

FEDERAL AVIATION AGENCY

A9IN  
Revision 1  
SFERMA  
Beech-Sferma 60  
Beech-Sferma 60.A  
March 4, 1964

TYPE CERTIFICATE DATA SHEET NO. A9IN

This data sheet which is a part of type certificate No. A9IN prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Civil Air Regulations.

Type Certificate Holder                      SFERMA  
3, Ouai Gallieni  
Suresnes (Seine), France

I - Model Beech-Sferma 60, 4 or 5 PCLM (Normal Category), Approved February 11, 1963

Engines	2 Turbomeca Astazou IID	
Fuel	French:	TRO (AIR 3405)
	American:	JP1 (MIL.F.5616)
	British:	DERD 2482 - Issue 3
Engine limits	For all operations, 43,500 r.p.m. (444 hp.) Max. exhaust gas temp. 930°F (500°C) Max. thermic load indicator 100% Starting transient: 30 seconds                      -        Max. EGT 1020°F (550°C) Less than 3 seconds -        Max. EGT 1165°F (630°C)	
Propeller and propeller limits	2 Ratier-Figeac turbine propellers Electrically controllable, feathering and reversing Hub FH 76-1-06 - Three blades FH 76-206 Diameter: Max. 75.6 in., min. 74.6 in. Pitch setting at 26.46 in. station, reverse - 10° starting - 2°, flight min. pitch + 11°, feathering + 83°	
Airspeed limits (CAS)	Vne (Never exceed)	293 m.p.h. (255 knots)
	Vno (Normal operating)	260 m.p.h. (227 knots)
	Vp (Maneuvering)	176 m.p.h. (155 knots)
	Vfe (Flaps extended)	138 m.p.h. (120 knots)
	Vle (Landing gear extended)	150 m.p.h. (130 knots)
	Vmc (Minimum control)	103 m.p.h. ( 90 knots)
No. seats	4, 2 at (+85), 2 at (+121) or (+136) or 5.2 at (+85), 2 at (+121), 1 at (+153)	
Maximum baggage	Rear compartment	400 lb. (+150)

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## I - Model Beech-Sferma 60 (cont'd)

Equipment	<p>The basic required equipment as prescribed in applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification.</p> <p>The following additional equipment is required:</p> <ul style="list-style-type: none"> <li>(a) S.G.A.C. approved Flight Manual</li> <li>(b) Battery 79.3 lb. (+15) SAFT 20.VO.40.KH</li> <li>(c) Differential Vmc piston 9.5 lb. (+221) SFERMA 37.220.00</li> <li>(d) Stall warning indicator neglect weight SAFE FLIGHT 35.3610.25</li> </ul>
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## II - Model Beech-Sferma 60.A, 4, 5 or 6 PCLM (Normal Category), Approved January 14, 1964

Engines	2 Turbomeca Astazou IIIJ												
Fuel	<p>French: TRO (AIR 3405)</p> <p>American: JP1 (MIL.F.5616)</p> <p>British: DERD 2482 - Issue 3</p>												
Engine limits	<p>For all operations, 43,500 r.p.m. (444 hp.)</p> <p>Max. exhaust gas temp. 930°F (500°C)</p> <p>Max. thermic load indicator 100%</p> <p>Starting transient:</p> <table> <tr> <td>30 seconds -</td><td>Max. EGT 1020°F (550°C)</td></tr> <tr> <td>Less than 3 seconds -</td><td>Max. EGT 1165°F (630°C)</td></tr> </table>	30 seconds -	Max. EGT 1020°F (550°C)	Less than 3 seconds -	Max. EGT 1165°F (630°C)								
30 seconds -	Max. EGT 1020°F (550°C)												
Less than 3 seconds -	Max. EGT 1165°F (630°C)												
Propeller and propeller limits	<p>2 Ratier-Figeac turbine propellers</p> <p>Electrically controllable, feathering and reversing</p> <p>Hub FH 76-1-06 - Three blades FH 76-206</p> <p>Diameter: Max. 75.6 in., min. 74.6 in.</p> <p>Pitch setting at 26.46 in. station, reverse - 10°</p> <p>starting - 2°, flight min. pitch + 11°, feathering + 83°</p>												
Airspeed limits (CAS)	<table> <tr> <td>Vne (Never exceed)</td><td>322 m.p.h. (280 knots)</td></tr> <tr> <td>Vno (Normal operating)</td><td>288 m.p.h. (250 knots)</td></tr> <tr> <td>Vp (Maneuvering)</td><td>178 m.p.h. (155 knots)</td></tr> <tr> <td>Vfe (Flaps extended)</td><td>138 m.p.h. (120 knots)</td></tr> <tr> <td>Vle (Landing gear extended)</td><td>150 m.p.h. (130 knots)</td></tr> <tr> <td>Vmc (Minimum control)</td><td>92 m.p.h. ( 80 knots)</td></tr> </table>	Vne (Never exceed)	322 m.p.h. (280 knots)	Vno (Normal operating)	288 m.p.h. (250 knots)	Vp (Maneuvering)	178 m.p.h. (155 knots)	Vfe (Flaps extended)	138 m.p.h. (120 knots)	Vle (Landing gear extended)	150 m.p.h. (130 knots)	Vmc (Minimum control)	92 m.p.h. ( 80 knots)
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Vmc (Minimum control)	92 m.p.h. ( 80 knots)												
No. seats	<p>4, 2 at (+85), 2 at (+121) or (+136)</p> <p>or</p> <p>5, 2 at (+85), 2 at (+121), 1 at (+153)</p> <p>or</p> <p>6, 2 at (+85), 2 at (+121), 2 at (+150)</p>												
Maximum baggage	<p>Forward compartment 270 lb. (+ 31)</p> <p>Rear compartment 400 lb. (+150)</p>												

