

A TIMELESS PASSION

*"Designing and building aeroplanes isn't just a job,
it's an extension of our passion for flying." (Luigi Pascale)*



STORY	1-2
COMPANY	3-4
DESIGN	5-6
SCHOOL	7-8
THE FLEET	9-10
P92 LIGHT	11-12
P92 CLASSIC	13-14
P92 EAGLET	15-16
P92 TAIL DRAGGER	17-18
P92 SEA SKY	19-20
P2008	21-22
P2002 SIERRA	23-24
ASTORE	25
SNAP	26
SPECS PERFORMANCE	27



Back in the 1930's I was ten years old and Gino a little bit more than eleven; we lived in our house in Benevento, a little provincial Italian town. Our room was on the second floor; the balconies faced a terrace from where we continuously launched little paper airplanes that gliding landed on the roofs below.

We built these miniature aircraft with sheets of paper and competing with each other, we tried to make them always go further and further distances.

We were two kids animated by a great passion for the flying: these paper miniature aeroplanes were the first expression of this big interest. Like all model aircraft enthusiasts we nurtured a secret hope, the dream to build a plane to fly.

I am asked why our new Tecnam creation is called the Astore. Well by the early 1950's, having lived through the challenges of war and having absorbed as much technical and engineering education as we could, we produced our first aircraft the P48 Astore. Astore, yes this was the name we chose for our plane. P as our last name is Pascale, 48 for the year we conceived the initial design and Astore in honour of the bird of prey that lives and soars in our high mountains.

I cannot express the sensation Giovanni and I felt on the occasion of the first flight of the P48 Astore on the 2nd of April 1951. After more than two years of intense work, huge sacrifices, bitterness, joy and satisfaction, there was no way Giovanni or I would rest until we had learnt to fly the Astore ourselves.

That desire and passion to design, build and fly has been with me all my life. I am so proud that Tecnam aircraft today grace blue skies all over the world. Our greatest pleasure is the opportunity to welcome so many kindred spirits to Tecnam and our home in Capua to witness firsthand our timeless passion.

(Professor Luigi Pascale)

Right and left Luigi e Giovanni Pascale



P57 Fachiro

A PASSION
TO DESIGN,
BUILD AND FLY



P70 Alpha



TECNAM A GREAT FLYING EXPERIENCE

*Italian styling,
quality and exceptional
value*

With its timeless passion for flying, for 65 years Tecnam have been designing and producing beautiful aircraft.

Tecnam's extensive product line includes certified twin and single engine aircraft, light sports aircraft and advanced ultra lights. Aircraft designed with passion, Italian styling, originality, quality and innovation. Tecnam aircraft that offer unbeatable value and low operating costs.

Today Tecnam is the world's largest producer of Light Sport Aircraft. With a global fleet of over 4000 aircraft and 100 Tecnam Support Centres, Tecnam is proud to continue to offer all its General Aviation customers the very latest and best in aircraft design, technology and a great flying experience.



4
COMPANY



INSPIRED DESIGN

*Gracefull lines
Italian styling
classic design*

For over 65 years, Tecnam's design team have produced some of the most desirable and popular General Aviation aircraft.

Professor Luigi Pascale, Tecnam's renowned Head of Design maintains the tradition of designing aircraft with unique and graceful lines. Aircraft born and bred in Italy but flown around the globe.

Italian styling and quality craftsmanship notwithstanding, today Tecnam aircraft are designed to meet the evolving needs of pilots and the General Aviation industry.

Be they for Flight Training or for recreational purposes, Tecnam aircraft are designed with safety, reliability and performance as prerequisites coupled with low cost to acquire and lower cost to operate.

Tecnam are preeminent in the production of sheet metal aircraft and are now also established in the use of composite materials too. With over 65 years of design and production experience, Tecnam's timeless passion for flying assures customers of its continued commitment to developing innovative, stylish and affordable aircraft for all.



Tecnam P2006T Twin Paralympics Opening Ceremony copyright Paul Johnson, Flightline UK

DESIGN



Photo: Mr. Matti Immonen, Copyright Patricia

Flight Training Organisations around the world are choosing Tecnam's wide range of superlative aircraft to modernise their fleets.

Citing Tecnam's advantage in producing aircraft of both low acquisition cost and lower in service costs, FTO's have been delighted with the reliability, efficiency and ease of maintenance that Tecnam aircraft afford.

As well as being firmly established as the first choice of established FTO's throughout Europe, Russia, Australasia and the America's, Tecnam aircraft are now being introduced into the fleets of new flight schools in the emerging markets in Africa, the Middle East and Asia.

Chelavia Flight Academy alone operates over 60 P2006T Twins and P2002 JF's. Tecnam is firmly established as it aircraft of choice in training the next-generation of Russia's commercial airline pilots.

Finland based Patria Pilot Training; one of Europe's leading FTO's accumulated over 1,500 training hours on its fleet of nine P2002JF single engined aircraft in their first four months of operations. Its Tecnam fleet met all of Patria's expectations in reducing its fuel and maintenance costs significantly.

