

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

A23EU
Revision 3
Reims Aviation S.A.
Cessna F 337E
Cessna FT337E
Cessna F 337F
Cessna FT337F
Cessna F 337G
Cessna FT337GP
Cessna F337H
Cessna FT337HP

May 22, 1978

TYPE CERTIFICATE DATA SHEET NO. A23EU

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 Reims Aviation S.A.
Boite Postal No. 2745
51062 Reims Cedex, France

I - Model F337E, 4-6 PCLM (Normal Category), Approved March 24, 1970

| | |
|-----------------------------------|--|
| Engine | (Front) Continental IO-360-C (Rear) Continental IO-360-C |
| * Fuel | 100/130 minimum grade aviation gasoline |
| * Engine limits | For all operations, 2800 r.p.m. (210 b.hp.) |
| Propeller and propeller limits | <p>1. McCauley constant speed full-feathering propeller installation</p> <p>(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.</p> <p>(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.</p> <p>(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.</p> <p>(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.</p> |

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I - Model F337E, 4-6 PCLM (cont'd)

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| | (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 |
| | (i) | (Front) McCauley hydraulic governor CF 310D1/T1 or CF 310 D2/T1 |
| | (j) | (Rear) McCauley hydraulic governor CF 310D1/T1 or CF 310 D2/T1 |
| | (k) | (Front) Cessna spinner 1557303 (includes support and bulkhead assembly) |
| | (l) | (Rear) Cessna spinner 1457306 (includes support and bulkhead assembly). |
| * Airspeed limits (CAS) | | Never exceed 225 m.p.h. (195 knots) Maximum structural cruising 190 m.p.h. (165 knots) Flaps extended 120 m.p.h. (104 knots) Maneuvering 155 m.p.h. (135 knots) Landing gear extension 160 m.p.h. (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, 4-6 PCLM (cont'd)

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| 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 F337E: F3370001 through F3370024 | |

II - Model FT337E, 4 - 6 PCLM (Normal Category), Approved March 24, 1970
Model FT337F, 4 - 6 PCLM (Normal Category), Approved April 28, 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 r.p.m. (210 b.hp.) 32 in. Hg MP (Critical altitude to 20,000 ft. in standard atmosphere) |
| Propeller and propeller limits | 1. McCauley constant speed full-feathering propeller installation <ul style="list-style-type: none"> (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: 12.7° 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: 11.8° low, 79.0° feathered. (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: 12.7° 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: 11.8° low, 79.0° feathered. (e) (Front) Woodward hydraulic governor 210443 (f) (Rear) Woodward hydraulic governor 210443 (g) (Front) McCauley hydraulic governor CF310D1-T1 or CF 310 D2/T1 (h) (Rear) McCauley hydraulic governor CF310D1-T1 or CF 310 D2/T1 (i) (Front) Cessna spinner 1557303 (includes support and bulkhead assembly) (j) (Rear) Cessna spinner 1457306 (includes support and bulkhead assembly). |

 II - Model FT337E, 4 - 6 PCLM, Model FT337F, 4 - 6 PCLM (cont'd)

| | | | |
|---------------------------------------|---|---|-------------------|
| * Airspeed limits (CAS) | Never exceed | 228 m.p.h. (198 knots) | |
| | Maximum structural cruising | 190 m.p.h. (165 knots) | |
| | Flaps extended | 120 m.p.h. (104 knots) | |
| | Maneuvering | 155 m.p.h. (135 knots) | |
| | Landing gear extension | 160 m.p.h. (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° | |
| | Elevator | Up 26° ± 1° | |
| | Elevator tab | Up 15° ± 1° | |
| | Rudder | Down 15° ± 1° | |
| | 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: FT3370001 through F3370024 Model FT337F: FT3370025 through FT3370055 | |

 III - Model F337F, 4 - 6 PCLM (Normal Category), Approved April 28, 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.) |
| 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. |

 III - Model F337F, 4 - 6 PCLM (cont'd)

