

 Crafted in Switzerland

PC-9 M

THE ADVANCED TRAINER  
MODEL BUILDING PLAN 1:25



 **PILATUS** 

# PC-9 M

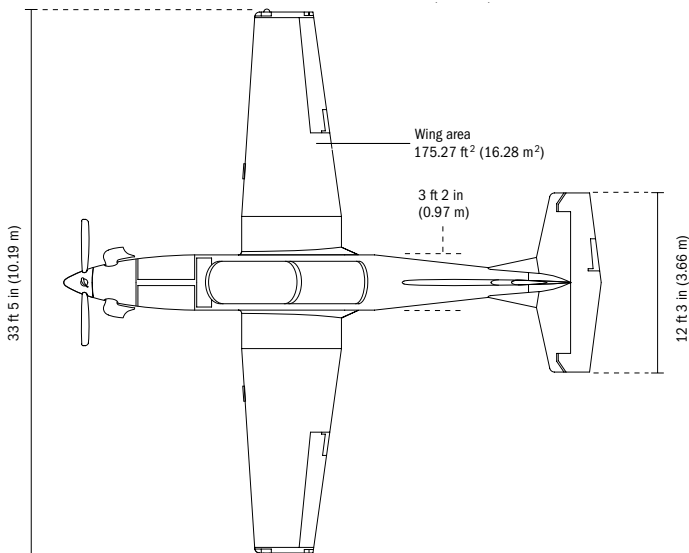
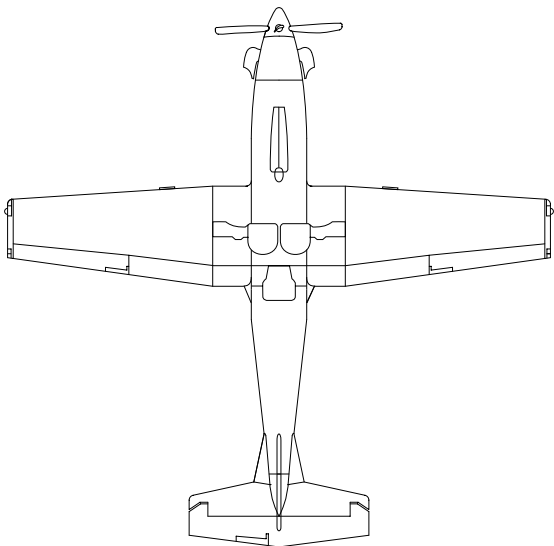
## MODEL BUILDING PLAN 1:25

Since its launch in 1986, the PC-9 has established itself as a leader among turboprop trainers, offering superior training value for air forces around the world. Noted for its aerodynamic yet stable handling qualities, it has all the right attributes to develop the skills of student pilots from ab initio through basic training, and with sufficient power for the more demanding advanced phases of training.

Recent upgrades to the PC-9 M include large primary and secondary flight displays to transform the aircraft into a true glass-cockpit trainer. With this modern cockpit environment, high performance and agile handling, the PC-9 M is an ideal training platform for the wide range of training syllabi in use today.

### TRAINING ROLES

- Ab Initio Training
- Basic Flying Training
- Advanced Flying Training



### PERFORMANCE

The PC-9 M, in the aerobatic configuration, at MTOW, 5,180 lbs (2,350 kg) has the following performance under international standard atmospheric (ISA) conditions:

|   |          |       |
|---|----------|-------|
| Take-off distance over 50 ft (15 m) obstacle at sea level | 1,300 ft | 397 m |
|---|----------|-------|

|  |          |       |
|--|----------|-------|
| Landing distance over 50 ft (15 m) obstacle at sea level | 2,255 ft | 687 m |
|--|----------|-------|

|                               |              |            |
|-------------------------------|--------------|------------|
| Max. rate of climb, sea level | 3,880 ft/min | 19.7 m/sec |
|-------------------------------|--------------|------------|

