SD3-60 SHERPA

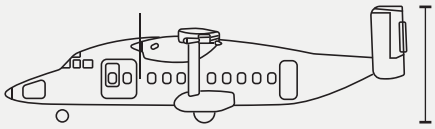
DE HAVILLAND CANADA is the recognized leader in special mission aircraft, engineered to get the job done in the most difficult conditions.

In 2019, De Havilland Canada welcomed into our family the SD3-60 Sherpa - a rugged aircraft designed for a challenging and changing planet.

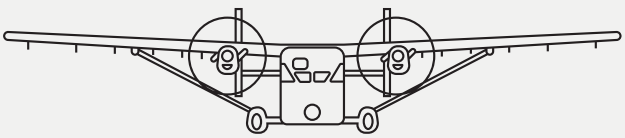
Its lightweight fuselage, raw power, short takeoff and landing (STOL) capability, large interior, and “drive-on/drive-off” entry gives the SD3-60 Sherpa the versatility to meet whatever the world throws at it.

Whether it’s cargo or troop transport, emergency evacuation, or delivering humanitarian aid – the SD3-60 Sherpa can handle the load.

EXTERNAL DIMENSIONS



17.69 m / 58.04 ft



22.81 m / 74.84 ft

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PASSENGER
AIRCRAFT

The Short 330, from which the Sherpa was derived, was initially launched as a commuter airliner.

Sharing the same fuselage cross-section as its predecessors, the SC.7 Skyvan, the Short 330 proved to be better suited to the passenger market with higher capacity and enhanced comfort levels of larger airliners.

The cabin seated 30 passengers in a standard configuration, and included large windows, overhead bins, air-conditioning, a servicing galley, and an airliner-standard lavatory.

The first Short 330 prototype was flown at the Farnborough Air Show in September 1974.

Later introduced was the Short 360, a stretched version of the Short 330 with a single tail – which seated 36 passengers in a standard configuration.

Operators included Command Airways, Time Air, British Air Ferries, Olympic Airways, Guernsey Airlines, DLT, and Hawaiian Air.

UTILITY CARGO
AIRCRAFT

The Short Sherpa incorporated several modifications to make it perfect for utility cargo applications.

One of the key modifications was the introduction of an AFT ramp door, for ease of loading large objects.

Later versions of the Sherpa incorporated a ramp door that could not only open inward on the ground, but also open upward in the air for paratroop & paradrop applications.

The first operator of the Sherpa was the U.S. Air Force, utilizing the aircraft to ensure an adequate supply of essential spare parts (including fighter jet engines) throughout their bases.

LEGACY AIRCRAFT
WITH MODERN APPLICATIONS

With the air-operable ramp door, the Sherpa is an idea aircraft to serve many modern applications.

The aircraft has been used by the U.S. Department of Agriculture Forest Service for their smokejumper operations, in which equipment and firefighters are offloaded from the aircraft to fight forest fires.

The Sherpa is also used by several organizations for commercial skydiving and military training purposes.

In a standard paratroop configuration, 18 paratroopers can be accommodated, with options expanding this to 28.

With paradrop capabilities, humanitarian goods can be delivered to remote areas where other forms of transportation may not be feasible.

The large cross-section and length of the cabin can accommodate up to 15 stretchers and three medical staff for medevac missions.

SCIENTIFIC RESEARCH
AIRCRAFT

The large, square-cross section cabin with access at both ends of the aircraft provides ample volume and flexibility for a wide range of mission configurations.

The Sherpa is used by NASA to perform scientific research, to provide logistics support to other NASA missions, and is also used as a test bed for new scientific instrumentation.

As needed, the Sherpa has also supported range surveillance and recovery operations.

RIGHT: Student Airborne Reasearch Program (SARP) participants, mentors, faculty advisors and pilots posed for a photo in front of the NASA Armstrong Hangar on Thursday, June 22, 2017, in Palmdale, CA. The 32 undergraduate students participated in an internship program that exposed them to NASA's research in the Earth system sciences. The students flew aboard the SD3-60 Sherpa and created individual research projects based on the data collected.

IMAGE CREDIT: NASA/Megan Schill/NASA Earth Right Now

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SD3-60 SHERPA SPECIFICATIONS

DIMENSIONS AND VOLUMES	**Length**	17.69 m	58.04 ft
	Height	4.95 m	16.25 ft
	Wingspan	22.81 m	74.84 ft
	Cabin Length	9.09 m	29.82 ft
	Cabin Height/Width (Max.)	1.93 m	6.33 ft
	Cabin Volume	32.28m^3	1,246 ft^3
	Nose Baggage Volume	1.27 m^3	44.8 ft^3
ACCESS	**Rear Ventral Door Opening - Inward**	1.56 m x 1.79 m	5.12 ft x 5.87 ft
	Rear Ventral Door Opening - Outward	1.92 m x 1.79 m	6.30 ft x 5.87 ft
	Forward Cargo Door	1.67 m x 1.41 m	5.48 ft x 4.63 ft
	Personnel Entry Door	1.59 m x 0.69 m	5.22 ft x 2.26 ft
WEIGHTS	**Maximum Ramp Weight**	11,657 kg	25,700 lb
	Maximum Take-Off Weight	11,612 kg	25,600 lb
	Maximum Landing Weight	11,385 kg	25,100 lb
	Design Payload	3,302 kg	7,280 lb
	Maximum Fuel Load	2,032 kg	4,480 lb
	Nose Baggage Load	181 kg	400 lb
	Optional Baggage Module Load	243 kg	535 lb
PERFORMANCE	**Take-Off Ground Run***	564 m	1,850 ft
	Take-Off Distance to 15m/50ft*	808 m	2,650 ft
	Landing Distance from 15m/50ft*	628 m	2,060 ft
	Landing Ground Run*	347 m	1,140 ft
	Maximum Cruise Speed	196 kts	
	Normal Cruise Speed	180 kts	
	Maximum Cruise Speed with Ramp Door Open	140 kts	
	Range with 5,000 lb/2,268 kg Payload	650 nm	

POWERPLANT

Two Pratt & Whitney Canada PT6A-65AR turboprop engines driving Hartzell five-blade, fully feathering and reversing propellers of 2.82 m / 9.25 ft diameter

Take-Off (Reserve)	1,424 SHP
Take-Off (Normal)	1,230 SHP
Maximum Cruise	956 SHP

*Takeoff / Landing Military Performance at Maximum Weight (Sea Level; ISA; Still Air; Dry, Paved Runway)

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