

PILATUS

PC9

Experiencing a military trainer from a civilians point of view for the first time, really makes you feel that you are in a fighter. They are fast, very manourvrable, you sit on an ejection seat with an all round perspex canopy that offers superb views. So to all intents and purposes you are in a fighter and the PC9 is no exception.

My introduction ro this aircraft was as a cameraship to shoot both the PC9 and the F/A-18 Hornet. The preparation was equally military-like, being kitted out with a full flying suit, gloves, helmet and mask, boots and the all important 'G' suit. The latter device is coupled to the aircraft, and is activated whenever the aircraft flies in any position other than straight and level. So you know when the suit activates, you know you are about to do something other than flying straight and level! It's very exciting. After working with Pilatus for so many years, it was great to be able to add the PC9 to my portfolio of Pilatus types as the subject and cameraship.

Since I shot the PC9, all have been retired by the RAAF and replaced by the latest Pilatus PC21 glass-cockpit trainers. See page 22 for my PC21 story.









LEFT: The post flight congratulations pose, with usual banter going something like 'Hey, that last turn, wow!' 'Yeah, I loved it'.

OPPOSITE: Of course not all aviation photography is about A2A portraits, mostly it's covering more earthy stuff. I still love being around aircraft, so it is all good. This is the Airflite maintenance facility at RAAF base Pearce, just outside Perth in Western Australia. Note that the second aircraft from the camera is A23-013, the same ship as above.

BELOW: I took the selfie at the exact same moment my friend took the shot of me taking off in the PC9. How cool is that? It is the only time I have ever seen this.

