United States of America

Department of Transportation — Federal Aviation Administration

Supplemental Type Certificate

Number SA1627WE

This certificate, issued to ROBERTSON AIRCRAFT CORPORATION

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 3 *of the* Civil Air *Regulations,* effective 15 May 1956 with amendments 3-1 through 3-8.

Original Product — Type Certificate Number: A6CE

Make: Cessna

Model: 337, 337A(USAF 02B), 337B, M337B(USAF 02A), 337C, T337B, T337C, 337D, T337D, 337E, T337E, 337F, T337F, 337G, and T337G.

Description of Type Design Change:

Optional takeoff gross weight increase for Models 337, 337A(USAF 02B), 337B, M337B(USAF 02A), T337B, 337C, T337C, 337D, T337D, 337E, T337E and T337F. For all models, installation of drooped ailerons in flaps down mode, recontoured wing leading edge, stall fences, aileron centering springs, conical cambered wing tips and flap actuated elevator trim spring, in accordance with FAA Sealed Robertson Aircraft Corporation Drawing List No. 14.

Limitations and Conditions:

The approval of this change in type design applies basically to the above model aircraft only. This approval should not be extended to other specific airplanes of these models on which other previously approved modifications are incorporated, unless it is determined that the interrelationship between this change and any of those previously approved modifications will introduce no adverse effect upon the airworthiness of the airplane. A copy of this certificate and Addendum SA1627WE shall be maintained as part of the permanent records for each aircraft so modified.

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application: October 25, 1967

Date of issuance: March 15, 1968

Date reissued: 01/15/69; 01/16/73; NOV 5 1973

Date amended: 07/02/68; 09/25/68; 02/26/69; 08/04/69; 04/03/70; 02/26/71; 12/03/71; 03/16/73

By direction of the Administrator

Charles C. Schroeder

(Signature)

Chief, Engineering and Manufacturing Branch

(Title)

Any alteration of this certificate is punishable by a fine of not exceeding $1,000, or imprisonment not exceeding 3 years, or both.

This certificate may be transferred in accordance with FAR 21.47.

16 JAN 1973

Number SA1627WE

SUPPLEMENTAL TYPE CERTIFICATE ADDENDUM NO. SA1627WE
(Cont'd)

V - Model T337C, (Normal Category), Approved Sep 15, 1967

*Airspeed Limits

Never Exceed	225 mph (196 knots)
Max. Structural Cruising	183 mph (159 knots)
Flaps Extended	108 mph (94 knots)
Maneuvering	155 mph (135 knots)
Landing Gear Extended	140 mph (122 knots)

C.G. Range (Landing Gear Extended)
(+138.4) to (+143.3) at 4700 lb.
(+134.5) to (+143.3) at 3600 lb. or less

*Maximum Weight
Take-off 4700 lb., Landing 4465 lb.
All weight above 4,500 pounds must be carried as fuel in wing tanks.

Control Surface Movements
Ailerons (± 2°)

Flap Position	Aileron Droop Position	Aileron Movement	
0°	0°	20° UP	14° DN
20°	13°	8° UP	27° DN
25°	11°	10° UP	25° DN

VI - Model 337D, (Normal Category), Approved July 23, 1968

*Airspeed Limits

Never Exceed	225 mph (196 knots)
Max. Structural Cruising	183 mph (159 knots)
Flaps Extended	108 mph (94 knots)
Maneuvering	155 mph (135 knots)
Landing Gear Extended	140 mph (122 knots)

C.G. Range (Landing Gear Extended)
(+138.6) to (+143.0) at 4630 lb.
(+134.5) to (+143.0) at 3837 lb. or less

*Maximum Weight
Take-off 4630 lb., landing 4400 lb.
All weight above landing weight must be carried as fuel in wing tanks.

