

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

7A3
Revision 3
MORANE-SAULNIER
M.S. 760
M.S. 760 A
M.S. 760 B

March 17, 1998

TYPE CERTIFICATE DATA SHEET NO. 7A3

This data sheet which is a part of type certificate No. 7A3 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	SOCATA - Groupe AEROSPATIALE Boîte Postale 930 65009 - TARBES Cedex France
-------------------------	-------------------------------------------------------------------------------------

I - Model M.S. 760 (Paris I) - (Utility Category), Approved July 3, 1958.

Engines	2 Turbomeca Marbore II C turbojets														
Fuel	Aviation Kerosene or JP.1 or JP.4 or JP.5 or Aviation Gasoline 100/130 and 80/87														
Engine limits	For all operations, 22,600 rpm (880 lb. sea level static thrust)														
Airspeed limits (CAS)	<table border="0" style="width: 100%;"> <tr> <td style="width: 60%;">Vne (Never exceed)</td> <td>403 mph (350 knots)</td> </tr> <tr> <td>Vno (Max. structural cruising)</td> <td>345 mph (300 knots)</td> </tr> <tr> <td>Vp (Maneuvering)</td> <td>265 mph (230 knots)</td> </tr> <tr> <td>Vfe (Flaps down 0° to 20°)</td> <td>184 mph (160 knots)</td> </tr> <tr> <td>Vfe (Flaps down 20° to 55°)</td> <td>161 mph (140 knots)</td> </tr> <tr> <td>Vle (Landing gear extended)</td> <td>184 mph (160 knots)</td> </tr> <tr> <td>Vmc (Minimum control)</td> <td>115 mph (100 knots)</td> </tr> </table> <p>For values of never exceed speed at other altitudes (never exceed Mach number Mne = 0.70) see Approved Flight Manual</p>	Vne (Never exceed)	403 mph (350 knots)	Vno (Max. structural cruising)	345 mph (300 knots)	Vp (Maneuvering)	265 mph (230 knots)	Vfe (Flaps down 0° to 20°)	184 mph (160 knots)	Vfe (Flaps down 20° to 55°)	161 mph (140 knots)	Vle (Landing gear extended)	184 mph (160 knots)	Vmc (Minimum control)	115 mph (100 knots)
Vne (Never exceed)	403 mph (350 knots)														
Vno (Max. structural cruising)	345 mph (300 knots)														
Vp (Maneuvering)	265 mph (230 knots)														
Vfe (Flaps down 0° to 20°)	184 mph (160 knots)														
Vfe (Flaps down 20° to 55°)	161 mph (140 knots)														
Vle (Landing gear extended)	184 mph (160 knots)														
Vmc (Minimum control)	115 mph (100 knots)														
C.G. range (landing gear extended)	(+109.2) to (+116.7) inches from datum at 6175 lb. or less (+110.7) to (+116.7) inches from datum at 7650 lb. Straight line variation between points given. Landing gear retraction moment (1002 in.lb.) (moves the C.G. aft)														
Maximum weight	Take-off : 7650 lb. Landing : 6960 lb.														
Fuel capacity	(370 U.S. gal.) total Main tank (246 U.S. gal.) (+120) 2 wing tip tanks (62 U.S. gal.) each (+110)														

Page No.	1	2	3	4	5
Rev. No.	3	2	2	2	2

II - Model M.S. 760.A (Paris IA) - (Utility Category), Approved December 22, 1965

(Same as M.S. 760 except for engine installation)

Engines	2 Turbomeca Marbore VI C turbojets	
Fuel	Aviation Kerosene or JP.1 or JP.4 or JP.5 or Aviation Gasoline 100/130 and 80/87	
Engine limits	For all operations, 21,500 rpm (1060 lb. sea level static thrust)	
Airspeed limits (CAS)	Vne (Never exceed) (tips tanks empty)	403 mph (350 knots)
	(tips tanks not empty)	345 mph (300 knots)
	Vno (Max. structural cruising)	345 mph (300 knots)
	Vp (Maneuvering)	265 mph (230 knots)
	Vfe (Flaps down 0° to 20°)	184 mph (160 knots)
	Vfe (Flaps down 20° to 55°)	161 mph (140 knots)
	Vle (Landing gear extended)	184 mph (160 knots)
	Vmc (minimum control)	115 mph (100 knots)
	For values of never exceed speed at other altitudes (never exceed Mach number Mne = 0.70) see Approved Flight Manual.	
C.G. range (landing gear extended)	(+109.2) to (+116.7) at 6175 lb. or less	
	(+110.7) to (+116.7) at 7720 lb.	
	Straight line variation between points given. Landing gear retraction moment (1002 in.lb.) (moves the C.G. aft)	
Maximum weight	Take-off : 7720 lb. Landing : 6960 lb.	
Fuel capacity	(370 U.S. gal.) total	
	Main tank (246 U.S. gal.)	(+120)
	2 wing tip tanks (62 U.S. gal.) each	(+110)

III - Model M.S. 760 B (Paris II) - (Utility Category), Approved December 22, 1965

(Same as M.S. 760 except for engine installation, reinforced landing gear, new wheels and brakes, leading edge fuel tanks, main tank fuel dump system, reinforcement of fuselage nose structure, and increase in thickness of center-wing skin.)

