



PAC 750XL

INTRODUCTION

- ➔ The **PAC 750XL** combines a short take off and landing performance with a large load carrying capability.
- ➔ The **PAC 750XL** is a distinctive type. Its design philosophy is reflected in the aircraft's layout and the method of construction allowing the aircraft to compete successfully and cost effectively in many roles.



PAC-750XL

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PAC 750XL in the market place

- The initial role for the **PAC 750XL** is in the skydiving market. At the moment there are no purpose built aircraft meeting the demands of this growing sport.
- The **PAC 750XL** would also be an excellent military platform for all types of uses, where its balance of STOL performance and load carrying capabilities are ideally suited.
- The **PAC 750XL** is produced as an all round, rugged freight hauler and passenger aircraft.
- The **PAC 750XL** has a large volume fuselage and high weight carrying capability. With 9 passengers it has 5 hours fuel plus 45 minutes reserve.

PAC-750XL

GENERAL DESCRIPTION

- All metal construction, low wing
- Dual flight controls
- Powered by a Pratt & Whitney PT6A-34 750hp engine
- Fixed tricycle undercarriage
- 3 Blade Hartzell fully reversible propeller
- Superb visibility
- **PAC 750XL** is a STOL aircraft with the ability to carry a high payload

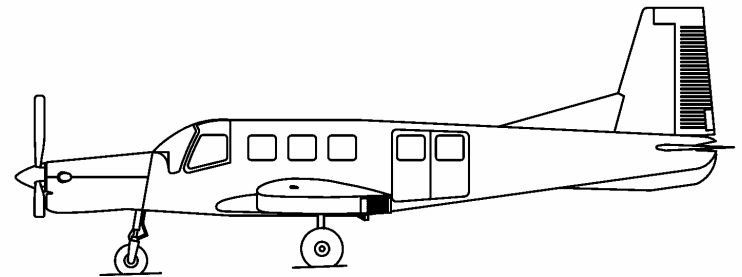
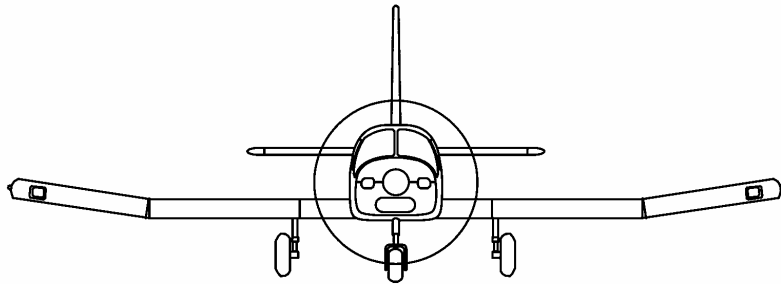
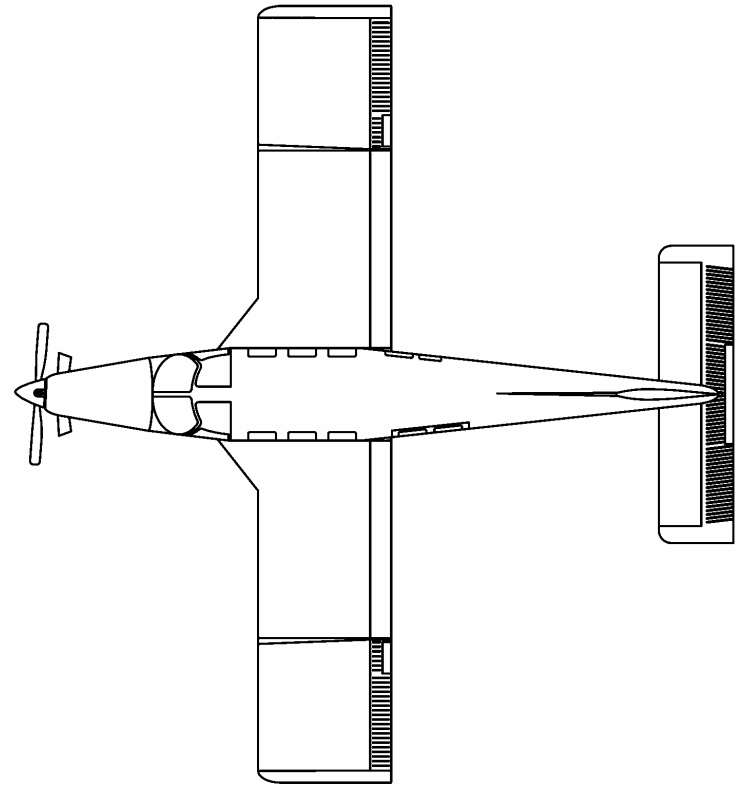
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PAC 750XL History

- PAC has produced in excess of 560 aircraft.
- The **PAC 750XL** is designed to meet the utility market, where the skydiving industry and other operators will enjoy the benefits of its performance coupled with the low operating costs.
- Other roles which the **PAC 750XL** is well suited to are cargo, medivac, special mission military operations and passenger work. In addition, the excellent performance, maneuverability and load carrying capability of the **PAC 750XL** make it an effective, low cost aircraft.

