
Oil Capacity	24 qt. (12 qt. in each engine at (-3.5), 6 qt. unusable in each engine) See NOTE 1 for data on undrainable oil	
Control Surface Movements	Wing flaps	Down 45°
	Main surfaces	
	Aileron	Up 20° Down 20°
	Elevator	Up 25° Down 15°
	Rudder	Right 25° Left 25°
	(Parallel to W.L.)	
	Tabs (main surface in neutral)	
	Aileron	Up 20° Down 20°
	Elevator	Up 10° Down 26°
	Rudder	Right 17° Left 22°
	(Parallel to W.L.)	
Serial Nos. Eligible	310H0001 through 310H0148. Production Certificate No. 312 effective.	

X - Model E310H (Normal Category), Approved January 17, 1963

Engines	2 Continental IO-470-D
*Fuel	Grade 100 or 100LL aviation gasoline
*Engine Limits	For all operations, 2625 r.p.m. (260 hp.)

X - Model E310H (cont'd)Propeller and
Propeller Limits

- | | | |
|-----|---|------------------|
| 1. | 2 full-feathering propeller installations | 68 lb. ea. (-24) |
| (a) | Hartzell hub HC82XF-2 or HC-A2XF-2 with 8433 blades
Diameter: not over 84 in., not under 78 in.
Pitch settings at 30 in. sta.:
low 13.5°, high 22.0°, feathered 82.0° | |
| (b) | Hydraulic governor, Woodward 210105, 210155, 210280, 210444, A210438, 210290 or C210355; McCauley DCFU290D1/T2, DCFU290D2/T2 | 4 lb. ea. (-17) |
| (c) | Propeller spinner, Hartzell C-888 dome with C-807-1 bulkhead or Cessna 0752006 dome with 0850300 bulkhead or Cessna 0850311 dome with 0850300 bulkhead or Cessna 0850313 dome with 0850300 bulkhead | 4 lb. ea. (-23) |
| 2. | 2 full-feathering propeller installations | 68 lb. ea. (-25) |
| (a) | McCauley hub D2AF36C48 with 90MF-10 blades
Diameter: not over 80 in., not under 78 in.
Pitch settings at 36 in. sta.:
low 11°, feathered 77° | |
| (b) | Hydraulic governor, Woodward 210105, 210155, 210280, 210444, A210438, 210290 or C210355; McCauley DCFU290D1/T2, DCFU290D2/T2 | 4 lb. ea. (-17) |
| (c) | Propeller spinner, McCauley Model D2840 with D2878 bulkhead or Cessna 0850258 spinner with Cessna 0850257 bulkhead | 4 lb. ea. (-23) |

*Airspeed Limits
(TIAS)

Maneuvering	167 m.p.h. (145 knots)
Maximum structural cruising	210 m.p.h. (183 knots)
Never exceed	254 m.p.h. (220 knots)
Flaps extended	140 m.p.h. (122 knots)
Landing gear extended	140 m.p.h. (122 knots)

*C.G. Range (Landing
Gear Extended)

(+36.6) to (+42.3) at 4990 lb.
 (+34.7) to (+42.7) at 4700 lb.
 (+32.0) to (+42.7) at 4300 lb. or less
 Straight line variation between points given

Empty Wt. C.G. Range

None

*Maximum Weight

Landing 4990 lb., takeoff 4990 lb.

No. of Seats

5 (Std.) (2 at +37, 3 at +71) See Manufacturer's Weight and Balance data sheet for optional seating arrangements.

Maximum Baggage

200 lb. (+96), 60 lb. upper rack (+124), and 80 lb. per side on floor (+124).
 See NOTE 2G for placard

Fuel Capacity

102 gal. (2 wing tip tanks, 51 gal. each at +35.0)
 See NOTE 1 for data on unusable fuel

Oil Capacity

24 qt. (12 qt. in each engine at (-3.5), 6 qt. unusable per engine)
 See NOTE 1 for data on undrainable oil

X - Model E310H (cont'd)

Control Surface Movements	Wing flaps		Down	45°
	Main surfaces			
	Aileron	Up	20°	Down 20°
	Elevator	Up	25°	Down 15°
	Rudder	Right	25°	Left 25°
	(Parallel to W.L.)			
	Tabs (main surface in neutral)			
	Aileron	Up	20°	Down 20°
	Elevator	Up	10°	Down 26°
	Rudder	Right	17°	Left 22°
	(Parallel to W.L.)			

Serial Nos. Eligible All Model 310H's (Section IX), 310H0001 through 310H0148. Production Certificate No. 312 effective.

XI - Model 310I (Normal Category), Approved December 20, 1963

Engines	2 Continental IO-470-U			
*Fuel	Grade 100 or 100LL aviation gasoline			
*Engine Limits	For all operations, 2625 r.p.m. (260 hp.)			
Propeller and Propeller Limits	2 full-feathering propeller installations		60 lb. ea.	(-25)
	(a) McCauley hub D2AF34C52, blades 80GF			
	Diameter: not over 80 in., not under 78 in.			
	Pitch settings at 30 in. sta.:			
	low 13.8°, feathered 80.5°			
	(b) Hydraulic governor, Woodward 210105, 210155, 210280, 210444, A210438, 210290 or C210355;		4 lb. ea.	(-17)
	McCauley DCFU290D1/T2, DCFU290D2/T2			
	(c) Propeller spinner, Cessna 0850326 dome		4 lb. ea.	(-23)
	with 0850257 bulkhead and 0850330 support			
*Airspeed Limits (TIAS)	Maneuvering	170 m.p.h.	(148 knots)	
	Maximum structural cruising	210 m.p.h.	(183 knots)	
	Never exceed	254 m.p.h.	(220 knots)	
	Flaps extended	140 m.p.h.	(122 knots)	
	Landing gear extended	140 m.p.h.	(122 knots)	
*C.G. Range (Landing Gear Extended)	(+37.3) to (+42.9) at 5100 lb.			
	(+43.6) at 4700 lb.			
	(+32.0) to (+43.6) at 4300 lb. or less			
	Straight line variation between points given			
Empty Wt. C.G. Range	None			
*Maximum Weight	Landing 5100 lb., takeoff 5100 lb.			
No. of Seats	5 (Std.) (2 at +37, 3 at +71)			
	<i>See Manufacturer's Weight and Balance data sheet for optional seating arrangements.</i>			
Maximum Baggage	200 lb. (+96), 80 lb. per side on floor (+124), 120 lb. per nacelle (+63)			
Fuel Capacity	102 gal. (2 wing tip tanks, 51 gal. each at +35.0)			
	<i>See NOTE 1 for data on system fuel</i>			

XI - Model 310I (cont'd)

Oil Capacity	24 qt. (12 qt. in each engine at (-3.5), 6 qt. unusable per engine) <i>See NOTE 1 for data on system oil</i>				
Control Surface Movements	Wing flaps		Down	35°	
	Main surfaces				
	Aileron	Up	20°	Down 20°	
	Elevator	Up	16.5°	Down 15°	
	Rudder	Right	25°	Left 25°	
	(Parallel to W.L.)				
	Tabs (main surface in neutral)				
	Aileron	Up	20°	Down	20°
	Elevator	Up	10°	Down	26°
	Rudder	Right	17°	Left	22°
(Parallel to W.L.)					
Serial Nos. Eligible	310I0001 through 310I0200. Production Certificate No. 312 effective.				

XII - Model 310J (Normal Category), Approved September 3, 1964

Engines	2 Continental IO-470-U			
*Fuel	Grade 100 or 100LL aviation gasoline			
*Engine Limits	For all operations, 2625 r.p.m. (260 hp.)			
Propeller and Propeller Limits	2 full-feathering propeller installations			62 lb. ea. (-28)
	(a) McCauley hub D2AF34C65, blades 84JF-3 McCauley hub D2AF34C81, blades 84JF-3 Diameter: not over 81 in., not under 79 in. Pitch settings at 30 in. sta.: low 12.8°, feathered 82.6°			
	(b) Hydraulic governor, Woodward 210105, 210155, 210280, 210290, C210355, A210438, 210444; McCauley DCFU290D1/T2, DCFU290D2/T2			4 lb. ea. (-17)
	(c) Propeller spinner, Cessna 0855030-12 dome with 0855030-14 and -15 bulkhead and 0855030-3 support			4 lb. ea. (-23)
*Airspeed Limits (TIAS)	Maneuvering	170 m.p.h.	(148 knots)	
	Maximum structural cruising	210 m.p.h.	(183 knots)	
	Never exceed	254 m.p.h.	(220 knots)	
	Flaps extended	140 m.p.h.	(122 knots)	
	Landing gear extended	140 m.p.h.	(122 knots)	
*C.G. Range (Landing Gear Extended)	(+37.3) to (+43.1) at 5100 lb.			
	(+43.6) at 4700 lb.			
	(+32.0) to (+43.6) at 4300 lb. or less			
	Straight line variation between points given			
Empty Wt. C.G. Range	None			
*Maximum Weight	Landing 5100 lb., takeoff 5100 lb.			
No. of Seats	5 (Std.) (2 at +37, 3 at +71) <i>See Manufacturer's Weight and Balance data sheet for optional seating arrangements.</i>			
Maximum Baggage	200 lb. (+96), 80 lb. per side on floor (+124), 120 lb. per nacelle (+63)			

XII - Model 310J (cont'd)

Fuel Capacity	102 gal. (2 wing tip tanks, 51 gal. each at +35.0) <i>See NOTE 1 for data on unusable fuel</i>			
Oil Capacity	24 qt. (12 qt. in each engine at (-3.5), 6 qt. unusable per engine) <i>See NOTE 1 for data on undrainable oil</i>			
Control Surface Movements	Wing flaps		Down	35°
	Main surfaces			
	Aileron	Up	20°	Down 20°
	Elevator	Up	16.5°	Down 15°
	Rudder	Right	25°	Left 25°
	(Parallel to W.L.)			
	Tabs (main surface in neutral)			
	Aileron	Up	20°	Down 20°
	Elevator	Up	10°	Down 26°
	Rudder	Right	17°	Left 22°
(Parallel to W.L.)				
Serial Nos. Eligible	310J0001 through 310J0200. Production Certificate No. 312 effective.			

