

P92 EAGLET



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	+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

Speed	Kts	Km/h
Maximum at Sea Level, Gross Weight	127	235
Cruise, 75% power	116	215
Vne	146	270
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	45x2 Lt.	11,9x2 GAL.
---------------------------	----------	-------------

FUEL ECONOMY	17 Lt./Hr.	4,5 GAL/Hr.
---------------------	------------	-------------

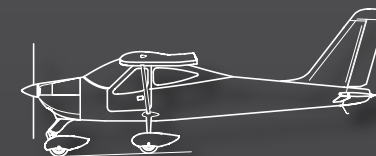
Tecnam designed the P92 Eaglet after re-examining the ultra light aircraft market and determined a significant need existed for a robust trainer for all levels of flight – Sport Pilot through Commercial training. The result is the Eaglet.

Using the proven P92 as the base platform and paying particular attention to the needs of the new American LSA category, Tecnam has delivered the best high wing training and cross country aircraft to date in the light general aviation category.

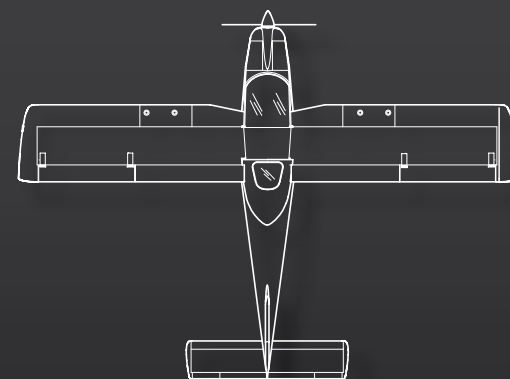
The Eaglet combines the best of the features of their existing high wing aircraft line merged into a single platform. The Eaglet features increased side visibility, smooth aerodynamic lines, a low profile modular panel able to accommodate a wide range of avionics, while still maintaining excellent visibility over the nose, a trait of all TECNAM aircrafts.

The doors are fitted with automotive type door seals, seats that give full support with excellent leg room, side map pockets as well as pockets in the back of the seats, and even a cup holder, make the Eaglet a luxury aircraft.

All this makes the Eaglet the natural choice for discriminating buyers of all ages and levels of flight experience. But the real beauty of this fine bird is in the flying – uncompromised and unparalleled in feel and response.



Wing Span	28,5 ft	8,7 m
Wing Area	133 sq/ft	12,4 m ²
Fuselage Length	21,3 ft	6,5 m
Fuselage Height	8,2 ft	2,5 m



Advantages

- Superior performance and flight characteristics
- 215 km/h (116 kts) cruise
- Stable and responsive
- Excellent visibility, increased on the sides thanks to the tapered wings
- High level of comfort that makes it ideal for long routes
- Comfortable 46 in/117 cm wide cabin

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. Tank cap with key comes as standard.
- 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.
- 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.
- The aircraft has dual conventional rudder pedals with a steerable nosewheel.
- The widest cabin yet at 46 in/117 cm
- The wide instrument panel is designed to accommodate a full variety of instrumentation, from a standard 6 pack to fully integrated EFIS installations.
- The all new instrument panel is modular for ease of avionics installations.



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.
- 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 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 nosewheel that is not anchored directly to the cabin's structure.
- The power plant is a Rotax 912 ULS2 four-cylinder, four-stroke engine.
- The engine is a liquid and air cooled 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 engine installation allows the option for an additional 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"> FLIGHT INSTRUMENTS AND INDICATORS Magnetic compass Airspeed ind., (km/h) Altimeter dual mode (in/mb) Vertical speed Bank indicator Flap indicator Pitot system Static system Stabilator trim position indicator 	<ul style="list-style-type: none"> Oil press. Oil temp. Head temp. Fuel press. Voltmeter Lh + rh fuel qty 	<ul style="list-style-type: none"> Engine controls: _ Throttle, two _ Choke Flight trim controls: _ Stabilator with indicator Fuel control selector with on/off Panel switches: _ master avionics _ Engine lh and rh ignition switches 	<ul style="list-style-type: none"> _ landing light _ strobe light 12 volt socket Circuit breakers panel 	<ul style="list-style-type: none"> Wall to wall carpeting Map e storage pockets Luggage compartments 	<ul style="list-style-type: none"> CABIN COMFORT SYSTEM Ventilator adjustable, 2 place windshield defroster heating system 	<ul style="list-style-type: none"> Air filter Oil filter Oil and water coolers
<ul style="list-style-type: none"> ENGINE INSTRUMENTS Tachometer Hour recorder 	<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"> ELECTRICAL SYSTEM 12 Volt 18a amp. Battery 12 Volt alternators-20 amp. Switches: 	<ul style="list-style-type: none"> FUEL SYSTEM Two integral fuel tanks with 90 litres, total capacity Engine driven fuel pump Fuel quick drain 	<ul style="list-style-type: none"> EXTERIOR Lh/rh front door pilot/copilot, lock and key Rear window Epoxy corrosion proofing, all structure Tie down rings Main wheels, 5,00 x 5 Nose wheel, 4,00 x 6 	<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 	<ul style="list-style-type: none"> PRODUCT SUPPORT/ DOCUMENTS Manufacturers full two year limited warranty Pilots operation handbook Maintenance manual
		<ul style="list-style-type: none"> INTERIOR Pilot and copilot seats: _ Adjustable fore and aft _ arm rest Seat belts & shoulder harness, all seats 		<ul style="list-style-type: none"> EXTERIOR LIGHTS Vertical tail strobe Taxi light 		

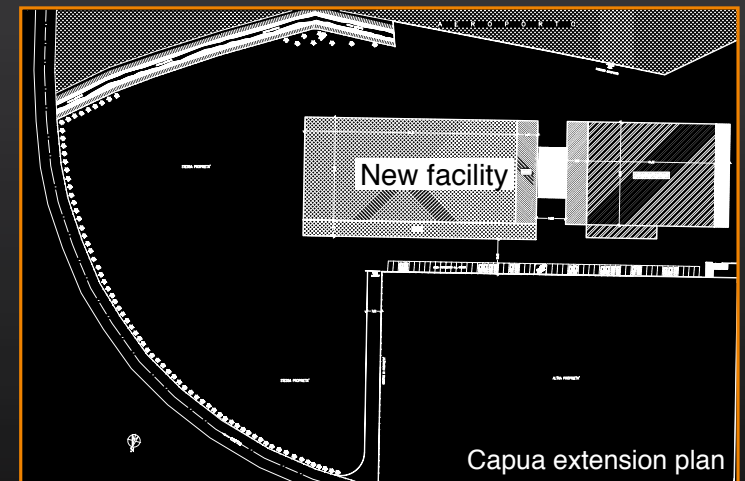
Costruzioni Aeronautiche Tecnam operates in two facilities. The Casoria facility is located adjacent to the Napoli Capodichino Airport and covers an area of 108000 sq ft with 43100 sq ft of enclosed facilities. The Capua facility is located adjacent to the "Oreste Salomone" Airport, covers an area of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