- (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
- (i) (Front) McCauley hydraulic governor CF310D1-T1
- (j) (Rear) McCauley hydraulic governor CF310D1-T1
- (k) (Front) Cessna spinner 557303 (includes support and bulkhead assembly)
- (l) (Rear) Cessna spinner 1457306 (includes support and bulkhead assembly).

| | | |
|---------------------------------------|--|------------------------|
| * Airspeed limits (CAS) | Never exceed | 228 m.p.h. (198 knots) |
| | Maximum structural cruising | 190 m.p.h. (165 knots) |
| | Flaps extended | 120 m.p.h. (104 knots) |
| | Maneuvering | 155 m.p.h. (135 knots) |
| | Landing gear extension | 160 m.p.h. (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. | |
| Empty weight C.G. range | None | |
| * Maximum weight | 4630 lb. takeoff and flight: 4400 lb. landing | |

 III - Model F337F, 4 - 6 PCLM (cont'd)

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|---------------------------|--|-----------------------|-------------------|------------|--|--|--|---------|--|--|-------------------|----------|--|--|-------------------|----------|----|----------|-------------------|----------|----|----------|---------------|--------------|----|----------|---------------|--------|--|--|--|----------------------|--|--|--|----------|---------|---------------|-------------------|--------------------------|--|--|--|--|---------------|-----------------------|-------------------|
| 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 | <table border="0"> <tr> <td colspan="4">Wing Flaps</td> </tr> <tr> <td>Inboard</td> <td></td> <td></td> <td>Down 25° +1°, -2°</td> </tr> <tr> <td>Outboard</td> <td></td> <td></td> <td>Down 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></td> <td>to hinge line</td> <td>Inboard 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° |
| 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 through F3370045 (1971 Model) F3370046 through F3370055 (1972 Model) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

IV - Model F337G, 4 - 6 PCLM (Normal Category), Approved May 11, 1973

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|-----------------------------------|---|
| 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 r.p.m. (210 b.hp.) |
| Propeller and propeller limits | <ol style="list-style-type: none"> 1. McCauley constant speed, full-feathering propeller installations <ol style="list-style-type: none"> (a) S/NF3370056 through 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 up (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. (d) (Front) McCauley hydraulic governor CF310 D1/T1 or CF310 D2/T1 |

IV - Model F337G, 4 - 6 PCLM (cont'd)

- (e) (Rear) McCauley hydraulic governor CF310 D1/T1 or CF310 D2/T1

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|---------------------------------------|---|
| | (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 through 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 up |
| | 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 through 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 up: 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 through 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 up: 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, 4 - 6 PCLM (cont'd)

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|---------------------------|--|---|----------|-------------------|-------------------|
| 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 | 1973 Model: F3370056 through F3370063 1974 Model: F3370064 through F3370071 1975 Model: F3370072 through F3370076 1976 Model: F3370077 through F3370079 1977 Model: F3370080 through F3370084 | | | |

V - Model FT337GP, 4 - 5 PCLM (Normal Category), Approved June 22, 1973

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|--------------------------------|---|
| 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 r.p.m. (225 b.hp.) 37 in. Hg.MP |
| Propeller and propeller limits | 1. McCauley constant speed, full feathering propeller installation <ol style="list-style-type: none"> S/N FP3370001 through FP3370017 (Front) McCauley D2AF34C303/78CAA-0 Diameter: not over 78 in., not under 76 in. No further reduction permitted Pitch setting at 30 in. station: 12.5° low, 82.0 feathered. S/N FP3370018 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: 11.3° low, 82.3° feathered. (Rear) McCauley D2AF34C305/L78CBA-2 Diameter: not over 76 in., not under 74 in. No further reduction permitted Pitch setting at 30 in. station: 12.5° low, 80.0° feathered. S/N FP3370001 through FP3370008 (Front) McCauley hydraulic governor CF310 D1/T1 or CF310 D2/T1 S/N FP3370009 through FP3370017 (Front) McCauley hydraulic governor CFS310 D3/T1 S/N FP3370018 and up (Front) McCauley hydraulic governor DCFS310 D4/T5 |

