

A23EU  
Revision 8  
Textron Aviation  
F337E  
F337G  
FT337E  
FT337GP  
F337F  
F337H  
FT337F  
FT337HP  
April 1, 2019

This data sheet, which is a part of Type Certificate No. A23EU, prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder Record      Cessna Aircraft Company transferred to  
Texttron Aviation Inc. on July 29, 2015

Type Certificate A23EU was transferred from Reims Aviation S.A., 51 Aerodrome de Reims-Prunay, Reims, France, To Cessna Aircraft Company on December 11, 2006. Coincident with this transfer, the Federal Aviation Administration (FAA) has accepted responsibilities of State of Design for all airplanes, and State of Manufacture for airplanes manufactured after December 11, 2006 as defined by Annex 8 to the Convention on International Civil Aviation. Prior to December 11, 2006, products identified under Type Certificate A23EU were approved by the FAA in accordance with the Federal Aviation Regulation appropriate to Imported Products (FAR 21.29). Effective December 11, 2006, and after, these products are to be considered domestic products for the purpose of design certification, continued airworthiness, and administered under Federal Aviation Regulations §21.21.

Engine	(Front) Continental IO-360-C (Rear) Continental IO-360-C
* Fuel	100/130 minimum grade aviation gasoline
* Engine Limits	For all operations, 2800 rpm (210 b.hp.)
Propeller and Propeller Limits	<ol style="list-style-type: none"> <li>1. McCauley constant speed full-feathering propeller installation <ol style="list-style-type: none"> <li>a. (Front) McCauley D2AF34C59/76C Diameter: not over 76 in., not under 74.5 in. No further reduction permitted Pitch setting at 30 in. station: 11.7° low, 79.0° feathered.</li> <li>b. (Rear) McCauley D2AF34C61/L76C Diameter: not over 76 in., not under 74.5 in. No further reduction permitted Pitch setting at 30 in. station: 10.8° low, 79.0° feathered.</li> </ol> </li> </ol>

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**I. Model F337E** (cont'd)

- c. (Front) McCauley D2AF34C301/76CTA-0  
Diameter: not over 76 in., not under 75 in.  
No further reduction permitted  
Pitch setting at 30 in. station: 11.7° low, 79.0° feathered.
- d. (Rear) McCauley D2AF34C302/L76CTA-0  
Diameter: not over 76 in., not under 75 in.  
No further reduction permitted  
Pitch setting at 30 in. station: 10.8° low, 79.0° feathered.
- e. (Front) McCauley D2AF34C306/78 CAA-0  
Diameter: not over 78 in., not under 76.5 in.  
No further reduction permitted  
Pitch setting at 30 in. station: 11° low, 82° feathered.
- f. (Rear) McCauley D2AF34C307/L78CBA-2  
Diameter: not over 76 in., not under 74.5 in.  
No further reduction permitted  
Pitch setting at 30 in. station: 11° low, 80° feathered.
- g. (Front) Woodward hydraulic governor 210443
- h. (Rear) Woodward hydraulic governor 210443
- j. (Front) McCauley hydraulic governor CF 310D1/T1 or CF 310D2/T1
- k. (Rear) McCauley hydraulic governor CF 310D1/T1 or CF 310D2/T1
- l. (Front) Cessna spinner 1557303 (includes support and bulkhead assembly)
- m. (Rear) Cessna spinner 1457306 (includes support and bulkhead assembly).

*    Airspeed Limits (CAS)	Never exceed	225 mph. (195 knots)
	Maximum structural cruising	190 mph. (165 knots)
	Flaps extended	120 mph. (104 knots)
	Maneuvering	155 mph. (135 knots)
	Landing gear extension	160 mph. (139 knots)
C.G. Range (landing gear extended)	(+137.4) to (+143.0) at 4440 lb.	
	(+134.5) to (+143.0) at 3837 lb. or less.	
	Straight line variation between points given.	
	Landing gear retraction moment is +3318 in.-lb.	
Empty Weight C.G. Range	None	
*    Maximum Weight	4440 lb. takeoff and flight: 4400 lb. landing	
Number of Seats	4 - 6 (2 at +98.0 to +109.0); (2 at +133.0 to +142.0); 1 or 2 at +162.0 to +168.0)	
Maximum Baggage	365 lb. (reference weight and balance for additional information)	
Fuel Capacity	92.8 gal. (92 gal. usable) (2 tanks 46.4 gal. ea. at +150) See NOTE 1 for data on undrainable fuel	
Oil Capacity	10 qt. - front (+43.0) (7 qt. usable) (See NOTE 6) 10 qt. - rear (+207.5) (7 qt. usable) See NOTE 1 for data on undrainable oil.	

**I. Model F337E** (cont'd)

Control Surface Movements	Wing Flaps		
	Inboard		Down $25^{\circ} +1, -2^{\circ}$
	Outboard		Down $25^{\circ} +1, -2^{\circ}$
	Ailerons	Up $21^{\circ} \pm 2^{\circ}$	Down $14^{\circ} 30' \pm 2^{\circ}$
	Elevator	Up $26^{\circ} \pm 1^{\circ}$	Down $15^{\circ} \pm 1^{\circ}$
	Elevator tab	Up $15^{\circ} \pm 1^{\circ}$	Down $15^{\circ} \pm 1^{\circ}$
	Rudder		
	Measured parallel to		
	O.O.W.L.	Inboard $15^{\circ} + 0^{\circ}, -2^{\circ}$	Outboard $22^{\circ} \pm 2^{\circ}$
	Measured perpendicularly		
	to hinge line	Inboard $17^{\circ} + 0^{\circ}, -2^{\circ}$	Outboard $25^{\circ} \pm 2^{\circ}$

Serial Nos. Eligible                      Model F337E: F3370001 thru F3370024

**II. Model FT337E, 4 - 6 PCLM (Normal Category), Approved February 23, 1970**  
**Model FT337E, 4 - 6 PCLM (Normal Category), Approved January 4, 1971**

Engines	(Front) Continental TSIO-360-A (Rear) Continental TSIO-360-A
* Fuel	100/130 minimum grade aviation gasoline
* Engine Limits	For all operations, 2800 rpm (210 b.hp.) 32 in. Hg MP (Critical altitude to 20,000 ft. in standard atmosphere)
Propeller and Propeller Limits	<ol style="list-style-type: none"> <li>1. McCauley constant speed full-feathering propeller installation <ol style="list-style-type: none"> <li>a. (Front) McCauley D2AF34C91/76C-0 Diameter: not over 76 in., not under 74.5 in. No further reduction permitted Pitch setting at 30 in. station: <math>12.7^{\circ}</math> low, <math>79.0^{\circ}</math> feathered.</li> <li>b. (Rear) McCauley D2AF34C61/L76C Diameter: not over 76 in., not under 74.5 in. No further reduction permitted Pitch setting at 30 in. station: <math>11.8^{\circ}</math> low, <math>79.0^{\circ}</math> feathered.</li> <li>c. (Front) McCauley D2AF34C304/76CTA-0 Diameter: not over 76 in., not under 75 in. No further reduction permitted Pitch setting at 30 in. station: <math>12.7^{\circ}</math> low, <math>79.0^{\circ}</math> feathered.</li> <li>d. (Rear) McCauley D2AF34C302/L76CTA-0 Diameter: not over 76 in., not under 75 in. No further reduction permitted Pitch setting at 30 in. station: <math>11.8^{\circ}</math> low, <math>79.0^{\circ}</math> feathered.</li> <li>e. (Front) Woodward hydraulic governor 210443</li> <li>f. (Rear) Woodward hydraulic governor 210443</li> <li>g. (Front) McCauley hydraulic governor CF310D1-T1 or CF 310 D2/T1</li> <li>h. (Rear) McCauley hydraulic governor CF310D1-T1 or CF 310 D2/T1</li> <li>j. (Front) Cessna spinner 1557303 (includes support and bulkhead assembly)</li> <li>k. (Rear) Cessna spinner 1457306 (includes support and bulkhead assembly).</li> </ol> </li> </ol>