Even private pilot training establishments such as the Air France Aero Club have now made Tecnam as the mainstay of their aircraft fleet.

Tecnam aircraft are bringing FTO's basic and advance flight training offering to an entirely new level of quality, helping their students develop the skills they need in a modern cockpit environment. For student Tecnam aircraft are fun and easy to fly and land.

"Patria's aim in fleet renewal was to cut direct operating costs and provide a modern training fleet to students.

Tecnam P2002 JF has proven itself well during our initial operations and the manufacturer has reacted to our needs promptly. Flying qualities of the Tecnam P2002 JF are very pleasant and suitable for flight training environment."

(Mikko Paronen, Patria Pilot Training, Helsinki - Finland)

REACH FOR THE SKY

*Aspiring pilots
dreams come true*



FTO'S



P92 LIGHT



P92 CLASSIC



P 92 EAGLET



P92 TAIL DRAGGER



P92 SEA SKY



P2008

INNOVATION, CHOICE AND EXCELLENCE

Tecnam's worldwide popularity is down to not only building on its 65 years of experience and success but ensuring it is always at the cutting edge of General Aviation aircraft research, design, production and technology.

From its main production facility in Capua, Italy, Tecnam delivers a new aircraft every working day.

The Tecnam range serves the needs of all in the General Aviation community.

Be it the P2006T Twin, not firmly established as the aircraft of choice by so many Flight Training organisations around the world, the Tecnam P2010, single engine, 4 seat aeroplane that brings together an advanced technology all carbon fibre fuselage with a metal wing and stabilator or the latest versions of the classic P92 range such as the P92 Tail Dragger and P92 Sea Sky Hydroplane, Tecnam strives to deliver aircraft that offer outstanding value and low operating costs.

Tecnam enjoys a close association with many key General Aviation industry partners. Avionics from Garmin and Dylon, engines from Rotax and Lycoming even down to detailed support items such as the best anti-nose headsets in the world from Boise.

With over 100 Tecnam Support Centres around the globe, Tecnam customers enjoy on-going hassle free and timely service.



P2002 SIERRA



ASTORE



SNAP



P92 LIGHT: THE FIRST MICROLIGHT WITH GENERAL AVIATION STYLE.



Tecnam's commitment to develop aircraft of outstanding value for all aspects of General Aviation flying ensures that Ultralight and Microlight Flight Schools in particular, are able to operate the very latest version of the Tecnam P92.

The Tecnam P92 Classic Light is the 7th generation model in Tecnam P92 range of aircraft.

In over 20 years of service, the Tecnam P92 worldwide fleet now stands at over 2,500 aeroplanes in both ULM/LSA and VLA categories, with 200,000 flown hours.

Powered by a Rotax 912UL engine 80 HP, Tecnam returns to the microlight aeroplane market with the P92 Classic Light and is delivered at a remarkable 270 KG empty weight with an MTOW of 475 Kg.

TEC
N
A
M
P
9
2

The Tecnam P92 Echo Classic Deluxe is an all metal, two seat , single strut braced high wing aeroplane as is one of the most successful and popular aeroplanes produced by Tecnam.

With a choice of powerplants, either the 100 HP Rotax 912ULS or the 80 HP Rotax 912UL, the P92 Echo Classic range will climb at 1200 ft/m and cruise on 75% power at 207km/h.

With its spacious interior, its generous 20 kgs of luggage space coupled with superb visibility a very enjoyable aeroplane to fly cross country and has also proved itself a robust trainer.

The P92's excellent flying characteristics, with neutral handling makes it extremely stable and easy to fly for people of any weight/height, has established it as a popular choice for many Flight School aircraft fleets.

The large flaps are deployed electrically. It's low stall speed and the general slow flying characteristics all the P92 Classic to operate with ease on short runways.

P92 ECHO CLASSIC DE LUXE: THE TIMELESS







P92

SOAR TO NEW HEIGHTS

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

Using the proven Tecnam P92 all metal, two seat aircraft series 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 and ensured that potential customers have a choice of engines too.

With the Rotax 912 remaining a firm favourite with many pilots Tecnam have also developed the P92 Eaglet LY, incorporating both a new engine from Lycoming, the 'YO-233-B2A' as well as significant improvements in both the fuselage and systems. The introduction of the Lycoming YO-233-B2A engine enabling the Tecnam Eagle LY to climb at 1200 ft/m and cruise on 75% power at 219km/h. The engine is well isolated from vibrations through dyna-focal attachments. It's easy and compact installation is readily accessible and fuel consumption is just 5.3 gal/h in economy cruise. At the same time, the higher power available magnifies both climb and ceiling performance.

Tecnam has modified the forward section of the P92 Eaglet fuselage to allow for an increase in cabin width, larger doors for easier access and a wider baggage compartment, as well as the addition of a new vain provided with an external door which is useful for on-board equipment storage.

The Eaglet combines the best of the features of Tecnam's existing high wing aircraft line merged into a single platform. With increased side visibility, smooth aerodynamic lines and a low profile modular panel able to accommodate a wide range of avionics. Its spacious interior, a generous 20 kgs of luggage space ensures that Tecnam P92 Eaglet's are very enjoyable aircraft to fly be they on a cross country leg or as very robust trainers.



