



P92 JS

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	1280	580
Standard Equipped weight	783	355
Standard Useful Load	497	225
Ultimate Loads	+6 - 3	

DIMENSION

Wing Span	28,5 ft	8,7 m
Wing Area	129 sq/ft	13,2 m ²
Fuselage Length	21 ft	6,4 m
Fuselage Height	8,2 ft	2,5 m
Baggage Allowance	44 lb	20 kg

PERFORMANCE MTOW

Speed	Kts	Km/h
Maximum at Sea Level, Gross Weight	110	204
Cruise, 75% power	105	194
Vne	134	248

Stall Speed	Kts	Km/h
Flaps up, power off	44	81
Flaps Down, power off	38	70

Rate of Climb at Sea Level	1100 ft/m	
Service Ceiling	14,800 ft	4500 m

Takeoff Performance	ft	m
Ground roll	394	120
Total over 50 fr obstacle	820	250

Landing Performance	ft	m
Ground roll	361	110
Total over 50 fr obstacle	853	260

FUEL TANK CAPACITY	45x2 Lt.	11,9x2 GAL.
FUEL ECONOMY	17 Lt./Hr.	4,5 GAL/Hr.

P92 JS

The P92-JS is a two-seater side by side, single strut braced, high wing aircraft. The aircraft's outstanding performance and flying qualities together with low operating costs, easy piloting and maintenance, make this aircraft an excellent choice for flying schools and training activities and also for many other missions such as touring, territory surveillance, patrol, etc.

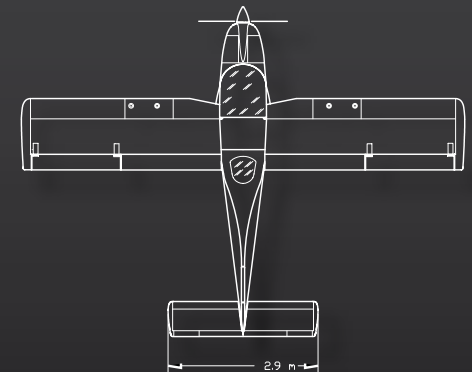
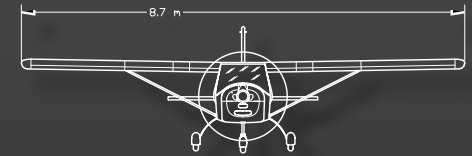
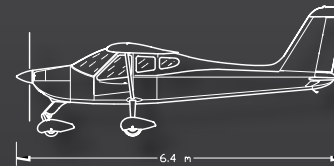
The option to use AVGAS 100LL or unleaded MOGAS ASTM D4814-EN/228 SUPER make the P92 JS even more flexible and economical.

The P92-JS has been type certified in December 2001 in compliance with CS-VLA. The engine and propeller are certified to FAR 33.

Several well known research institutes have chosen the JS as a platform for research into automated systems for conducting flight and environmental research and are very satisfied with it.

Advantages

- Superior performance and flight characteristics
- Low stall speed
- 194 km/h (105 kts) cruise
- Stable and responsive
- Ideal for flight schools
- High level of comfort that makes it ideal for long routes
- Excellent visibility
- Comfortable 45 in/114 cm wide cabin
- JAR-VLA certified



Construction

- The Tecnam line employs a monocoque tail cone section with the forward fuselage using sheet aluminium over steel tubing.
- The wing is an all aluminium conventional structure with a single strut.
- The fuel tanks hold 11.9 gal/45l each, located in the wing leading edge separated from the fuselage for safety.
- A wide rear window together with large side windows complete the extraordinary visibility allowing 360° of vision in the cockpit.
- 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 large flaps are deployed electrically and allow a stall speed lower than 38 kts (70km/h).
- The low stall speed and the general slow flying characteristics of the aircraft allows it to operate with ease on short runways.

Interior

- Seats are adjustable and increase in height as they are moved forward.
- The luggage area allowing for 44 pounds/20 kg of weight is located behind the seats with easy access in flight.
- All Tecnam aircraft have dual control sticks, throttles and rudder pedals.
- The trim tab and the flaps are electrically activated with a position indicator on the instrument panel.
- The fresh air vents are conveniently located in the doors.
- Heat and defrost are standard.
- The aircraft has dual conventional rudder pedals with a steerable nose wheel.
- The wide conventional instrument panel allows fitment of a broad range of IFR equipment, in addition to standard VFR training requirements.
- The interior is spacious, ergonomic and comfortable.



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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 mount is steel-tubing with the engine on shock mounts. It also supports the nosewheel 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 engine with an integral 1:2.4286 reduction gearbox.
- A fixed pitch wood and composite Hoffmann propeller certified to FAR 33 comes as standard.
- The quick drain gascolator is installed in the engine compartment with easy outside access.
- Drain taps for purging the fuel tanks are fitted to the underside of the wing.
- All electrical circuits are protected by circuit breakers.
- 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

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• 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
Two doors with lock and key (only lh)
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