



South Australian Aviation Museum *Aircraft Profile*

RAAF Pilatus PC-9/A A23-032 (in ARDU A23-045 livery) Two seat turboprop military trainer

History of A23-032

A23-032 commenced service with the RAAF as a trainer, but became part of the Roulettes aerobatic team in the early 1990s. Following Roulettes service it became a Forward Air Controller aircraft, initially with 77SQDN, then with the Forward Air Control Development Unit and subsequently with 4 SQDN at RAAF Wiliamtown NSW. As an FAC aircraft the aircraft was painted in an overall grey cheme. It was retired in 2019 and transferred to the Air Force History & Heritage Branch where it was refurbished and repainted as ARDU A23-045 at RAAF Wagga for static display at SAAM.



History of A23-045

A23-045 served as a trainer with 2FTS at RAAF Pearce WA in the orange and white scheme. It was transferred to the Aircraft Research and Development Unit (ARDU) at RAAF Edinburgh and served there until retirement. It was later re-painted in the red and white RAAF training



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scheme. Following retirement it was sold to Blue Air Training in the United States. A32-032 has been repainted as the ARDU A32-045 for display at SAAM.



History of Type

The Pilatus PC-9 is a single engine turboprop training aircraft manufactured by the Swiss Pilatus Aircraft company. The PC-9 is a development of the earlier Pilatus PC-7 with a more powerful engine, a larger cockpit and more advanced features. It first flew in 1984, with production commencing in 1985.

In December 1985 the PC-9 was selected by the RAAF as the replacement for the Aermacchi MB-326H advanced trainer aircraft. The RAAF acquired 67 PC-9s which were constructed by Hawker de Havilland Australia (the first two aircraft being manufactured by Pilatus in Switzerland), and the Australian aircraft were designated PC-9/A, with the RAAF serial A23.

The RAAF aircraft were the first PC-9s to have the Electronic Flight Information System (EFIS) or 'glass cockpit'. Deliveries commenced in 1987 with the final aircraft delivered in March 1992. The PC-9/A served with the Central Flying School, 2FTS and also with the RAAF Roulettes display team.

The PC-9/A was replaced in RAAF service by the Pilatus PC-21 during 2019.



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Technical Specifications

Engine : One 950shp Pratt & Whitney PT6A turboprop with 4 blade propeller

Maximum Take-off Weight : 3,200 kg (7,055 lb) **Empty :** 1,725kg (3,803 ib)

Length : 7.63 m (25 ft)

Wingspan : 10.18m (33ft 4in)

Height : 3.26 m (10ft 8 in)

Cruising Speed : 500 km/h (270kt) **Maximum Speed :** 593Km/h (320 Kt)

Rate of Climb : 1,220m (4,000ft) per min

Ceiling : 11,580 m (38,000 ft)

Range : 1,700 km (920 miles) at 20,000ft

Crew : 2