**II. Models FT337E, FT337F** (cont'd)

*	Airspeed Limits (CAS)	Never exceed	228 mph. (198 knots)
		Maximum structural cruising	190 mph. (165 knots)
		Flaps extended	120 mph. (104 knots)
		Maneuvering	155 mph. (135 knots)
		Landing gear extension	160 mph. (139 knots)
	C.G. Range (landing gear extended)	(+134.5) to (+142.0) at 3837 lb. or less. (+138.3) to (+142.0) at 4630 lb. Straight line variation between points given. Landing gear retraction moment is +3318 in.-lb.	
	Empty Weight C.G. Range	None	
*	Maximum Weight	4630 lb. takeoff and flight 4400 lb. landing	
	Number of Seats	4 - 6 (2 at +98.0 to +109.0); (2 at +133.0 to +142.0); 1 or 2 at +162.0 to +168.0)	
	Maximum Baggage	365 lb. (reference weight and balance for additional information)	
	Fuel Capacity	92.8 gal. (92 gal. usable) (2 tanks 46.4 gal. ea. at +150) See NOTE 1 for data on undrainable fuel	
	Oil Capacity	11 qt. - front (+43.0) (7 qt. usable) (See NOTE 6) 11 qt. - rear (+207.5) (7 qt. usable) See NOTE 1 for data on undrainable oil.	
	Control Surface Movements	Wing Flaps	
		Inboard	Down 25° +1°, -2°
		Outboard	Down 25° +1°, -2°
	Ailerons	Up 21° ± 2°	Down 14° 30' ± 2°
	Elevator	Up 26° ± 1°	Down 15° ± 1°
	Elevator tab	Up 15° ± 1°	Down 15° ± 1°
	Rudder		
		Measured parallel to O.O.W.L.	Inboard 15° + 0°, -2°      Outboard 22° ± 2°
		Measured perpendicular to hinge line	Inboard 17° + 0°, -2°      Outboard 25° ± 2°
	Serial Nos. Eligible	Model FT337E: F3370001 through F3370024 Model FT337F: F3370025 through F3370055	

**III. Model F337F, 4 - 6 PCLM (Normal Category), Approved January 4, 1971**

Engines	(Front) Continental IO-360-C
	(Rear) Continental IO-360-C
* Fuel	100/130 minimum grade aviation gasoline (See NOTE 5)
* Engine Limits	For all operations, 2800 r.p.m. (210 b.hp.)

**III. Model F337F** (cont'd)Propeller and  
Propeller Limits

1. McCauley constant speed full-feathering propeller installation
  - a. (Front) McCauley D2AF34C59/76C  
Diameter: not over 76 in., not under 74.5 in.  
No further reduction permitted  
Pitch setting at 30 in. station: 11.7° low, 79.0° feathered.
  - b. (Rear) McCauley D2AF34C61/L76C  
Diameter: not over 76 in., not under 74.5 in.  
No further reduction permitted  
Pitch setting at 30 in. station: 10.8° low, 79.0° feathered.
  - c. (Front) McCauley D2AF34C301/76CTA-0  
Diameter: not over 76 in., not under 75 in.  
No further reduction permitted  
Pitch setting at 30 in. station: 11.7° low, 79.0° feathered.
  - d. (Rear) McCauley D2AF34C302/L76CTA-0  
Diameter: not over 76 in., not under 75 in.  
No further reduction permitted  
Pitch setting at 30 in. station: 10.8° low, 79.0° feathered.
  - e. (Front) McCauley D2AF34C306/78 CAA-0  
Diameter: not over 78 in., not under 76.5 in.  
No further reduction permitted  
Pitch setting at 30 in. station: 11° low, 82° feathered.
  - f. (Rear) McCauley D2AF34C307/L78CBA-2  
Diameter: not over 76 in., not under 74.5 in.  
No further reduction permitted  
Pitch setting at 30 in. station: 11° low, 80° feathered.
  - g. (Front) Woodward hydraulic governor 210443
  - h. (Rear) Woodward hydraulic governor 210443
  - j. (Front) McCauley hydraulic governor CF310D1-T1
  - k. (Rear) McCauley hydraulic governor CF310D1-T1
  - l. (Front) Cessna spinner 557303 (includes support and bulkhead assembly)
  - m. (Rear) Cessna spinner 1457306 (includes support and bulkhead assembly)

\*   Airspeed Limits  
     (CAS)

Never exceed	228 mph (198 knots)
Maximum structural cruising	190 mph (165 knots)
Flaps extended	120 mph (104 knots)
Maneuvering	155 mph (135 knots)
Landing gear extension	160 mph (139 knots)

C.G. Range  
(landing gear extended)

(+140.0) to (+143.0) at 4630 lb.  
 (+137.3) to (+143.0) at 4400 lb.  
 (+134.5) to (+143.0) at 3837 lb. or less.  
 Straight line variation between points given.  
 Landing gear retraction moment is +3318 in.-lb.

**III. Model F337F** (cont'd)

Empty Weight C.G. Range	None		
* Maximum Weight	4630 lb. takeoff and flight: 4400 lb. landing		
Number of Seats	4-6 (2 at +98.0 to +109.0); (2 at +133.0 to +142.0); (1 or 2 at +162.0 to +168.0)		
Maximum Baggage	365 lb. (reference weight and balance for additional information)		
Fuel Capacity	92.8 gal. (92 gal. usable) (2 tanks 46.4 gal. ea. at +150) See NOTE 1 for data on unusable fuel		
Oil Capacity	10 qt. - front (+43.0) (7 qt. usable) (See NOTE 6) 10 qt. - rear (+207.5) (7 qt. usable) See NOTE 1 for data on undrainable oil.		
Control Surface Movements	Wing Flaps		
	Inboard		Down 25° +1°, -2°
	Outboard		Down 25° +1°, -2°
	Ailerons	Up 21° ± 2°	Down 14° 30' ± 2°
	Elevator	Up 26° ± 1°	Down 15° ± 1°
	Elevator tab	Up 15° ± 1°	Down 15° ± 1°
	Rudder		
	Measured parallel to		
	O.O.W.L.	Inboard 15° + 0°, -2°	Outboard 22° ± 2°
	Measured perpendicularly		
	to hinge line	Inboard 17° + 0°, -2°	Outboard 25° ± 2°
Serial Nos. Eligible	Model F337F: F3370025 thru F3370045 (1971 Model) F3370046 thru F3370055 (1972 Model)		