Engines	2 Turbomeca Marbore VI C turbojets	
Fuel	Aviation Kerosene or JP.1 or JP.4 or JP.5 or Aviation Gasoline 100/130 and 80/87	
Engine limits	For all operations, 21,500 rpm (1060 lb. sea level static thrust)	
Airspeed limits (CAS)	Vne (Never exceed) (tips tanks empty)	403 mph (350 knots)
	(tips tanks not empty)	345 mph (300 knots)
	Vno (Max. structural cruising)	345 mph (300 knots)
	Vp (Maneuvering)	258 mph (215 knots)
	Vfe (Flaps down 0° to 20°)	184 mph (160 knots)
	Vfe (Flaps down 20° to 55°)	161 mph (140 knots)
	Vle (Landing gear extended)	184 mph (160 knots)
	Vmc (minimum control)	115 mph (100 knots)
	For values of never exceed speed at other altitudes (never exceed Mach number Mne = 0.70) see Approved Flight Manual	

 III - Model M.S. 760 B (Paris II) (cont'd)

C.G. range (landing gear extended)	(+109.2) to (+116.7) at 6175 lb. or less (+110.7) to (+116.7) at 8650 lb. Straight line variation between points given. Landing gear retraction moment (1002 in.lb.) (moves the C.G. aft)
Maximum weight	Take-off : 8650 lb. Landing : 6960 lb.
Fuel capacity	(485 U.S. gal.) total Main tank (246 U.S. gal.) (+120) 2 wing tip tanks (leading edge) (57 U.S. gal.) each (+110) 2 wing tip tanks (62 U.S. gal.) each (+110)

 IV - SPECIFICATIONS PERTINENT TO ALL MODELS

Maximum operating altitude	25,000 ft.																																
Empty weight C.G. range	None																																
Number of seats	Four. 2 at (+45.9), 2 at (+78.5)																																
Maximum baggage	Forward compartment under rear seats 33 lb. (+81) Rearward compartment rear fuselage baggage box 66 lb. (+206)																																
Datum	Forward face of the front bulkhead of the pressurized cabin, forward of rudder pedals.																																
Leveling means	Level from red painted rivets and nine rivnuts (three on the bottom of the fuselage, four on the lower surface of the wing, two on the horizontal tailplane). Use plumb bob. Three level points on the floor of the fuselage nose may be used for a level-gauge.																																
Oil capacity	1.85 U.S. gal, each engine (+150) (total: 3.7 U.S. gal.)																																
Control surface movements	<table> <tr> <td>Flaps</td> <td></td> <td>Down</td> <td>55°</td> </tr> <tr> <td>Elevator (stab. at -2°30')</td> <td>Up</td> <td>13°</td> <td>Down 12°</td> </tr> <tr> <td>Aileron</td> <td>Up</td> <td>15°</td> <td>Down 9°</td> </tr> <tr> <td>Rudder</td> <td>Left</td> <td>20°</td> <td>Right 20°</td> </tr> <tr> <td>Aileron Trim Tab</td> <td>Up</td> <td>10°</td> <td>Down 10°</td> </tr> <tr> <td>Stabilizer M.S.760, M.S.760A</td> <td>Up</td> <td>2°30'</td> <td>Down 2°30'</td> </tr> <tr> <td>M.S.760B</td> <td>Up</td> <td>3°</td> <td>Down 2°30'</td> </tr> <tr> <td>Air brakes</td> <td>Upper</td> <td>59°30'</td> <td>Lower 65°45'</td> </tr> </table>	Flaps		Down	55°	Elevator (stab. at -2°30')	Up	13°	Down 12°	Aileron	Up	15°	Down 9°	Rudder	Left	20°	Right 20°	Aileron Trim Tab	Up	10°	Down 10°	Stabilizer M.S.760, M.S.760A	Up	2°30'	Down 2°30'	M.S.760B	Up	3°	Down 2°30'	Air brakes	Upper	59°30'	Lower 65°45'
Flaps		Down	55°																														
Elevator (stab. at -2°30')	Up	13°	Down 12°																														
Aileron	Up	15°	Down 9°																														
Rudder	Left	20°	Right 20°																														
Aileron Trim Tab	Up	10°	Down 10°																														
Stabilizer M.S.760, M.S.760A	Up	2°30'	Down 2°30'																														
M.S.760B	Up	3°	Down 2°30'																														
Air brakes	Upper	59°30'	Lower 65°45'																														
Serial numbers eligible	The French Government Certificate of Airworthiness for Export endorsed as noted under "Import requirements" must be submitted for each individual aircraft for which application for certification is made.																																
Certification basis	CAR 10, dated March 1955. CAR 3 November 1, 1949 including amendments 3-1 through 3-12, and Special Requirements notified to the Government of France by the Government of the United States of America. Type Certificate Number 7A3 issued July 3, 1958. Date of Application for Type Certificate, July 19, 1955.																																

- NOTE 3. The M.S. 760 can be converted to the M.S. 760A by installation of Marbore VI engine in accordance with the approved MORANE-SAULNIER modifications No. 4573, 4600, 4607 and 4639. Approved M.S. 760A Flight Manual must be used.
- NOTE 4. The M.S. 760 can be converted to the M.S. 760B by installation of the Marbore VI engine in accordance with the approved MORANE-SAULNIER modifications No. 4572, 4573, 4591, 4592, 4595, 4600, 4607, 4617, 4639. Approved M.S. 760B Flight Manual must be used.

.....END.....