XIII - Model 310J-1 (Utility Category), Approved November 30, 1964

Engines	2 Continental IO-470-U			
*Fuel	Grade 100 or 100LL aviation gasoline			
*Engine Limits	For all operations, 2625 r.p.m. (260 hp.)			
Propeller and Propeller Limits	2 full-feathering propeller installations			61 lb. ea. (-25)
	(a) McCauley hub D2AF34C71, blades 84JF-3 Diameter: not over 81 in., not under 79 in. Pitch settings at 30 in. sta.: low 11.4°, feathered 83.0°			
	(b) Hydraulic governor, Woodward 210105, 210155, 210280, 210290, C210355, 210438, 210444; McCauley DCFU290D1/T2, DCFU290D2/T2			4 lb. ea. (-17)
	(c) Propeller spinner, Cessna 0850326 dome with 0850257 bulkhead and 0855030 support			4 lb. ea. (-23)
*Airspeed Limits (TIAS)	Maneuvering	183 m.p.h.	(159 knots)	
	Maximum structural cruising	210 m.p.h.	(183 knots)	
	Never exceed	272 m.p.h.	(236 knots)	
	Flaps extended	140 m.p.h.	(122 knots)	
	Landing gear extended	140 m.p.h.	(122 knots)	
*C.G. Range (Landing Gear Extended)	(+37.7) to (+43.1) at 5150 lb. (+43.6) at 4750 lb. (+32.0) to (+43.6) at 4300 lb. or less Straight line variation between points given			
	Empty Wt. C.G. Range	None		
	*Maximum Weight	Landing 5150 lb., takeoff 5150 lb.		
No. of Seats	4 (2 at +37, 2 at +68)			
Maximum Baggage	200 lb. (+96), 120 lb. per nacelle (+63)			

XIII - Model 310J-1 (cont'd)

102 gal. (2 wing tip tanks, 51 gal. each at +35.0)
See NOTE 1 for data on unusable fuel

24 qt. (12 qt. in each engine at (-3.5), 6 qt. unusable per engine)
See NOTE 1 for data on undrainable oil

Movements	Wing flaps		D	35°
	Aileron	Up	Down	20°
		Up		15°
	Rudder (Parallel to W.L.)	25°	Left	
	Tabs (main surface in neutral)	Up		20°
	Elevator	10°	Down	
	Rudder	Right	Left	22°

Serial Nos. Eligible 310J0001 through 310J0200. Production Certificate No. 312 effective.

Engines	2 Continental IO-470-U		
	Grade 100 or 100LL aviation gasoline		
	For all operations, 2625 r.p.m. (260 hp.)		
Propeller and Propeller Limits	McCaughey hub D2AF34C65, blades 84JF-3 or McCaughey hub D2AF34C81, blades 84JF-3		62 lb. ea. (-28)
	Pitch settings at 30 in. sta.: low 12.8°, feathered 82.6°		
	Hydraulic governor, Woodward 210105, 210155,		4 lb. ea. (-17)
	McCaughey DCFU290D1/T2, DCFU290D2/T2 Propeller spinner, Cessna 0855030-12 dome		4 lb. ea. (-23)
	0855030-3 support		
*Airspeed Limits (TIAS)		170 m.p.h. (148 knots) 210 m.p.h. (183 knots)	
	Never exceed		
	Flaps extended	140 m.p.h. (122 knots) 140 m.p.h. (122 knots)	
*C.G. Range (Landing Gear Extended)	(+43.6) at 4700 lb. 300 lb. or less Straight line variation between points given		
	None		
*Maximum Weight			
No. of Seats	5 (Std.) (2 at +37, 3 at +71) See Manufacturer's Weight and		

XIV - Model E310J (cont'd)

Maximum Baggage	200 lb. (+96), 80 lb. per side on floor (+124) 120 lb. per nacelle (+63)	
Fuel Capacity	102 gal. (2 wing tip tanks, 51 gal. each at +35.0) See NOTE 1 for data on unusable fuel	
Oil Capacity	24 qt. (12 qt. in each engine at (-3.5), 6 qt. unusable per engine). See NOTE 1 for data on undrainable oil	
Control Surface Movements	Wing flaps	Down 35°
	Main surfaces	
	Aileron	Up 20° Down 20°
	Elevator	Up 16.5° Down 15°
	Rudder	Right 25° Left 25°
	(Parallel to W.L.)	
	Tabs (main surface in neutral)	
	Aileron	Up 20° Down 20°
	Elevator	Up 10° Down 26°
	Rudder	Right 17° Left 22°
	(Parallel to W.L.)	
Serial Nos. Eligible	310J0001 through 310J0200 (same as Section XII). Production Certificate No. 312 effective.	

XV - Model 310K (Normal Category), Approved October 20, 1965

Engines	2 Continental IO-470-V or IO-470-VO	
*Fuel	Grade 100 or 100LL aviation gasoline	
*Engine Limits	For all operations, 2625 r.p.m. (260 hp.)	
Propeller and Propeller Limits	2 full-feathering propeller installations	62 lb. ea. (-25)
	1. (a) McCauley hub D2AF34C81, blades 84JF-3 Diameter: not over 81 in., not under 78 in. Pitch settings at 30 in. sta.: low 12.8°, feathered 82.5°	
	(b) Hydraulic governor, Woodward 210105, 210155, 210280, 210290, C210355, A210438, 210444; 210446, A210449; McCauley DCFU290D1/T2, DCFU290D2/T2	4 lb. ea. (-17)
	(c) Propeller spinner, Cessna 0855030-12 dome with 0855030-14 and -15 bulkhead and 0855030-3 support	4 lb. ea. (-23)
	or 2. (a) McCauley full-feathering 3-bladed propeller installations McCauley hub D3AF32C80, blades 82NC-4 Diameter: not over 78 in., not under 74 in. Pitch settings at 30 in. sta.: low 12.5°, feathered 81.3°	79 lb. ea. (-25)
	(b) Hydraulic governor, Woodward 210105, 210155, 210280, 210290, C210355, A210438, 210444, 210446, A210449; McCauley DCFU290D1/T2, DCFU290D2/T2	4 lb. ea. (-17)
	(c) Propeller spinner, 3-bladed, McCauley D-3651 dome with D-3652 bulkhead	4 lb. ea. (-23)

XV - Model 310K (cont'd)

	Maneuvering	170 m.p.h. (148 knots)	
	Maximum structural cruising	210 m.p.h. (183 knots)	
		257 m.p.h. (224 knots)	
	F	140 m.p.h. (122 knots)	
	Landing gear extended		
*C.G. Range (Landing	(+38.0) to (+43.1) at 5200 lb.		
	(+43.6) at 4800 lb.		
	(+32.0) to (+43.6) at 4300 lb. or less		
Empty Wt. C.G. Range	None		
	Landing 5200 lb., takeoff 5200 lb.		
No. of Seats	See Manufacturer's Weight and Balance data sheet for optional seating arrangements		
Maximum Baggage	96), 80 lb. per side on floor (+124)		
	120 lb. per nacelle (+63)		
	102 gal. (2 wing tip tanks, 51 gal. each at +35.0)		
	See NOTE 1 for data on system fuel		
	24 qt. (12 qt. in each engine at (-3.5), 6 qt. unusable per engine)		
	See NOTE 1 for data on system oil		
Movements	Wing flaps	Down	
	Main surfaces		
		Up 20°	20°
	Elevator	16.5°	Down
	Rudder	Right	Left 25°
	Tabs (main surface in neutral)		
	Aileron	p 20°	20°
	Elevator	10°	Down
	Rudder	Right	Left 22°
	Serial Nos. Eligible	310K0001 through 310K0245. Production Certificate No. 312 effective.	

Engines	2 Continental O-470-V or IO-470-VO
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	Grade 100 or 100LL aviation gasoline
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*Engine Limits

Propeller and
Propeller Limits

2 full-feathering propeller installations
1. McCauley hub D2AF34C81, blades 84JF-3

Pitch settings at 30 in. sta.:
low 12.8°, feathered 82.5°

Hydraulic governor, Woodward A210438,	4 lb. ea. (-17)
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DCFU290D1/T2, DCFU290D2/T2

XVI - Model 310L (cont'd)

Propeller (cont'd)	(c) Propeller spinner, Cessna 0855030-12 dome with 0855030-14 and -15 bulkhead and 0855030-3 support	4 lb. ea. (-23)
or	2. 2 McCauley full-feathering 3-bladed propeller installations	79 lb. ea. (-25)
	(a) McCauley hubs D3AF32C80, blades 82NC-4 Diameter: not over 78 in., not under 74 in. Pitch settings at 30 in. sta.: low 12.5°, feathered 81.3°	
	(b) Hydraulic governor, Woodward A210438, 210444, 210446, A210449; McCauley DCFU290D1/T2, DCFU290D2/T2	4 lb. ea. (-17)
	(c) Propeller spinner, 3-bladed, McCauley D-3651 dome with D-3652 bulkhead	4 lb. ea. (-23)

*Airspeed Limits (CAS)	Maneuvering	170 m.p.h. (148 knots)
	Maximum structural cruising	210 m.p.h. (183 knots)
	Never exceed	257 m.p.h. (224 knots)
	Flaps extended 35°	160 m.p.h. (139 knots)
	Landing gear extended	160 m.p.h. (139 knots)

*C.G. Range (Landing Gear Extended)	(+38.0) to (+43.1) at 5200 lb. (+43.6) at 4800 lb. (+32.0) to (+43.6) at 4300 lb. or less Straight line variation between points given
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Empty Wt. C.G. Range	None
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*Maximum Weight	Landing 5200 lb., takeoff 5200 lb.
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No. of Seats	5 (Std.) (2 at +37, 3 at +71) See Manufacturer's Weight and Balance data sheet for optional seating arrangements
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Maximum Baggage	200 lb. (+96), 80 lb. per side on floor (+124), 120 lb. per nacelle (+63)
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Fuel Capacity	102 gal. (2 wing tip tanks, 51 gal. each at +35.0)
or	143 gal. (2 wing tip tanks, 51 gal. each at +35.0) and 2 auxiliary tanks 20.5 gal. each at +47.0)
or	183 gal. (2 wing tip tanks, 51 gal. each at +35.0, 2 auxiliary tanks, 20 gal. each at +47.0, and 2 wing locker transfer tanks, 20.0 gal. each at +49.0). See NOTE 1 for data on system fuel

Oil Capacity	24 qt. (12 qt. in each engine at (-3.5), 6 qt. unusable per engine) See NOTE 1 for data on system oil
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Control Surface Movements	Wing flaps		Down	35°	
	Main surfaces				
	Aileron	Up	20°	Down 20°	
	Elevator	Up	16.5°	Down 15°	
	Rudder	Right	25°	Left 25°	
		(Parallel to W.L.)			
	Tabs (main surface in neutral)				
	Aileron	Up	20°	Down 20°	
	Elevator	Up	10°	Down 26°	
	Rudder	Right	17°	Left 22°	
	(Parallel to W.L.)				

