

P92 2000 RG



QUALITY AIRCRAFT SINCE 1948

TECNAM

Advanced Ultra Light

ENGINE

Manufacturer	Rotax
Model	912 ULS2
Power	100 hp
Number of Cylinders	4

PROPELLER

Manufacturer	Tonini
Model	GT
Number of Blades	2
Type	Fix

DESIGNED WEIGHT and LOADING

	lb	kg
Designed MTOW	1320	600
Limit Loads	+4 / -2 g	
Ultimate Loads	+6 / -3 g	

DIMENSION

LH-RH Cabin Door Height	33 in	0,83 m
LH-RH Cabin Door Width	30 in	0,76 m
Baggage Allowance	44 lb	20 kg

PERFORMANCE (450 KG) 100 hp

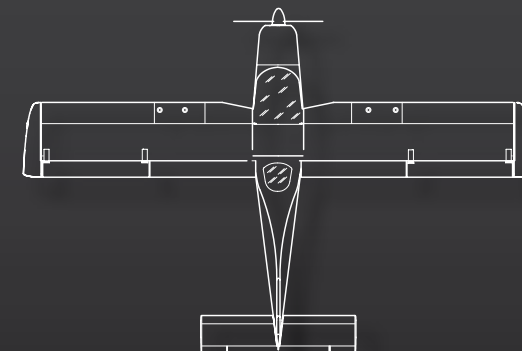
Speed	Kts	Km/h
Maximum at Sea Level, Gross Weight	135	250
Cruise, 75% power	124	230
Vne	157	290
Stall Speed	Kts	Km/h
Flaps Down, power off	35	65
Rate of Climb at Sea Level	1200 ft/m	
Service Ceiling	14,800 ft	4500 m
Takeoff Performance	ft	m
Ground roll	360	110
Total over 50 fr obstacle	673	205
Landing Performance	ft	m
Ground roll	360	110
Total over 50 fr obstacle	850	260

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

The P92 2000-RG is a two-seater, single strut braced high wing ultra-light aircraft with retractable gear. It has the same flying qualities of the high wing configuration but with the low drag benefits of the retractable gear. Speed, range, flight quality and structural integrity are equal to a general aviation airplane.



Wing Span	29,5 ft	9 m
Wing Area	129 sq/ft	12 m ²
Fuselage Length	21 ft	6,43 m
Fuselage Height	8,2 ft	2,5 m



Advantages

- Superior performance and flight characteristics
- 230 km/h (124 kts) cruise
- Stable and responsive
- High level of comfort that makes it ideal for long routes
- Excellent visibility
- Pneumatic retractable landing gear
- Compliant to airworthiness requirements CS-VLA and RAI-VEL

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 rear window completes 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. The design of the flaps allows low stall speeds, within the range of a ULM aircraft, even with a wing shorter than fitted to the P92 Echo Classic, gaining more manoeuvrability and agility in the roll.
- The low stall speed and the general slow flying characteristics of the aircraft allow it to operate with ease on short runways.
- The undercarriage stows into pods on the sides of the fuselage, optimised in the wind tunnel, allowing the aircraft to maintain a wide undercarriage track without compromising performance.

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.
- The aircraft has dual conventional rudder pedals with a steerable nose wheel.
- The wide instrument panel is designed to accommodate a full variety of instrumentation.



Landing Gear

- The main landing gear is made by two supporting beams hinged around the end of two aluminium alloy leaf springs housed inside the fuselage. These springs absorb the landing loads while still being easy to inspect and maintain.
- The main legs are simply rotate by two pneumatic cylinders.
- The nose wheel is integrated with a high efficient oleo-pneumatic shock absorber, the same as used on the certified P2002 JR and the P2006T.
- When the landing gear is down the torque-arms are mechanically locked, preventing undercarriage movement unless driven by the cylinders.
- An electrical compressor gives the necessary pressure to the pneumatic system. The system has many safety devices and two separate reservoirs. One tank supplies the air for normal retraction while the second provides air in the case of the main system failing. Should there be a total failure, the landing gear will drop under gravity.
- The main landing gear wheels and brakes are conventional aircraft size (4.00-5)
- The brake lever and the parking brake valve are located forward between the seats.

Engine and Propeller

- The top and bottom engine cowls are quickly and easily removable making for easy access for maintenance. The top cowl has hinged doors 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 shock mounts. It also supports the hinged nosewheel, while the retraction mechanism is anchored directly to the cabin's structure.
- The power plant is a Rotax 912 ULS2 100HP four-cylinder, four-stroke engine, with an integrated 1:2.4286 reduction gear.
- A fixed pitch wood and composite propeller comes as standard.
- The quick drain gascolator is installed in the engine compartment with easy outside access.
- The fuel system uses a mechanical engine driven pump along with an electrical back-up pump.
- The battery is located in the rear of the fuselage with easy access through a hinged door.
- The engine installation allows the option for an additional 40 Ah alternator.

