

FLINT AERO  
1935 North Marshall Ave.  
El Cajon, CA 92020  
Report No. 337.12

FAA APPROVED  
SUPPLEMENTAL AIRCRAFT FLIGHT MANUAL  
TO

Cessna 337G (S/N 33701672 thru 33701748); Cessna T337G (S/N P3370226 thru P3370257);  
Cessna 337G (S/N 33701449, 33701749 thru 33701815); Cessna T337G (S/N P3370258 thru  
P3370292); Cessna 337H (S/N 33701816 thru 33701874); Cessna T337H (S/N 33701816 thru  
33701874, except 33701854); Cessna P337H (S/N P3370293 thru P3370318)  
Reims models F337G (S/N F3370077 thru F3370084); FT337GP (S/N FP3370016 thru  
FP3370018, FP3370023); F337H (S/N F3370085 and up); FT337HP (S/N FP3370023 and up)

PLACARD AIRCRAFT

This supplemental Aircraft Flight Manual must be carried on board the airplane when the airplane is modified by the installation of the Flint Aero wing tip fuel tanks in accordance with STC SA5090NM.

The information contained herein supplements or supersedes the placards and the Cessna Owner's Manual only in those areas listed herein. For limitations, procedures, and performance information not contained in this Supplemental Aircraft Flight Manual, consult the basic placards and Cessna Owner's Manual.


Cessna pilot's operating handbooks (owner's manuals) for these models are as follows:

U.S. CESSNA MODELS:

337G, Cessna P/N D1534-13  
T337G, Cessna P/N D1535-13  
337G, Cessna P/N D1538-13  
T337G, Cessna P/N D1539-13  
337H, Cessna P/N D1554-13  
T337H, Cessna P/N D1555-13  
P337H, Cessna P/N D1556-13

REIMS MODELS:

F337G, Cessna P/N D1534-13  
FT337GP, Cessna P/N D1535-13  
F337G, Cessna P/N D1538-13  
FT337GP, Cessna P/N D1539-13  
F337H, Cessna P/N D1554-13  
FT337HP, Cessna P/N D1556-13

FAA APPROVED:   
Manager, Flight Test Branch, ANM-160L  
Federal Aviation Administration  
Los Angeles Aircraft Certification Office  
Transport Airplane Directorate

DATE: JUNE 7, 1991

REVISED: MAY 21, 1992

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FT337HP  
STC No. SA5090NM

REVISIONS AND ADDITIONS

REV. LEV.	DATE	PAGES AFFECTED	REMARKS	FAA APPROVED
Orig.	6/7/91	Title	Installation	<u><i>Donald Cunningham</i></u>
	6/7/91	P-1	of wing tip	Manager, Flt.
	6/7/91	P-2	fuel tanks	Test Branch
	6/7/91	P-3		FAA Los Angeles ACO
	6/7/91	1		ANM-160L
	6/7/91	2		Date <u>6/7/91</u>
	6/7/91	3		
	6/7/91	4		
	6/7/91	5		
	6/7/91	6		
	6/7/91	7		
	6/7/91	8		
	6/7/91	9		
	6/7/91	10		
	6/7/91	11		
	6/7/91	12		
	6/7/91	13		
	6/7/91	14		
	6/7/91	15		
	6/7/91	16		
Rev. A	5/21/92	Title	Add Reims	<u><i>Donald Cunningham</i></u>
	5/21/92	P-1	models	Manager, Flt.
	5/21/92	P-2		Test Branch
	5/21/92	P-3		FAA Los Angeles ACO
	5/21/92	1		ANM-160L
	5/21/92	2		Date <u>5-21-92</u>
	5/21/92	3		
	5/21/92	4		
	5/21/92	5		
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	5/21/92	9		
	5/21/92	10		
	5/21/92	11		
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EFFECTIVE PAGES

