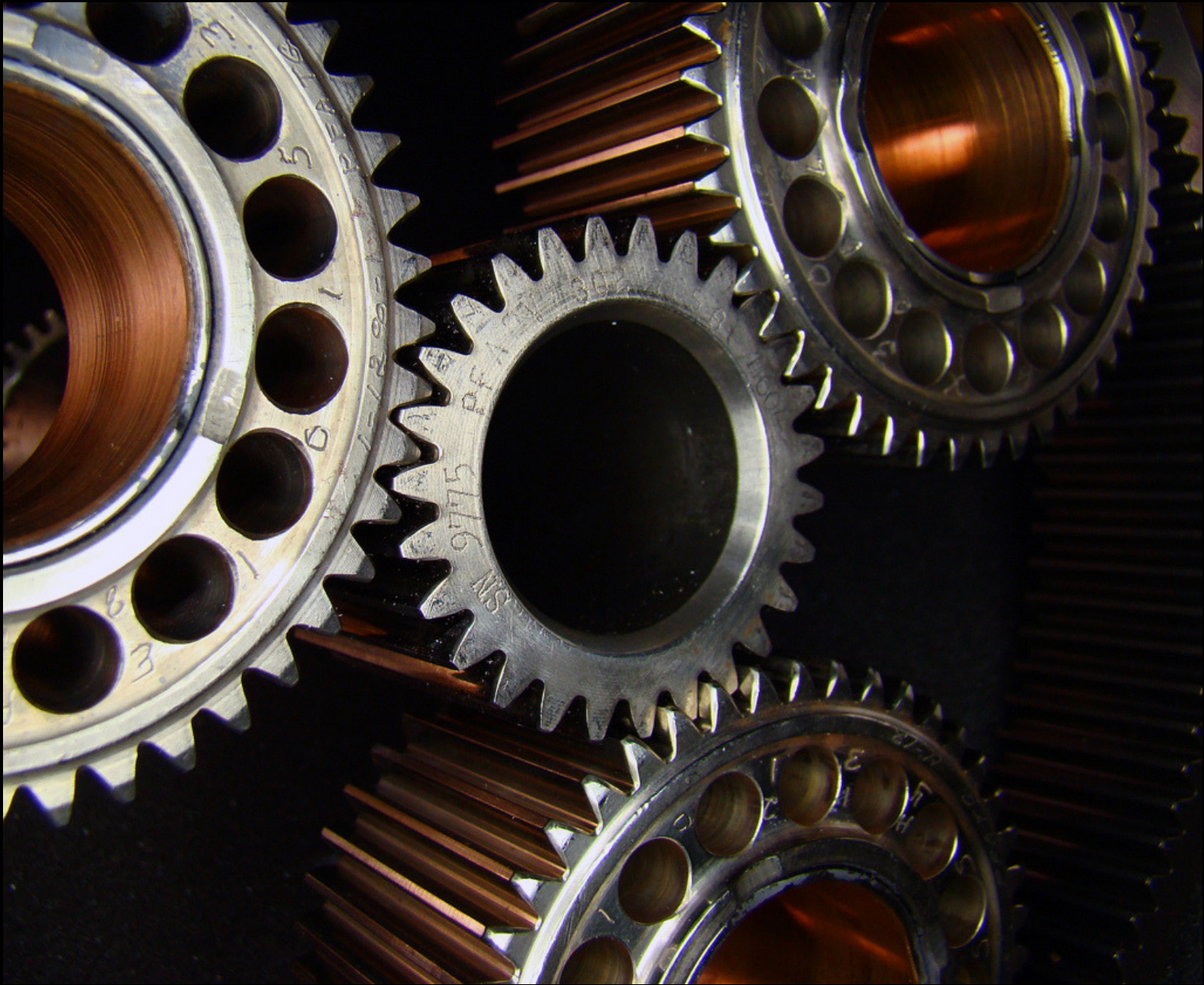


TOP FOUR REASONS

2018
Pratt & Whitney
PT6A Engine Work

You're Having Problems Starting Your PT6 Engine.



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TOP FOUR REASONS

You're Having Problems Starting Your PT6 Engine.

The Pratt & Whitney Canada PT6A is a turboprop aircraft engine that first flew on 30 May 1961. It consists of two sections: a gas generator supplying hot gas to a free power turbine. By November 2015, 51,000 engines had been produced, and had logged 400 million cumulative flight hours from 1963 to 2016, it is known for its reliability, and is used in business aviation and agricultural aircraft. But there are a few things that can lead to trouble starting the engine.

1. Insufficient Ng at Start

Probable Cause - Low battery voltage or insufficient battery capacity. If start is normal using external power, address battery issue. If starting Ng is still insufficient, check Starter-Generator or engine internal rub.



2. Delayed Hung Start

Probable Cause - Flow Divider valve shuttling to secondary nozzles late. Fuel control Pressure differential or Minimum Flow low.

3. Engine Fails to Light Up

Probable Cause - Ignition system. Check Igniter or Glow Plug operation. No fuel supply to the engine. Verify Fuel Selector ON and fuel flow to Engine Driven Fuel Pump. Fuel Control Unit. Disconnect the FCU outlet tube and check for fuel flow while motoring engine with starter.



4. Engine Fails or is Slow in Accelerating to Idle

Probable Cause - Leak or restriction in the P3 line. Check the P3 filter and tubes for restrictions and tube nuts for tightness and P3 / PY fitting on the bottom of the Fuel Control for looseness. PY line leakage between the Fuel Control and Prop Governor. Blank line at FCU and observe the results.

SCHEDULE YOUR SERVICE!

Contact Turbines Inc. today for an estimate on YOUR project! FAA Approved Part 145 Overhaul Shop UTBR513L. We also have EASA, DGCA, Chile and other certification and approvals. Call us at 812.877.2587 or email turbines@turbinesinc.com with the details!

