COMING SOON

Cessna 337D Skymaster

Pyrbaum, Germany



STARTING PRICE	OPENING PRICE	BIDS PLACED	RESERVE PRICE
—	—	0	No

LOT	AUCTION	BRAND	CATEGORY
#118	#101	Cessna	Aircraft

BIDDING CLOSES	SELLER
—	C****s

This document is a snapshot taken at the time and date shown. Prices, bid counts, closing times and availability change continuously. Always confirm the current position on collectairs.com before bidding or making any commitment.

DESCRIPTION

The Cessna 337D Skymaster is one of the most distinctive twin-engine piston aircraft in general aviation — a six-seat, centerline-thrust aircraft with one engine in the nose and one engine mounted behind the cabin in a push-pull configuration.

Unlike conventional light twins with engines mounted on the wings, the Cessna 337D Skymaster was designed to reduce the asymmetric-thrust challenge associated with engine-out handling. The result is a wonderfully unusual aircraft that combines twin-engine redundancy, retractable-gear performance, high-wing visibility, and unmistakable ramp presence .

For aviation buyers searching for a Cessna Skymaster for sale , push-pull twin aircraft , centerline thrust twin , classic general aviation aircraft , six-seat piston twin , or unique collectible aircraft , the Cessna 337D Skymaster offers a rare blend of practicality and personality.

Quick Facts

Details

Aircraft type

Six-seat centerline-thrust piston twin

Model focus

337D specification

Engines

2 × Continental IO-360-C piston engines

Power

210 hp each

Crew / capacity

1 pilot + up to 5 passengers

Maximum speed

Approx. 173 kt / 199 mph

Key Takeaway: The Cessna 337D Skymaster is not a typical piston twin — it is a clever, characterful, and highly recognizable aircraft built around centerline thrust, practical cabin utility, and a design philosophy that still attracts pilots and collectors today.

Powerplant, Systems & Technical Highlights

The Cessna 337D Skymaster is powered by two Continental IO-360-C air-cooled flat-six piston engines , each producing approximately 210 hp . One engine drives a tractor propeller at the front of the fuselage, while the rear engine drives a pusher propeller between the twin booms.

This centerline-thrust arrangement is the defining technical feature of the Cessna 337D Skymaster . In the event of an engine failure, the aircraft does not create the same yawing moment associated with conventional wing-mounted twin-engine aircraft, although performance, climb rate, and pilot workload are still seriously affected.

Technical highlights include:

- Powerplant: 2 × Continental IO-360-C piston engines
- Power output: 210 hp each

- Engine layout: Air-cooled, fuel-injected flat-six piston engines
- Propellers: 2-blade McCauley fully-feathering constant-speed propellers
- Configuration: Push-pull centerline-thrust twin
- Crew: 1 pilot
- Capacity: Up to 5 passengers
- Maximum takeoff weight: Approx. 4,400 lb / 1,996 kg
- Maximum speed: Approx. 199 mph / 173 kt
- Range: Approx. 839 nm / 965 mi

What makes the Cessna 337D Skymaster technically attractive? It offers twin-engine redundancy , centerline-thrust handling , retractable-gear capability , and high-wing utility in one of the most unusual piston twin designs ever offered to private owners.

Buyer Perspective

Strengths

Considerations

Engine-out handling

No conventional asymmetric wing-engine thrust issue

Climb and performance still reduce significantly on one engine

Ownership appeal

Unique, recognizable, and practical six-seat aircraft

Requires multiengine knowledge and proper Skymaster-specific training

Utility

High-wing visibility and passenger/cargo flexibility

Rear-engine cooling and operating procedures deserve attention

Collectability

Distinctive push-pull design with strong enthusiast following

Documentation, engine history, and airframe condition are key

Performance

Retractable gear and twin-engine cruise capability

Not as fast as many conventional performance twins

For pilots asking, “Is the Cessna 337D Skymaster easier to manage than a conventional light twin?” the honest answer is: in some engine-out handling respects, yes — but it is still a twin-engine aircraft that demands disciplined procedures, careful maintenance, and proper training.