PAGE	REV	DATE	PAGE	REV.	DATE	PAGE	REV	DATE
Title	N/C	6/7/91	Title	A	5/21/92			
P-1	N/C	6/7/91	P1	A	5/21/92			
P-2	N/C	6/7/91	P2	A	5/21/92			
P-3	N/C	6/7/91	P3	A	5/21/92			
1	N/C	6/7/91	1	A	5/21/92			
2	N/C	6/7/91	2	A	5/21/92			
3	N/C	6/7/91	3	A	5/21/92			
4	N/C	6/7/91	4	A	5/21/92			
5	N/C	6/7/91	5	A	5/21/92			
6	N/C	6/7/91	6	A	5/21/92			
7	N/C	6/7/91	7	A	5/21/92			
8	N/C	6/7/91	8	A	5/21/92			
9	N/C	6/7/91	9	A	5/21/92			
10	N/C	6/7/91	10	A	5/21/92			
11	N/C	6/7/91	11	A	5/21/92			
12	N/C	6/7/91	12	A	5/21/92			
13	N/C	6/7/91	13	A	5/21/92			
14	N/C	6/7/91	14	A	5/21/92			
15	N/C	6/7/91	15	A	5/21/92			
16	N/C	6/7/91	16	A	5/21/92			

N/C = No Change

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SECTION 1  
 GENERAL

NOTES:

- 1 Maximum height shown with nose gear depressed, all tires and nose strut properly inflated and flashing beacon installed.
- 2 Wheel base length is 94"
- 3 Propeller ground clearance:  
 front - 9"  
 rear - 20"
- 4 Wing area is 224.0 square feet.
- 5 Minimum turning radius ( $\phi$  pivot point to outboard wing tip) is 27'.

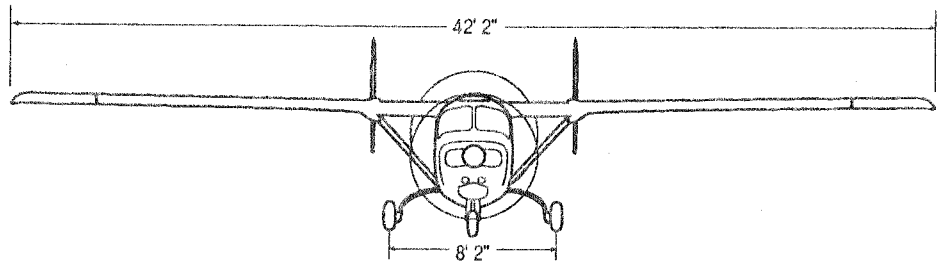
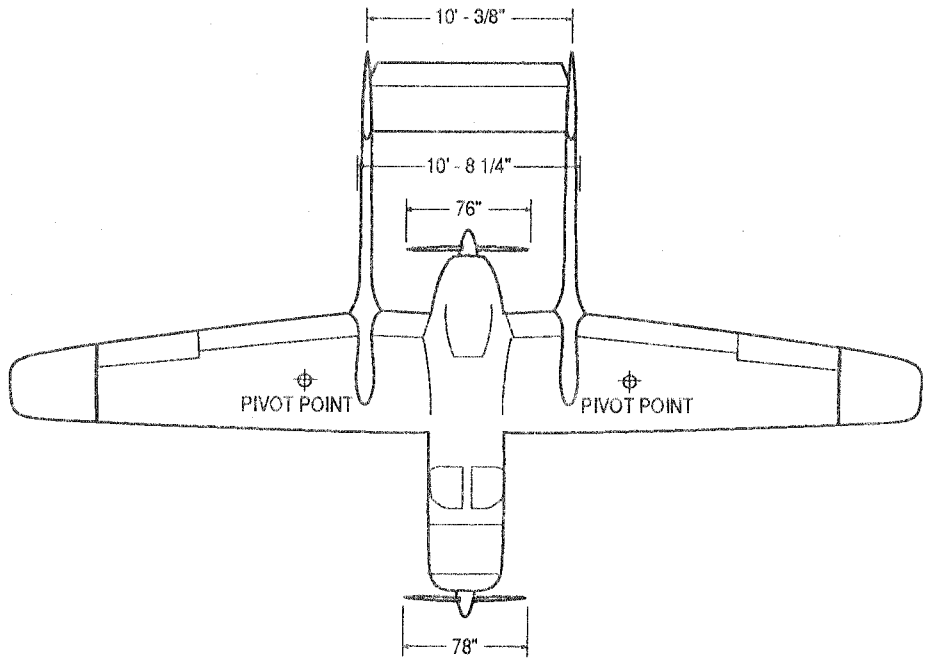
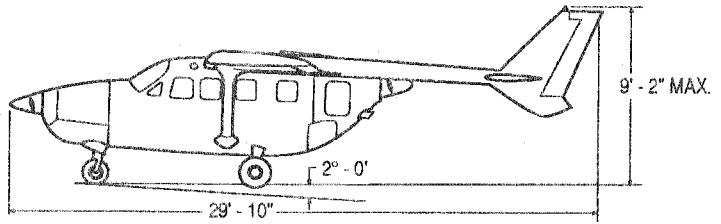