**IV. Model F337G, 4 - 6 PCLM (Normal Category), Approved April 5, 1973**

Engine	(Front) Continental IO-360-G (Rear) Continental IO-360-G		
* Fuel	100/130 minimum grade aviation gasoline (See NOTE 5)		
* Engine Limits	For all operations, 2800 rpm (210 b.hp.)		
Propeller and Propeller Limits	1. McCauley constant speed, full-feathering propeller installations		
	a. S/NF3370056 thru F3370080		
	(Front) McCauley D2AF34C306/78 CAA-0		
	Diameter: not over 78 in., not under 76.5 in.		
	No further reduction permitted		
	Pitch setting at 30 in. station: 11° low, 82° feathered.		
	b. S/N F3370080 and on		
	(Front) McCauley D2AF34C310/90DEA-12		
	Diameter: not over 78.0 in., not under 76.5 in.		
	No further reduction permitted		
	Pitch setting at 30 in. station: 9.9° low, 82.0° feathered.		
	c. (Rear) McCauley D2AF34C307/L78 CBA-2		
	Diameter: not over 76.0 in., not under 74.5 in.		
	No further reduction permitted		
	Pitch setting at 30 in. station: 11° low, 80° feathered.		

**IV. Model F337G** (cont'd)

	d. (Front) McCauley hydraulic governor CF310 D1/T1 or CF310 D2/T1
	e. (Rear) McCauley hydraulic governor CF310 D1/T1 or CF310 D2/T1
	f. (Front) Cessna spinner 1557303 (includes support and bulkhead assembly)
	g. (Rear) Cessna spinner 1457306 (includes support and bulkhead assembly).
* Airspeed Limits (CAS)	S/N F3370056 thru F3370076
	Never exceed 228 m.p.h. (198 knots)
	Maximum structural cruising 190 m.p.h. (165 knots)
	Flaps extended 125 m.p.h. (108 knots)
	Maneuvering 155 m.p.h. (135 knots)
	Landing gear extension 160 m.p.h. (139 knots)
Airspeed Limits (IAS) (See NOTE 7)	S/N F3370077 and on
	Never exceed 200 KIAS
	Maximum structural cruising 168 KIAS
	Flaps extended 110 KIAS
	Maneuvering 137 KIAS
	Landing gear extension 140 KIAS
C.G. Range (landing gear extended)	(+140.0) to (+143.0) at 4630 lb. (+137.3) to (+143.0) at 4400 lb. (+134.5) to (+143.0) at 3837 lb. or less. Straight line variation between points given. Landing gear retraction moment is +3318 in.-lb.
Empty Weight C.G. Range	None
* Maximum Weight	4630 lb. takeoff and flight; 4400 lb. landing
Number of Seats	4-6 (2 at +98.0 to +109.0); (2 at +140.0); (1 or 2 at +170.0)
Maximum Baggage	365 lb. (See weight and balance for landing instructions) Maximum baggage with restraining net - 160 lb.
Fuel Capacity	S/N F3370056 thru F3370076 92.8 gal. (92 gal. usable) (2 tanks 46.4 gal. ea. at +150.0) See NOTE 1 for data on unusable fuel.
	S/N F3370077 and on: 90.6 gal. (88 gal. usable) (2 tanks 45.3 gal. ea. at +149.0) See NOTE 1 for data on unusable fuel.
Oil Capacity	S/N F3370056 thru F3370063: 10 qt. - Front (+43.0) (7 qt. usable) 10 qt. - Rear (+207.5) (7 qt. usable) See NOTE 1 for data on undrainable oil.
	S/N F3370064 and on: 8 qt.-Front (+43.0) (5 qt. usable) 8 qt.-Rear (+207.5) (5 qt. usable) See NOTE 1 for data on undrainable oil.

**IV. Model F337G** (cont'd)

Control Surface Movements	Wing Flaps			
	Inboard		Down	$25^{\circ} + 1^{\circ}, -2^{\circ}$
	Outboard		Down	$25^{\circ} + 1^{\circ}, -2^{\circ}$
	Ailerons	Up	$21^{\circ} \pm 2^{\circ}$	Down $14^{\circ} 30' \pm 2^{\circ}$
	Elevator	Up	$26^{\circ} \pm 1^{\circ}$	Down $15^{\circ} \pm 1^{\circ}$
	Elevator tab	Up	$15^{\circ} \pm 1^{\circ}$	Down $15^{\circ} \pm 1^{\circ}$
	Rudder			
	Measured parallel to O.O.W.L.			
Serial Nos. Eligible	Inboard	$15^{\circ} + 0^{\circ}, -2^{\circ}$	Outboard	$22^{\circ} \pm 2^{\circ}$
	Measured perpendicularly to hinge line			
	Inboard	$17^{\circ} + 0^{\circ}, -2^{\circ}$	Outboard	$25^{\circ} \pm 2^{\circ}$
1973 Model: F3370056 thru F3370063				
1974 Model: F3370064 thru F3370071				
1975 Model: F3370072 thru F3370076				
1976 Model: F3370077 thru F3370079				
1977 Model: F3370080 thru F3370084				

**V. Model FT337GP, 4 - 5 PCLM (Normal Category), Approved May 22, 1973**

Engine	(Front) Continental TSIO-360-C (Rear) Continental TSIO-360-C
* Fuel	100/130 minimum grade aviation gasoline (See NOTE 5)
* Engine Limits	For all operations, 2800 rpm. (225 b.hp.) 37 in. Hg.MP
Propeller and Propeller Limits	<ol style="list-style-type: none"> <li>1. McCauley constant speed, full feathering propeller installation <ol style="list-style-type: none"> <li>a. S/N FP33700001 through FP33700017 (Front) McCauley D2AF34C303/78CAA-0 Diameter: not over 78 in., not under 76 in. No further reduction permitted Pitch setting at 30 in. station: <math>12.5^{\circ}</math> low, <math>82.0^{\circ}</math> feathered.</li> <li>b. S/N FP33700018 and up (Front) McCauley D2AF34 C308/90 DEA-12 Diameter: not over 78.0 in., not under 76.5 in. No further reduction permitted Pitch setting at 30 in. station: <math>11.3^{\circ}</math> low, <math>82.3^{\circ}</math> feathered.</li> <li>c. (Rear) McCauley D2AF34C305/L78CBA-2 Diameter: not over 76 in., not under 74 in. No further reduction permitted Pitch setting at 30 in. station: <math>12.5^{\circ}</math> low, <math>80.0^{\circ}</math> feathered.</li> <li>d. S/N FP33700001 thru FP33700008 (Front) McCauley hydraulic governor CF310 D1/T1 or CF310 D2/T1  S/N FP33700009 thru FP33700017 (Front) McCauley hydraulic governor CFS310 D3/T1  S/N FP33700018 and on (Front) McCauley hydraulic governor DCFS310 D4/T5</li> </ol> </li> </ol>



# **V. Model FT337GP** (cont'd)

- e. S/N FP33700001 thru FP33700008  
(Rear) McCauley hydraulic governor CF310D1/T1 or CF310D2/T1  
  
