

CESSNA 337G Model Guide

The CESSNA 337G is a six-seat, twin-engine piston Cessna 337 Series (Super Skymaster) with front-tractor and rear-pusher engines. The listed engine is a Continental IO-360-G or -GB rated 210 hp, with a McCauley D2AF34C Series propeller. Maximum takeoff weight is 4630 lb. Buyers should focus on wing spar, flap cable, fuel strainer and trim system records.

KEY TAKEAWAYS

- Up to six seats, 4630 lb max takeoff weight, 4465 lb max landing weight and a 365 lb baggage allowance.
- Listed cruise is 165 kt and max speed 198 kt, with 125 gal fuel capacity.
- Wing spar AD inspections apply to 337G serials 33701194 through 33701852; confirm they are logged.
- Flap cables can wear out of sight at the inboard bellcrank; ask when the cables were last removed and inspected.

WHAT TO INSPECT ON A PRE-BUY

Wing spar: AD/CESSNA 337/22 Amdt 3 requires front and rear spar inspection for cracking, using eddy current on the front spar. Flap cables: wear hides at inboard bellcrank P/N 1462020-27, so the cables must come off for inspection. Fuel strainer: check the 0756008-1 bowl against Service Letter MEL-28-02. Trim: tab actuator mounts and free play are checked every 100 hours.

RECORDS, MODIFICATIONS AND PAPERWORK

The NZ AD schedule lists the 337G. Ask for proof that each AD and service letter was done. Aircraft with the Robertson STC SA1627WE conversion get reduced spar inspection thresholds and intervals, and also have a pitot tube rework requirement (Robertson Kit 14-118-100). Check wheel part numbers and manufacture dates against Cleveland SB7064 (date code 03/95 and later). NZ type acceptance covers the 337G with no special import requirements.

SPECIFICATIONS

Engine Hp	210
Max Speed Kts	198
Cruise Speed Kts	165
Fuel Capacity Gal	125
Max Takeoff Weight Lbs	4630

V-SPEEDS

Vfe Kts	108
Vno Kts	165
Vne Kts	198

WEIGHT & BALANCE

Max Takeoff Weight Lbs	4630
Max Landing Weight Lbs	4465
Baggage Allowance Lbs	365

SAFETY NOTES

- Failed flap cables have caused asymmetric flap extension and loss of control on landing; inspect cables fully at the 100-hour or annual inspection.
- Cleveland SB7064: defective die-cast wheels can cause loss of directional control or brake effectiveness during taxi.
- Spar cracking is the subject of a repeat inspection AD; do not buy without documented spar inspection compliance.

AI-aggregated guide for the CESSNA 337G · sources: Type Acceptance Report TAR 18/21B/4 – Cessna 337 Series (#3491) · Type Acceptance Report - TAR 17/21B/26 - CESSNA F337 Series (#2851) · AIRWORTHINESS DIRECTIVE AD/CESSNA 337/22 Amdt 3 (#26178) · Airworthiness Directive Schedule Aeroplanes Cessna 337 Series (#3437) · AWB 27-3 Issue 1, Cessna 336/337 Flap Cable Wear (#26140) · FUEL - FUEL STRAINER INSPECTION (#26303) · Cessna Multi-Engine Service Bulletin ME77-34 (#3464) · SERVICE BULLETIN SB7064 (#200) · AD/CESSNA 337/30 Pitot Tube Installation (#26177) · generated 2026-10-16 · Reference only, not for flight. Check the original documents before relying on this guide.