Figure 1-1 Three View

SPECIFIC LOADINGS

For models 337G, 337H & T337H;  
 Reims models F337G & F337H  
 Wing loading: 20.7 lbs./sp. ft.  
 Power loading: 11.0 lbs./hp

For models T337G & P337H;  
 Reims models FT337GP & FT337HP  
 Wing loading: 20.9 lbs./sp. ft.  
 Power loading: 10.4 lbs./hp

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SECTION 2  
 LIMITATIONS

1. Airspeed Limitations

Never exceed speed (Vne) and maximum structural cruising speed (Vno) remains unchanged for all non-turbocharged models. For all turbocharged models, reduce Vne and Vno by 5 KIAS (6 MPH) per 1,000 feet pressure altitude (Hp) above 18,000 feet (Hp).

2. Airspeed Indicator Markings

Airspeed indicator markings and their color code significance.

Models	Markings	KIAS Value or Range	Significance
337G, 337H, F337G, F337H, T337H, P337H, FT337HP, T337G, FT337GP	White Arc	57-110 48-110 52-110 52-110	Full Flap Operating Range. Lower limit is maximum weight Vso in landing configuration. Upper limit is maximum speed permissible with flaps extended.
337G, 337H, F337G, F337H, T337H, P337H, FT337HP, T337G, FT337GP	Green Arc	66-168 56-164 54-169 54-169	Normal Operating Range. Lower limit is maximum weight Vs with flaps retracted. Upper limit is maximum structural cruising speed.

Figure 2-2 Airspeed Indicator Markings - Knots Indicated Airspeed

3. Power Plant Instrument Markings

Power plant markings and their color code significance.

Instrument	Red Line Minimum Limit	Green Arc Normal Operating	Red Line Maximum Limit
Wing Tip Fuel Tank Quantity Indicators	E (0.2 U.S. Gal. Unusable Each Tank)	...	...

Figure 2-3 Power Plant Instrument Markings

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SECTION 2  
LIMITATIONS

4. Weight Limits

<u>Model</u>	<u>337G/337H/T337H</u> <u>F337G/F337H</u>	<u>T337G/P337H</u> <u>FT337GP/FT337HP</u>
-Maximum takeoff weight is	4630 pounds	4700 pounds
-Maximum landing weight is	4400 pounds	4465 pounds
-Maximum zero fuel weight is	4330 pounds	4330 pounds

5. Center of Gravity Limits

-Center of gravity range (landing gear extended)

<u>Forward Limit</u>	<u>Aft Limit</u>	<u>Weight</u>	
140.4	143.0	4700 lbs	(T337G, P337H, FT337GP, FT337HP)
140.0	143.0	4630 lbs	
137.3	143.2	4400 lbs	
134.5	143.3	3600 lbs	

Straight line fairing between points.