Serial Nos. Eligible	310L0001 through 310L0207. Production Certificate No. 312 effective.
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XVII - Model 310N (Normal Category), Approved August 22, 1967

	2 Continental IO-470-V or IO-470-VO
	Grade 100 or 100LL aviation gasoline
	For all operations, 2625 r.p.m. (260 hp.)
Propeller and Propeller Limits	<p>1. McCauley hub D2AF34C81, blades 84JF-3 Diameter: Pitch settings at 30 in. sta.: low 12.8°, feathered 82.5° Hydraulic governor, Woodward 210446, 210444, A210438 or A210449; McCauley</p> <p>(c) Propeller spinner, Cessna 0855030-12 dome</p> <p>or 2.</p> <p>(a) McCauley hubs D3AF32C80, blades 82NC-4 in. Pitch settings at 30 in. sta.:</p> <p>(b) Hydraulic governor, Woodward 210446, DCFU290D1/T2, DCFU290D2/T2</p> <p>(c)</p>
*Airspeed Limits (CAS)	<p>Maneuvering Maximum structural cruising Never exceed 257 m.p.h. (224 knots) 160 m.p.h. (139 knots)</p> <p>Landing gear extended (ots)</p>
*C.G. Range (Landing Gear Extended)	<p>(+43.6) at 4800 lb.</p> <p>Straight line variation between points given</p>
Empty Wt. C.G. Range	
*Maximum Weight	<p>Landing 5200 lb., takeoff 5200 lb.</p> <p>5 (Std.) (2 at +37, 3 at +71) See Manufacturer's Weight and Balance data sheet for optional seating arrangements.</p> <p>200 lb. (+96), 80 lb. per side on floor (+124), 120 lb. per nacelle (+63)</p> <p>102 gal. (2 wing tip tanks, 51 gal. each at +35.0) 143 gal. (2 wing tip tanks, 51 gal. each at +35.0 and 2 auxiliary tanks 20.5 gal. each at +47.0) 183 gal. (2 wing tip tanks, 51 gal. each at +35.0 and 2 auxiliary tanks 20.5 gal. each at +47.0, and 2 wing locker</p> <p><i>See NOTE 1 for data on system fuel</i></p>

XVII - Model 310N (cont'd)

Oil Capacity	24 qt. (12 qt. in each engine at (-3.5), 6 qt. unusable per engine) <i>See NOTE 1 for data on system oil</i>		
Control Surface Movements	Wing flaps		Down 35°
	Main surfaces		
	Aileron	Up 20°	Down 20°
	Elevator	Up 16.5°	Down 15°
	Rudder	Right 25°	Left 25°
	(Parallel to W.L.)		
	Tabs (main surface in neutral)		
	Aileron	Up 20°	Down 20°
	Elevator	Up 10°	Down 26°
	Rudder	Right 17°	Left 22°
(Parallel to W.L.)			
Serial Nos. Eligible	310N0001 through 310N0198. Production Certificate No. 312 effective.		

XVIII - Model 310P (Normal Category), Approved August 30, 1968

Engines	2 Continental IO-470-VO		
*Fuel	Grade 100 or 100LL aviation gasoline		
*Engine Limits	For all operations, 2625 r.p.m. (260 hp.)		
Propeller and Propeller Limits	1.	2 McCauley full-feathering 2-bladed propeller installations	
	(a)	McCauley hubs D2AF34C71, blades 84JF-3 Diameter: not over 81 in., not under 78 in. Pitch settings at 30 in. sta.: low 12.8°, feathered 82.6°	
	(b)	Hydraulic governor, Woodward 210446, 210444, A210438 or A210499; McCauley DCF290D1/T2, DCFU290D1/T2, DCFS290D1/T2, DCFUS290D2/T2, DCF290D2/T2, DCFU290D2/T2, DCFS290D2/T2, DCFUS290D2/T2, DCFS290D7/T2, DCFUS290D7/T2 or DCFUS290D13/T2	
	(c)	Propeller spinner, McCauley D3935 dome with D3923 bulkhead and 0855030-3 support	
	or 2.	2 McCauley full-feathering 3-bladed propeller installations	
	(a)	McCauley hubs 3AF32C87, blades 82NC-4. Diameter: not over 78 in., not under 74 in. Pitch settings at 30 in. sta.: Low 12.5°, feathered 81.3°	
	or	McCauley hubs 3AF32C504, with 82NEA-5.5 blades. Diameter: not over 76.5 in., not under 74 in. Pitch settings at 30 in. sta.: low 13.0°, feathered 81.7°	
	(b)	Hydraulic governor, Woodward 210446, 210444, A210438 or A210499; McCauley DCF290D1/T2, DCFU290D1/T2, DCFS290D1/T2, DCFUS290D2/T2, DCF290D2/T2, DCFU290D2/T2, DCFS290D2/T2, DCFUS290D2/T2, DCFS290D7/T2, DCFUS290D7/T2 or DCFUS290D13/T2	
	(c)	Propeller spinner, McCauley D3651 dome and D3925 bulkhead with 3AF32C87 hub or McCauley D7185 spinner assembly with 3AF32C504 hub	
	*Airspeed Limits (CAS)	Maneuvering	170 m.p.h. (148 knots)
	Maximum structural cruising	210 m.p.h. (183 knots)	
	Never exceed	257 m.p.h. (224 knots)	
	Flaps extended 35°	160 m.p.h. (139 knots)	
	Landing gear extended	160 m.p.h. (139 knots)	

XVIII - Model 310P (cont'd)

*C.G. Range (Landing Gear Extended)	(+38.0) to (+43.1) at 5200 lb. (+43.6) at 4800 lb. (+32.0) to (+43.6) at 4300 lb. or less Straight line variation between points given																																												
Empty Wt. C.G. Range	None																																												
*Maximum Weight	Landing 5200 lb., takeoff 5200 lb.																																												
No. of Seats	5 (Std.) (2 at +37, 3 at +71) See Manufacturer's Weight and Balance data sheet for optional seating arrangements																																												
Maximum Baggage	200 lb. (+96), 80 lb. per side on floor (+124) 120 lb. per nacelle (+63)																																												
Fuel Capacity	102 gal. (2 wing tip tanks, 51 gal. each at +35.0) or 143 gal. (2 wing tip tanks, 51 gal. each at +35.0 and 2 auxiliary tanks, 20.5 gal. each at +47.0) or 183 gal. (2 wing tip tanks, 51 gal. each at +35.0, 2 auxiliary tanks, 20.5 gal. each at +47.0 and 2 wing locker tanks, 20.5 gal. each at +49.0) <i>See NOTE 1 for data on system fuel</i>																																												
Oil Capacity	6 gal. (3 gal. in each engine at (-3.5), unusable 1.5 gal. per engine) <i>See NOTE 1 for data on system oil</i>																																												
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Serial Nos. Eligible	310P0001 through 310P0240. Production Certificate No. 312 effective.																																												

XIX - Model T310P (Turbo-System 310P) (Normal Category), Approved August 30, 1968

Engines	2 Continental TSIO-520-B or TSIO-520-BB
*Fuel	Grade 100 or 100LL aviation gasoline
*Engine Limits	For all operations, 2700 r.p.m. (285 hp., 32 in. Hg MP) (Critical altitude is 16,000 ft. in standard atmosphere)
	Maximum
	<u>Altitude</u> <u>Allowable MP</u>
	Sea level 32.0 in. Hg
	16,000 ft. 32.0 in. Hg
	18,000 ft. 30.7 in. Hg
	20,000 ft. 29.0 in. Hg
	22,000 ft. 26.4 in. Hg
	24,000 ft. 24.3 in. Hg
	26,000 ft. 22.2 in. Hg
	28,000 ft. 20.2 in. Hg
	30,000 ft. 18.5 in. Hg
	32,000 ft. 17.0 in. Hg

XIX - Model T310P (cont'd)Propeller and
Propeller Limits

1. 2 McCauley full-feathering 2-bladed propeller installations
 - (a) Hub D2AF34C71 with 84JF-3 blades
Diameter: not over 81 in., not under 79 in.
Pitch settings at 30 in. sta.:
low 13.3°, feathered 82.7°
 - (b) Hydraulic governor Woodward B210446, A210529, B210444 or C210439; McCauley DCFS290D1/T3, DCFUS290D1/T3, DCFS290D2/T3, DCFUS290D2/T3, DCFS290D7/T3, DCFUS290D7/T3 or DCFUS290D13/T3
 - (c) Propeller spinner McCauley D3800 dome with D3818 bulkhead
- or 2. 2 McCauley full-feathering 3-bladed propeller installations
 - (a) McCauley hubs 3AF32C87 with 82NC-4 blades or McCauley hubs 3AF32C504 with 82NEA-4 blades
Diameter: not over 78 in., not under 74 in.
Pitch settings at 30 in. sta.:
low 13.0°, feathered 82.6°
 - (b) Hydraulic governor Woodward B210446, A210529, B210444 or C210439; McCauley DCFS290D1/T3, DCFUS290D1/T3, DCFS290D2/T3, DCFUS290D2/T3, DCFS290D7/T3, DCFUS290D7/T3 or DCFUS290D13/T3
 - (c) Propeller spinner McCauley D3534 dome with D3796 bulkhead

*Airspeed Limits
(CAS)

Maneuvering	170 m.p.h. (148 knots)
Maximum structural cruising	210 m.p.h. (183 knots)
Never exceed	257 m.p.h. (224 knots)
Flaps extended 35°	160 m.p.h. (139 knots)
Landing gear extended	160 m.p.h. (139 knots)

*C.G. Range (Landing
Gear Extended)

(+38.0) to (+43.1) at 5400 lb.
(+43.6) at 5000 lb.
(+32.0) to (+43.6) at 4500 lb. or less
Straight line variation between points given

Empty Wt. C.G. Range

None

*Maximum Weight

Landing 5400 lb., takeoff 5400 lb.