S/N FP33700009 thru FP33700022  
(Rear) McCauley hydraulic governor DCFS310 D3/T1  
  
S/N FP33700023 and on  
(Rear) McCauley hydraulic governor DCFS 310 D8/T1
- f. (Front) Cessna spinner 1557303 (includes support and bulkhead assembly)
- g. (Rear) Cessna spinner 1457306 (includes support and bulkhead assembly)

## \* Airspeed Limits (CAS)

S/N FP33700001 through FP33700015

Never exceed	230 mph. (200 knots)
Maximum structural cruising	190 mph. (165 knots)
Flaps extended	125 mph. (108 knots)
Maneuvering	155 mph. (135 knots)
Landing gear extension	160 mph. (139 knots)

## Airspeed Limits (IAS) (See NOTE 7 on use of IAS)

S/N FP33700016 and up

Never exceed	205 KIAS
Maximum structural cruising	169 KIAS
Flaps extended	110 KIAS
Maneuvering	139 KIAS
Landing gear extension	140 KIAS

## C.G. Range (landing gear extended)

S/N FP33700001 thru FP33700015

(+138.6) to (+142.0) at 4700 lb.  
 (+134.5) to (+142.0) at 3837 lb. or less.  
 Straight line variation between points given.  
 Landing gear retraction moment is +3318 in.-lb.

S/N FP33700016 and on

(+137.7) to (+142.0) at 4700 lb.  
 (+134.5) to (+142.0) at 3837 lb. or less  
 Straight line variation between points given.  
 Landing gear retraction moment is 3318 in. lb.

## Empty Weight C.G. Range

None

## Maximum Weight

4700 lb. takeoff and flight; 4465 lb. landing

## Number of Seats

S/N FP33700001 thru FP33700015

4-5 (2 at +98.0 to +109.0); (2 at +140.0);  
 (1 optional at +170.0)

S/N FP33700016 thru FP33700022

4-5 (2 at +98.0 to +109.0); (2 at +140.0 to +158.0);  
 (1 optional at +170.0)

## Maximum Baggage

365 lb. (reference weight and balance for additional information)

**V. Model FT337GP** (cont'd)

Fuel Capacity	S/N FP33700001 thru FP33700013 125 gal. (123 gal. usable) (2 tanks 62.5 gal. ea. at +150.0) See NOTE 1 for data on unusable fuel		
	S/N FP33700014 and on 150.6 gal. (148 gal. usable) (2 tanks, 75.3 gal. ea. at +150.0) See NOTE 1 for data on unusable fuel		
Oil Capacity	S/N FP33700001 thru FP33700008 11 qt. - front (+44.5) (7 qt. usable) (See NOTE 6) 11 qt. - rear (+205.9) (7 qt. usable) (See NOTE 6) See NOTE 1 for data on undrainable oil.		
	S/N FP33700009 and on 9 qt. Front (+44.5) (5 qt. usable) 9 qt. Rear (+205.9) (5 qt. usable) See NOTE 1 for data on undrainable oil		
Control Surface Movements	Wing Flaps		
	Inboard		Down $25^{\circ} + 1^{\circ}, -2^{\circ}$
	Outboard		Down $25^{\circ} + 1^{\circ}, -2^{\circ}$
	Ailerons	Up $21^{\circ} \pm 2^{\circ}$	Down $14^{\circ} 30' \pm 2^{\circ}$
	Elevator	Up $26^{\circ} \pm 1^{\circ}$	Down $15^{\circ} \pm 1^{\circ}$
	Elevator tab	Up $15^{\circ} \pm 1^{\circ}$	Down $15^{\circ} \pm 1^{\circ}$
	Rudder		
	Measured parallel to O.O.W.L.		
	Inboard	$15^{\circ} + 0^{\circ}, -2^{\circ}$	Outboard $22^{\circ} \pm 2^{\circ}$
	Measured perpendicularly to hinge line		
	Inboard	$17^{\circ} + 0^{\circ}, -2^{\circ}$	Outboard $25^{\circ} \pm 2^{\circ}$
Serial Nos. eligible	1973 FT337GP Model: FP33700001 thru FP33700008		
	1974 FT337GP Model: FP33700009 thru FP33700013		
	1975 FT337GP Model: FP33700014 thru FP33700015		
	1976 FT337GP Model: FP33700016 thru FP33700017		
	1977 FT337GP Model: FP33700018 thru FP33700022		

**VI. Model F337H, 4-6 PCLM (Normal Category), Approved March 2, 1978**

Engine	(Front) Continental IO-360-G (Rear) Continental IO-360-G
* Fuel	100LL/100 minimum grade aviation gasoline See NOTE 5
* Engine Limits	For all operations, 2800 rpm (210 b.hp.)
Propeller and Propeller Limits	1. McCauley constant speed full-feathering propeller installations
	a. (Front) McCauley D2AF34C310/90DEA-12 Diameter: not over 78.0 in., not under 76.5 in. No further reduction permitted Pitch setting at 30 in. station: 9.9° low, 82.0° feathered.
	b. (Rear) McCauley D2AF34C307/L78CBA-2 Diameter: not over 76 in., not under 74.5 in. No further reduction permitted Pitch setting at 30 in. station: 11.0° low, 80.0° feathered.

**VI. Model F337H** (cont'd)

- c. (Front) McCauley hydraulic governor DCF310D7/T1
- d. (Rear) McCauley hydraulic governor DCF310D7/T1
- e. (Front) Cessna spinner 1557303 (includes support and bulkhead assembly)
- f. (Rear) Cessna spinner 1457306 (includes support and bulkhead assembly).