Control Surface Movements
Ailerons (+ 2°)

Flap Position	Aileron Droop Position	Aileron Movement	
0°	0°	20° UP	14° DN
20°	13°	8° UP	27° DN
25°	11°	10° UP	25° DN

VII - Model T337D, (Normal Category), Approved July 23, 1968

*Airspeed Limits

Never Exceed	225 mph (196 knots)
Max. Structural Cruising	183 mph (159 knots)
Flaps Extended	108 mph (94 knots)
Maneuvering	155 mph (135 knots)
Landing Gear Extended	140 mph (122 knots)

C.G. Range (Landing Gear Extended)
(+138.7) to (+143.0) at 4700 lb.
(+134.5) to (+143.0) at 3837 lb. or less

*Maximum Weight
Take-off 4700 lb., landing 4465 lb.
All weight above 4500 lb. must be carried as fuel in wing tanks.

Control Surface Movements
Ailerons (+ 2°)

Flap Position	Aileron Droop Position	Aileron Movement	
0°	0°	20° UP	14° DN
20°	13°	8° UP	27° DN
25°	11°	10° UP	25° DN

VIII - Model M337B (USAF 02A), (Normal Category), Approved March 22, 1967

Same conditions and limitations as Model T337B.

IX - Model 337E, (Normal Category), Approved August 5, 1969

*Airspeed Limits

Never Exceed	225 mph (196 knots)
Max. Structural Cruising	183 mph (159 knots)
Flaps extended	108 mph (94 knots)
Maneuvering	155 mph (135 knots)
Landing Gear Extended	160 mph (139 knots)

SUPPLEMENTAL TYPE CERTIFICATE ADDENDUM NO. SA1627WE
(Cont'd)

C.G. Range (Landing Gear Extended)
(+138.6) to (+143.0) at 4630 lb.
(+134.5) to (+143.0) at 3837 lb. or less

*Maximum Weight
Take-off 4630 lb., landing 4400 lb.
All weight above 4,440 pounds must be carried as fuel in wing tanks.

Control Surface Movements
Ailerons (± 2°)

Flap Position	Aileron Droop Position	Aileron Movement	
0°	0°	20° UP	14° DN
20°	13°	8° UP	27° DN
25°	11°	10° UP	25° DN

X - Model T337E, (Normal Category), Approved August 5, 1969
Model T337F, (Normal Category), Approved September 8, 1970

*Airspeed Limits

Never Exceed	228 mph (198 knots)
Max. Structural Cruising	183 mph (159 knots)
Flaps Extended	108 mph (94 knots)
Maneuvering	155 mph (135 knots)
Landing Gear Extended	160 mph (139 knots)

C.G. Range (Landing Gear Extended)
(+138.7) to (+143.0) at 4700 lb.
(+134.5) to (+143.0) at 3837 lb. or less

*Maximum Weight
Take-off 4700 lb., landing 4465 lb.
All weight above 4630 lb. must be carried as fuel in wing tanks.

Control Surface Movements
Ailerons (± 2°)

Flap Position	Aileron Droop Position	Aileron Movement	
0°	0°	20° UP	14° DN
20°	13°	8° UP	27° DN
25°	11°	10° UP	25° DN

XI - Model 337F, (Normal Category), Approved September 8, 1970

*Airspeed Limits

Never Exceed	228 mph (198 knots)
Max. Structural Cruising	183 mph (159 knots)
Flaps Extended	108 mph (94 knots)
Maneuvering	155 mph (135 knots)
Landing Gear Extended	160 mph (139 knots)

Control Surface Movements

Ailerons (+ 2°)

Flap Position	Aileron Droop Position	Aileron Movement	
0°	0°	20° UP	14° DN
20°	13°	8° UP	27° DN
25°	11°	10° UP	25° DN

XII - Model T337G (Normal Category) approved 2 February 1972.

* Airspeed Limits

Never Exceed	230 mph (200 Knots)
Max. Structural Cruising	183 mph (159 Knots)
Flaps Extended	108 mph (94 Knots)
Maneuvering	155 mph (135 Knots)
Landing Gear Extended	160 mph (139 Knots)

Control Surface Movements

Ailerons ± 2°

Flap Position	Aileron Droop Position	Aileron Movement	
0°	0°	20° Up	14° Dn.
20°	13°	8° Up	27° Dn.
25°	11°	10° Up	25° Dn.

XIII - Model 337G (Normal Category), Approved 18 December 1972.
Same conditions and limitations as Model 337F.

* Items marked by an asterisk under Sections I thru XIII must be permanently displayed as Placards.