|   |          |          |
|---|----------|----------|
| Max. operating speed (V <sub>mo</sub> ) | 320 KEAS | 593 km/h |
|---|----------|----------|

|                                     |          |          |
|-------------------------------------|----------|----------|
| Max. cruise speed (V <sub>H</sub> ) |          |          |
| - at sea level                      | 271 KTAS | 502 km/h |
| - at 10,000 ft                      | 298 KTAS | 552 km/h |

|  |         |          |
|--|---------|----------|
| Stall speed                              |         |          |
| - flaps and gear up (V <sub>s</sub> )    | 77 KCAS | 143 km/h |
| - flaps and gear down (V <sub>so</sub> ) | 69 KCAS | 128 km/h |

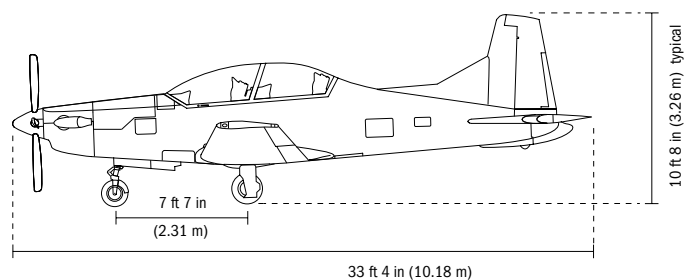
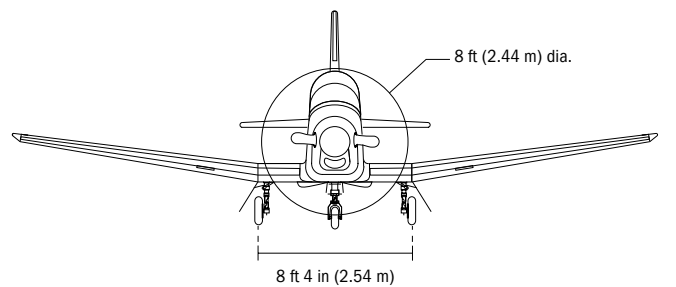
|                 |           |          |
|-----------------|-----------|----------|
| g loads         | Aerobatic | Utility  |
| - max. positive | + 7.0 g   | + 4.5 g  |
| - max. negative | - 3.5 g   | - 2.25 g |

|            |        |          |
|------------|--------|----------|
| Max. range | 860 NM | 1,593 km |
|------------|--------|----------|

### WEIGHTS

|   |          |          |
|---|----------|----------|
| Basic empty weight (depending on configuration) | 3,926 lb | 1,781 kg |
|---|----------|----------|

|                      |          |          |
|----------------------|----------|----------|
| Max. take-off weight |          |          |
| - aerobatic          | 5,180 lb | 2,350 kg |
| - utility            | 7,055 lb | 3,200 kg |



# PC-9 M

## STICKERS 1:5

**FUEL:**  
ASTM-D-1655 JET A, JET A-1 AND JET B  
(CPW 204 SPEC)  
**USABLE CAPACITY**  
267 LTR. 70.5 US. GAL.

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|                          |         |         |
|--------------------------|---------|---------|
| FUEL SYSTEM              | 3,8 bar | 3,8 bar |
| MAINTENANCE VALVE INSIDE | 3,8 bar | 3,8 bar |