V - Model FT337GP, 4 - 5 PCLM (Normal Category) (cont'd)

| | | |
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| | (e) | S/N FP3370001 through FP3370008 (Rear) McCauley hydraulic governor CF310D1/T1 or CF310D2/T1 |
| | | S/N FP3370009 through FP3370022 (Rear) McCauley hydraulic governor DCFS310 D3/T1 |
| | | S/N FP3370023 and up (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 FP3370001 through FP3370015 |
| | | Never exceed 230 m.p.h. (200 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 on use of IAS) | | S/N FP3370016 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 FP3370001 through FP3370015 |
| | | (+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 FP3370016 and up |
| | | (+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 FP3370001 through FP3370015 4 - 5 (2 at +98.0 to +109.0); (2 at +140.0); (1 optional at +170.0) |
| | | S/N FP3370016 through FP3370022 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, 4 - 5 PCLM (Normal Category) (cont'd)

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------------------------|--|---------------|-------------------|------------|--|--|--|---------|--|--|-------------------|----------|--|--|-------------------|----------|----|----------|-------------------|----------|----|----------|---------------|--------------|----|----------|---------------|--------|--|--|--|----------------------|--|--|--|----------|---------|---------------|-------------------|--------------------------|--|--|--|---------------|---------|---------------|-------------------|
| Fuel capacity | S/N FP3370001 through FP3370013 125 gal. (123 gal. usable) (2 tanks 62.5 gal. ea. at +150.0) See NOTE 1 for data on unusable fuel | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | S/N FP3370014 and up 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 FP3370001 through FP337008 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 FP3370009 and up 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 | <table border="0" style="width: 100%;"> <tr> <td colspan="4">Wing Flaps</td> </tr> <tr> <td style="padding-left: 20px;">Inboard</td> <td></td> <td></td> <td>Down 25° +1°, -2°</td> </tr> <tr> <td style="padding-left: 20px;">Outboard</td> <td></td> <td></td> <td>Down 25° +1°, -2°</td> </tr> <tr> <td style="padding-left: 20px;">Ailerons</td> <td>Up</td> <td>21° ± 2°</td> <td>Down 14° 30' ± 2°</td> </tr> <tr> <td style="padding-left: 20px;">Elevator</td> <td>Up</td> <td>26° ± 1°</td> <td>Down 15° ± 1°</td> </tr> <tr> <td style="padding-left: 20px;">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" style="padding-left: 20px;">Measured parallel to</td> </tr> <tr> <td style="padding-left: 40px;">O.O.W.L.</td> <td>Inboard</td> <td>15° + 0°, -2°</td> <td>Outboard 22° ± 2°</td> </tr> <tr> <td colspan="4" style="padding-left: 20px;">Measured perpendicularly</td> </tr> <tr> <td style="padding-left: 40px;">to hinge line</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° |
| 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 | 1973 Model: FP3370001 through FP3370008 1974 Model: FP3370009 through FP3370013 1975 Model: FP3370014 and FP3370015 1976 Model: FP3370016 and FP3370017 1977 Model: FP3370018 and FP3370023 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

VI - Model F337H, 4-6 PCLM (Normal Category), Approved May 22, 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 r.p.m. (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, 4-6 PCLM (Normal Category) (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 border="0"> <tbody> <tr> <td colspan="4">Wing Flaps</td> </tr> <tr> <td></td> <td>Inboard</td> <td></td> <td>Down 25° +1°, -2°</td> </tr> <tr> <td></td> <td>Outboard</td> <td></td> <td>Down 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></td> <td>O.O.W.L.</td> <td>Inboard 15° + 0°, -2°</td> <td>Outboard 22° ± 2°</td> </tr> <tr> <td colspan="4">Measured perpendicularly</td> </tr> <tr> <td></td> <td>to hinge line</td> <td>Inboard 17° + 0°, -2°</td> <td>Outboard 25° ± 2°</td> </tr> </tbody> </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° |
| 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: F3370085 and up | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