6. Fuel Limitations

A. Wing Tip Fuel Tank Capacities

a. In addition to standard tanks and long range tanks (if installed)

Wing Tip Fuel Tank:

Total Capacity	= 39.0 U.S. Gallons
Total Capacity Each Tank	= 19.5 U.S. Gallons
Total Usable	= 38.6 U.S. Gallons
Total Usable Each Tank	= 19.3 U.S. Gallons

B. Fuel Loading Limitations

-At weights between 4630 and 4330 pounds, there must be at least 12 U.S. gallons of fuel in each wing tip tank.

Note: With low fuel loading and takeoff weights above 4330 pounds, a practical zero fuel weight will be 4180 pounds.

C. Wing Tip Fuel Tank Transfer Limits

-Do not transfer wing tip tank fuel until weight is below 4330 pounds.

-Do not transfer wing tip tank fuel until the main fuel tank on that side is at least 11 gallons below full and is the selected engine fuel source.

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SECTION 2  
LIMITATIONS

-Do not transfer wing tip tank fuel to a main tank that is not a selected engine fuel source until that main tank quantity is at least 20 gallons below full.

-Do not transfer wing tip fuel unless in level flight or on the ground.

-Do not transfer wing tip fuel during take off, landing, refueling, and when empty.

Note: Main fuel tank quantity below the full level can be determined by reference to fuel quantity gauges and by calculating fuel used by:  
1) Estimating engine fuel flow rates versus time.  
2) If installed, using engine fuel flow rates indicators versus time.

Placards

The following information is displayed in the form of composite or individual placards.

1. Adjacent to fuel selector valve cover at appropriate locations:

TOTAL WING TIP FUEL 39 U.S. GALLONS (38.6 GALLONS USABLE). TRANSFER WING TIP FUEL ONLY IN LEVEL FLIGHT WHEN MAIN TANK IS 11 U.S. GALLONS BELOW FULL AND IS A SELECTED ENGINE FUEL SOURCE OR 20 U.S. GALLONS BELOW FULL WHEN NOT A SELECTED ENGINE FUEL SOURCE.  
WING TIP FUEL TANK PUMP SWITCHES MUST BE OFF DURING TAKEOFF, LANDING, REFUELING, AND WHEN EMPTY.

2. Forward of each wing tip tank filler

19.5 U.S. GALLONS (19.3 GALLONS USABLE)  
100LL OR 100/130 MIN. GRADE AVIATION GASOLINE

3. Adjacent to wing tip fuel tank pump switches

WING TIP FUEL TANK PUMPS MUST BE OFF DURING TAKE-OFF, LANDING, REFUELING AND WHEN EMPTY. MONITOR MAIN FUEL TANK GAUGE WHILE TRANSFERRING WING TIP FUEL TO PREVENT OVER FILLING.



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SECTION 2  
LIMITATIONS

Placards (con'd)

4. At wing tip fuel tank pump switches

LEFT WING TIP FUEL  
19.5 GALLONS  
19.3 GALLONS USABLE

RIGHT WING TIP FUEL  
19.5 GALLONS  
19.3 GALLONS USABLE

ON  
OFF

ON  
OFF

5. Installed near wing tip fuel gauge

LEFT WING TIP FUEL  
19.3 U.S. GALLONS  
USABLE

RIGHT WING TIP FUEL  
19.3 U.S. GALLONS  
USABLE

6. Installed adjacent to each wing tip fuel tank leak detection drain  
(3 per side)

FUEL OR VAPOR FROM DRAIN  
REQUIRES IMMEDIATE REPAIRS

7. Installed adjacent to appropriate wing tip tank pump circuit breakers  
or fuses

TIP TANK L PUMP  
TIP TANK R PUMP

8. Near the airspeed indicator (for turbocharged models only)

Reduce Vne and Vno by 5 KIAS (6MPH) per 1000 feet  
(Hp) above 18,000 feet (Hp).

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SECTION 3  
EMERGENCY PROCEDURES

NOTE

All references in the Cessna Pilot's Operating Handbook to the auxiliary fuel pump are to the electric fuel pump supplying fuel to the engine. With Flint Aero, Inc. Wing Tip Fuel Tanks installed, fuel transfer to the standard main wing tanks is provided by the wing tip fuel transfer tank pumps controlled by the wing tip fuel transfer tank pump switches.