No. of Seats

5 (Std.) (2 at +37, 3 at +71) See Manufacturer's Weight and Balance data sheet for optional seating arrangements.

Maximum Baggage

200 lb. (+96), 80 lb. per side on floor (+124)
120 lb. per nacelle (+63)

Fuel Capacity

- 102 gal. (2 wing tip tanks, 51 gal. each at +35.0)
or 143 gal. (2 wing tip tanks, 51 gal. each at +35.0 and 2 auxiliary tanks, 5 gal. each at +47.0)
or 183 gal. (2 wing tip tanks, 51 gal. each at +35.0, 2 auxiliary tanks 20.5 gal. each at .0 and 2 wing locker tanks, 20.5 gal. each at +49.0)
See NOTE 1 for data on system fuel

Oil Capacity

6.5 gal. (3.25 gal. in each engine at (-3.5), unusable 1.5 gal. per engine)
See NOTE 1 for data on system oil

XIX - Model T310P (cont'd)

Control Surface Movements	Wing flaps		Down	35°
	Main surfaces			
	Aileron	Up	20°	Down 20°
	Elevator	Up	16.5°	Down 15°
	Rudder	Right	29.3°	Left 29.3°
	(Parallel to W.L.)			
	Tabs (main surface in neutral)			
	Aileron	Up	20°	Down 20°
	Elevator	Up	10°	Down 26°
	Rudder	Right	17°	Left 22°
	(Parallel to W.L.)			

Serial Nos. Eligible 310P0001 through 310P0240. Production Certificate No. 312 effective.

XX - Model 310Q (Normal Category), Approved August 20, 1969

Engines	2 Continental IO-470-VO			
*Fuel	Grade 100 or 100LL aviation gasoline			
*Engine Limits	For all operations, 2625 r.p.m. (260 hp.)			
Propeller and Propeller Limits	1.	2 McCauley full-feathering 2-bladed propeller installations		
	(a)	McCauley hubs D2AF34C71, blades 84JF-3 Diameter: not over 81 in., not under 78 in. Pitch settings at 30 in. sta.: low 12.8°, feathered 82.6°		
	(b)	Hydraulic governor, Woodward 210444, 210446, A210438, A210499; McCauley DCF290D1/T2, DCFU290D1/T2, DCFS290D1/T2, DCFUS290D1/T2, DCF290D2/T2, DCFU290D2/T2, DCFS290D2/T2, DCFUS290D2/T2, DCFS290D7/T2, DCFUS290D7/T2 or DCFUS290D13/T2		
	(c)	Propeller spinner, McCauley D3935 dome with D3923 bulkhead and 0855030-3 support		
	or 2.	2 McCauley full-feathering 3-bladed propeller installations		
	(a)	McCauley hubs 3AF32C87, blades 82NC-4 Diameter: Not over 78 in., not under 74 in. Pitch settings at 30 in. sta.: Low 12.5°, feathered 81.3°		
	or	McCauley hubs 3AF32C504, with 82NEA-5.5 blades Diameter: not over 76.5 in., not under 74 in. Pitch settings at 30 in. sta.: low 13.0°, feathered 81.7°		
	(b)	Hydraulic governor, Woodward 210444, 210446, A210438 or A210499; McCauley DCF290D1/T2, DCFU290D1/T2, DCFS290D1/T2, DCFUS290D1/T2, DCF290D2/T2, DCFU290D2/T2, DCFS290D2/T2, DCFUS290D2/T2, DCFS290D7/T2, DCFUS290D7/T2 or DCFUS290D13/T2		
	(c)	Propeller spinner, McCauley D3651 dome and D3925 bulkhead with 3AF32C87 hub or McCauley D7185 spinner assembly with 3AF32C504 hub		
*Airspeed Limits (CAS)	<u>S/N 310Q0001 through 310Q0845</u>			
	Maneuvering	170 m.p.h. (148 knots)		
	Maximum structural cruising	210 m.p.h. (183 knots)		
	Never exceed	257 m.p.h. (224 knots)		
	Flaps extended 15°	180 m.p.h. (157 knots)		
	Flaps extended 35°	160 m.p.h. (139 knots)		
	Landing gear extended	160 m.p.h. (139 knots)		

XX - Model 310Q (cont'd)

*Airspeed Limits (cont'd)

S/N 310Q0901 through 310Q1160

Maneuvering	148 knots (170 m.p.h.)
Maximum structural cruise	183 knots (210 m.p.h.)
Never exceed	224 knots (257 m.p.h.)
Flaps extended 15°	160 knots (184 m.p.h.)
Flaps extended 35°	140 knots (161 m.p.h.)
Landing gear extended	140 knots (161 m.p.h.)

*C.G. Range (Landing Gear Extended)

(+37.3) to (+43.1) at 5300 lb.
 (+43.6) at 4900 lb.
 (+32.0) to (+43.6) at 4500 lb. or less
 Straight line variation between points given

Empty Wt. C.G. Range

None

*Maximum Weight

Landing 5300 lb. - Takeoff 5300 lb.

No. of Seats

5 (Std.) (2 at +37, 3 at +71) See Manufacturer's Weight and Balance data sheet for optional seating arrangements

Maximum Baggage

200 lb. (+96), 80 lb. per side on floor (+124),
 120 lb. per nacelle (+63)

Fuel Capacity

<u>Tank</u>	<u>Capacity (Gal.)</u>	<u>Usable(Gal.)</u>	<u>Moment Arm</u>
<u>S/N 310Q0001 through 310Q1160</u>			
LH tip tank	51	50	+35
RH tip tank	51	50	+35
LH aux. tank (40 gal. opt)	20.5	20	+47
RH aux. tank (40 gal. opt)	20.5	20	+47
LH wing locker tank	20.5	20	+49
RH wing locker tank	20.5	20	+49

S/N 310Q0601 through 310Q1160

LH aux. tank (63 gal. opt)	32	31.5	+47
RH aux. tank (63 gal. opt)	32	31.5	+47

See NOTE 1 for data on unusable fuel

Oil Capacity

6 gallons (3 gal. in each engine at (-3.5), unusable 1.5 gal. each engine)
 See NOTE 1 for data on undrainable oil

Control Surface Movements

Wing flaps		Down	35°
Main surfaces			
Aileron	Up 20°	Down	20°
Elevator	Up 16.5°	Down	15°
Rudder	Right 25°	Left	25°
(Parallel to W.L.)			
Tabs (main surface in neutral)			
Aileron	Up 20°	Down	20°
Elevator	Up 10°	Down	26°
Rudder	Right 17°	Left	22°
(Parallel to W.L.)			

Serial Nos. Eligible

310Q0001 through 310Q1160. Production Certificate No. 312 effective

XXI - Model T310Q (Turbo-System 310Q) (Normal Category), Approved August 20, 1969

Engines 2 Continental TSIO-520-B or TSIO-520-BB

*Fuel Grade 100 or 100LL aviation gasoline

*Engine Limits For all operations, 2700 r.p.m. (285 hp., 32 in. Hg MP)
Critical altitude is 16,000 ft. in standard atmosphere.

<u>Altitude</u>	<u>Maximum Allowable MP</u>
Sea level	32.0 in. Hg
16,000 ft.	32.0 in. Hg
18,000 ft.	30.7 in. Hg
20,000 ft.	29.0 in. Hg
22,000 ft.	26.4 in. Hg
24,000 ft.	24.3 in. Hg
26,000 ft.	22.2 in. Hg
28,000 ft.	20.2 in. Hg
30,000 ft.	18.5 in. Hg
32,000 ft.	17.0 in. Hg

Propeller and
Propeller Limits

1. 2 McCauley full-feathering 2-bladed propeller installations
 - (a) Hub D2AF34C71 with 84JF-3 blades
Diameter: not over 81 in., not under 79 in.
Pitch settings at 30 in. sta.:
low 13.3°, feathered 82.7°
 - (b) Hydraulic governor, Woodward B210446, A210529;
McCauley DCFS290D1/T3, DCFUS290D1/T3, DCFS290D2/T3, DCFUS290D2/T3,
DCFS290D7/T3, DCFUS290D7/T3 or DCFUS290D13/T3
 - (c) Propeller spinner, McCauley D3800 dome with D3818 bulkhead
- or 2. 2 McCauley full-feathering 3-bladed propeller installations
 - (a) McCauley hubs 3AF32C87 with 82NC-4 blades or McCauley hubs
3AF32C504 with 82NEA-4 blades
Diameter: not over 78 in., not under 74 in.
Pitch settings at 30 in. sta.:
low 13.0°, feathered 82.6°
 - (b) Hydraulic governor Woodward A210529, B210446; McCauley
DCFS290D1/T3, DCFUS290D1/T3, DCFS290D2/T3, DCFUS290D2/T3,
DCFS290D7/T3, DCFUS290D7/T3 or DCFUS290D13/T3
 - (c) Propeller spinner McCauley D3534 dome with D3796 bulkhead

*Airspeed Limits
(CAS)S/N 310Q0001 through 310Q0845

Maneuvering	172 m.p.h. (150 knots)
Maximum structural cruising	210 m.p.h. (183 knots)
Never exceed	261 m.p.h. (227 knots)
Flaps extended 15°	180 m.p.h. (157 knots)
Flaps extended 35°	160 m.p.h. (139 knots)
Landing gear extended	160 m.p.h. (139 knots)

S/N 310Q0901 through 310Q1160

Maneuvering	150 knots (172 m.p.h.)
Maximum structural cruising	183 knots (210 m.p.h.)
Never exceed	227 knots (261 m.p.h.)
Flaps extended 15°	160 knots (184 m.p.h.)
Flaps extended 35°	140 knots (161 m.p.h.)
Landing gear extended	140 knots (161 m.p.h.)