Exterior & Cockpit

The Cessna 337D Skymaster has one of the most instantly recognizable shapes in general aviation. Its pod-style fuselage, front engine, rear pusher engine, twin booms, high wing, and connecting horizontal stabilizer create a silhouette that looks technical, purposeful, and wonderfully unconventional .

Visually, the Cessna 337D Skymaster stands apart from ordinary piston singles and conventional light twins. It has a utility-aircraft personality, but also enough rarity and design curiosity to appeal to collectors, aviation photographers, and pilots who enjoy aircraft with a story.

Exterior highlights include:

- Push-pull twin-engine configuration
- Nose-mounted tractor propeller
- Rear-mounted pusher propeller between twin booms
- High-wing layout for visibility and practical utility
- Twin-boom tail design with horizontal stabilizer aft of the rear propeller
- Retractable tricycle landing gear
- Pod-style cabin fuselage
- Distinctive acoustic signature from the front and rear propeller arrangement
- Strong ramp presence for fly-ins, private collections, and aviation events

Inside, the Cessna 337D Skymaster provides a practical cabin layout for a light twin of its era. With seating for up to six occupants, it can serve as a private travel aircraft, family aircraft, aerial observation platform, or unique collector-owned cruiser.

Cockpit and cabin highlights include:

- One-pilot cockpit layout
- Cabin capacity for up to five passengers
- High-wing visibility for pilot and passengers
- Classic analog general aviation cockpit environment
- Twin-engine systems management
- Retractable-gear operating discipline
- Practical cabin for private, regional, and utility missions
- Strong visibility profile for observation and photography roles

The cockpit of the Cessna 337D Skymaster feels purposeful, mechanical, and unmistakably vintage . For buyers who enjoy classic aircraft systems and aircraft with real engineering character, it offers far more personality than a conventional cabin-class piston aircraft.

The Perfect Airplane For

The Cessna 337D Skymaster is perfect for buyers who want a distinctive piston twin with practical utility, centerline-thrust engineering, and collectible general aviation appeal. It is especially attractive to experienced owner-pilots, aviation collectors, aircraft clubs, aerial photography operators, and buyers who value aircraft that are different for intelligent reasons.

Who is the Cessna 337D Skymaster best suited for? It is best suited for a buyer who wants twin-engine redundancy , six-seat practicality , high-wing visibility , and one of the most recognizable push-pull layouts in aviation history .

The Cessna 337D Skymaster is ideal for:

- Experienced private pilots looking for a unique twin-engine aircraft
- Collectors of unusual general aviation aircraft
- Pilots interested in centerline-thrust twin design
- Aerial photography and observation operators

- Aircraft owners needing cabin flexibility and high-wing visibility
- Aviation enthusiasts who value engineering originality
- Private buyers seeking a practical aircraft with standout personality
- Flying clubs or organizations with proper multiengine support

The Cessna 337D Skymaster is not ideal for buyers who want the simplest possible single-engine aircraft, the fastest piston twin, or an aircraft with no special operating considerations. Its strength is intelligent uniqueness : it offers genuine utility and character, but it rewards owners who understand its systems and procedures.

Buyer Type

Fit Level

Why It Works

Experienced owner-pilot

Excellent

Practical twin with unusual but useful centerline-thrust design

Collector of unique aircraft

Excellent

Instantly recognizable push-pull configuration

First-time aircraft buyer

Moderate to low

Best with multiengine experience and type-specific training

Aerial photography operator

Strong

High-wing visibility and cabin flexibility

Speed-focused buyer

Moderate

Capable, but not a top-speed leader among twins

Utility-focused buyer

Strong

Six-seat cabin, retractable gear, and practical mission flexibility

Conventional twin buyer

Moderate

Different handling philosophy and maintenance considerations

Potential buyer profile:

- You want a centerline-thrust piston twin
- You appreciate unusual aircraft engineering
- You need six-seat general aviation utility
- You value high-wing visibility

- You understand the importance of rear-engine cooling, propeller condition, engine history, and airframe logs
- You want an aircraft that feels clever, rare, useful, and memorable
- You care about maintenance records, AD compliance, avionics status, and operating history

In short, the Cessna 337D Skymaster is the perfect airplane for a buyer who wants practical capability with real character. It is a push-pull classic with twin-engine confidence, collector appeal, and a shape no pilot forgets once they have seen it .