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**II - Model Beech-Sferma 60.A (cont'd)**


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Equipment	<p>The basic required equipment as prescribed in applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification.</p> <p>The following additional equipment is required:</p> <ul style="list-style-type: none"> <li>(a) S.G.A.C. approved Flight Manual</li> <li>(b) Battery 79.3 lb. (+15) SAFT 20.VO.40.KH</li> <li>(c) Differential Vmc piston 10.5 lb. (+45) SFERMA 37.920.00</li> <li>(d) Stall warning indicator neglect weight SAFE FLIGHT 151</li> </ul>
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**Specifications Pertinent to All Models**

C.G. range (Landing gear extended)	( +77) to ( +86) at 4800 lb. ( +82) to ( +86) at 6000 lb. Straight line variation between points given Landing gear retraction moment ( +623 in.-lb.)				
Empty weight C.G. range	None				
Datum	83.1 inches forward of the jack pads on the front spar				
Leveling means	Two external screws in bulkhead aft of baggage compartment on left side (use plumb bob)				
Maximum weight	Take-off and landing: 6000 lb. Zero fuel:5100 lb.				
Fuel capacity	203 gal. 198 gal. usable (three interconnected tanks in each wing) and 5 gal. unusable (See NOTE 1)				
Oil capacity	2.1 gal. each engine ( +21) Total oil capacity 4.2 gal. (includes system oil)				
Control Surface movements	Elevator	Up	30°	Down	15°
	Elevator tab	Up	10°	Down	23°
	Aileron	Up	20°	Down	20°
	Aileron tab	Up	10°	Down	10°
	Rudder	Right	25°	Left	25°
	Rudder tab	Right	25°	Left	25°
	Flaps			Down	28°
Operating limitations	Aircraft shall be operated in compliance with the operating limitations specified in the S.G.A.C. approved Flight Manual.				
Serial Nos. eligible	The S.G.A.C. Certificate of Airworthiness for Export endorsed as noted below under "Certification basis" must be submitted for each individual aircraft for which application for certification is made.				
Certification basis	CAR 10, Type Certificate No. A9IN issued February 11, 1963 Date of Application for Type Certificate October 5, 1960 Each aircraft and any replacement part manufactured in France must be clearly identified as imported.				

A U.S. Airworthiness Certificate may be issued on the basis of a Certificate of Airworthiness for Export signed by a representative of the French Secretariat General a l'Aviation Civile (SGAC) containing the following statement: "The airplane covered by this certificate has been examined and found to comply with the U.S. Civil Air Regulations, Part 3, dated May 15, 1956, including Amendments 3-1 through 3-5, and with the Special Requirements notified by the U.S. government to the French government and conform to T.C. A9IN."

- NOTE 1.
- (a) Current weight and balance report including list of equipment included in certificated empty weight, and loading instructions when necessary, must be provided for each aircraft at the time of original certification.
  - (b) The certificated empty weight and corresponding center of gravity location must include unusable fuel of 35 lb. (+77)

NOTE 2. The following placard must be displayed in location indicated:

- (a) In front of and in clear view of pilot ""THIS AIRPLANE MUST BE OPERATED AS A NORMAL CATEGORY AIRPLANE IN COMPLIANCE WITH THE OPERATING LIMITATIONS STATED IN THE AIRPLANE FLIGHT MANUAL. NO ACROBATIC MANEUVERS INCLUDING SPINS APPROVED."
- (b) On inside rear baggage compartment door: "Baggage compartment, LOAD IN ACCORDANCE WITH AIRPLANE FLIGHT MANUAL. Maximum structural capacity - 400pounds."
- (c) In plan view when nose baggage compartment door is open: "Baggage compartment, LOAD IN ACCORDANCE WITH AIRPLANE FLIGHT MANUAL. Maximum structural capacity 270 pounds."
- (d) On access door adjacent to door handle: "Caution after closing door rotate handle to full locked position."

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