



*P2002 J7*

**Certified**

**ENGINE**

Manufacturer	Rotax
Model	912 S2
Power	100 hp
Number of Cylinders	4

**PROPELLER**

Manufacturer	Hoffmann
Model	HO17GHM
Number of Blades	2
Type	FIX

**WEIGHTS**

	lb	kg
Maximum Take-off weight	1320	600
Standard Equipped weight	790	360
Standard Useful Load	530	240
Ultimate Loads	+6 - 3	

**DIMENSION**

Wing Span	28,2 ft	8,6 m
Wing Area	124 sq/ft	11,5 m <sup>2</sup>
Fuselage Length	21,7 ft	6,63 m
Fuselage Height	7,9 ft	2,4 m
Baggage Allowance	44 lb	20 kg

**PERFORMANCE MTOW**

Speed	Kts	Km/h
Maximum at Sea Level, Gross Weight	120	222
Cruise, 75% power	113	210
Vne	138	256
Stall Speed	Kts	Km/h
Flaps up, power off	45	83
Flaps Down, power off	39	72
Rate of Climb at Sea Level	1100 ft/m	
Service Ceiling	14,800 ft	4500 m
Takeoff Performance	ft	m
Ground roll	460	140
Total over 50 fr obstacle	1017	310
Landing Performance	ft	m
Ground roll	460	140
Total over 50 fr obstacle	1070	326
<b>FUEL TANK CAPACITY</b>	50x2 lt	13,2x2 gal.
<b>FUEL ECONOMY</b>	17 Lt./Hr.	4,5 Gal/hr.

## P2002 JF

The P2002-JF is a two-seater side by side, low wing aircraft. The JF P2002 features superlative performance and flying qualities, now confirmed by hundreds of P2002 ultralights sold throughout the world. The ease of piloting and maintenance make this aircraft an excellent solution for training in flight schools but also an ideal platform for surveillance and patrolling territory as well as, of course, for pure recreational use.

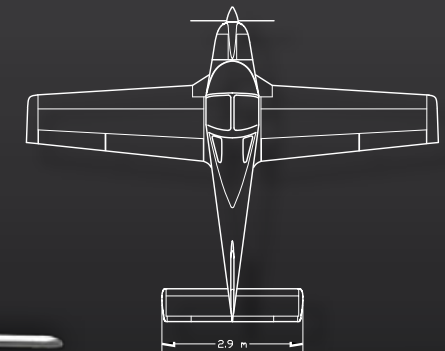
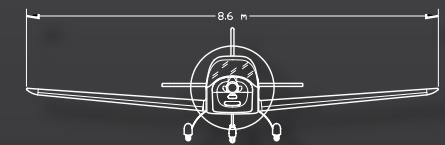
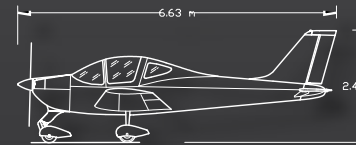
The option to use AVGAS 100LL or unleaded MOGAS ASTM D4814-EN/228 SUPER make the P92 JS even more flexible and economical.

The P2002-JF represents the latest development of the Tecnam aircraft as result of the aircraft continuous improvement, the use of advanced software for design, the structural and fluidynamics analysis. Thanks to the tapered laminar flow airfoil and the slotted flaps the P2002 an outstanding aircraft, with the perfect mix of aerodynamic and structural efficiency.

There are many flying schools in Europe and the rest of the world that rely on P2002JF (certified according to the CS-VLA) for students training, even up to ATPL level.

## Advantages

- Superior performance and flight characteristics
- Low stall speed
- 210 km/h (113 kts) cruise
- Stable and responsive
- High level of comfort that makes it ideal for long routes
- Excellent visibility
- Sliding canopy can be opened in flight
- Exciting, yet easy to fly
- EASA CS-VLA certified
- Ideal for flight schools



## Construction

- The Tecnam line employs a monocoque tail cone section with sheet aluminium over steel tubing for the forward section.
- The aluminium tapered wing has a conventional structure with a forward load bearing spar and a conventional rear spar. The wing halves are attached to the fuselage by a very strong carry-through made of 2024-T3 grade aluminium fixed to the cabin truss.
- The fuel tanks hold 13.2 gal/50l each, located in the wing leading edges separated from the fuselage for safety.
- The sliding canopy allows 360° of vision in the cockpit. This canopy can be fully opened in flight below 70 knots.
- The all moving Stabilator is fitted with a trim tab controlled by buttons on the control column.
- The excellent flying characteristic with neutral handling makes it extremely stable and easy to fly for people of any weight/height.
- The ailerons are effective in allowing for a quick roll rate without being overly sensitive.
- All control surfaces are made out of aluminium.
- The wide slotted flaps, electrically activated, allow stall speed lower than 73 km/h (40 Kts).
- The canopy has full rollover protection.

