



## **SUPPLEMENTAL TYPE CERTIFICATE DATA SHEET No. 98/21E/15**

This data sheet is applicable to the models FU24-950, FU24-954, FU24-950M, FU24A-950, FU24A-954, and FU24A-950M aircraft when fitted with a Walter M601D series turbine powerplant and an Avia VJ8.508D-AG propeller in accordance with Top Drawing TCL-00-001 at Rev.C dated 20 March 2002 and the Walter Fletcher Installation Instructions at Rev.2 dated 5 October 2001, or later CAA Approved revisions.

This data sheet is part of Supplemental Type Certificate No. 98/21E/15 and should be read in conjunction with Certificate of Type Approval A-3 Part 2 or Supplemental Certificate No. SA-3.

Supplemental Type Certificate Holder:     **Super Air Limited**  
   **Ingram Road, R.D.2**  
   **Hamilton, New Zealand**

STC Holder History:                     Originally issued on 9<sup>th</sup> August 2000 to Turbine Conversions Ltd.  
   Transferred on 15<sup>th</sup> October 2007 to Super Air Ltd.

Engine:                                     Walter M601D-1 or M601D-11NZ

Fuel:                                        Type - Kerosene             Jet A (ASTM D1655-83)  
   Jet A-1 (ASTM D1655-83)

Engine Limits:

Engine Speed (NG) -

Maximum Continuous	95 %
Maximum Takeoff	99 %

Engine Torque -

Maximum Continuous	69 % (Restricted Category)
	60 % (Normal Category)
Maximum Takeoff	89 %

Inter-turbine Temperature (ITT) -

Maximum Starting	730 °C
Maximum Continuous	650 °C
Maximum Takeoff	700 °C

Engine Oil Pressure -

Minimum	0.12 MPa
Maximum	0.35 MPa

Engine Oil Temperature -

Maximum	85 °C
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- Propeller: Avia Propellers VJ8.508D-AG/99A or 99B
- Propeller Limits: Maximum RPM 1950
- Fuel Capacity: Total Capacity: 480 litres (105.7 imp.gal.) at 0.249 m (9.8 in.)  
 410 litres (90.2 imp. gal.) usable level flight  
 170 litres (37.4 imp. gal.) unusable all manoeuvres
- Max. Operating Altitude: 13,000 feet
- Equipment: Items of equipment approved for the basic FU-24-950 series are not eligible with this STC unless such items are also listed in the Supplements Section 9 of the Flight Manual or unless it is determined that the interrelationship between those items and the modifications covered by this STC will introduce no adverse effect on the airworthiness of the aircraft.
- In addition the following document is required:  
 Walter Fletcher Flight Manual CAA Approved as AIR 2672.
- Certification Basis: CAR 3 amended to 16 May 1953; and FAR 23, effective February 1, 1965, including Amendments 23-1 through 23-52 effective 25 July 1996 only as applicable to a turboprop engine installation.
- The following requirements were not complied with but are compensated for by factors that provide an equivalent level of safety:  
 FAR §23.973(f), FAR §23.1093(b), FAR §23.1303(e)
- NOTE 1: Approval of this STC was based on New Zealand CAA acceptance of Czech Type Certificates Number 90-04 (now EASA E.070) covering the Walter M601D series engine and Number 91-01 (now EASA P.028) covering the Avia VJ8.508D-AG/99A or 99B propeller. Acceptance of this STC under any bilateral arrangements may require validation of these type certificates.
- NOTE 2: The certificated empty weight and corresponding centre of gravity location must include full oil and unusable fuel.
- NOTE 3: Placards called up in Section 2 of the Flight Manual must be displayed in clear view of the pilot. The fuel filler caution placard must be prominent white lettering on an orange background.
- NOTE 4: Airworthiness Limitations are contained in the CAA-Approved Walter Fletcher Continuing Airworthiness Maintenance Schedule, Section 3.
- NOTE 5: For operation in the Normal Category the aircraft must be equipped with an alternate air intake door in accordance with Drawing TCL-07-027 and a fuel drain collector system in accordance with Drawing TCL-07-028.
- NOTE 6: The aircraft is approved for Day VFR operations only. Flight into conditions of visible moisture below 5°C is prohibited.
- NOTE 7: In-flight use of beta control is prohibited with flap settings greater than 20°.
- NOTE 8: For installation of this STC aircraft must have the strengthened nose leg P/N 245120 fitted and ½” main undercarriage attachment bolts installed in accordance with an approved modification.

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