*	Airspeed Limits (IAS) (See NOTE 7 on use of IAS)	Never exceed	200 KIAS																																																
		Maximum structural cruising	168 KIAS																																																
		Flaps extended	110 KIAS																																																
		Maneuvering	137 KIAS																																																
		Landing gear extension	200 KIAS																																																
		Landing gear operating speed	140 KIAS																																																
	C.G. Range (landing gear extended)	(+140.0) to (+143.0) at 4630 lb. (+137.3) to (+143.0) at 4400 lb. (+134.5) to (+143.0) at 3837 lb. or less. Straight line variation between points given. Landing gear retraction moment is +3318 in.-lb.																																																	
	Empty Weight C.G. Range	None																																																	
*	Maximum Weights	4630 lb. takeoff and flight																																																	
		4400 lb. landing																																																	
	Number of Seats	4-6 (2 at +98.0 to +109.0); (2 at +135.0 to +141.0); (1 or 2 at +161.0 to +167.0)																																																	
	Maximum Baggage	365 lb. (See weight and balance for loading instructions) Maximum baggage with restraining net - 160 lb.																																																	
	Fuel Capacity	90.6 gal. (88 gal. usable) (2 tanks 45.3 gal. ea. at +149.0) See NOTE 1 for data on unusable fuel																																																	
	Oil Capacity	8 qt. - front (+43.0) (5 qt. usable) 8 qt. - rear (+207.5) (5 qt. usable)																																																	
	Control Surface Movements	<table> <tr> <td colspan="2">Wing Flaps</td><td></td><td></td></tr> <tr> <td>Inboard</td><td></td><td>Down</td><td>25° +1°, -2°</td></tr> <tr> <td>Outboard</td><td></td><td>Down</td><td>25° +1°, -2°</td></tr> <tr> <td>Ailerons</td><td>Up</td><td>21° ± 2°</td><td>Down 14° 30' ± 2°</td></tr> <tr> <td>Elevator</td><td>Up</td><td>26° ± 1°</td><td>Down 15° ± 1°</td></tr> <tr> <td>Elevator tab</td><td>Up</td><td>15° ± 1°</td><td>Down 15° ± 1°</td></tr> <tr> <td colspan="4">Rudder</td></tr> <tr> <td colspan="4">Measured parallel to</td></tr> <tr> <td>O.O.W.L.</td><td>Inboard</td><td>15° + 0°, -2°</td><td>Outboard 22° ± 2°</td></tr> <tr> <td colspan="4">Measured perpendicularly</td></tr> <tr> <td colspan="4">to hinge line</td></tr> <tr> <td></td><td>Inboard</td><td>17° + 0°, -2°</td><td>Outboard 25° ± 2°</td></tr> </table>		Wing Flaps				Inboard		Down	25° +1°, -2°	Outboard		Down	25° +1°, -2°	Ailerons	Up	21° ± 2°	Down 14° 30' ± 2°	Elevator	Up	26° ± 1°	Down 15° ± 1°	Elevator tab	Up	15° ± 1°	Down 15° ± 1°	Rudder				Measured parallel to				O.O.W.L.	Inboard	15° + 0°, -2°	Outboard 22° ± 2°	Measured perpendicularly				to hinge line					Inboard	17° + 0°, -2°	Outboard 25° ± 2°
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to hinge line																																																			
	Inboard	17° + 0°, -2°	Outboard 25° ± 2°																																																
	Serial Nos. Eligible	1978 Model: F3370085 through F3370086																																																	

**VII. Model FT337HP, 4-5 PCLM (Normal Category), Approved March 2, 1978**

Engine	(Front) Continental TSIO-360-C (Rear) Continental TSIO-360-C												
* Fuel	100LL/100 minimum grade aviation gasoline See NOTE 5												
* Engine Limits	For all operations, 2800 rpm (225 b.hp.)      37 in. Hg. MP												
Propeller and Propeller Limits	<ol style="list-style-type: none"> <li>1. McCauley constant speed full feathering propeller installation <ol style="list-style-type: none"> <li>a. (Front) McCauley D2AF34C308/90DEA-12 Diameter: not over 78.0 in., not under 76.5 in. No further reduction permitted Pitch setting at 30 in. station: 11.3° low, 82.3° feathered.</li> <li>b. (Rear) McCauley D2AF34C305/L78CBA-2 Diameter: not over 76.0 in., not under 74.0 in. No further reduction permitted Pitch setting at 30 in. station: 12.5° low, 80.0° feathered.</li> <li>c. (Front) McCauley hydraulic governor DCFS310D7/T5</li> <li>d. (Rear) McCauley hydraulic governor DCFS310D8/T1</li> <li>e. (Front) Cessna spinner 1557303 (includes support and bulkhead assembly)</li> <li>f. (Rear) Cessna spinner 1457306 (includes support and bulkhead assembly).</li> </ol> </li> </ol>												
* Airspeed Limits (IAS) (See NOTE 7 on use of IAS)	<table> <tr> <td>Never exceed</td><td>205 KIAS</td></tr> <tr> <td>Maximum structural cruising</td><td>169 KIAS</td></tr> <tr> <td>Flaps extended</td><td>110 KIAS</td></tr> <tr> <td>Maneuvering</td><td>139 KIAS</td></tr> <tr> <td>Landing gear extended</td><td>205 KIAS</td></tr> <tr> <td>Landing gear operating speed</td><td>140 KIAS</td></tr> </table>	Never exceed	205 KIAS	Maximum structural cruising	169 KIAS	Flaps extended	110 KIAS	Maneuvering	139 KIAS	Landing gear extended	205 KIAS	Landing gear operating speed	140 KIAS
Never exceed	205 KIAS												
Maximum structural cruising	169 KIAS												
Flaps extended	110 KIAS												
Maneuvering	139 KIAS												
Landing gear extended	205 KIAS												
Landing gear operating speed	140 KIAS												
C.G. Range (landing gear extended)	(+137.7) to (+142.0) at 4700 lb. (+134.5) To (+142.0) at 3837 lb. or less. Straight line variation between points given. Landing gear retraction moment is +3318 in.-lb.												
Empty Weight C.G. Range	None												
* Maximum Weight	4700 lb. takeoff and flight: 4465 lb. landing												
Number of Seats	4-5 (2 at +98.0 to +109.0); (2 at +140.0 to +158.0); (1 optional at +170)												
Maximum Baggage	365 lb. (reference weight and balance for additional information)												
Fuel Capacity	150.6 gal. (148 gal. usable) (2 tanks 75.3 gal. ea. at +150.0) See NOTE 1 for data on unusable fuel												
Oil Capacity	9 qt. - front (+44.5) (5 qt. usable) 9 qt. - rear (+205.9) (5 qt. usable) See NOTE 1 for data on undrainable oil.												

**VII. Model FT337HP** (cont'd)

Control Surface Movements	Wing Flaps		
	Inboard		Down 25° +1°, -2°
	Outboard		Down 25° +1°, -2°
	Ailerons	Up 21° ± 2°	Down 14° 30' ± 2°
	Elevator	Up 26° ± 1°	Down 15° ± 1°
	Elevator tab	Up 15° ± 1°	Down 15° ± 1°
	Rudder		
	Measured parallel to		
	O.O.W.L.	Inboard 15° + 0°, -2°	Outboard 22° ± 2°
	Measured perpendicularly		
	to hinge line	Inboard 17° + 0°, -2°	Outboard 25° ± 2°
Serial Nos. Eligible	1978 Model: FP3370023		

**DATA PERTINENT TO ALL MODELS**

Datum	65.0 in. forward of front face of firewall
Leveling Means	Two jig located nutplates and screws installed on left side of fuselage immediately below pilot's window.
Certification Basis	Models F337E, FT337E, F337F, FT337F, F337G, FT337GP, F337H and FT337HP Part 23 of the Federal Aviation Regulations dated February 1, 1965, as amended by 23-1 through 23-6. Type Certificate No. A23EU, issued February 23, 1970 Date of Application for Type Certificate: February 19, 1970. Equivalent Safety Items S/N FP3370016 and on S/N F3370077 and on Airspeed Indicator FAR 23.1545 (See NOTE 7 on use of IAS) Operation Limitations FAR 23.1583(a)(1)
Equipment	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:  Stall Warning Indicator, Cessna Dwg. 0511062

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 locations must include the following:

<u>Unusable Fuel</u>		
<u>Serial Numbers</u>	<u>Weight (lb)</u>	<u>Arm</u>
F3370001 through F3370076	5	+159.5
F3370077 and up	15	+159.0
FP3370001 through FP3370013	12	+157.8
FP3370014 and up	15	+159.0
<u>Undrainable Oil</u>		
<u>Serial Numbers</u>	<u>Weight</u>	<u>Arm</u>
F3370001 through F3370076	0.0	+125.5
FP3370001 through FP3370015		
<u>Full Oil</u>		
<u>Serial Numbers</u>	<u>Weight</u>	<u>Arm</u>
F3370077 and up	30.0 (Std. F337)	
	33.8 (FT337)	+125.5
F3370016 and up	33.8	+125.5

**DATA PERTINENT TO ALL MODELS**

NOTE 2. The following placards must be displayed as indicated:

A. Applicable to Model F337E and FT337E

1) In full view of the pilot:

"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.

