

# P92 Echo Super de Luxe



QUALITY AIRCRAFT SINCE 1948

**TECNAM**

**Advanced Ultra Light**

**ENGINE**

Manufacturer	Rotax
Model	912UL / 912 ULS2
Power	80 / 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	+4 / -2 g
Ultimate Loads	+6 / -3 g	+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**

	Kts	Km/h
Speed		
Maximum at Sea Level, Gross Weight	127	235
Cruise, 75% power	116	215
Vne	146	270
Stall Speed		
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**

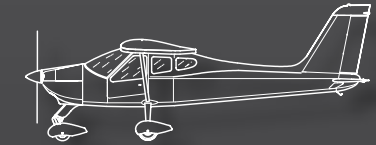
	45x2 Lt.	11,9x2 GAL.
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**FUEL ECONOMY**

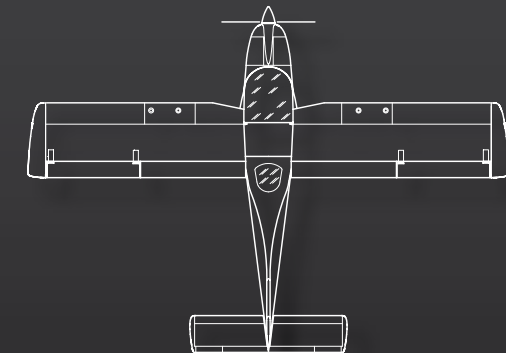
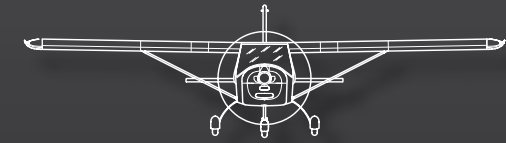
	17 Lt./Hr.	4,5 GAL/Hr.
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The P92 Echo Super De Luxe is a two-seater, single strut braced high wing ultra-light aircraft.

The P92 Echo Super De Luxe is the fully mature version of the aircraft that started the Tecnam P92 line. This plane is the result of years of flight testing and inputs from around the world. With its 100 Hp engine (Rotax 912 ULS2), superior performance, dependable systems, sturdy structure, low maintenance costs and low cost of operation along with competitive acquisition costs, the P92 Echo Super De Luxe is unrivaled by a/c in similar or even higher weight category. With that said, the P92 Echo Super advantages becomes readily apparent in a flight school environment where its robust qualities, stable flight characteristics, and economic advantages make it the leading light trainer in GA today.



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



**Advantages**

- Superior performance and flight characteristics
- 215 km/h (116 kts) cruise
- Stable and responsive
- Ideal for flight schools
- High level of comfort that makes it ideal for long routes
- Based on CS/VLA certified aircraft P92 JS
- Excellent visibility
- Comfortable 45 in/114 cm wide cabin

## Construction

- The Tecnam line employs a monocoque tail cone section with sheet aluminium over steel tubing for the forward section.
- The wing is an all aluminium conventional structure with a single strut.
- The fuel tanks hold 11.9 gal/45 lt in each wing and are located in the leading edge separated from the fuselage for safety.
- A rear window completes the extraordinary visibility allowing 360° of vision in the cockpit.
- The Stabilator is all-moving and it is fitted with an electric tab controlled by buttons on the control sticks.
- The excellent flying characteristic with neutral handling makes it extremely stable and easy to fly for people of any weight/height.
- The wide flaps are deployed electrically.
- 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 position indicators on the instrument panel.
- The fresh air vents are conveniently located in the doors.
- The aircraft has dual rudder pedal with a steerable nose wheel.
- The interior is spacious, ergonomic and comfortable.
- The all new instrument panel is modular for ease of avionics installations.
- The wide instrument panel is designed to accommodate a full variety of instrumentation, from a standard 6 pack to fully integrated EFIS installations.



## Landing Gear

- The main landing gear legs are made of spring steel, directly bolted 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.
- Toe brakes are available as an option.

