

FAA Extended 4,000 MORE hours of flight for PT6 Owner-Operators!

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Benefits: Although the costs of owning your own aircraft are much higher than owning an automobile, there is no price too high when it comes to safety of flight. Powering your airplane with the most reliable engine ever built makes sense. A PT6 adds a quantum leap to your safety envelope. This engine has million upon millions of fault-free flight time. Based on their reliability and annual condition inspections an STC permits extension of the Time Between Overhauls, TBO, from 4,000 to 8,000 hours. Except for annual inspections scheduled maintenance are recommendations only. “**FAR Part 43** explicitly states that it does not apply to experimental airworthiness certificates.” [Copilot with GPT-4 \(bing.com\)](#).

Preventative maintenance. The talking engine. Early detection and repair of a small maintenance issue can save a bundle of cash for more extensive (and preventable) repairs. Bottomline? With good maintenance support the PT6 can run all the way to 8,000 TBO. Some operators like Dynamic Aviation run up to 12,000-hour TBOs under the Maintenance On Reliable Engines, M.O.R.E, program. My engine, PCE30249-A, benefits from the same data for its detection and preventative maintenance system. Certified P&W factory-trained technicians like me know that PT6's are like hypochondriacs, they squawk even with the earliest ailment. Trained eyes and ears detect such things as the need to change a fuel filter or do a compressor wash to improve sagging performance.

Safety includes a reverse thrust MT 5-blade STOL composite propeller with auto feathering should the engine quit. In addition, N71RJ has an incredible 10.9-1 glide ratio. That is sufficient to reach a safe landing if not on land, then water (lakes, rivers, and bays) anywhere.

Performance: With 550 horsepower I have the takeoff power of a twin at only a third of the weight and twice the climb rate, up to 3,000 FPM. N71RJ is truly amazing. Short Take Off and Landing, S.T.O.L, take on a whole new meaning especially when in high and hot environments like a summertime mountain lake.

At standard sea-level pressure and a 3,400 GTOW, my Super Seawind lifts off land at less than 1175' and water at 1,400'. With reverse thrust it can land in half those distances. Good to know in an emergency, but it may not be smart to land in a small pond considering that the takeoff run is twice the landing distance to get airborne.

4,000 additional hours of safer flying is a gift from heaven. It is by far better than Lycoming IO-540 1,800-1850-hour TBO on their new engines. They weigh a payload-killing 155 pounds or 438 V. 283 pounds of a PT6 with only 56% of the PT6 horsepower.

Adding it all up, you cannot beat a PT6 for affordable maintenance cost, safety, versatility, and performance. There is just no comparison in the piston world anywhere.

<https://superseawind.com/pt6-turbine-engine/> Learn more at www.SuperSeawind.com