Maximums

Maneuvering speed	55 mph. - CAS.
Design weight: (F337E only)	Takeoff 4440 lb.; Landing 4400 lb.
Design weight: (FT337E only)	Takeoff 4630 lb.; Landing 4400 lb.
Flight maneuvering load factors:	Flaps Up +3.8 -1.52
	Flaps Down +2.0.
Altitude loss in stall recovery	300 feet. (F337E only)
Altitude loss in stall recovery	400 feet. (FT337E only)
Flap extension speed:	1/3 - 160 mph CAS
	1/3 to full down flap - 120 mph CAS.

No acrobatic maneuvers, including spins approved.

Gear extension speed: 160 mph CAS.

Airplane is controllable in 20-knot cross wind.

Known icing conditions to be avoided". (If applicable)

This airplane is certificated for the following flight operations as of date of original airworthiness certificate:

VFR - IFR - DAY - NIGHT". (As applicable)

- 2) On the control lock: "Control lock - remove before starting engines".
- 3) On the baggage door: "Maximum capacity 365 lb. For additional loading instructions see weight and balance data".
- 4) On the fuel selector cover:
 

"Front engine	Rear engine
Off	Off
Left Main 46.0 gal.	Left Main 46.0 gal.
Right Main 46.0 Gal.	Right Main 46.0 gal.
- 5) Near fuel selector:
 

"Takeoff and Landing -  
Front engine - Left Main  
Rear engine - Right Main"
- 6) Near propeller control: "To feather propeller, lift propeller control up and pull back."
- 7) On upper portion of quadrant cover: "With inoperative engine, feather propeller."
- 8) Adjacent to the fuel filler caps: "Tank capacity 46.4 U.S. gallons, 100/130 minimum grade."
- 9) On the gear emergency pump cover:
 

"To extend gear manually, place gear handle in full down position, pull emergency handle out and pump vertically."

**DATA PERTINENT TO AL MODELS**

NOTE 2. (cont'd)

- 10) The following check list shall be placed in the map compartment:

**"BEFORE TAKEOFF**

1. Set trim controls
2. Fuel selector main tanks
3. Cowl flaps open
4. Mixtures rich
5. Propellers forward
6. Flaps 0 - 1/3

**BEFORE LANDING**

1. Gear down
2. Fuel selector main tanks
3. Cowl flaps closed
4. Mixtures rich
5. Propellers forward
6. Flaps down".

- 11) The following placard must be installed near the manifold pressure instrument :
- 
- (applicable to Model FT337E only)

Altitude in Feet Sea Level to	Manifold Pressure In. Hg.	Fuel Flow Gal/Hr.
20,000	32	21
22,000	30	19
24,000	28	17
26,000	26	15
28,000	24	13
30,000	22	11

Normal Power Climb - 2600 rpm. - 28 manifold pressure - 14.5 gph"

B. Applicable to Models F337F and FT337F

- 1) In full view of the pilot:

- (a) "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."
- (b) "No acrobatic maneuvers, including spins approved".
- (c) "Maximum maneuvering speed 155 m.p.h. - CAS".
- (d) "Maximum design weight: Takeoff 4630 lb.; Landing 4400 lb."
- (e) "Maximum flight maneuvering load factors:      Flaps Up +3.8 -1.52  
   Flaps Down +2.0"
- (f) "Maximum altitude loss in stall recovery 400 feet".
- (g) "Maximum flap extension speed: 1/3 - 160 mph. CAS  
   1/3 to full down flap - 120 mph. CAS".
- (h) "Gear extension speed: 160 mph. CAS".
- (i) "Airplane is controllable in 20-knot cross wind".
- (j) "Known icing conditions to be avoided". (If applicable)
- (k) "This airplane is certificated for the following flight operations as of date of original airworthiness certificate:

(DAY      NIGHT      VFR      IFR) (As applicable)"

- 2) On the control lock: "Control lock - remove before starting engines".

**DATA PERTINENT TO ALL MODELS**

NOTE 2. (cont'd)

- 3) On the baggage door: "Maximum capacity 365 lb. For additional loading instructions see weight and balance data".
- 4) On the fuel selector cover:
 

"Front engine	Rear engine
Off	Off
Left Main 46.0 gal.	Left Main 46.0 gal.
Right Main 46.0 gal.	Right Main 46.0 gal."
- 5) Near fuel selector:
  - (a) "Takeoff and landing -
 

Front engine - Left Main
Rear engine - Right Main"
  - (b) "When switching from dry tank turn pump on "HI" momentarily".
- 6) Near propeller control: "To feather propeller, lift propeller control up and pull back".
- 7) On upper portion of quadrant cover: "With inoperative engine, feather propeller".
- 8) Adjacent to the fuel filler caps: "Tank capacity 46.4 U.S. gallons, 100/130 minimum grade."
- 9) On the gear emergency pump cover: "To extend gear manually, place gear handle in full down position, pull emergency handle out and pump vertically".
- 10) The following check list shall be placed in the map compartment:
 

<u>"BEFORE TAKEOFF</u>	<u>BEFORE LANDING</u>
1. Set trim controls	1. Gear down
2. Fuel selector main tanks	2. Fuel selector main tanks
3. Cowl flaps open	3. Cowl flaps closed
4. Mixtures rich	4. Mixtures rich
5. Propellers forward	5. Propellers forward
6. Flaps 0 - 1/3	6. Flaps down".
- 11) The following placards must be installed near the fuel flow indicators:

Model F337F

"Maximum Power Mixture Settings

S.L.	102 lb./hr.
4,000 ft.	90 lb./hr.
8,000 ft.	78 lb./hr.
12,000 ft.	66 lb./hr.

Model FT337F:

"Maximum allowable to manifold pressure and climb fuel flow

Altitude in Feet Sea Level to	Manifold Pressure In. Hg.	Fuel Flow lb./hr.
20,000	32	126
22,000	30	114
24,000	28	102
26,000	26	90
28,000	24	78
30,000	22	66

Normal Power Climb - 2600 r.p.m. - 28 manifold pressure - 87 lb/hr."



**DATA PERTINENT TO ALL MODELS**

NOTE 2. (cont'd)

- 12) On the left side of the pedestal adjacent to the alternate static source valve when installed:

"Alternate Static Source Correction

Airspeed: Fly 3 mph. faster than normal

Altitude: Cruise - Fly 270 feet higher than normal

Approach - Fly 100 feet higher than normal".

- 13) Below instrument cluster and adjacent to the tachometer:

"TAXI & TAKEOFF

Lead with rear engine power

Check rpm. and fuel flow".

C. Applicable to Model F337H

- 1) In full view of the pilot:

(a) "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."

(b) "No acrobatic maneuvers, including spins approved."