XXI - Model T310Q (cont'd)

*C.G. Range (Landing Gear Extended)	(+38.7) to (+43.1) at 5500 lb. (takeoff) (+38.0) to (+43.2) at 5400 lb. (landing) (+43.6) at 5100 lb. (+32.0) to (+43.6) at 4500 lb. or less Straight line variation between points given																																																
	Landing gear retracted moment change: +848 in. lb.																																																
Empty Wt. C.G. Range	None																																																
*Maximum Weight	Landing 5400 lb., takeoff 5500 lb.																																																
No. of Seats	5 (Std.) (2 at +37, 3 at +71) See Manufacturer's Weight and Balance data sheet for optional seating arrangements.																																																
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Serial Nos. Eligible	310Q0001 through 310Q1160. Production Certificate No. 312 effective.																																																

XXII - Model 310R (Normal Category), Approved August 15, 1974

Engines	<u>S/N 310R0001 through 310R1434</u> 2 Continental IO-520-M or IO-520-MB
	<u>S/N 310R1501 through 310R2140</u> 2 Continental IO-520-MB
*Fuel	Grade 100 or 100LL aviation gasoline

XXII - Model 310R (cont'd)***Engine Limits**

For all operations, 2700 r.p.m. (285 hp.)

**Propeller and
Propeller Limits**

2 McCauley full-feathering 3-bladed propeller installations

- (a) McCauley hubs 3AF32C87, blades 82NC-5.5
Diameter: Not over 76.5 in., not under 74.5 in.
Pitch settings at 30 in. sta.:
Low 13.9°, feathered 81.7°

or

McCauley hubs 3AF32C504, with 82NEA-5.5 blades
Diameter: not over 76.5 in., not under 76.0 in.
Pitch settings at 30 in. sta.:
low 13.9°, feathered 81.7°

- (b) S/N 310R0001 through 310R0330

Hydraulic governor Woodward A210529, B210444, B210446 or
C210439; McCauley DCF290D2/T3, DCFS290D2/T3, DCFU290D2/T3,
DCFUS290D2/T3, DCF290D7/T3, DCFS290D7/T3, DCFU290D7/T3,
DCFUS290D7/T3, DCFU290D13/T3 or DCFUS290D13/T3

S/N 310R0501 through 310R1004

Hydraulic governor Woodward B210444, C210439; McCauley
DCF290D2/T3, DCFU290D2/T3, DCFS290D4/T3, DCFUS290D5/T3,
DCFUS290D4/T3, DCFUS290D5/T3, DCF290D7/T3, DCFUS290D7/T3,
DCFS290D7/T3, DCFS290D8/T3, DCFUS290D7/T3, DCFUS290D8/T3,
DCFU290D13/T3, DCFUS290D13/T3 or DCFUS290D12/T3

S/N 310R01201 through 310R2140

Hydraulic governor Woodward B210444, C210439; McCauley
DCF290D2/T3, DCFU290D2/T3, DCFS290D4/T3, DCFUS290D5/T3,
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DCFU290D13/T3, DCFUS290D13/T3 or DCFUS290D12/T3

Propeller (cont'd)

- (c) Propeller spinner, McCauley D3534 dome with D3796 bulkhead
or D-5212 dome with D-5214 bulkhead.

***Airspeed Limits
(CAS)**

S/N 310R0001 through 310R0330

Maneuvering	150 knots (172 m.p.h.)
Maximum structural cruising	183 knots (210 m.p.h.)
Never exceed	227 knots (261 m.p.h.)
Flaps extended 15°	160 knots (184 m.p.h.)
Flaps extended 35°	140 knots (161 m.p.h.)
Landing gear extended	140 knots (161 m.p.h.)

(IAS)

S/N 310R0501 through 310R2140

Maneuvering	148 KIAS (170 m.p.h.)
Maximum structural cruising	181 KIAS (208 m.p.h.)
Never exceed	223 KIAS (257 m.p.h.)
Flaps extended 15°	158 KIAS (182 m.p.h.)
Flaps extended 35°	139 KIAS (160 m.p.h.)
Landing gear extended	138 KIAS (159 m.p.h.)

***C.G. Range (Landing
Gear Extended)**

(+38.7) to (+43.1) at 5500 lb. (takeoff)
(+38.0) to (+43.2) at 5400 lb. (landing)
(+43.6) at 5100 lb.
(+32.0) to (+43.6) at 4500 lb. or less
Straight line variation between points given
Landing gear retracted moment change: +782 in. lb.

XXII - Model 310R (cont'd)

Empty Wt. C.G. Range

None

*Maximum Weight

S/N 310R0001 through 310R1004
Landing 5400 lb., takeoff 5500 lb.S/N 310R1201 through 310R2140
Landing 5400 lb., ramp 5535 lb., takeoff 5500 lb.

No. of Seats

5 (Std.) (2 at +37, 3 at +71) See Manufacturer's Weight and Balance data sheet for optional seating arrangements

Maximum Baggage

200 lb. (+96), 80 lb. per side on floor (+124),
120 lb. per nacelle (+63), 350 lb. nose (-31)

Fuel Capacity

<u>Tank</u>	<u>Capacity (Gal)</u>	<u>Usable (Gal)</u>	<u>Moment Arm</u>
LH tip tank	51	50	+35
RH tip tank	51	50	+35
LH aux. tank (40 gal. opt)	20.5	20	+47
RH aux. tank (40 gal. opt)	20.5	20	+47
LH aux. tank (63 gal. opt)	32	31.5	+47
RH aux. tank (63 gal. opt)	32	31.5	+47
LH wing locker tank	20.5	20	+49
RH wing locker tank	20.5	20	+49

See NOTE 1 for data on unusable fuel

Oil Capacity

6.5 gal. (3.25 gal. in each engine at (-3.5), usable 1.75 gal. ea. engine)
See NOTE 1 for data on undrainable oilControl Surface
Movements

Wing flaps		Down	35°
Main surfaces			
Aileron	Up 20°	Down	20°
Elevator	Up 16.5°	Down	15°
Rudder	Right 29.3°	Left	29.3°
(Parallel to W.L.)			
Tabs (main surface in neutral)			
Aileron	Up 20°	Down	20°
Elevator	Up 10°	Down	26°
Rudder	Right 17°	Left	22°
(Parallel to W.L.)			

Serial Nos. Eligible

310R0001 through 310R2140. Production Certificate No. 312 effective.

XXIII - Model T310R (Turbo-System 310R) (Normal Category), Approved August 15, 1974

Engines

S/N 310R0001 through 310R1434
2 Continental TSIO-520-B or TSIO-520-BBS/N 310R1501 through 310R2140
2 Continental TSIO-520-BB

*Fuel

Grade 100 or 100LL aviation gasoline

XXIII - Model T310R (cont'd)***Engine Limits**

For all operations, 2700 r.p.m. (285 hp. 32 in. Hg MP)
Critical altitude is 16,000 ft. in standard atmosphere

<u>Altitude</u>	<u>Maximum Allowable MP</u>
Sea level	32.0 in. Hg
16,000 ft.	32.0 in. Hg
18,000 ft.	30.7 in. Hg
20,000 ft.	29.0 in. Hg
22,000 ft.	26.4 in. Hg
24,000 ft.	24.3 in. Hg
26,000 ft.	22.2 in. Hg
28,000 ft.	20.2 in. Hg
30,000 ft.	18.5 in. Hg
32,000 ft.	17.0 in. Hg

Propeller and Propeller Limits

2 McCauley full-feathering 3-bladed propeller installations

- (a) McCauley hubs 3AF32C87 with 82NC-4 blades or McCauley hubs 3AF32C504 with 82NEA-4 blades
Diameter: not over 78 in., not under 74 in.

Pitch settings at 30 in. sta.:

low 13.0°, feathered 82.6°

- (b) S/N 310R0001 through 310R0330

Hydraulic governor Woodward A210529, B210446;
McCauley DCFS290D2/T3, DCFUS290D2/T3, DCFS290D7/T3,
DCFUS290D7/T3 or DCFUS290D13/T3

S/N 310R0501 through 310R1004

Hydraulic governor McCauley DCFS290D4/T3, DCFS290D5/T3,
DCFUS290D4/T3, DCFUS290D5/T3, DCFS290D7/T3, DCFS290D8/T3,
DCFUS290D7/T3, DCFUS290D8/T3, DCFUS290D13/T3 or
DCFUS290D12/T3

S/N 310R1201 through 310R2140

Hydraulic governor McCauley DCFS290D4/T3, DCFS290D6/T3,
DCFUS290D4/T3, DCFUS290D6/T3, DCFS290D7/T3, DCFS290D8/T3,
DCFUS290D7/T3, DCFUS290D8/T3, DCFUS290D13/T3 or
DCFUS290D12/T3

- (c) Propeller spinner McCauley D3534 dome with D3796 bulkhead

***Airspeed Limits (CAS)**

S/N 310R0001 through 310R0330

Maneuvering	150 knots (172 m.p.h.)
Maximum structural cruising	183 knots (210 m.p.h.)
Never exceed	227 knots (261 m.p.h.)
Flaps extended 15°	160 knots (184 m.p.h.)
Flaps extended 35°	140 knots (161 m.p.h.)
Landing gear extended	140 knots (161 m.p.h.)

***Airspeed Limits (IAS)**

S/N 310R0501 through 310R2140

Maneuvering	148 KIAS (170 m.p.h.)
Maximum structural cruising	181 KIAS (208 m.p.h.)
Never exceed	223 KIAS (257 m.p.h.)
Flaps extended 15°	158 KIAS (182 m.p.h.)
Flaps extended 35°	139 KIAS (160 m.p.h.)
Landing gear extended	138 KIAS (159 m.p.h.)

XXIII - Model T310R (cont'd)

*C.G. Range (Landing Gear Extended)	(+38.7) to (+43.1) at 5500 lb. (takeoff) (+38.0) to (+43.2) at 5400 lb. (landing) (+43.6) at 5100 lb. (+32.0) to (+43.6) at 4500 lb. or less Straight line variation between points given																																												
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Empty Wt. C.G. Range	None																																												
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Data Pertinent to All Models

Datum	Forward face of fuselage bulkhead forward of rudder pedals.
*Leveling Means	External splice plate on left side of fuselage under the windows. External leveling screws at F.S. 59.10 and F.S. 88.90 additional for Models 310Q, 310R and T310R.

