

1968 T337D Super Skymaster Turbo
Ser. 337-801

TTAF 2417.9

Front Engine TSMO 394.9 TSIO360 A (F) Ser# 184152-7-A (F) 210HP Rear
Engine TSMO 365.2 TSIO360 A (R) Ser# 184463-70-A (R) 210 HP (Both
Engines Overhauled at a Certified Continental Facility years ago) Front Prop
TSMO 175.5
Rear Prop TSMO 71.7

Radios

- Garmin 430 WAAS #1 Radio
- Dual OBS Gauges (Garmin OBS #1 position)
- Standard IFR gauges (Dual Vacuum Pumps for redundancy recently replaced) -Cessna Nav/Com #2 Radio
- PS Engineering Audio Panel (4 place but included Y-Cords makes it 6 place if needed) -Garmin GTX345 Transponder ADSB In/Out (Brand New)
- Aural Traffic Alerts / Weather and Traffic displayed on 430 or personal Device (BT)
- Battery Powered Chronometer/StopWatch/Date-Time
- All post lights tested (Red) and new Glareshield Lighting (White LED recently installed) -Military style Grimes Light installed for Pilot position
- Overhead Cabin Light

Recent Maintenance

- Annual Completed 06-25-2023
- IFR Certification 08/27/2019
- Cylinder Compressions:
Front Eng- 71 71 74 75 75 73
Rear Eng- 76 72 75 76 75 71
- All New Fire Sealed Hoses installed Both Engines within last 8 years (Fuel, Hyd, Oil)
- New GIL Battery (24v) within last 5 years
- Both Engine Driven Fuel Pumps overhauled within 8 years
- Both Electric Boost Pumps Replaced with upgraded and overhauled recently
- Both Dry Engine Driven Vacuum Pumps Replaced plus filters
- Rear Turbo Overhauled within last 100hrs
- Both Alternators overhauled within last 100hrs
- Both Fuel Flow Dividers (Spider Valves) overhauled within 100hrs
- Front Fuel Control Throttle Body Overhauled within 5yrs
- New Air Filters (Rear is with less expensive and easily replaced "Bracket" Filter)
- 2-3 Hydraulic actuators recently overhauled
- New Tires all around

Extras

- Cargo Pod (Hard to Find) RT Aerospace
- Military O-2 Door Bolts right on Aircraft and is legal

- Music Input Jack (Center Pedestal) to Audio Panel
- 5th & 6th Seats
- STOL Kit (Leading edge Cuffs and wing tips)
- STC'd Micron Oil Screen Filters (Cleanable and reusable) with cockpit indications of:
 - Oil Pres (Red)
 - Chip Detector (Amber)
 - Oil Filt Bypass (Amber)
- Factory "Zinc Chromate" Corrosion proofing during construction (Rare, Aprox. 10% of 337 fleet have this option when built)
- Front and Rear Engine Driven Hydraulic Pumps (Most only have Front Engine Pump)
- Custom Quick Reference Weight and Balance Metal Template designed specifically for this plane
(Perform any weight and balance and CG computation in seconds- FAA Approved)
- Gear Door Mod (Less drag during cycle, less weight, two less actuators)
- Cargo Door
- Power Port on left side near Pilot DV window
- Hand Towbar (Telescopic and light weight)

Comments on Appearance

- Glass is near perfect with exception of slight crazing on Co-Pilot side window
- Paint is 20-30yrs old but shows as 7-8. Buffed and waxed would bring to 8-9 (Plane always hangared and paint still shines)
- Interior in excellent condition with older gray wool carpet.
- Articulating Seats in good to great condition. No Headrests (Seats Recline)

Operation

- 130 Gals fuel Total
- Cruise Burn around 23gal/hr total (File for 160kts, Aircraft will true-out around 200kts at 10,000ft)

1968 T337D Super Skymaster Turbo

Ser. 337-801 TTAF 2389.7, Front Engine TSMO 394.9, Rear Engine TSMO 365.2
 Prop TSMO 175.5 Rear Prop TSMO 71.7 See Picture for detailed info.