(c) "Maximum Gross Weight: Takeoff 4630 lb.  
Landing 4400 lb."

(d) "Maximum flight maneuvering load factors: Flaps Up +3.8 -1.52  
Flaps Down +2.0"

(e) "Flight into known icing conditions prohibited."

(f) "Maximum altitude loss in stall recovery - 400 feet."

(g) "This airplane is certificated for the following flight operations as of date of original airworthiness certificate:

(DAY NIGHT VFR IFR) (As applicable)"

- 2) Located near the Airspeed Indicator:

(a) Model F337G

S/N F3370056 thru F3370076

"Maximum Speeds	CAS
Gear Operation	160 mph
Gear Extended	228 mph
Maneuvering	155 mph"

(b) Model F337G/ F337H

S/N F3370077 and on

"Maximum Speeds	IAS
Gear Operation	140 knots
Gear Extended	200 knots
Maneuvering	137 knots"

- 3) On the control lock: "Control lock - remove before starting engines."

- 4) On the rear firewall in the baggage area: "Maximum capacity 365 lb., Maximum baggage with restraining net 160 lb. For additional loading instruction see weight and balance data."

**DATA PERTINENT TO ALL MODELS**

NOTE 2. (cont'd)

- 5) On the fuel selector covers:

S/N F3370056 thru F3370076

Fuel Off Rear Engine	
Left On	Right On
276 lb.	276 lb.
46 gal.	46 gal.

Takeoff and landing - Right Tank  
When switching from dry tank -  
turn pump on 'HI' momentarily.

S/N F3370077 and on

Fuel Off Rear Engine	
Left On	Right On
240 lb.	266 lb.
40 gal.	44 gal.

Takeoff and landing - Right Tank  
When switching from dry tank -  
turn pump on 'HI' momentarily.

Fuel Off Front Engine	
Left On	Right On
276 lb.	276 lb.
46 gal.	46 gal.

Takeoff and landing - Left Tank

Fuel Off Front Engine	
Left On	Right On
264 lb.	240 lb.
44 gal.	40 gal.

Takeoff and landing - Left Tank

- 6) Near propeller control:  
"To feather propeller, lift propeller control up and pull back."
- 7) On upper portion of quadrant cover: "With inoperative engine, feather propeller."
- 8) Adjacent to the fuel filler caps:  
S/N F3370056 thru F3370076  
"Tank capacity 46.4 U.S. Gallons, 100/130 minimum grade".  
  
S/N F3370057 thru F3370084  
"Tank capacity 45.3 U.S. Gallons, 100/130 minimum grade"  
  
S/N F3370085 and on  
"Tank capacity 45.3 U.S. Gallons, 100LL/100 minimum grade"
- 9) On the inside of the fuel cap covers: "To ensure complete filling of tanks:  
(1) Fill slowly  
(2) Retop after filling opposite wing"
- 10) Near the landing gear emergency hydraulic hand pump:  
(a) S/N F3370056 thru F3370084  
"Manual Gear Extension  
(1) Select gear down  
(2) Pull handle forward  
(3) Pump vertically"  
(b) S/N F3370085 and on  
"Manual Gear Extension  
(1) Select gear down  
(2) Pull handle forward  
(3) Pump vertically  
Caution: Do not pump with gear up selected"

**DATA PERTINENT TO ALL MODELS**

NOTE 2. (cont'd)

- 11) Located beneath engine instrument cluster:  
"Taxi and Takeoff  
Lead with rear engine power  
Check RPM and fuel flow"
- 12) Located near wing flap indicator:
  - (a) S/N F3370056 thru F3370076  
"Maximum flap extension speeds:  
1/3 160 mph CAS  
1/3 - 2/3 140 mph CAS  
2/3 - full 125 mph CAS"
  - (b) S/N F3370077 and on:  
"Maximum flap extension speeds:  
1/3 165 KIAS  
1/3 - 2/3 135 KIAS  
2/3 - full 110 KIAS"
- 13) Pilot's checklist:
  - (a) S/N F3370056 thru F3370071  
A separate checklist as described by Cessna Dwg. 1400019 is installed in the map compartment.
  - (b) S/N F3370072 thru F3370076  
A separate checklist as described by Cessna Dwg. 1505050 is installed in the map compartment.
  - (c) S/N F3370077 thru F3370079  
A separate checklist as described by Cessna Dwg. 1505066 is installed in the map compartment.
  - (d) S/N F3370080 thru F3370084  
A separate checklist as described by Cessna Dwg. 1505074 is installed in the map compartment.
  - (e) S/N F3370085 and on:  
A separate checklist as described by Cessna Dwg. 1505095 is installed in the map compartment.
- 14) The following placard must be installed near the fuel flow indicator:  
"Maximum power mixture settings  
S.L. 102 lb./hr.  
4,000 ft. 90 lb./hr.  
8,000 ft. 78 lb./hr.  
12,000 ft. 66 lb./hr."
- 15) S/N F3370064 and on:  
Forward of parking brake control:  
"OFF  
PARKING  
BRAKE  
ON"
- 16) S/N F3370064 and on:  
Upper cabin door pin lock around cutout for pin: "PUSH TO LOCK"

**DATA PERTINENT TO ALL MODELS**

NOTE 2. (cont'd)

(17) S/N F3370064 and on:

Near the over-voltage test button:

"HIGH

VOLT

TEST

*NOTE - CYCLE MASTER SWS AFTER TEST"*

18) The following placard must be installed to the right of the tachometer and in the vicinity of the engine gage cluster: "Do not initiate single engine takeoff"

**D. Applicable to Model FT337GP/FT337HP**

1) In full view of the pilot:

(a) "This airplane must be operated as a normal category airplane in compliance with the operations limitations stated in the form of placards, markings and manuals."

(b) "No acrobatic maneuvers, including spins, approved:."

(c) "Maximum Gross Weight:   Takeoff 4700 lb.  
  Landing 4465 lb."

(d) "Maximum flight maneuvering load factors:   Flaps Up       +3.8   -1.52  
  Flaps Down   +2.0"

(e) "Maximum operating altitude 20,000 feet"

(f) "Landing with cabin pressurized is prohibited"

(g) "Flight into known icing conditions prohibited"

(h) S/N FP3370001 through FP3370015  
"Altitude loss in stall recovery - 400 feet".

S/N FP3370016 and up  
"Altitude loss in a stall recovery - 450 feet"

(i) "This airplane is certified for the following flight operations as of date of original airworthiness certificate:

(DAY       NIGHT       VFR       IFR) (As applicable)"

2) Located near the Airspeed Indicator:

S/N FP3370001 thru FP3370015

"Maximum Speeds - CAS

Gear Operation       160 mph

Gear Extended       230 mph

Maneuvering       155 mph"

S/N FP3370016 and on

"Maximum Speeds - IAS

Gear Operation       140 knots

Gear Extended       205 knots

Maneuvering       139 knots"

3) On control lock: "Control lock - Remove before starting engines".

4) On the right rear firewall in the baggage area:

"Maximum baggage capacity 365 lb. Maximum baggage with restraining net 160 lb.  
For additional loading instruction see weight and balance data".