SPECIFICATIONS

General Information

Model	**337D**

Engine & Power Systems

Engine	**2 × Continental IO-360-C**
Engine Type	**air-cooled flat-six piston engine**
Horsepower	**210 hp (160 kW) each**
Propeller Type	**2-bladed McCauley fully-feathering**

Airframe & Exterior

Length	**29 ft 9 in (9.07 m)**
Height	**9 ft 4 in (2.84 m)**

Performance & Specifications

Cruise Speed	**144 mph (232 km/h, 125 kn)**
Range	**965 mi (1,553 km, 839 nmi)**
Passengers	**5**
Fuel Capacity	**92 US gal (77 imp gal; 350 L) normal, 128 US gal (107 imp gal; 480 L) with auxiliary tanks**
Rate of Climb	**1,200 ft/min (6.1 m/s)**

PHOTOGRAPHS

7 of 8 photographs reproduced here. The complete gallery is on the listing page.

EXTERIOR




AI enhanced


AI enhanced


AI enhanced


AI enhanced



INTERIOR


EC-EPP
DO NOT INITIATE SINGLE ENGINE TAKE-OFF
TAXI & TAKE-OFF
LEAD WITH REAR ENGINE POWER
CHECK RPM AND FUEL FLOW
AI enhanced

HOW TO BID ON THIS LOT

Bidding is online at CollectAirs. Register and complete verification in good time before the lot closes, verification is reviewed by our team rather than granted instantly.

collectairs.com/auctions/cessna-337d-skymaster

Questions about this aircraft, the paperwork or the process can be sent to our team at any hour on WhatsApp, or by email at info@collectairs.com.

OTHER LIVE AUCTIONS

Live when this document was prepared. Stages and availability change: check the site for the current position.



1963 Morane-Saulnier MS 885 Super Rallye

Bad Arolsen, Germany

€24,000 CURRENT PRICE

Closes 12 November 2026, 14:00 UTC

Every lot above opens its own page. Browse all live lots at collectairs.com/auctions/live

IMPORTANT INFORMATION

Closing times can change

The closing time shown is indicative. Auctions may be extended automatically when bids arrive close to the deadline, and CollectAirs may reschedule, pause or withdraw a lot at any time. The time shown on the website governs.

Prices are indicative

Starting prices, current bids and any reserve are subject to change and may be corrected, revised or withdrawn. Where a lot carries a reserve, the amount is confidential and the lot will not sell below it. Figures here exclude applicable fees, taxes, duties, transport and registration costs.

No offer and no contract

This document is provided for information only. It is not an offer, a valuation, an appraisal, or an invitation to treat, and it forms no part of any contract. Bidding and sale are governed solely by the CollectAirs Terms and Conditions in force at the time of the auction.

Condition and airworthiness

Aircraft are sold as they stand. Descriptions, specifications, hours, dates and maintenance status are supplied by the seller and, while CollectAirs curates and verifies listings, they are not warranted as complete or accurate. Buyers are expected to carry out their own inspection, records review and pre-purchase survey before bidding.

Export, registration and compliance

Deregistration, export, import, customs, tax and re-registration are the buyer's responsibility, as is confirming that the aircraft can be lawfully imported and operated in the intended jurisdiction. Requirements vary by country and can affect both cost and timescale.

Photography and written content

Photographs are supplied by the seller and may have been edited for exposure, colour, straightening or the removal of background distractions, in some cases with AI-assisted tools. Parts of the written description and specification summaries may also have been drafted or edited with AI assistance for clarity and consistency. Such enhancements are made to present the aircraft clearly and are not intended to conceal, add or alter any physical feature, damage or defect. Photographs are illustrative, treat the aircraft itself, and its records, as the only authority on condition.

Seller identity

Seller names are shown in the partially masked form used across the platform. Full counterparty details are exchanged through CollectAirs once an auction concludes.

> This document is a snapshot taken at the time and date shown. Prices, bid counts, closing times and availability change continuously. Always confirm the current position on collectairs.com before bidding or making any commitment.