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PAC 750XL 3 View



PAC-750XL

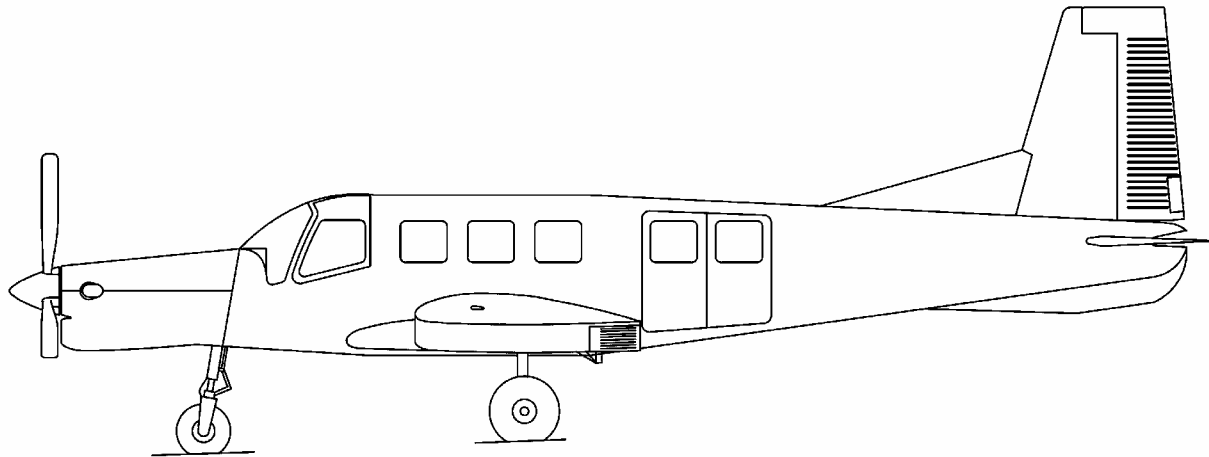
LEADING PARTICULARS

- Ailerons..... Plain 23° up travel 9.5 ° down travel
- Vertical Tail Surface Fixed fin, horn balanced rudder
- Horizontal Tail Surface Fixed tailplane with elevator
- Elevator Deflection 30 ° up and 8.5 ° down
- Landing Gear Type Fixed tricycle, steerable nose gear
- Main Gear Track 12'1" [3.68m]
- Wheel and Tyre Size 8.50 x 6 nose 8.50 x 10 main
- Engine Pratt & Whitney PT6A-34
- Propeller Hartzell 3 Blade fully feathering and reversible

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LEADING PARTICULARS

- Fuselage Overall Length.....38' 10" [11.84m]
- Wing Span..... 42 feet [12.8m]
- Wing Aspect Ratio..... 6.0
- Power loading..... 10lb/hp



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PERFORMANCE

- Rate of Climb at Maximum Weight at Sea Level..... 1,400 ft/min
- Absolute Ceiling..... 20,000 ft
- Range (including 45 minutes reserve) 582 miles
- Endurance (including 45 minutes reserve)5 hours



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WEIGHTS

- Approximate empty weight.....3100 lbs [1405kg]
- Maximum takeoff weight.....7500 lbs. [3402kg]
- Payload.....4400 lbs. [1995kg]

AIR SPEEDS

| | |
|-------------------------------------|---------|
| → Cruise Speed (at 10,000 ft) | 170 kts |
| → Stall | 58 kts |
| → Maximum crosswind..... | 14 kts |
| → Best rate of climb | 95 kts |
| → Best angle of climb | 85 kts |



PAC-750XL

FUEL

- ✈ Capacity ~ Normal configuration..... 861 litres
- ✈ Endurance ~ including 45 minute reserve..... 5 hours
- ✈ Range ~..... 582 miles

STRUCTURES/CONSTRUCTION

- The **PAC 750XL** fuselage is an all metal semi monocoque construction, comprising frames and longerons covered by pre formed aluminum alloy skins.
- The **PAC 750XL** wings are a single spar cantilever construction with sheetmetal ribs covered by pre formed aluminum alloy skins.
- Four integral wing tanks are fitted in the centre wing forward and aft of the main spar.
- The centre wing has no dihedral.
- Outboard of the centre wing are two outer panels which have an 8 degree dihedral.
- Slotted flaps are fitted at the trailing edges and conventional ailerons are fitted.

