



# Pilatus PC-9A

© Commonwealth of Australia

The PC-9/A is two-seat, single-engine, low-wing tandem-seat turboprop training aircraft manufactured by Pilatus Aircraft of Switzerland.

It served the Australian Defence Force (ADF) for 32 years after it replaced the Macchi MB-326 as the premier Royal Australian Air Force (RAAF) pilot-training aircraft.

Its in-country history began on 16 December 1985, when the RAAF cancelled the Australian Aircraft Consortium (AAC) A10 Wamira military trainer aircraft, shortly before the first prototype was completed, and instead acquired the Pilatus PC-9.

A total of 67 of the advanced trainers were ordered on 10 July, 1986. The Swiss had proposed that if the RAAF bought the PC-9, Australia would secure 80 per cent of the production work on the aircraft. This work was primarily performed by Boeing heritage company Hawker de Havilland (HdH) in Bankstown, Sydney, as the prime contractor.

The RAAF became the first customer to order the advanced electronic flight information system (EFIS) “glass” cockpit. Its first aircraft, A23-001, flew on 19 May 1987 under the Australian designation PC-9/A, followed in June by A23-002. A23-001 was displayed at the 1987 Paris Air Show in June.

The PC-9/A was then accepted by the RAAF on 9 December 1987, with pilot training commencing in 1989. The aircraft provided outstanding service to the No.2 Flying Training School (2FTS) at RAAF Base Pearce – the only RAAF unit to operate the aircraft.

The final RAAF PC-9/A, A23-067, was accepted by the RAAF in March 1992. The aircraft received the honour of being used by the RAAF’s aerobatics display team, The Roulettes, between 1989 and early 2019. Their last public flying displays occurred during the Avalon International Airshow in March 2019.

The beloved training aircraft completed more than 500,000 flying hours, successfully supported 103 pilot training courses, trained thousands of aircrew from the Australian Army, Royal Australian Navy and Air Force and graduated more than 1400 pilots from the Navy and Air Force.

The 2FTS wrapped up PC-9/A operations in December 2019, with the aircraft replaced by the newer and more capable Pilatus PC-21, also used at Pearce by the Republic of Singapore Air Force, under the AIR5428 Pilot Training System project.

The retired PC-9/A aircraft were disposed of at heritage centres, to be utilised as training aids and through commercial auctions.

## TECHNICAL DATA: Pilatus PC-9A

Power plant	Pratt and Whitney PT6A-62 turboprop (950 shaft horsepower)
Span	10.2m (33.46 feet)
Length	10.2m (33.46 feet)
Height	3.3m (10.83 feet)
Empty weight	2,250kg (4,960 pounds)
Loaded weight	2,710kg (5,975lb) (PC-9/A (F) max 3210 kg)
Maximum speed	590kph (367 mph)
Range	1,850km (1,500 miles)
Service ceiling	1,850km (1,500 miles)
Armament	NIL



© Commonwealth of Australia