Certification Basis	<p><u>Models 310, 310A, 310B, 310C, 310D, 310E and 310F</u> CAR 3 dated November 1, 1949, as amended by 3-1 through 3-10.</p> <p><u>Models 310G, 310H, E310H, 310I, 310J, 310J-1, E310J, 310K, 310L, 310N, 310P and T310P</u> CAR 3 dated November 1, 1949, as amended by 3-1 through 3-10 and Sections 3.109, 3.111, 3.112, 3.115, 3.118 and 3.120 of CAR 3 dated May 15, 1956, as amended by 3-2 and 3-5.</p> <p><u>Models 310Q and T310Q</u> CAR 3 dated November 1, 1949, as amended by 3-1 through 3-10, Sections 3.109, 3.111, 3.112, 3.115, 3.118, 3.118, 3.120 and 3.688 of CAR 3 dated May 15, 1956, as amended by 3-2, 3-5 and 3-8.</p> <p><u>Models 310R and T310R</u> CAR 3 dated November 1, 1949, as amended by 3-1 through 3-10 and Sections 3.109, 3.111, 3.112, 3.115, 3.118, 3.120 and 3.688 of CAR 3 dated May 15, 1956, as amended by 3-2, 3-5 and 3-8; and Sections 23.161 and 23.171 through 23.181 of FAR 23 dated February 1, 1965, as amended by 23-1 through 23-7, and 23.1327 as amended through 23-23.</p> <p><u>Model 310R/T310R, S/N 310R0801 through 310R2140</u> In addition to the above certification basis, compliance with ice protection has been demonstrated in accordance with FAR 23.1419 of Amendment 23-14 effective December 20, 1973, when ice protection equipment is installed in accordance with the Pilot's Operating Handbook and Factory Kit (FK) No. 194.</p> <p><u>S/N 310Q0901 through 310Q1160</u> - Markings, placards and manuals are primarily in knots instead of m.p.h. as required by CAR 3, but permitted by FAR 23, Amendment 23-7.</p> <p><u>S/N 310R0501 through 310R2140</u> - Findings of equivalent level of safety were made for CAR 3.757 and 3.778(a).</p> <p><u>Model 310R/T310R, S/N 310R1801 through 310R2140</u> In addition to the above certification basis, compliance with noise certification requirements has been demonstrated in accordance with FAR 36 dated December 1, 1969, as amended through 36-10.</p> <p>Application for type certificate dated April 9, 1952. Type Certificate No. 3A10 issued March 22, 1954. Model 310A and subsequent certificated under delegation option procedures.</p>
Production Basis	<p>Production Certificates Nos. 4 and 312 (refer to "S/N eligible for applicability"). Delegation Option Manufacturer Nos. CE-1 and CE-3 authorized to issue airworthiness certificates under delegation option provisions of Part 21 of the Federal Aviation Regulations. Effective February 15, 1985, and on, Production Certificate No. 4 is applicable to all spares production.</p>
Equipment	<p>The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification. In addition, the following items of equipment are required:</p> <ol style="list-style-type: none"> 1. (a) Airspeed Indicator, Cessna Dwg. 0813604 or CM 2640 or complying with TSO-C2, Models 310C, 310D, 310E, 310F, 310G, 310H, E310H, 310I, 310J, 310J-1, E310J, 310K. (b) Airspeed Indicator, Cessna Dwg. CM 3301-4, Model 310L. (c) Airspeed Indicator, Cessna Dwg. CM-3301-6, Models 310N, 310P. (d) Airspeed Indicator, Cessna Dwg. CM 3301-2, Model T310P. (e) Airspeed Indicator, Cessna Dwg. C661040-0102, Model 310Q, S/N 310Q0001

- through 310Q0845.
- (f) Airspeed Indicator, Cessna Dwg. C661040-0103, Model T310Q, S/N 310Q0001 through 310Q0845.
 - (g) Airspeed Indicator, Cessna Dwg. C661040-0202, Model 310Q, S/N 310Q0901 through 310Q1160.
 - (h) Airspeed Indicator, Cessna Dwg. C661040-0203, Model T310Q, S/N 310Q0901 through 310Q1160.
 - (i) Airspeed Indicator, Cessna Dwg. C661040-0208, Models 310R, S/N 310R0001 through 310R0330; T310R, S/N 310R0001 through 310R0330.
 - (j) Airspeed Indicator, Cessna Dwg. C661040-0209, Models 310R, S/N 310R0501 through 310R2140; T310R, S/N 310R0501 through 310R2140
2. (a) Safe Flight Stall Warning Indicator, Model 146-5, 24v., Models 310G, 310H, E310H, 310I, 310J, 310J-1, E310J.
- (b) Safe Flight Stall Warning Indicator, Model 285, 24v., Models 310K, 310L, 310N, 310P, T310P, 310Q, T310Q, 310R, T310R.
- (c) Safe Flight Stall Warning Indicator, Model 285 or Angle of Attack Indicator System, Cessna Dwg. 0800302, Models 310Q and T310Q.

NOTE 1. Current weight and balance report including list of equipment included in certificated empty weight, and loading instructions when necessary, must be provided for each aircraft at the time of original certification.

The certificated empty weight and corresponding center of gravity location must include undrainable oil (not included in oil capacity) and unusable fuel (not included in fuel capacity) as follows:

Fuel	6 lb. at (+44)	310, 310A, 310B
Oil	1 lb. at (+ 0)	310, 310A, 310B
Fuel	12 lb. at (+44)	310C, 310D, 310E, 310F, 310G, 310H, E310H, 310I, 310J, 310J-1, E310J, 310K, 310L, 310N, 310P, T310P, 310Q, T310Q, 310R, T310R
Oil	1 lb. at (-3.5)	310C, 310D, 310E, 310F, 310G, 310H, E310H, 310I, 310J, 310J-1, E310J, 310K, 310L, 310N, 310P, T310P, 310Q, T310Q, 310R, T310R

When two 15.5 gal. auxiliary fuel tanks are installed, an additional 6 lb. of unusable fuel at (+47) must be included. (Models 310, 310A, 310B, 310C, 310D, 310E, 310F, 310G, 310H, E310H, 310I, 310J, E310J, 310J-1, 310K).

When two 20.5 gal. auxiliary fuel tanks are installed, an additional 6 lb. of unusable fuel at (+47) must be included (310L, 310N, 310P, T310P, 310Q, T310Q, 310R, T310R).

When two 20.5 gal. wing locker fuel tanks are installed, an additional 6 lb. of unusable fuel at (+58) must be included (310L, 310N, 310P, T310P, 310Q, T310Q, 310R, T310R).

When two 32 gal. auxiliary fuel tanks are installed, an additional 6 lb. of unusable fuel at (+47) must be included (310Q and T310Q S/N 310Q0601 through 310Q1160, 310R and T310R).

NOTE 2. Model 310R/T310R, S/N 310R1501 through 310R2140
The placards specified in the FAA Approved Airplane Flight Manual must be displayed.

Models (310, 310A, 310B, 310C, 310D, 310E, 310F, 310G, 310H, E310H, 310I, 310J, 310J-1, E310J, 310K, 310L, 310N, 310P, T310P, 310Q, T310Q, 310R S/N 310R0001 through 310R1434, T310R S/N 310R0001 through 310R1434)

The following placards must be displayed as indicated:

A. "Operation Limits" (On Circuit Breaker Panel)

- (1) (a) Models (310, 310A, 310B, 310C, 310D, 310E, 310F, 310G, 310H, 310I, 310J, E310J, 310K, 310L, 310N, 310P, T310P, 310Q, T310Q, 310R S/N 310R0001 through 310R1004, T310R S/N 310R0001 through 310R1004)
 "This airplane must be operated as a normal category airplane in compliance with the operating limitations as stated in the form of placards, markings and manuals (Pilot's Check List)."
 (b) (310J-1) "This airplane must be operated as a normal or utility category airplane in compliance with the operating limitations as stated in the form of placards, markings and manuals (Pilot's Check List)."
 (2) (a) Models (310, 310A, 310B, 310C, 310D, 310E, 310F, 310G, 310H, 310I, 310J, E310J, 310K, 310L, 310N, 310P, T310P, 310Q, T310Q, 310R S/N 310R0001 through 310R1004, T310R S/N 310R0001 through 310R1004)
 "No acrobatic maneuvers including spins approved."
 (b) (310J-1) "Intentional spins prohibited -

<u>Approved Maneuvers</u>	<u>Maximum Safe Entry Speed</u>
Lazy Eights	160 m.p.h. (CAS)
Steep Turns	160 m.p.h. (CAS)
Chandelles	160 m.p.h. (CAS)"

- (3) (a) (310) "Minimum speed for single engine operation 95 mph. (TIAS)"
 (b) (310A, 310B) "Minimum speed for single engine operation 84 mph. (TIAS)"
 (c) (310C) "Minimum speed for single engine operation 86 mph. (TIAS)"
 (d) (310D, 310F) "Minimum speed for single engine operation 83 mph. (TIAS)"
 (e) (310E) "Minimum speed for single engine operation 88 mph. (TIAS)"
 (f) (310G) "Minimum speed for single engine operation 84 mph. (CAS)"
 (g) (310H, E310H) "Minimum speed for single engine operation 90 mph. (CAS)"
 (h) (310I, 310J, 310J-1, E310J, 310K, 310L)
 "Minimum speed for single engine operation 85 mph. (CAS)"
 (i) (310N, 310P) "Minimum speed for single engine operation 85 mph. (CAS)"
 (j) (T310P) "Minimum single engine control speed 90 mph. (CAS)"
 (k) (310Q S/N 310Q0001 through 310Q0845)
 "Minimum single engine control speed 86 mph. (CAS)"
 (l) (T310Q S/N 310Q0001 through 310Q0845)
 "Minimum single engine control speed 94 mph. (CAS)"
 (m) (310Q S/N 310Q0901 through 310Q1160)
 "Minimum single engine control speed 75 knots (CAS)"
 (n) (T310Q S/N 310Q0901 through 310Q1160, 310R, S/N 310R0001 through 310R0330, T310R S/N 310R0001 through 310R0330)
 "Minimum single engine control speed 81 knots (CAS)"
 (o) (310R S/N 310R0501 through 310R1004, T310R S/N 310R0501 through 310R1004)
 "Air Minimum Control Speed: 80 KIAS"
 (4) (a) (310) "Maximum gear extended speed 130 mph. (CAS)"
 (b) (310A, 310B, 310C, 310D, 310E, 310F)
 "Maximum gear extended speed 140 mph. (CAS)"
 (c) (310G, 310H, E310H, 310I, 310J, 310J-1, E310J, 310K)
 "Maximum gear extended speed 140 mph. (CAS)"
 (d) (310L, 310N, 310P, T310P, 310Q S/N 310Q0001 through 310Q0845, T310Q S/N 310Q0001 through 310Q0845)
 "Maximum gear extended speed 160 mph. (CAS)"
 (e) (310Q S/N 310Q0901 through 310Q1160, T310Q S/N 310Q0901 through 310Q1160, 310R S/N 310R0001 through 310R0330, T310R S/N 310R0001 through 310R0330)
 "Maximum gear extended speed 140 knots (CAS)"
 (f) (310R S/N 310R0501 through 310R1004, T310R S/N 310R0501 through 310R1004)
 "Maximum Gear Operating Speed: 138 KIAS"
 (g) (310R S/N 310R0501 through 310R1004, T310R S/N 310R0501 through 310R1004)
 "Maximum Gear Extended Speed: 138 KIAS"
 (5) (a) (310J-1) "Maximum maneuvering speed 183 mph. (CAS)"

