DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

A23EU
Revision 7
Cessna
F 337E
FT337E
F 337F
FT337F
F 337G
FT337GP
F337H
FT337HP

July 31, 2012

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 — Cessna Aircraft Company
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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.

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

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.

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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

(i) (Front) McCauley hydraulic governor CF 310D1/T1 or CF 310D2/T1

(j) (Rear) McCauley hydraulic governor CF 310D1/T1 or CF 310D2/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	

I. Model F337E (cont'd)

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 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
   (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, and Model FT337F (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°	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 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 (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 (cont'd)

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 through F3370045 (1971 Model) F3370046 through F3370055 (1972 Model)

IV. Model F337G, 4 - 6 PCLM (Normal Category), Approved May 11, 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 r.p.m. (210 b.hp.)
	Propeller and propeller limits	1. McCauley constant speed, full-feathering propeller installations (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.

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 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 unusabe 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 (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

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

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
   (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:
   12.5° low, 82.0 feathered.

   (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:
   11.3° low, 82.3° feathered.

   (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:
   12.5° low, 80.0° feathered.

   (d) S/N FP33700001 through FP33700008
   (Front) McCauley hydraulic governor CF310 D1/T1 or CF310 D2/T1

   S/N FP33700009 through FP33700017
   (Front) McCauley hydraulic governor CFS310 D3/T1

   S/N FP33700018 and up
   (Front) McCauley hydraulic governor DCFS310 D4/T5

V. Model FT337GP (cont'd)

(e) S/N FP33700001 through FP33700008
(Rear) McCauley hydraulic governor CF310D1/T1 or CF310D2/T1

S/N FP33700009 through FP33700022
(Rear) McCauley hydraulic governor DCFS310 D3/T1

S/N FP33700023 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 FP33700001 through FP33700015

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 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 through 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 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 FP33700001 through FP33700015
4-5 (2 at +98.0 to +109.0); (2 at +140.0);
(1 optional at +170.0)

S/N FP33700016 through FP337000022
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 through 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 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 FP33700001 through 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 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

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 FT337GP Model: FP33700001 through FP33700008
1974 FT337GP Model: FP33700009 through FP33700013
1975 FT337GP Model: FP33700014 through FP33700015
1976 FT337GP Model: FP33700016 through FP33700017
1977 FT337GP Model: FP33700018 through FP33700022

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 (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

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 through F3370086

VII. Model FT337HP, 4-5 PCLM (Normal Category), Approved May 22, 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 r.p.m. (225 b.hp.) 37 in. Hg. MP

Propeller and propeller limits

1. McCauley constant speed full feathering propeller installation
   (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.

   (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.

   (c) (Front) McCauley hydraulic governor DCFS310D7/T5
   (d) (Rear) McCauley hydraulic governor DCFS310D8/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	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 March 24, 1970.

Date of Application for Type Certificate: February 19, 1970.

Equivalent Safety Items	S/N FP3370016 and up
	S/N F3370077 and up
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:

1. Stall Warning Indicator, Cessna Dwg. 0511062

Data pertinent to all models (cont'd)

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:

Unusable Fuel

Serial Numbers	Weight (lb)	Arm
F3370001 through F3370076	5	+159.5
F3370077 and up	15	+159.0
FP3370001 through FP3370013	12	+157.8
FP3370014 and up	15	+159.0

Undrainable Oil

Serial Numbers	Weight	Arm
F3370001 through F3370076 FP3370001 through FP3370015	0.0	+125.5

Full Oil

Serial Numbers	Weight	Arm
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)

Data pertinent to all models (cont'd)

(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:

"BEFORE TAKEOFF	BEFORE LANDING
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".

Data pertinent to all models (cont'd)

(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:

"BEFORE TAKEOFF	BEFORE LANDING
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".

Data pertinent to all models (cont'd)

(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)

Data pertinent to all models (cont'd)

(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.

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

Takeoff and landing - Left Tank

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
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"

Data pertinent to all models (cont'd)

(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.

Data pertinent to all models (cont'd)

(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)

Data pertinent to all models (cont'd)

(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.)

Data pertinent to all models (cont'd)

(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"

Data pertinent to all models (cont'd)

(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"

Data pertinent to all models (cont'd)

NOTE 3. The cylinder head temperature thermistors must be installed as follows:

Model	Cylinder Head No. Front Engine	Rear Engine
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:

Component Name	Retirement Hours
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 then 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:

F	337G	Cessna P/N D1534-13 (S/N F3370077 through F 3370079)
FT	337GP	Cessna P/N D1535-13 (S/N FP3370016 though 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 ---