

FEATURED AIRCRAFT MANUFACTURER-

Costruzioni Aeronautiche Tecnam -

TECNAM P2002 JF

Speed, Comfort and Power

It's about speed. It's about comfort. It's about power, performance and prestige. In a luxury motor vehicle, the optimum blend of engine, suspension and power-to-weight ratio all combine to give superb handling characteristics, resulting in perfect harmony with the pilot. Such is the feeling created by Professor Luigi Pascale for those privileged enough to fly the appealing new TECNAM P2002 JF.



Above and Below Right: TECNAM P2002 JF

The TECNAM range of Light Sport and General Aviation aircraft boasts a heritage based on over 50 years' design by Italy's most prolific light aircraft designer and builder.

From the initial surge of power at take-off, transiting into a 1000 feet per minute climb to cruising levels, the control loading and response gives the pilot the sensation of flying a much larger, four-seat aircraft. Precise, electric pitch trim allows hands-off operation through all phases of climb, cruise and descent. Once accurately trimmed, the TECNAM P2002 JF eliminates pilot workload by effortlessly maintaining set speeds, allowing the trainee pilot in particular to concentrate on the dynamics of aerial exercises. Consequently, the first solo flight is achieved much sooner by the average student – an important consideration for flying school operations, permitting maximum student numbers to stream through block courses.

TECNAM P2002 JF makes an impressive sight both on the runway and in the sky

Experienced pilots are often critical of the flying characteristics of light aircraft. It is therefore interesting to note that some of the most enthusiastic flyers of TECNAM aircraft are current and retired airline pilots, who enjoy leaving the "truck" behind to revel in the spirited performance and agile handling of the P2002 JF. With its refined fuselage and sturdy all-metal construction, its wings elegantly tapered with a thin, laminar profile and slotted flaps, the TECNAM P2002 JF makes an impressive sight both on the runway and in the sky. Add to that the remarkable fuel-efficiency, comfort and ease of handling, and you have all the elements of the ideal light aircraft.

Safety has always been a priority for the designers and manufacturers at TECNAM. Driven by European aircraft weight limits, they have managed to achieve lower empty weights by integrating a strong chrome-alloy steel cage around the cockpit, onto which is bolted the spring steel undercarriage, engine mounts with nose leg and cantilevered wing spar. A monocoque tail boom and all-metal empennage complete the TECNAM P2002JF with non-structural composite used for the engine cowl, wing tips and rear of cabin. Two very strong chrome-alloy steel roll bars at the rear of the windscreen and in the sliding canopy provide passenger protection in the event of a landing over-run.

TECNAM have designed this exceptional light aircraft to be not only cost-efficient in operation, but also to minimize downtime for maintenance

There are no major structural-life components. The 100-hour services generally require just a few hours hands-on, plus an extra hour for the paperwork. Oil changes consume a miserly gallon of oil and a new filter is generally fitted at the same time. Major training operations like to install new spark plugs every 100 hours, but with plugs costing less than four dollars each, this adds little strain to the budget.

The 100hp Rotax 912S2 engine is produced in Austria from a Bombardier-owned facility. Replacement is at 1500 hours, with most Rotax suppliers offering a good deal on exchange for a new engine. The 912 is regarded as bullet-proof by the training industry worldwide and, with thousands of the 912 series of engines already in the field, Rotax has earned a well-deserved reputation for quality and reliability. Designed to run on premium unleaded, super leaded or avgas fuels, potential savings are available based on local pricing differentials.



Above: TECNAM P2002 JF,

Below: The long-awaited TECNAM P2006 T 4 seat twin engine model.



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As any TECNAM aircraft owner will confirm, spare parts are generally held in stock by regional distributors and availability is excellent. Should a seldom-required item be ordered from TECNAM headquarters in Naples, the customer will usually receive it within a week of dispatch.

In a training role, the TECNAM P2002 JF offers a high degree of flexibility and reliability. Simple, proven systems utilized in the design reduce downtime and lost instruction slots. Operating costs are down as a result of lower fuel consumption compared with traditional GA trainers. Consumption on cross-country flights at 115 knots is 5 gallons per hour. For upper air work, at 70 to 90 knots, consumption is down to 3.7 gallons per hour. The TECNAM's all-metal construction attracts lower insurance premiums with most A & P's, having worked with metal from their apprentice days. Assessors are also able to accurately work out the scope of work required, and the limit of their exposure following an accident. With lower fuel consumption and lower insurance rates, an aircraft averaging 400-500 hours per year should be able to go on line with an operating cost of \$60 per hour. Many organizations using the TECNAM P2002 JF have exploited the marketing uniqueness of new training aircraft on line by charging more per hour than the elderly



Cessnas and Pipers, thus creating a premium status for the aircraft in the minds of the customers.

Unique also is the position of the P2002 JF in the larger family of TECNAM aircraft. From this versatile light plane the commercial stream student moves on to the more complex, retractable P2002 JR with hydraulic Hoffman props and electro-hydraulic undercarriage. With a cruise of 120 to 125 knots, this aircraft meets the complex aircraft requirements of a commercial licence.

Four-seat TECNAM P2006T twin Rotax-powered aircraft

Completing the TECNAM GA line-up will be the long-awaited four-seat TECNAM P2006T twin Rotax-powered aircraft. While designed to compete with 200hp singles, this exciting new aircraft will offer a complete glass cockpit option and meet all the requirements for multi-engine IFR training. As well as the common Rotax 912 S2 engines, the TECNAM GA fleet also share many other common components, reducing the need for complex inventories from multiple manufacturers.

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