## Engine and Propeller

- The top and bottom engine cowls are quickly and easily removable making any maintenance easier to accomplish. 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 the engine sitting on shock mounts. It also supports the nose wheel that is not anchored directly to the cabin's structure.
- Two power plant options are available: Rotax 912 UL 80HP four-cylinder, four-stroke engine and Rotax 912 ULS2 100HP four-cylinder, four-stroke engine.
- Both engine types are partially liquid and air cooled with an integrated 1:2.4286 reduction gearbox.
- 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 has an electrical back-up pump.
- The engine installation allows for the addition of a 40 Ah alternator.
- The battery is located in the rear of the fuselage with easy access through a hinged door.

## Standard Equipment

<ul style="list-style-type: none"> <li><b>FLIGHT INSTRUMENTS AND INDICATORS</b></li> </ul>	Oil press. Oil temp. Head temp. Fuel press. Voltmeter Lh + rh fuel qty 12 volt socket	Engine controls: _ Throttle, two _ Choke Flight trim controls: _ Stabilator with indicator Fuel control selector with on/off Panel switches: _ Starter _ Engine lh and rh ignition switches	Switches Circuit fuses panel <ul style="list-style-type: none"> <li><b>FUEL SYSTEM</b></li> </ul> Two integral fuel tanks with 90 litres. Total capacity Engine driven fuel pump Auxiliary fuel pumps, electric Fuel quick drain	Wall to wall carpeting Map e storage pockets Luggage compartments <ul style="list-style-type: none"> <li><b>EXTERIOR</b></li> </ul> Lh front door pilot, lock and key Rear window All windows tinted Tie down rings Main wheels, 5,00 x 5 Nose wheel, 4,00 x 6 wheel pants <ul style="list-style-type: none"> <li><b>CABIN COMFORT SYSTEM</b></li> </ul> Ventilator adjustable, 2 place	<ul style="list-style-type: none"> <li><b>POWERPLANT AND PROPELLER</b></li> </ul> Engines - ROTAX 912UL 80 hp / 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"> <li><b>PRODUCT SUPPORT/ DOCUMENTS</b></li> </ul> Manufacturers full two year limited warranty Pilots operation handbook Maintenance manual
<ul style="list-style-type: none"> <li><b>ENGINE INSTRUMENTS</b></li> </ul>	<ul style="list-style-type: none"> <li><b>FLIGHT CONTROLS</b></li> </ul> Hydraulic brakes Parking brake Electrical flaps Dual flight controls Steerable nose wheel Stabilator trim (electric actuated)	<ul style="list-style-type: none"> <li><b>ELECTRICAL SYSTEM</b></li> </ul> 12 Volt 18a amp. Battery 12 Volt alternators-20 amp.	<ul style="list-style-type: none"> <li><b>INTERIOR</b></li> </ul> Pilot and copilot seats: _ Adjustable fore and aft _ arm rest Seat belts & shoulder harness, all seats			

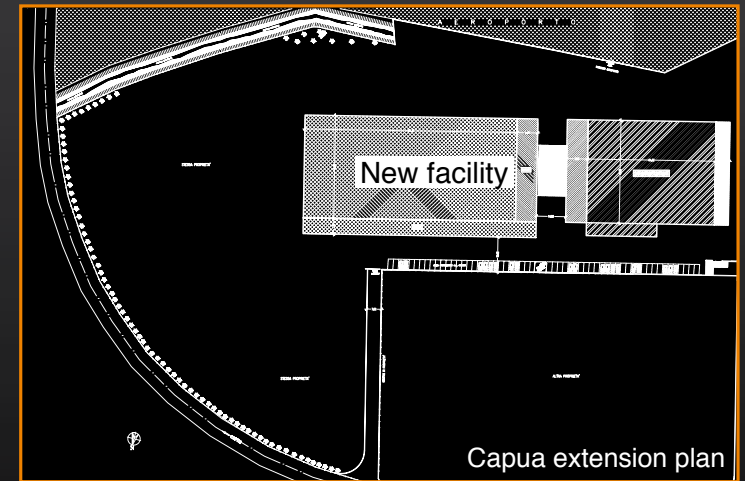
Costruzioni Aeronautiche Tecnam operates in two facilities. The Casoria facility is located adjacent to the Napoli Capodichino Airport and covers an area of 108000 sq ft with 43100 sq ft of enclosed facilities. The Capua facility is located adjacent to the "Oreste Salomone" Airport, covers an area of 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