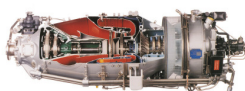




Cost reduction promotion

United Turbine, has adopted a policy of zero freight cost for customers sending their engines, hot sections and/or components from/to continental territory of North America.

For International customers this savings policy will be applied to engines, hot sections and/or components being returned to the customers after being serviced.



PT6A Small

Come to see us in 2011:

- NBAA Convencion anual, Octubre 10th-12th, Las Vegas, NV

Records of engines and components

As a remainder, it is mandatory for all operators to maintain a precise control of time and cycles on engines, accessories and compressor and turbine disks. This requirement is not only mandatory, it will save money by using the most of the life of this components.

Operators should apply formulas to calculate the real cycle's usage in applications such as agriculture and training, where for one engine start the aircraft will execute several flies. The repair/overhaul shop needs a true and accurate cycle's information. Also the accessories have a time limit that needs to be observed and recorded.

Corrosion of magnesium compressor inlet housing on PT6 engines series 60, 65 y 67

It is exaggerated the corrosion found on the majority of inlet housings on these engine models. Why is this type of corrosion found on these engines but not on the smaller series if they are all of the same alloy? Many experts coincide in the opinion that it is due to the high air temperature delivered to the inlet case from the P2.5 bleed valve. Harm or benefit? Please send us your opinion.



PT6T Turbo-Pac



PT6A Large

