

# TWIN & TURBINE

FOR THE PILOTS OF OWNER-FLOWN, CABIN-CLASS AIRCRAFT

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## PISTON POWER

COMPARISON SERIES LAUNCHES WITH  
CESSNA 310 AND BEECHCRAFT BARON

GA Assembles  
Coronavirus Aid

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An Interview with  
AOPA's Mark Baker

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The Art of Painting  
Your Airplane



And she is right. The Baron is a great airplane that doesn't really have an area of consideration where it scores poorly – except for maybe one – cost.

The Baron can be expensive to purchase. It is such a good airplane that people actively seek them on the market, ensuring that it holds its value well. While some multi-engine piston airplanes have plummeted in value over the years thanks to the plethora of more efficient single-engine offerings, the Baron remains a desirable purchase consideration. Deanna operates a 1994 model and a similar airplane would retail on the market for about \$350,000. That's a lot of coin for an airplane that is 25 years old. But, again, this is an airplane that performs well, has no holes in the game and is still being made new from the factory.

And, that last fact is important. Any airplane that is still being built generally enjoys better support than one that has been orphaned by the manufacturer. So, the support for the Baron is arguably better than the support of the Cessna 310, which last rolled off the

line in 1981, and they didn't roll many that year. Most of the 310s were built in the 1970s and that is a long time ago for an airplane to still be relevant. But, the Cessna 310 is still relevant because it is a great airplane. A nice example of a Cessna 310Q with average times will sell at retail for about \$100,000. A slightly newer R-model will be harder to find and will fetch a bit more.

### The Decision

So, if you are working with a budget of \$250,000 or more, then you can find a very nice Baron where youthfulness (newer year model) will get more and more expensive. If you want to find a nice Cessna 310 and spend \$250,000, then you can buy the best possible 310 out there and add all sorts of the best modifications and upgrades. That is if that seller will sell. Most Cessna 310 owners are longer-term, owner-flown pilots and will only let their estate sell their beloved airplane once they've flown west for the last time.

In my opinion, you really can't go wrong with either steed from a

functionality or investment standpoint. Both have stood the test of time, both are great cross country airplanes, and both have a following of faithful supporters. I think the cabin-class seating and the newer-year models make the Baron better for the buyer with more coin in the pocket, and the Cessna 310 is an ideal airplane for the owner-flown pilot who is value-driven that wants multi-engine reliability.

To me, when I get a mission that calls for the Baron or the 310, I'm thrilled at the prospect of flying either. Both are solid airplanes that we trust to haul around our loved ones and friends. **T&T**

**Joe Casey** is an FAA-DPE and an ATP, CFI, CFII (A/H), MEI, CFII, CFIIH, as well as a retired U.S. Army UH60 standardization instructor/examiner. An active instructor in the PA46 and King Air markets, he has accumulated 14,300-plus hours of flight time, with more than 5,200 dual-given as a flight instructor. Contact Joe at [joe@flycasey.com](mailto:joe@flycasey.com) or 903.721.9549.

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