

PC-7 MkII
TURBO TRAINER



 PILATUS

PC-7 MkII

TURBO TRAINER

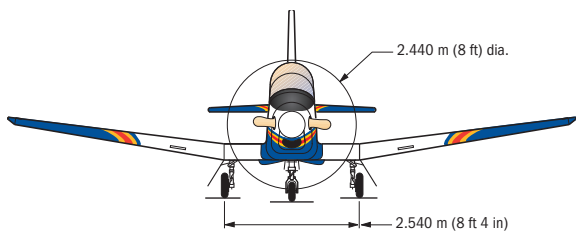
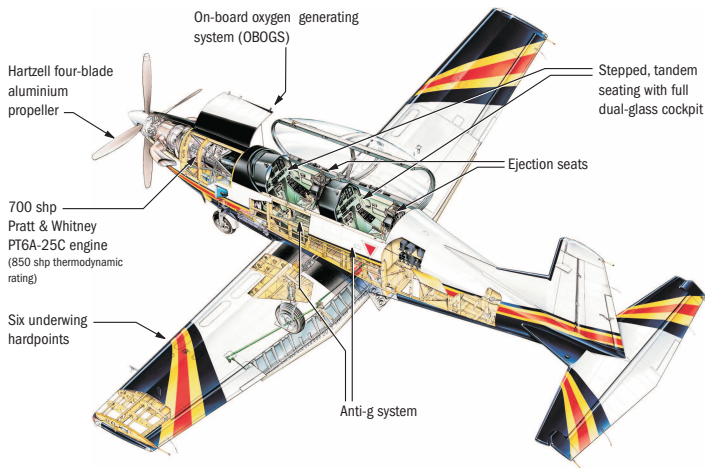
Since its introduction in 1994, the PC-7 MkII has come with an exceptional standard of equipment, performance, and cost-effectiveness in this class of training aircraft.

Offering a reliable and economic training platform, the docile behaviour of the PC-7 MkII in the hands of a beginner provides a confidence-building environment for inexperienced cadets. With its highly cost-efficient PT6A-25C engine, it provides the lowest engine operating costs of all turboprop trainer aircraft. The use of airframe and avionics systems common with the PC-9 M enables owners and operators to profit from the benefits of a combined infrastructure established at Pilatus to support both these aircraft types.

TRAINING ROLES

- Ab Initio Training
- Basic Flying Training

FEATURES



PERFORMANCE

The PC-7 MkII, in the aerobatic configuration, has the following performance under international standard atmospheric (ISA) conditions:

Take-off distance over 50 ft (15 m) obstacle at sea level	1,360 ft	(415 m)
Landing distance over 50 ft (15 m) obstacle at sea level	2,180 ft	(665 m)
Max. rate of climb, sea level	2,910 ft/min	(14.79 m/sec)
Max. operating speed (V_{mo})	300 KEAS	(556 km/h)
Max. level cruise speed (V_H) at sea level	245 KTAS	(454 km/h)
Max. level cruise speed (V_H) at 10,000 ft	255 KTAS	(472 km/h)
Stall speed		
- flaps and gear up (V_S)	75 KEAS	(139 km/h)
- flaps and gear down (V_{S0})	68 KEAS	(126 km/h)
g loads	Aerobatic	Utility
- Max. positive	+ 7.0 g	+ 4.5 g
- Max. negative	- 3.5 g	- 2.25 g
Max. range	810 NM	(1,500 km)

WEIGHTS

Basic empty weight (depending on configuration)	3,771 lb	(1,710 kg)
Max. take-off weight, aerobatic	4,960 lb	(2,250 kg)
Max. take-off weight, utility	6,283 lb	(2,850 kg)