**TURBINE OIL:**  
ACCEPTABLE OILS SEE P-W SB 13001  
**TOTAL SYSTEM CAPACITY**  
17LTR 4,5 US GAL

CLOSED

2 OPEN



FUEL SYSTEM WATER DRAIN  
FUEL SYSTEM WATER DRAIN  
FUEL SYSTEM WATER DRAIN  
FUEL SYSTEM WATER DRAIN

BATTERY COMPARTMENT  
OXYGEN SERVICE POINT

PITOT SYSTEM WATER DRAIN    ENGINE FUEL DUMP DRAIN

**DO NOT PUSH DO NOT PUSH  
DO NOT PUSH DO NOT PUSH**

**NO STEP OUTBOARD OF WALKWAY**

**NO STEP OUTBOARD OF WALKWAY**

NO STEP

NO STEP

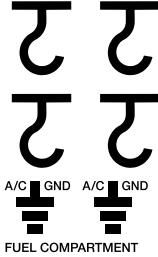
NO STEP

NO STEP

NO STEP

NO STEP

NO STEP



FUEL COMPARTMENT

**WARNING**  
OPERATE INERTIAL SEPARATOR BEFORE COWLING REMOVAL

**WARNING**  
OPERATE INERTIAL SEPARATOR BEFORE COWLING REMOVAL

FUEL FILTER INSIDE    1 PRESS TO UNLOCK

24 VOLT DC  
EXTERNAL POWER POINT

REFUELING BONDING POINT  
REFUELING BONDING POINT

INTERIAL SEPARATION SYSTEM  
COCKING TOOL INSIDE

**JACK POINT UNDER JACK POINT UNDER**

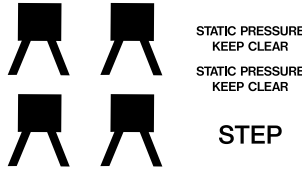
**TIE DOWN POINT TIE DOWN POINT**

BAGGAGE COMPARTMENT  
MAX WEIGHT 55 POUNDS  
25 KILOS

BAGGAGE COMPARTMENT  
MAX WEIGHT 55 POUNDS  
25 KILOS



HYDR. FLUID MIL - H - 5606 D/E    AIRCRAFT LIFT  
HYDR. FLUID MIL - H - 5606 D/E    AIRCRAFT LIFT  
HYDR. FLUID MIL - H - 5606 D/E    AIRCRAFT LIFT