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STRUCTURES/CONSTRUCTION

- Aileron, elevator and rudder controls comprise conventional pushrods and tensioned cables.
- Wing flaps are electrically operated with control through to 40°.
- Electric trim is provided for the ailerons and elevator and a manual trim for the rudder. The elevator trim has a manual back-up system.
- The wide track fixed tricycle landing gear with long stroke oleos is designed for rough fields and to give a soft ride.
- A steerable nose assembly is attached to the firewall.
- The rugged landing gear has a fleet total of over a million landings with excellent reliability.
- The power lever is rigged for a wide beta range and reverse thrust is also available as an emergency stopping device and for use in tight ground handling maneuvering situations.
- The engine cowl is made of a mix of Kevlar and fibreglass to ensure a strong and lightweight cowling.

COCKPIT

- The **PAC 750XL** is available with dual flight controls and a removable right control column.
- The cockpit ergonomics result in complete comfort for the pilot.
- The pilot is seated forward of the wing so downward visibility is superb.
- The avionics panel is mounted centrally with the engine and flight instruments clustered immediately in front of the pilot.
- All switches, warning lights and circuit breakers are mounted in easy reach of the pilot.



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SAFETY

- Cockpit warning systems are simple and straight forward.
- The generator failure warning comprises a low voltage light.
- The fuel filter warning light operates if differential upstream and downstream pressure is at the threshold of the filter bypass. There is a separate fuel pressure warning light.
- A magnetic chip detector in the engine reduction gearbox detects metal contamination of the engine.
- Alternative emergency access is provided by large doors in the cockpit

FUEL SYSTEM

- The **PAC 750XL** has four separate wing tanks, two front wing tanks and two rear wing tanks.
- The design of the system uses 'jet' pumps to automatically transfer fuel from the wing tanks to a sump tank.
- The jet pumps have been adopted as they have no moving parts and are energised by an engine driven fuel pump. A submerged electric fuel pump mounted in the sump tank provides a complete backup for the engine driven pump.
- Fuel supply is controlled by one fuel selector with on/off selections.
- All fuel, including the fuel for energising the jet pumps is passed through a large capacity, 10 micron fuel filter.
- The **PAC 750XL** system provides for a very simple, safe delivery of fuel and also has the advantage of a low unusable fuel level.

PAC 750XL - MULTI ROLE

The **PAC 750XL** is designed for use in a wide range of roles. The excellent performance of the dependable Pratt & Whitney engine and proven airframe design makes the **PAC 750XL** an effective low cost aircraft.

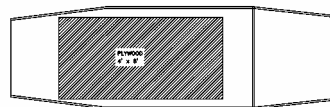
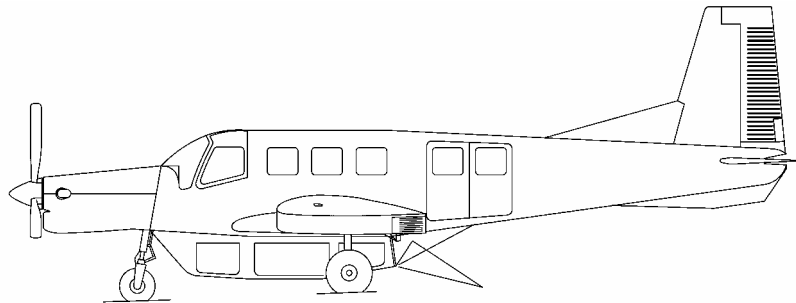
- Cargo
- Reconnaissance
- Mineral Exploration
- Passenger / sightseeing
- Skydiving
- Medivac

