

CESSNA F-337 Skymaster G Model Guide

CESSNA F-337 Skymaster G is a piston-powered Cessna from the 337 Skymaster family. The documents give no variant-specific specs, so the family figures are context only: range up to 1350 nm, cruise up to 125 kt, up to 6 people, service ceiling up to 19500 ft. Most of the buying guidance below comes from one operator's ownership record and a Cessna service newsletter.

KEY TAKEAWAYS

- A 1980 Skymaster used for airport inspections cost \$430 per flight hour including reserves. Its owner called it efficient, with good overhead visibility.
- That owner listed known icing and small, soft runways as limitations. The aircraft sold in 2011 for \$109,600 and was replaced as beyond useful service life.
- Cessna SNL93-3 covers all 336/337 Skymasters. Check for corrosion under the cabin vibration damping material at each 100 hr/annual inspection.
- Brackett lists filter BA-111 (element BA-24) for the 337 through 337H and F337E-H. P337 and T337 rear engines use BA-5810.

OWNERSHIP COST EVIDENCE

One 1980 Skymaster was bought in 1987 for \$83,500 and sold in 2011 for \$109,600. Since April 2009 it flew 470.9 hours. Maintenance totalled \$118,066.51 and fuel \$47,680.10, about \$351 per flight hour. Including engines adds \$79 per hour. Operator figure: \$430 per hour with reserves.

WHAT THE MAINTENANCE LOG SHOWS

Repeat and large items in that 1980 aircraft's log: engines (\$104,194.68), prop repair (\$15,283.43), airframe cracks (\$12,319), a deice system (\$7,888.31) and many prop synchronizer jobs. Also alternators, autopilot, HSI, tires and brakes. Ask for logs on these systems.

CORROSION AND AIR INTAKE CHECKS

Cessna SNL93-3 reports corrosion under the damping material on cabin skin panels, which can cost structural strength. Look for lumps in the material under floor boards and side panels. Nonpressurized airplanes may have corrosion up to 20% of metal thickness; deeper needs repair or replacement. Also check the air filter and intake for torn couplings.

SAFETY NOTES

- Operator listed 'known icing' as a limitation. Verify any deice or prop deice equipment and its condition before buying.
- Corrosion under cabin skin damping material can go undetected and weaken the panels. Insist on the SNL93-3 inspection.
- Dirt past a worn or poorly fitted air filter can wear piston rings and cylinders enough to require an overhaul.