Standard Equipment

<ul style="list-style-type: none"> • FLIGHT INSTRUMENTS AND INDICATORS 	Oil press Oil temp. Head temp. Fuel press. Voltmeter Lh + rh fuel qty	Engine controls: _ Throttle, two _ Choke Flight trim controls _ Stabilator with indicator Landing gear, retractable electrohydraulic Landing gear selector switch Landing gear warning horn Landing gear emergency extension Fuel control selector with on/off Panel switches: _ Starter	_ Fuel pump _ Engine lh and rh ignition switches <ul style="list-style-type: none"> • ELECTRICAL SYSTEM 12 Volt 18a amp. Battery 12 Volt alternators-20 amp. Switches Circuit fuses panel <ul style="list-style-type: none"> • FUEL SYSTEM Two integral fuel tanks with 92 litres Total capacity Engine driven fuel pump	Auxiliary fuel pumps, electric Fuel quick drain <ul style="list-style-type: none"> • INTERIOR Pilot and copilot seats: _ Adjustable fore and aft _ arm rest Seat belts & shoulder harness, all seats Wall to wall carpeting Map e storage pockets Luggage compartments <ul style="list-style-type: none"> • EXTERIOR Lh/rh front door pilot/ copilot, lock and key	Rear window All windows tinted Retractable landing gear Tie down rings Main wheels, 5,00 x 5 Nose wheel, 4,00 x 6 <ul style="list-style-type: none"> • CABIN COMFORT SYSTEM Ventilator adjustable, 2 place <ul style="list-style-type: none"> • POWERPLANT AND PROPELLER Engines - 1 ROTAX 912ULS2 100 hp, 4 cylinders Liquid/air cooled, integrated reduction gear	Dual ignition system Throttle control lh/rh Tubular steel engine mount Propeller - gt propeller, 2 blade fix Propeller spinner Air filter Oil filter Oil and water coolers <ul style="list-style-type: none"> • PRODUCT SUPPORT/ DOCUMENTS Manufacturers full two year limited warranty Pilots operation handbook Maintenance manual
Magnetic compass Airspeed ind., Km Altimeter dual mode (in) Vertical speed Bank indicator Flpa indicator Pitot system Static system Stabilator trim position indicator	<ul style="list-style-type: none"> • FLIGHT CONTROLS HYDRAULIC BRAKES Parking brake Electrical flaps Dual flight controls Steerable nose wheel Stabilator trim (electric actuated from stick)					
<ul style="list-style-type: none"> • ENGINE INSTRUMENTS Tachometer Hour recorder						

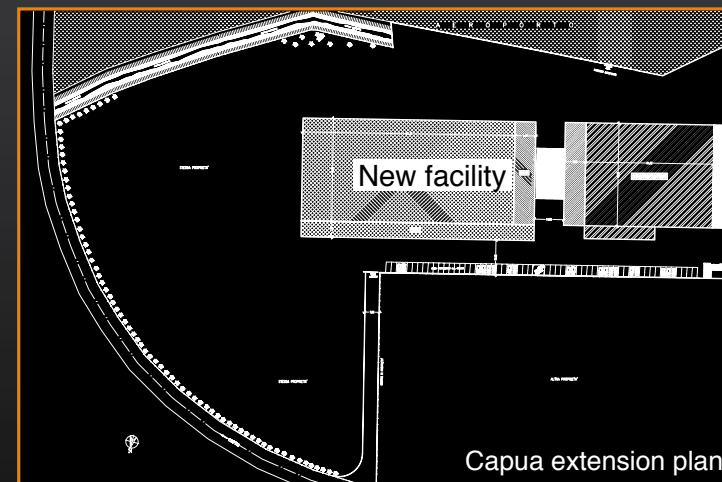
Costruzioni Aeronautiche Tecnam operates in two facilities. The Casoria facility is located adjacent to the Napoli Capodichino Airport and covers an area of 108000 sq ft with 43100 sq ft of enclosed facilities. The Capua facility is located adjacent to the "Oreste Salomone" Airport, covers an area of 129000 sq ft with 43100 sq ft of enclosed facilities. In 2007 construction began on an extension of the Capua facility, adding a new area of 387000 sq ft with 64600 sq ft of enclosed facilities. This extension will double the production capacity of the Capua plant. Modern reinforced concrete buildings are used for manufacturing processes, design activities and office administration.



Capua plant



Casoria plant



Capua extension plan