- (6) (a) (310R S/N 310R1201 through 310R2140, T310R S/N 310R1201 through 310R2140)
1. "This airplane must be operated as a normal category airplane in compliance with the operating limitations stated in the form of placards, markings and handbooks (Pilot's Checklist)"
 2. "No acrobatic maneuvers, including spins, approved"
 3. "Air minimum control speed: 80 KIAS"
 4. "Maximum gear operating speed: 138 KIAS"
 5. "Maximum gear extended speed: 138 KIAS"
 6. "Maximum flap extended speed 15°: 158 KIAS"
 7. "Maximum flap extended speed 35°: 139 KIAS"
 8. "Maximum maneuvering speed: 148 KIAS"
 9. "This airplane is approved for day/night VFR conditions. It is approved for day/night IFR conditions and flights into icing conditions if the proper optional equipment is installed and operational."

IDLE POWER STALL SPEEDS (KIAS)

Configuration	Angle of Bank			
	0°	20°	40°	60°
Gear Up - Flaps Up	79	82	91	112
Gear Down - Flaps Down 15°	77	79	88	109
Gear Down - Flaps Down 35°	72	74	82	101

B. On the Instrument Panel

- (1) "Open defrost or cabin air during heater operation."
- (2) "T & B Test" "Heater Overheat"
- (3) (a) (310)

<u>"Flap</u>	<u>Max. Speed</u>
<u>Deflection (TIAS) MPH.</u>	
15°	160
15° - 45°	130

- (b) (310A, 310B, 310C, 310D, 310E, 310F, 310G, 310H, E310H)

<u>"Flap</u>	<u>Max. Speed</u>
<u>Deflection (TIAS) MPH.**</u>	
15°	160
15° - 45°	140"

**Substitute "CAS" for (TIAS) on 310G, 310H, E310H

- (c) (310I, 310J, 310J-1, E310J)

<u>"Flap</u>	<u>Max. Speed</u>
<u>Deflection** (CAS) MPH.</u>	
15°	160
15° - 35°	140"

** (as noted on position indicator)

- (d) (310K) _____

<u>"Flap</u>	<u>Max. Speed</u>
<u>Deflection** (CAS) MPH.</u>	
15°	180
15° - 35°	140"

** (as noted on position indicator)

- (e) (310L, 310N, 310P, T310P, 310Q, S/N 310Q0001 through 310Q0845; T310Q, S/N 310Q0001 through 310Q0845)

<u>"Flap</u>	<u>Max. Speed</u>
<u>Deflection** (CAS) MPH.</u>	
15°	180
15° - 35°	160"

** (as noted on position indicator)

- (f) (310Q, S/N 310Q0901 through 310Q1160; T310Q, S/N 310Q0901 through 310Q1160; 310R, S/N 310R0001 through 310R0330; T310R, S/N 310R0001 through 310R0330)

"Flap Deflection** (CAS) knots	Max. Speed
15°	160
15° - 35°	140"

** (as noted on position indicator)

- (g) (310R, S/N 310R0501 through 310R2140; T310R, S/N 310R0501 through 310R2140)

"Flap Deflection**	Max. Flap Ext. Speed
15°	158 KIAS
15° - 35°	138 KIAS"

** (as noted on position indicator)

- (4) If nacelle fuel transfer tanks are installed - "20 gal. - empty - LH - ON - RH - OFF - fuel transfer - 20 gal." (310L, 310N, 310P, T310P, 310Q, T310Q, 310R/T310R, S/N 310R0001 through 310R0735)
- (5) If AK 310-212 is installed: "Aircraft Gross Weight limited to 4990 lb. See Owner's Manual Supplement No. D919-13." (310I, 310J, 310K, 310L, 310N, 310P, 310Q)
- (6) If AK 310-233 is installed: "Aircraft Gross Weight limited to 4990 lb. See Owner's Manual Supplement No. D1524-13." (310R)
- (7) If AK 310-220 is installed: "Aircraft Gross Weight limited to 4990 lb. See Owner's Manual Supplement No. D1502-13." (T310P and T310Q)
- (8) If AK 310-234 is installed: "Aircraft Gross Weight limited to 4990 lb. See Owner's Manual Supplement No. D1525-13." (T310R)
- (9) If Oxygen System is installed: "Use Blue Oxygen connector only." (310Q and T310Q S/N 310Q0601 through 310Q1160; 310R, T310R)
- (10) If fuel low level warning is installed: "L - Low Fuel - R" (310R/T310R, S/N 310R0501 through 310R2140)
- (11) If propeller synchrophaser is installed -
- Near phasing knob and switch
"PHASING-SYNC-OFF" "MUST BE OFF FOR TAKEOFF, LDG AND ONE ENG. OPER."
 - Near phasing light
"PROP-SYNC" (310R/T310R S/N 310R0801 through 310R1004)
- (12) If propeller synchrophaser is installed (310R/T310R S/N 310R1201 through 310R2140)
- Near phasing knob and switch "PHASING - OFF" "MUST BE OFF FOR TAKEOFF, LDG AND ONE ENGINE OPER"
 - Near phasing light "PROP - SYNC"

C. On Foul Weather Window

(Models 310, 310A, 310B, 310C, 310D, 310E, 310F, 310G, 310H, E310H, 310I, 310J, 310J-1, E310J)

- (1) "Do not open above 130 mph."

D. On Emergency Exits

- (1) On left emergency exit
- (310, 310A, 310B, 310C, 310D, 310E, 310F, 310G, 310H, E310H, 310I, 310J, 310J-1, E310J, 310K, 310L, 310N, 310P/T310P, 310Q/T310Q, S/N 310Q0001 through 310Q0291)
"Emergency exit - pull ring - push window out."
(310Q/T310Q, S/N 310Q0401 through 310Q1160; 310R/T310R, S/N 310R0001 through 310R0735)
"Emergency Exit - Pull Handle - Push Bottom of Window out with sustained force."
(310R/T310R, S/N 310R0801 through 310R2140)
"EMERGENCY EXIT - PULL HANDLE - PUSH WINDOW OUT"

- (b) "Emergency window release pull." (310L, S/N 310L0075 through 310L0207; 310N, 310P, T310P, 310Q, T310Q, 310R/T310R, S/N 310R0001 through 310R0735)
- (2) On right emergency exit (310G, S/N 310G0080 through 310G0156; 310H, E310H, 310I, 310J, 310J-1, E310J)
 - (a) "Emergency exit - force to open."

E. On Control Lock

- (1) "Control Lock - remove before starting engines."

F. On Floor Between Front Seats

- (1) (a) "Left engine 50 gal. - left on tank - right on tank - both off." (Models 310, 310A, 310B, 310C, 310D, 310E, 310F, 310G, 310H, E310H, 310I, 310J, 310J-1, E310J)
- (b) "Left main 50 gal. - right main 50 gal. - left engine off." (Models 310K, 310L, 310N, 310P, T310P, 310Q, T310Q, 310R, T310R)
- (2) (a) "Right engine 50 gal. - left on tank - right on tank - both off." (Models 310, 310A, 310B, 310C, 310D, 310E, 310F, 310G, 310H, E310H, 310I, 310J, 310J-1, E310J)
- (b) "Left main 50 gal. - right main 50 gal. - right engine off." (Models 310K, 310L, 310N, 310P, T310P, 310Q, T310Q, 310R, T310R)
- (3) (a) "Set fuel selector valve to left main tank for left engine and right main tank for right engine for takeoff, landing and all normal operation."
- (b) (310, 310A, 310B) "Takeoff and land with fuel boost pumps on. To extend gear manually, pull out crank to engage and turn clockwise to extend. Caution: push button and stow crank before operating electrically."
- (c) (310C, 310D, 310E, 310F, 310G, 310H, E310H) "Takeoff and land with auxiliary pumps on. Use full rich mixture and auxiliary pumps when switching fuel pumps. To extend gear manually, pull out crank to engage and turn clockwise to extend. Caution: push button and stow crank before operating electrically."
- (d) (310I, 310J, 310J-1, E310J) "Takeoff and land with auxiliary pumps on. Use full rich mixture and auxiliary pumps on 'low' when switching tanks. To extend gear manually, pull out crank to engage and turn clockwise to extend. Caution: push button and stow crank before operating electrically."
- (e) (310K, 310L, 310N, 310P, T310P, 310Q, T310Q, 310R, T310R) "Takeoff and land with auxiliary fuel pumps on. Use full rich mixture and auxiliary fuel pumps on 'low' when switching fuel tanks. (Feel for detent.) To extend gear manually, pull out crank to engage and turn clockwise. Caution:
 - (1) Gear switch should be in neutral before operating manual system.
 - (2) Push button and stow crank before operating electrically."
- (4) If optional nacelle transfer tanks are installed - "Use main tank for takeoff, landing and emergency." "Takeoff and land with auxiliary fuel pumps on." "Use full rich mixture and auxiliary fuel pumps on 'low' when switching fuel tanks." (310L, S/N 310L0050 through 310L0207; 310N, 310P/T310P, 310R/T310R, S/N 310R0001 through 310R0330)
 - (a) "Operate on main tanks until fuel quantity is less than 30 gal. per tank."
 - (b) "Transfer wing locker fuel while operating on main tanks in straight and level flight."
 - (c) "Turn transfer pumps off when lights illuminate."
 - (d) "Use fuel crossfeed system to balance main fuel quantities if one wing locker tank does not transfer or if a single wing locker tank is installed."
 - (e) "Switch to auxiliary tanks when main fuel is again less than 30 gal. per tank." "To extend gear manually, pull out crank to engage and turn clockwise." "Caution: (1) Gear switch should be in neutral before operating manual system. (2) Push button and stow crank before operating electrically."
- (5) If optional nacelle transfer tanks are installed - "Set fuel selector valves to left main tank for left engine and right main tank for right engine in takeoff, landing and emergency." "Takeoff and land with auxiliary fuel pumps ON." "Use full rich mixture and auxiliary fuel pumps on 'low' when switching fuel tanks."
 - (a) "Operate on main tanks until fuel quantity is less than 180 lbs/tank."
 - (b) "Transfer wing locker fuel to main tanks in straight and level flight only."
 - (c) "Turn transfer pumps OFF when lights illuminate."
 - (d) "Operate on auxiliary tanks only when main tank is again less than 180 lbs/ tank." "To extend gear manually pull out crank to engage and turn clockwise." "CAUTION: (1) Gear switch should be in neutral before operating manual system. (2) Push button and stow crank before operating electrically." (310R/T310R, S/N 310R0501 through 310R2140)