STATIC PRESSURE KEEP CLEAR  
STATIC PRESSURE KEEP CLEAR

**STEP**





# PC-9 M

## DETAILED VIEW

### NOSE



### TAIL & ANTENNA



### FRONT GEAR



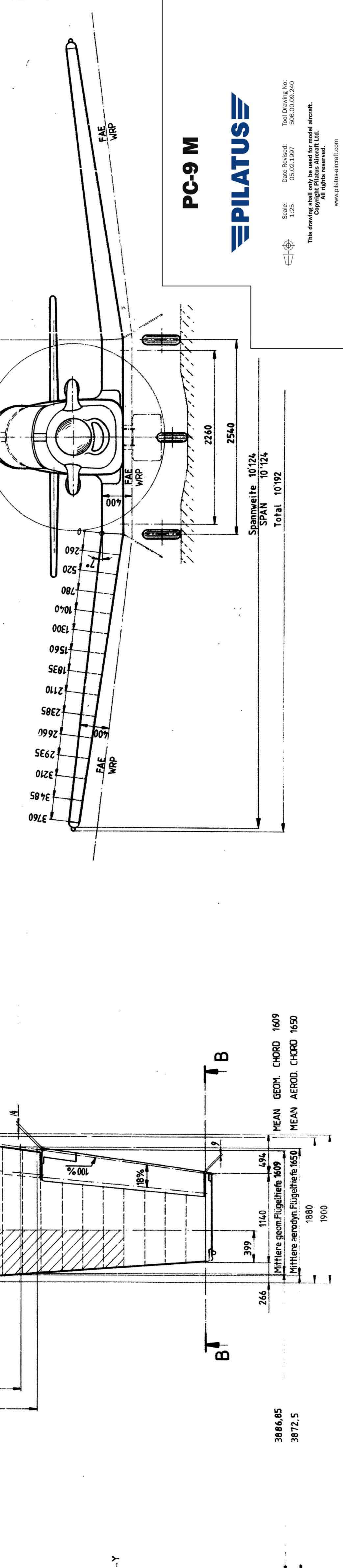
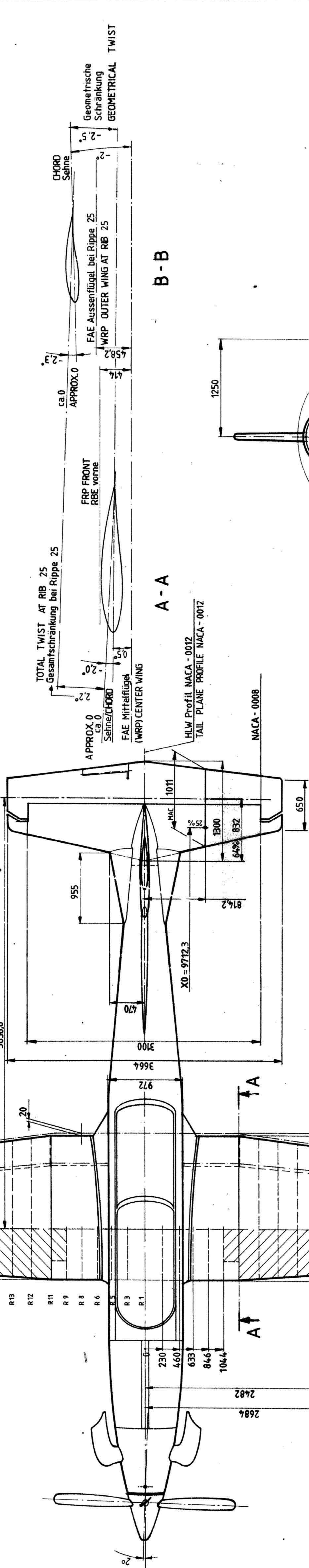
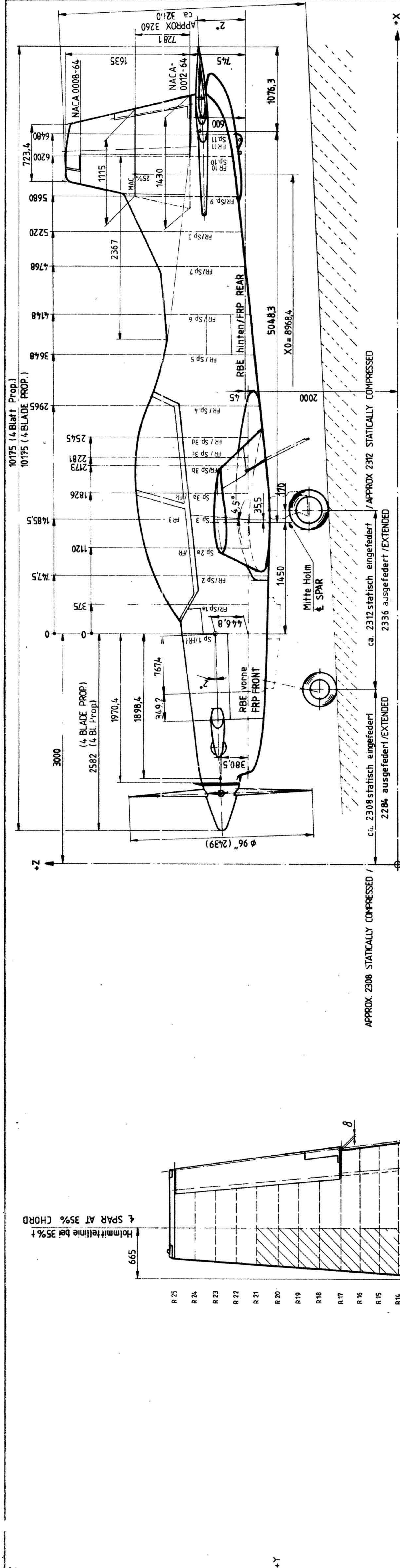
### MAIN GEAR & LANDING LIGHT



### WING LANDING LIGHT







**PC-9 M**

**PILATUS**

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 Scale: 1:25

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3886,85  
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MEAN GEOM. CHORD 1609  
 MEAN AEROD. CHORD 1650

Mittlere geom. Flügelbreite 1609  
 Mittlere aerodyn. Flügelbreite 1650



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