VII - Model FT337HP, 4-5 PCLM (Normal Category) (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: FP337 0023 and up | | |

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 | <p><u>Models F337E, FT337E, F337F, FT337F, F337G, FT337GP, F337H and FT337HP</u></p> <p>Part 23 of the Federal Aviation Regulations dated February 1, 1965, as amended by 23-1 through 23-6.</p> <p>Type Certificate No. A23EU, issued March 24, 1970.</p> <p>Date of Application for Type Certificate: February 19, 1970.</p> <p>Equivalent Safety Items S/N FP3370016 and up S/N F3370077 and up</p> <p>Airspeed Indicator FAR 23.1545 (See NOTE 7 on use of IAS)</p> <p>Operation Limitations FAR 23.1583(a)(1)</p> |
| Serial Nos. eligible | The French Government Certificate of Airworthiness for Export endorsed as noted below under "Import Requirements" must be submitted for each individual aircraft for which application is made. |
| Import requirements | A U.S. Airworthiness Certificate may be issued on the basis of a Certificate of Airworthiness for Export signed by a representative of the Direction Generale de l'Aviation Civile (D.G.A.C.) containing the following statement: "The airplane covered by this certificate has been examined and found to comply with U.S. Federal Aviation Regulations Part 23, effective February 1, 1965, including Amendments 23-1 through 23-6 and conforms to Type Certificate No. A23EU". |
| 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. Stall Warning Indicator, Cessna Dwg. 0511062 |

NOTES

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>Serial Numbers</u> | <u>Unusable Fuel</u> | |
|-----------------------------|------------------------|------------|
| | <u>Weight</u> lb. | <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> | |
| F3370001 through F3370076 | 0.0 | +125.5 |
| FP3370001 through FP3370015 | | |
| | <u>Full Oil</u> | |
| F3370077 and up | 30.0 (Std. F337) | |
| | 33.8 (FT337) | +125.5 |
| F3370016 and up | 33.8 | +125.5 |

NOTE 2.

The following placards must be displayed as indicated:

A. Applicable to Model F337E and FT337E

(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 4440 lb.; landing 4400 lb." (F337E only)
"Maximum design weight: Takeoff 4630 lb.; Landing 4400 lb." (FT337E only)
- (e) "Maximum flight maneuvering load factors: Flaps Up +3.8 -1.52
Flaps Down +2.0."
- (f) "Maximum altitude loss in stall recovery 300 feet". (F337E only)
"Maximum altitude loss in stall recovery 400 feet". (FT337E only)
- (g) "Maximum flap extension speed: 1/3 - 160 m.p.h. CAS
1/3 to full down flap - 120 m.p.h. CAS".
- (h) "Gear extension speed: 160 m.p.h. 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:

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."
- (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 placard must be installed near the manifold pressure instrument :
(applicable to the 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 r.p.m. - 28 manifold pressure - 14.5 g.p.h."

B. Applicable to Model 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 m.p.h. CAS
1/3 to full down flap - 120 m.p.h. CAS".
 - (h) "Gear extension speed: 160 m.p.h. 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:

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:
- (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."

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

"Alternate Static Source Correction

Airspeed: Fly 3 m.p.h. 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 r.p.m. 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 through F3370076

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

(b) Model F337G/ F337H

S/N F3370077 and up

"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".

(5) On the fuel selector covers:

S/N F3370056 through 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 up

| 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 through F3370076

"Tank capacity 46.4 U.S. Gallons, 100/130 minimum grade".