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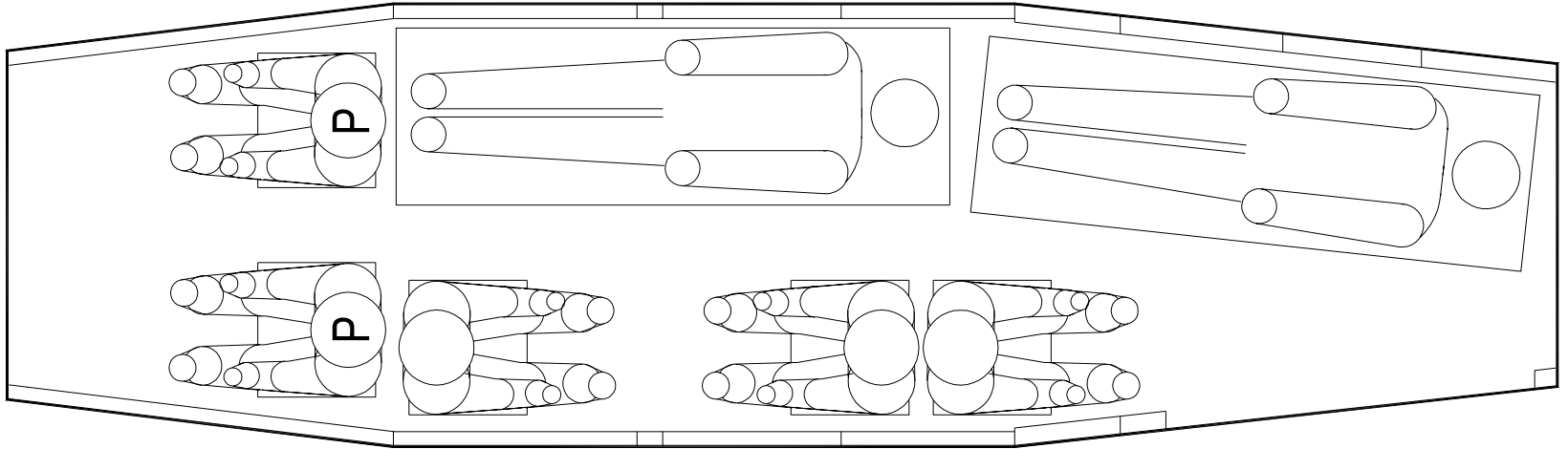
CARGO

- Cabin length..... 158" [4.01m]
- Cabin width 54" [1.37m]
- Large door size 50 x 47" [1.27m x 1.19m]
- Maximum height..... 56" [142cm]



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Medivac



MEDICAL EVACUATION - 2 PATIENTS, 3 MEDICAL STAFF AND 2 PILOTS

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RECONNAISSANCE / SURVEY

- Excellent terrain following capabilities.
- Stable flying characteristics makes the **PAC 750XL** ideal for this role
- Large rear cabin for role equipment and / or operator station.



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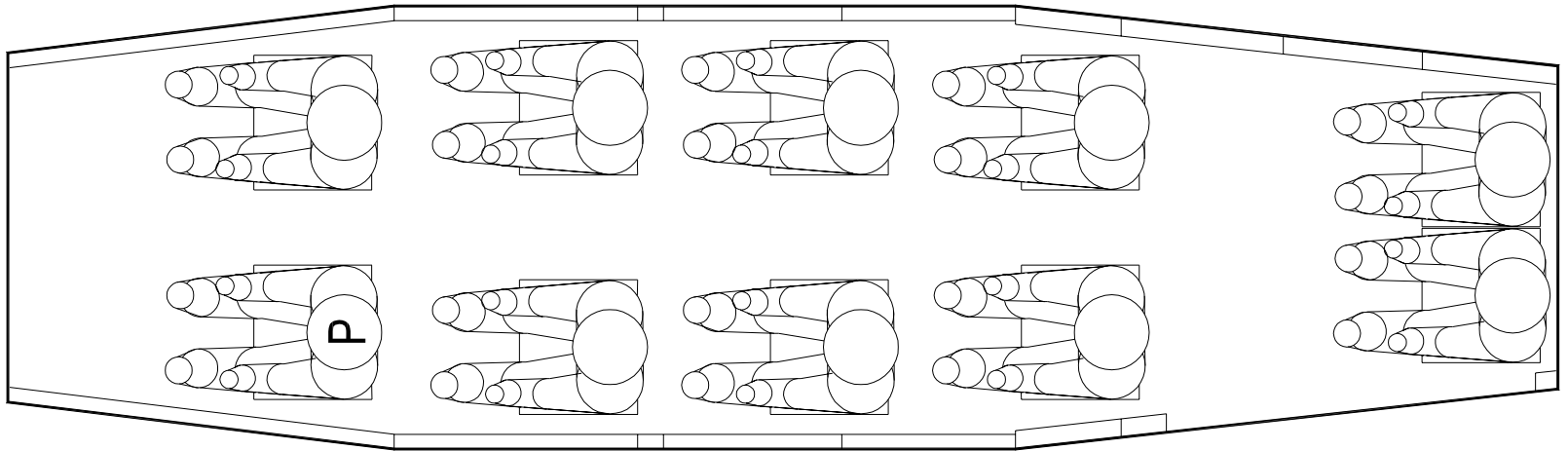
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PASSENGER

- Seating for up to nine (9) passengers
- Ambulance / stretcher carrier
- Quick role change capability
- Excellent rough field access for injured evacuations

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PASSENGER



9 PASSENGERS [34" SEAT PITCH]

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SKYDIVING

- 18 (minimum) occupants [1 pilot, 17+ jumpers]
- 12 minutes to 12,000 ft
- Large entrance / exit door
- Safe jump platform
- STOL descent
- Quick loading capability



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