

PILATUS PC-9A Model Guide

PILATUS PC-9A is a Pilatus turboprop aircraft, part of the PC-9 family. The registry data gives no performance, weight or seating figures for it. The two documents supplied are a PC-9 service bulletin on the rear fuselage Frame 11 (FR11) fittings and the PC-9 maintenance manual time-limits chapter. A buyer's checks should centre on structural records and the inspection schedule.

KEY TAKEAWAYS

- PILATUS PC-9A is a turboprop; the supplied data has no range, speed, weight or seat-count figures.
- Service Bulletin 53-022 covers replacing the FR11 fittings, which can crack from stress corrosion.
- Ask for proof that SB 53-022 was done, or that the repetitive FR11 crack inspections are current.
- Never extend a scheduled inspection beyond the permitted tolerance; the maintenance manual is firm on this.

SAFETY NOTES

- Both ejection seats must have safety pins installed in the safe-for-servicing locations before anyone enters the cockpit for SB 53-022 work.
- Put 'DO NOT OPERATE THE FLIGHT CONTROLS' warning signs in both cockpits during the FR11 work and follow the flight control safety precautions.
- Never extend an inspection or component life by more than the permitted tolerance.

FRAME 11 FITTING SERVICE BULLETIN

SB 53-022 (dated Feb 25/16) applies to MSN 101 thru 248 and 501 thru 567. A mandatory crack inspection of the left and right FR11 fittings made from AA2024-T351 can lead to replacement. The cause of the cracks is stress corrosion. Pilatus rates compliance 'Highly recommended'. Check the aircraft's MSN against these ranges.

WHAT THE FIX INVOLVES

The new fittings use material more resistant to stress corrosion cracking, supplied in Modification Kit 500.50.09.270. The job takes 19.0 man-hours and includes removing the horizontal stabilizer. Weight and moment change is none. Once the fittings are replaced, the repetitive mandatory inspections are cancelled. Old fittings must not be refitted to a post-bulletin aircraft.

MAINTENANCE MANUAL TIME LIMITS

The time limits chapter covers airworthiness limitations, overhaul limits, and scheduled and unscheduled checks. It lists life-limited and overhauled components, and the airframe is designed to the safe life concept. A wash and corrosion control program is recommended. Tropical or arctic operation may need more frequent inspections. Engine and propeller limits are in the Pratt & Whitney Canada and Hartzell documents.