EMERGENCY LANDING WITH OR WITHOUT ENGINE POWER (add)

Wing Tip Fuel Tank transfer pump switches.....OFF.

WING FIRE (add)

Wing Tip Fuel Tank transfer pump switches.....OFF.

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SECTION 4  
NORMAL PROCEDURES

PREFLIGHT INSPECTION - WING TIP FUEL TRANSFER TANKS

1. Master switch on. Check wing tip fuel tank gauges for fuel quantity. Visually check wing tip fuel tanks for quantity.
2. With master switch on, check each wing tip fuel tank pump for operation by operating each pump separately with wing tip fuel tank transfer switches. Listen for pump operation. If no noise or vibration, assume pump is not operating. Check for service.
3. From each wing tip fuel tank drain a sample quantity of fuel. Check for contamination. If any water is visible, drain additional amounts of fuel until all water is expelled from the tank.
4. Visually inspect external areas of wing around wing tip fuel tanks for any signs of fuel leakage.
5. Check each wing tip tank filler neck for fuel quantity, filler cap for security, and vent lines for obstructions.

Before Takeoff (add)

a. Add the following to the before takeoff procedure:

- Wing tip fuel tank transfer pump switches.....OFF

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SECTION 5  
 PERFORMANCE

1. Stall speed, Power off, forward center of gravity  
 a. Model 337G, F337G, 337H & F337H series

Condition		Angle of Bank							
		0°		30°		45°		60°	
		MPH	KTS	MPH	KTS	MPH	KTS	MPH	KTS
Model 337G, 337H, F337G & F337H 4630 lbs Gross Weight	Flaps up L/G Up	76	66	82	71	90	78	107	93
	Flaps 1/3 L/G Dn	71	62	77	67	86	75	103	89
	Full Flaps L/G Dn	66	57	70	61	78	68	93	81

Indicated Airspeed

- b. Model T337H

Condition		Angle of Bank							
		0°		30°		45°		60°	
		MPH	KTS	MPH	KTS	MPH	KTS	MPH	KTS
Model T337H  4630 lbs Gross Weight	Flaps up L/G Up	65	56	73	63	84	73	104	90
	Flaps 1/3 L/G Dn	67	58	73	63	82	71	100	87
	Full Flaps L/G Dn	55	48	66	57	76	66	95	82

Indicated Airspeed

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SECTION 5  
 PERFORMANCE

1. Stall speed, Power off, forward center of gravity  
 c. Model T337G, FT337GP, P337H & FT337HP series

Condition		Angle of Bank							
		0°		30°		45°		60°	
		MPH	KTS	MPH	KTS	MPH	KTS	MPH	KTS
Model T337G, P337H, FT337GP, FT337HP 4700 lbs Gross Weight	Flaps up L/G Up	62	54	70	61	83	72	105	91
	Flaps 1/3 L/G Dn	58	50	67	58	81	70	101	88
	Full Flaps L/G Dn	60	52	67	58	76	66	93	81

Indicated Airspeed

2. Single Engine Rate-of-Climb  
 a. Vyse is unchanged

Single Engine Climb Rates			
Front Engine Operating, Rear Engine Feathered			
Model No	Gross takeoff Wt., lbs.	Rate of Climb, FPM	
		Sea Level, 59°F.	5000 ft, 41°F.
337G & F337G	4630	289	139
337G, 337H, F337G, F337H	4630	289	139
T337G, P337H, FT337GP, FT337HP	4700	429	369
T337H	4630	349	264

RANGE PROFILE

With wing tip fuel tanks 39 U.S. Gallons (38.6 usable)

Manufacturer's maximum usable fuel charts for range and endurance calculations are valid for usable fuel quantity as stated in the basic manual. Full use of wing tip tank fuel for extended range and endurance was not determined.

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