S/N F3370057 through F3370084

"Tank capacity 45.3 U.S. Gallons, 100/130 minimum grade"

S/N F3370085 and up

"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 through F3370084
 "Manual Gear Extension
 (1) Select gear down
 (2) Pull handle forward
 (3) Pump vertically"
 (b) S/N F3370085 and up
 "Manual Gear Extension
 (1) Select gear down
 (2) Pull handle forward
 (3) Pump vertically
 Caution: Do not pump with gear up selected"
- (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 through 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 up:
 "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 through F3370071
 A separate checklist as described by Cessna Dwg. 1400019 is installed in the map compartment.
 (b) S/N F3370072 through F3370076
 A separate checklist as described by Cessna Dwg. 1505050 is installed in the map compartment.
 (c) S/N F3370077 through F3370079
 A separate checklist as described by Cessna Dwg. 1505066 is installed in the map compartment.
 (d) S/N F3370080 through F3370084
 A separate checklist as described by Cessna Dwg. 1505074 is installed in the map compartment.
 (e) S/N F3370085 and up:
 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 up:

Forward of parking brake control:

"OFF
PARKING
BRAKE
ON"

- (16) S/N F3370064 and up:

Upper cabin door pin lock around cutout for pin:

"PUSH TO LOCK"

- (17) S/N F3370064 and up

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 through FP3370015

| | |
|-------------------|----------|
| "Maximum Speeds - | CAS |
| Gear Operation | 160 mph |
| Gear Extended | 230 mph |
| Maneuvering | 155 mph" |

S/N FP3370016 and up

| | |
|-------------------|------------|
| "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".
- (5) On the fuel selector covers:

S/N FP3370001 through 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 up

| 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 through FP3370013
"Tank capacity 62.5 U.S. Gallons, 100/130 minimum grade".

S/N FP3370014 through FP3370022

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

S/N FP3370023 and up

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

- (9) On the inside of the fuel can covers:
S/N FP3370001 through FP337008
 "To obtain maximum capacity, fill slowly"
- S/N FP3370009 and up
 "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 through FP3370022
 "Manual Gear Extension
 (1) Select gear down
 (2) Pull handle forward
 (3) Pump vertically"
- S/N FP3370023 and up
 "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 through 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 up
 "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 through 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 up:
- | | | |
|---------------------------------|------------|-----------|
| "Maximum flap extension speeds: | 1/3 | 165 KIAS |
| | 1/3 - 2/3 | 135 KIAS |
| | 2/3 - full | 110 KIAS" |

- (15) S/N FP3370001 THROUGH FP3370013
A separate checklist as described by Cessna Dwg. 1505032 is installed in the map compartment.
- S/N FP3370014 through FP3370015
A separate checklist as described by Cessna Dwg. 1505051 is installed in the map compartment.
- S/N FP3370016 through FP3370017
A separate checklist as described by Cessna Dwg. 1505065 is installed in the map compartment.
- S/N FP3370018 through FP3370022
A separate checklist as described by Cessna Dwg. 1505075 is installed in the map compartment.
- S/N FP3370023 and up
A separate checklist as described by Cessna Dwg. 1505093 is installed in the map compartment.
- (16) S/N FP3370001 through 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 up
Forward of the parking brake control:
"OFF
PARKING
BRAKE
ON"
- (19) S/N FP3370014 and up
Near the over-voltage test button:
"HIGH
VOLT
TEST
- NOTE - CYCLE MASTER SWS AFTER TEST"*
- (20) S/N FP3370009 and up
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 |

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. Airplanes complying with Cessna Service Letter ME74-2 have the oil capacity reduced two quarts. The IO-360- - -G will have a capacity of 8 quarts total (5 quarts usable). The TSIO-360-A, - or -C will have a capacity of 9 quarts total (5 quarts usable).

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:

| | |
|-----------|--|
| F 337G, | Cessna P/N D1534-13 (S/N F3370077 through F 3370079) |
| FT 337GP, | Cessna P/N D1535-13 (S/N FP3370016 through FP 3370017) |
| F 337G, | Cessna P/N D1538-13 (S/N F3370080 through F 3370084) |
| FT 337GP, | Cessna P/N D1539-13 (S/N FP3370018 through FP 3370022) |
| F 337H, | Cessna P/N D1554-13 (S/N F3370085 and up) |
| FT 337HP, | Cessna P/N D1556-13 (S/N FP3370023 and up) |

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.

....END....