**DATA PERTINENT TO ALL MODELS**

NOTE 2. (cont'd)

- 5) On the fuel selector covers:

S/N FP3370001 thru FP3370013

Fuel Off Rear Engine	
Left On	Right On
369 lb.	369 lb.
(61.5 gal.)	(61.5 gal.)

Takeoff and landing - Right Tank

Operation of both engines from one tank prohibited.

"Fuel Off Front Engine	
Left On	Right On
369 lb.	369 lb.
(61.5 gal.)	(61.5 gal.)

Takeoff and landing - Left Tank

S/N FP3370014 and on

Fuel Off Rear Engine	
Level Flight Only Left on	Takeoff and Landing Right On
420 lb.	444 lb.
(70 gal.)	(74 gal.)

When switching from dry tank - turn pump on 'HI' momentarily.

See Checklist for crossfeed limitations.

Fuel Off Rear Engine	
Takeoff and Landing Left on	Level Flight Only Right On
444 lb.	420 lb.
(74 gal.)	(70 gal.)

- 6) Near propeller control: "To feather propeller, lift propeller control up and pull back".

- 7) On upper portion of quadrant cover: "With inoperative engine, feather propeller".

- 8) Adjacent to the fuel filler caps:

S/N FP3370001 thru FP3370013

"Tank capacity 62.5 U.S. Gallons, 100/130 minimum grade".

S/N FP3370014 thru FP3370022

"Tank capacity 75.3 U.S. Gallons, 100/130 minimum grade"

S/N FP3370023 and on

"Tank capacity 75.3 U.S. Gallons, 100LL/100 minimum grade"

**DATA PERTINENT TO ALL MODELS**

NOTE 2. (cont'd)

- 9) On the inside of the fuel can covers:  
S/N FP3370001 thru FP337008  
 "To obtain maximum capacity, fill slowly"
- S/N FP3370009 and on  
 "To ensure complete filling of tanks:  
 (1) Fill slowly  
 (2) Retop after filling opposite wing"
- 10) Near the landing gear emergency hydraulic hand pump:  
S/N FP3370001 thru FP3370022  
 "Manual Gear Extension  
 (1) Select gear down  
 (2) Pull handle forward  
 (3) Pump vertically"
- S/N FP3370023 and on  
 "Manual Gear Extension  
 (1) Select gear down  
 (2) Pull handle forward  
 (3) Pump vertically  
 Caution: Do not pump with gear up selected"
- 11) On the left side of the pedestal adjacent to the alternate static source valve:  
S/N FP3370001 thru FP3370015  
 "Alternate static source correction  
 Airspeed: Fly climbs and approaches 10 mph. faster than normal  
 Altitude: Cruise: Fly 270 feet higher than normal  
 Approach: Fly 100 feet higher than normal"
- S/N FP3370016 and on  
 "Alternate static source correction  
 Airspeed: Fly climbs and approaches 10 KIAS faster than normal  
 Altitude: Cruise: Fly 270 feet higher than normal  
 Approach: Fly 100 feet higher than normal"
- 12) Near pressurization air controls - right of pedestal:  
 "Cabin pressurization  
 Dump-Pull  
 Front  
 Rear"
- 13) Located beneath engine instrument cluster:  
"Taxi and Takeoff  
 Lead with rear engine power  
 Check RPM and fuel flow"
- 14) Located near wing flap indicator:  
S/N FP3370001 thru FP3370015  
 "Maximum flap extension speeds:
- |            |              |
|------------|--------------|
| 1/3        | 160 mph CAS  |
| 1/3 - 2/3  | 140 mph CAS  |
| 2/3 - full | 125 mph CAS" |
- S/N FP3370016 and on:  
 "Maximum flap extension speeds:
- |            |           |
|------------|-----------|
| 1/3        | 165 KIAS  |
| 1/3 - 2/3  | 135 KIAS  |
| 2/3 - full | 110 KIAS" |

**DATA PERTINENT TO ALL MODELS**

NOTE 2. (cont'd)

- 15) S/N FP3370001 thru FP3370013  
A separate checklist as described by Cessna Dwg. 1505032 is installed in the map compartment.
- S/N FP3370014 thru FP3370015  
A separate checklist as described by Cessna Dwg. 1505051 is installed in the map compartment.
- S/N FP3370016 thru FP3370017  
A separate checklist as described by Cessna Dwg. 1505065 is installed in the map compartment.
- S/N FP3370018 thru FP3370022  
A separate checklist as described by Cessna Dwg. 1505075 is installed in the map compartment.
- S/N FP3370023 and on  
A separate checklist as described by Cessna Dwg. 1505093 is installed in the map compartment.
- 16) S/N FP3370001 thru FP3370013  
Above the fuel gauges:  
"Takeoff with less than 60 lb. (10 Gal.) fuel per tank is prohibited".
- 17) Near the fore and aft cabin door lock pins through the ABS trim:  
"PUSH TO LOCK"
- 18) S/N FP3370014 and on  
Forward of the parking brake control:  
"OFF  
PARKING  
BRAKE  
ON"
- 19) S/N FP3370014 and on  
Near the over-voltage test button:  
"HIGH  
VOLT  
TEST  
*NOTE - CYCLE MASTER SWS AFTER TEST*"
- 20) S/N FP3370009 and on  
Below the fuel flow indicator  
"MAX. POWER MIXTURE SETTING - 140 lb/hr"
- 21) The following placard must be installed to the right of the tachometer and in the vicinity of the engine gage cluster: "Do not initiate single engine takeoff"

NOTE 3.

The cylinder head temperature thermistors must be installed as follows:

<u>Model</u>	<u>Cylinder Head No.</u>	
	<u>Front Engine</u>	<u>Rear Engine</u>
F337E	3	2
FT337E and FT337F	1	1
F337F	6	6
F337G and F337H	4	6
FT337GP and FT337HP	6	1

**DATA PERTINENT TO ALL MODELS**

NOTE 4. Service information applicable to Model FT337GP/FT337HP

Components subject to the establishment of a retirement life as shown below with the corresponding retirement life hours:

<u>Component Name</u>	<u>Retirement Hours</u>
Windshield, side windows and ice detector light lens	15,000

NOTE 5. 1%, by volume, isopropyl alcohol approved for use as fuel anti-icing additive when used as outlined in Cessna Service Letter ME73-25 dated November 2, 1973, or subsequent revisions.

NOTE 6. All Skymaster series aircraft 1964 through 1973 (Models 336, 337, and P337) complying with Cessna Service Letter ME74-2 have the maximum oil level reduced two quarts from 10 quarts to 8 quarts. Do not operate at less than 6 quarts dipstick level reading.

NOTE 7. The marking of the airspeed indicator with IAS provides an equivalent level of safety to FAR 23.1545 when the approved airspeed calibration data presented in Section V of the Pilot's Operating Handbooks listed below is available to the pilot:

<u>Model</u>	<u>Cessna P/N</u>	<u>Serial Number</u>
F337G	D1534-13	F3370077 through F3370079
FT337GP	D1535-13	FP3370016 through FP3370017
F337G	D1538-13	F3370080 through F3370084
FT337GP	D1539-13	FP3370018 through FP3370022
F337H	D1554-13	F3370085 and on
FT337HP	D1556-13	FP3370023 and on

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

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