G. Baggage

- (1) On baggage door
 - (a) "Maximum capacity - 200 lb. See weight and balance data for detailed loading instructions." (310A, 310B, 310C, 310D, 310E, 310F, 310G)
 - (b) "Maximum capacity - 200 lb. Sta. 85 - 110 - see weight and balance data for detailed loading instructions." (310H, E310H, 310I, 310J, 310J-1, E310J)
- (2) On upper baggage wall, Sta. 132 (310H, E310H)
 - (a) "Maximum baggage capacity - 60 lb. - see weight and balance data for detailed loading instructions."
- (3) On lower baggage wall, Sta. 132 (full width baggage area) (310H, 310I, 310J, 310J-1, E310J)
 - (a) "Maximum baggage capacity - 160 lb. Sta. 110 - 132 - see weight and balance data for detailed loading instructions."
- (4) On lower baggage wall, Sta. 132 (alternate baggage area) (310H, E310H)
 - (a) "Maximum baggage capacity - 80 lb. Sta. 110 - 132 - see weight and balance data for detailed loading instructions."
- (5) On each wing locker door (310I, 310J, 310J-1, E310J, 310K, 310L, 310N, 310P, T310P, 310Q, T310Q, 310R, T310R)
 - (a) "Maximum baggage 120 lb."
 - (b) If wing locker transfer tanks are installed, "Maximum baggage 40 lb."
- (6) On baggage door (310K, 310L, 310N, 310P, T310P, 310Q, T310Q, 310R, T310R)
 - (a) "Sta. 89 to Sta. 109 - 200 lb., Sta. 109 to Sta. 132 - 160 lb.
See weight and balance data for detailed loading instructions."
- (7) On aft baggage retainer in nose (310R and T310R)
 - (a) "Maximum baggage XX.X. Maximum capacity 350 lbs. less XX.X optional equipment."

H. Adjacent to Fuel Strainer

- (1) "Fuel strainer - drain daily - Note: if water is observed at the fuel strainer, fuel tank sumps and cross feed lines must be drained."

I. Omitted

NOTE 2.

J. When auxiliary tanks are installed, replace placard 2F on floor between front seats with the following placard:

- (1) (a) "Left engine - 50 gal. left main - 15 gal. left auxiliary - 50 gal. right main - left engine off." (Models 310, 310A, 310B, 310C, 310D, 310E, 310F, 310G, 310H, E310H, 310I, 310J, 310J-1, E310J)
- (b) "Left main 50 gal. - left auxiliary 15 gal. - right main 50 gal. - left engine off." (Model 310K)
- (c) "Left main 50 gal. - left auxiliary 20 gal. - right main 50 gal. - left engine off." (Models 310L, 310N, 310P, T310P, 310Q, T310Q, 310R, T310R)
- (2) (a) "Right engine - 50 gal. left main - 15 gal. right auxiliary - 50 gal. right main - right engine off." (Models 310, 310A, 310B, 310C, 310D, 310E, 310F, 310G, 310H, E310H, 310I, 310J, 310J-1, E310J)
- (b) "Left main 50 gal. - right auxiliary 15 gal. - right main 50 gal. - right engine off." (Model 310K)
- (c) "Left main 50 gal. - right auxiliary 20 gal. - right main 50 gal. - right engine off." (Models 310L, 310N, 310P, T310P, 310Q, T310Q, 310R, T310R)
- (3) (310, 310A, 310B)
 - (a) "Use main tanks for takeoff, landing and first 30 minutes of flight."
 - (b) "Set fuel selector valves to left tank for left engine and right tank for right engine in takeoff, landing and all normal operation."
 - (c) "Takeoff and land with fuel boost pump on."
 - (d) "To extend gear manually, pull out crank to engage and turn clockwise to extend. Caution: push button and stow crank before operating electrically."
- (4) (310C, 310D, 310E, 310F, 310G, 310H, E310H)
 - (a) "Use main tanks for takeoff, landing and first 60 minutes of flight."
 - (b) "Set fuel selector valves to left engine and right tank for right engine in takeoff, landing and all normal operation."
 - (c) "Takeoff and land with auxiliary fuel pumps on. Use full rich mixture and auxiliary pumps when switching fuel tanks."
 - (d) "To extend gear manually, pull out crank to engage and turn clockwise to extend. Caution: push button and stow crank before operating electrically."
- (5) (a) (310I, 310J, 310J-1, E310J)
 - "Set fuel selector valve to left main tank for left engine and right main tank for right engine for takeoff, landing and all normal operation."

- (b) (310K, 310L, 310N, 310P, T310P, 310Q, T310Q, 310R, T310R)
"Set fuel selector valve to left main tank for left engine and right main tank for right engine for takeoff, landing and emergency."
 - (c) (310I, 310J, 310J-1, E310J, 310K, 310L, 310N, 310P, T310P, 310Q, T310Q, 310R, T310R)
"Use main tanks for takeoff, landing and first 60 minutes of flight."
 - (d) (310I, 310J, 310J-1, E310J, 310K, 310L, 310N, 310P, T310P, 310Q, T310Q, 310R, T310R)
"Takeoff and land with auxiliary fuel pumps on. Use full rich mixture and auxiliary fuel pumps on 'low' when switching fuel tanks." (Feel for detent.)
 - (e) (310I, 310J, 310J-1, E310J)
"To extend gear manually, pull out crank to engage and turn clockwise.
Caution: push button and stow crank before operating electrically."
 - (f) (310K, 310L, 310N, 310P, T310P, 310Q, T310Q, 310R, T310R)
"To extend gear manually, pull out crank to engage and turn clockwise.
Caution: (1) Gear switch should be in neutral before operating manual system.
(2) Push button and stow crank before operating electrically."
- (6) (310Q and T310Q S/N 310Q0601 through 310Q1160, 310R, T310R, 63 gal. auxiliary fuel system)
- (a) "Left main 50 gal. - left auxiliary 31.5 gal. - right main 50 gal. - left engine off."
 - (b) "Right main 50 gal. - right auxiliary 31.5 gal. - left main 50 gal. - right engine off."
 - (c) "Set fuel selector valve to left main tank for left engine and right main tank for right engine in takeoff, landing and emergency."
 - (d) "Use main tanks for takeoff, landing and first 90 minutes of flight."
 - (e) "Takeoff and land with auxiliary fuel pumps on. Use full rich mixture on 'low' when switching fuel tanks. (Feel for detent.)"
 - (f) "To extend gear manually, pull out crank to engage and turn clockwise.
Caution: (1) Gear switch should be in neutral before operating manual system.
(2) Push button and stow crank before operating electrically."

K. On engine control pedestal:

- (1) If nacelle fuel transfer tanks are installed - "FUEL TRANSFER -20 GAL - L - R - L ON R - EMPTY - OFF"
(310R/T310R, S/N 310R0801 through 310R2140)

Note 3. The following information shall be provided in the form of markings, placards or manuals (Pilot's Check List):

- A. Maximum takeoff flap setting 15°.
- B. Maximum positive maneuvering load factor +3.8g, flaps up; +2.0g, flaps extended, except for Model 310J-1 which has a load factor of +4.8g, flaps up.
- C. Maximum loss of altitude during normal stall recovery is 400 ft. and maximum pitch in power-off stall is 45°. Models 310, 310A, 310B, 310C, 310D, 310E, 310F, 310G, 310H, E310H, 310I, 310J, 310J-1, E310J, 310K, 310L, 310N, 310P, T310P.
- D. Loading schedule for Cessna Model 310 airplane.
- E. Maximum loss of altitude during normal stall recovery is 500 ft. for Model 310Q and 300 ft. for Model T310Q.
- F. Maximum loss of altitude during normal stall recovery is 300 ft. for Model 310R and T310R.

Note 4. Special Accessory Kits for foreign certification:

- A. Aircraft with Accessory Kit AK 310-212 installed are restricted to operations at gross weights of 4990 lb. or less. The model designation will be altered by adding the prefix letter "E." (310I, 310J, 310K, 310L, 310N, 310P, 310Q).
- B. Aircraft with Accessory Kit AK 310-233 installed are restricted to operations at gross weights of 4990 lb. or less. The model designation will be altered by adding the prefix letter "E." (310R)
- C. Aircraft with Accessory Kit AK 310-220 installed are restricted to operations at gross weights of 4990 lb. or less. The model designation will be altered by adding the prefix letter "E." (T310P and T310Q).

D. Aircraft with Accessory Kit AK 310-234 installed are restricted to operations at gross weights of 4990 lb. or less.
The model designation will be altered by adding the prefix letter "E." (T310R)

Note 5. McCauley propellers with 3AF32C87 or 3AF32C504 hubs may be interchanged in any combination.

In addition to the placards specified above, the prescribed operating limitations indicated by an asterisk (*) under Sections I through XXIII of this data sheet must also be displayed by permanent markings.

.....END.....