## Interior

- Seats are adjustable and increase in height as they are moved forward.
- The luggage area allowing for 44 pounds/20 kg of weight, located behind the seats with ample room for several travel bags
- All Tecnam aircraft have dual control sticks with a curve at the base for ease of ingress and egress.
- The dual controls come standard with PTT and electric trim on both sticks with a trim indicator on the panel.
- The fresh air vents are conveniently located on each side of the panel.
- The aircraft comes with dual rudder pedals, connected to a steerable nose wheel.
- The interior is spacious, ergonomic and comfortable.
- Cabin is a roomy 44 in/112 cm wide.
- The wide conventional type instrument panel allows fitment of a broad range of IFR equipment, in addition to standard VFR training needs.
- Four point harness system is standard.
- Cabin is a roomy 44 inches wide.
- Four point harness system is standard



P2002 97

Certified



## Landing Gear

---

- The main landing gear legs are made of spring steel, directly connected to the main structure. The landing gear is robust enough for rough strips and require no maintenance.
- The trailing link nose gear uses a rubber shock absorber system that was designed for the rigours of the training environment with easy and economical maintenance.
- The main landing gear wheels and brakes are conventional aircraft size (5.00x5)
- The brake lever control and the parking brake are located forward between the seats.

## Engine and Propeller

---



- The top and bottom engine cowls are quickly and easily removable making any maintenance easier to accomplish. The top cowl has 2 large hinged openings for easy access to the engine compartment, without the need for tools to allow effective pre-flight inspections.
- The engine's mount is steel-tubing with shock mounts. It also supports the nose wheel that is not anchored directly to the cabin's structure
- The power plant is a Rotax 912 S2 series certified to FAR 33 four-cylinder, four-stroke engine.
- The engine is a partially liquid and partially air cooled with an integrated 1:2.4286 reduction gear.
- A fixed pitch wood and composite Hoffmann propeller certified to FAR 33 comes standard.
- The quick drain gascolator is installed in the engine compartment with easy outside access.
- Drain taps are fitted to the underside of the wings to purge the tanks.
- All electrical circuits are protected by circuit breakers as standard.
- The battery is located in the rear of the fuselage with easy access through a hinged door. There is also an external auxiliary power socket.

## Standard Equipment

### • FLIGHT INSTRUMENTS AND INDICATORS

Magnetic compass  
Airspeed ind., Kts  
Altimeter (in)  
Vertical speed  
Attitude gyro  
Directional gyro  
Turn and bank indicator  
Flaps indicator  
Pitot system  
Static system  
Stabilator trim position indicator

### • ENGINE INSTRUMENTS

Rpm indicator  
Hour recorder  
Oil press  
Oil temp.  
Head temp.  
Fuel press.  
Voltmeter  
Ammeter  
Lh + rh fuel qty

### • EXTERIOR LIGHTS

Nav. Lights  
Vertical tail strobe  
Taxi light

### • FLIGHT CONTROLS

Hydraulic brakes  
Parking brake  
Electrical flaps  
Dual flight controls  
Steerable nose wheel  
Stabilator trim (electric actuated from stick)  
Engine controls: Throttle, two - Carburetor heat - Choke.  
Flight trim controls  
\_ Stabilator with indicator  
Fuel control selector with on/off  
Panel switches: Starter - Fuel pump - Engine lh and rh ignition switches.

### • OTHER INSTRUMENTS / WARNING

Chronometer  
O.A.T. Indicator  
Generator warning light  
Vacuum suction gauge

### • ELECTRICAL SYSTEM

12 Volt 18a amp. Battery  
12 Volt alternators-20 amp.  
Switches  
Nav. Lights: landing light - strobe light.  
External power supply receptable  
Circuit breaker panel

### • FUEL SYSTEM

Two integral fuel tanks with 100 litres  
Total capacity  
Engine driven fuel pump  
Auxiliary fuel pumps, electric  
Fuel quick drain

### • INTERIOR

Pilot and copilot seats  
\_ Adjustable fore and aft  
Seat belts & shoulder harness, all seats  
Wall to wall carpeting  
Luggage compartments  
Fire extinguisher  
Radio call plate  
Soundproofing  
First aid kit

### • EXTERIOR

Epoxy corrosion proofing, all structure  
Sliding canopy with lock and key  
Rear window  
Tie down rings  
Main wheels, 5,00 x 5  
Nose wheel, 4,00 x 6

### • CABIN COMFORT SYSTEM

Windshield defroster  
Ventilator adjustable, 2 place  
Heating system

### • POWERPLANT AND PROPELLER

Engines - 1 rotax 912s2 100 hp, 4 cylinders  
Liquid/air cooled, integrated reduction gear  
Dual ignition system  
Throttle control lh/rh  
Tubular steel engine mount  
Propeller - hoffmann, 2 blade fix  
Propeller spinner  
Air filter  
Oil filter  
Oil and water coolers  
Carburetor heat with manual control

### • PRODUCT SUPPORT/DOCUMENTS

Manufacturers full two year limited warranty  
Pilots operation handbook  
Maintenance manual  
Parts catalog  
Aircraft log book  
Engine log book

P2002 97

Certified