

An Equipment List is provided together with further information on the history of 49255.

1. This AC was used as a trainer in Washington State and in 1949 was converted to a crop-duster where it served its life for 30 yrs in the dry West (WA, ID, MT, WY).
2. All logs go back to 1949 and are in a big portfolio (3" thick) that I call "Old logs" [see below]. Many of the 337s during the period from 1949 to 1980, involve modifications needed for conversion to a crop duster. These also involve engine changes from Continental to Lycoming to Wright, and subsequent engine overhauls. Not sure when the extended wings and ailerons were added. Before its extensive rebuild in Wyoming (1980), it spent its working life in the dry West.
3. The aircraft was totally disassembled and rebuilt as a modern crop-duster in 1980 in Big Piney WYO. New wood was used to totally rebuild or repair the wings, except for the spars. All surfaces were recovered with Stits Dacron.
4. Because of the unfortunate death of its owners, the AC was moved to Nebraska where it flew ~10 hr. as a residential sprayer before I purchased it and began restoration to a custom Stearman. I was always told to be sure you buy one that is flying and has been recently rebuilt/overhauled.
5. In Iowa, the extended wing tips and ailerons were replaced with new wood and parts from D & S. [one of 40 337s]. Because the wings had undergone wood replacement and were recovered only ~10 hr. before I purchased it, we did not tear down the wings for inspection.
6. The AC and new engine have been flown < 100 hrs. since restoration in the 90s, i.e., in 24 years, most of which occurred before 2013. When I purchased the engine from Tulsa I requested Cermichrome cylinders to reduce corrosion, as often occurred when not flown, but during the next annual, we will in any case, borescope the cylinders. The lower plugs are removed when not regularly flown to prevent oil accumulation and the prop is regularly turned. Prop governor overhauled by Maxwell in early 2000s. No oil leaks from cylinders as often seen on Continentals and especially Wrights.
7. Radio as indicated in the Equipment List
8. No smoke, no parachutes, no cockpit cover. The aircraft has been always hangared in a modern hanger.
9. Available documents include:
 - a. Old maintenance logs (3" thick) that go back to 1949
 - b. Restoration logbooks (1.5" thick) that contains forty 337 forms
 - c. P & W service manual
 - d. Original Erection and Maintenance Instruction manual printed in 1944
 - e. The usually small engine and AC logs created after the 90's restoration

[See attached photo]

10. AC has not flown in the last few years; needs an annual which will be done in Spring of 2025
11. Signed off by the FAA as Standard Category/Aerobatic. However, it does not have inverted oil and fuel so extended inverted flight is not recommended.
12. Headsets are built into traditional leather helmets.
13. We did install banner tow equipment but removed most parts except for the controls.
14. The wing fabric was double-stitched in the area affected by the H-S prop and the 450 hr engine.
15. The tailwheel was replaced at least once in past 10 years. New owners should invest in new main gear tires.
16. Rear cockpit has a modern DG but still a venturi system. During restoration we considered it more important to convert to a 24-volt system than to add a vacuum pump. In summer you can put a Concorde RG battery on a monitor, and it will maintain full charge. In winter, you put it in a freezer.

The current battery has been stored for seven years, recharged one hr every 6 mo and maintains full charge. A venturi is suitable for VFR.

I hope that this information together with photos already provided, is sufficient for the SRA to evaluate the value of this AC and to make suggestions as to what should be included in an ad for the SRA Magazine.

JEB



Front Cockpit
Log Books



Rear Cockpit



Rear Panel



Log Books



2023 Photo



Radio, etc



Accessories