Tecnam have developed the P92 Tail Dragger to support the many existing Tail Dragger operators and pilots who are keen to change their existing models for a new and modern aircraft.

Tecnam's customer research indicates that over 50% of pilots within the worldwide General Aviation community have a preference for tail wheel compared with standard configuration aircraft.

Tecnam matches its customer's requirements perfectly with the Tecnam P92 Tail Dragger.

Tecnam P92 Tail Dragger customers will be able to power their aircraft with one of three engines; the Rotax 912ULS2, the Rotax 914 Turbo or the Lycoming O-233 engine.

This Tail Dragger version of the Tecnam P92 is the first new aircraft this particular marketplace has seen in a very long time and assures its owners and pilots significantly improved flight characteristics as well as the low ownership and operating costs Tecnam designs into each of its aircraft in the P92 range.

P92 TAIL DRAGGER: A CLASSIC DESIGN UPDATED FOR YOU



P92 TPD

Wherever you want to go today Tecnam has got the right aircraft for you, enabling you to enjoy your flying time even where land, sky and water meet!

The Tecnam P92 Sea-Sky Hydroplane is the 6th generation model of the very successful Tecnam P92 Echo Classic range of aircraft and continues Tecnam's reputation for developing aircraft for all aspects of General Aviation flying.

This 6th generation development builds on the tremendous success of both the P92 Echo Classic to offer potential customers seeking an innovative, spacious and cost effective seaplane.

Requiring a take-off run of less than 200 metres, coupled with an impressive climb rate and a 100 hp engine, the Tecnam P92 Sea-Sky Hydroplane affords ease of operation, both on the water (be it lakes, rivers or sea) and in the air.

The Tecnam P92 Sea-Sky Hydroplane offers pilots the pleasure of enjoying both blue waters and blue skies. It's not just designed to perform superbly on water but also on the remaining 29% of the world's surface, land, by using Tecnam's innovative four wheels retractable landing gear.

P92 SEA SKY: WHEREVER YOU WANT TO GO







P2008:
SLEEK,
BEAUTIFUL,
VERSATILE

The sleek and beautiful lines of the single-engine Tecnam P2008 incorporates a level of comfort, quality and efficiency that have made it the ideal touring aircraft.

With its carbon-fibre fuselage, metals wings and stabilator, the Tecnam P2008 has a vast number of advantages over traditional aircraft.

This combination of both composite material and metal has resulted in a more fuel efficient and much quieter aircraft.

Pilots appreciate the quality and security built into this popular Tecnam design.

In service with many Flight Schools from the Americas through to Australasia, the P2008 is recognised as a state-of-the-art flight trainer too.

With a choice of 3 engines, the Rotax 912ULS, 914 Turbo and the 912iS, the P2008 enjoys low operating costs.

The P2008, Tecnam's most cost effective and environmentally friendly aircraft.

The Tecnam P2008 is the first Tecnam aircraft fitted with the all new Rotax 912iS engine.

Delivering significantly better fuel efficiency and lower operating costs than comparable light sport and ultra-light aircraft, the Tecnam P2008 is powered

by the all new Rotax 912iS, reducing fuel costs, be it Mogas or Avgas, by up to a remarkable 20%.

The single-engine Tecnam P2008's versatility and ease of use has established it as both the aircraft of choice for Flight Training Organisations worldwide as well as recreational flyers.





With over 1000 P2002 Sierra in service worldwide, the Tecnam P2002 series is already one of the Tecnam's most popular singled-engine aircraft.

Pilots and passengers alike will enjoy the superior performance and high level of comfort designed into every Tecnam P2002 Sierra De Luxe. It's an ideal two-seater low wing aircraft for those longer flights.

The option to use AVGAS 100LL or unleaded MOGAS ASTM D4814-EN/228 SUPER makes the P2002 Sierra De Luxe even more flexible and economical. Its low noise emission makes it more environmentally friendly than most and it's a good neighbor too.

Flight Schools in particular appreciate that this most exciting aircraft is both pleasurable and easy to fly.

Its responsiveness, low stalling speed, stability, robust fixed gear and excellent visibility have made it a natural choice for training the next-generation of commercial pilots.

P2002 SIERRA:
RESPONSIVE,
EXCITING
AND EASY TO FLY



What could be more fitting in this special 65th anniversary year than for Professor Luigi Pascale, Tecnam's legendary Head of Aircraft Design, to name his new creation in honour of his first production aircraft, The P48 Astore.

The Tecnam Astore is an all new two seat, low wing, next-generation Light Sports Aircraft.

An all new ergonomically designed interior allowing for enhanced all round visibility, control and switches that can be easily reached and the use of softer materials affording a more comfortable and stress free flight, Tecnam's passion to make the flying experience as enjoyable as possible has resulted in an aircraft that put needs of the pilot at its centre

The Tecnam Astore design affords the pilot the smoothest and most pleasurable flight with innovations such as an Apple iPad® mini supplied with each aircraft as standard.

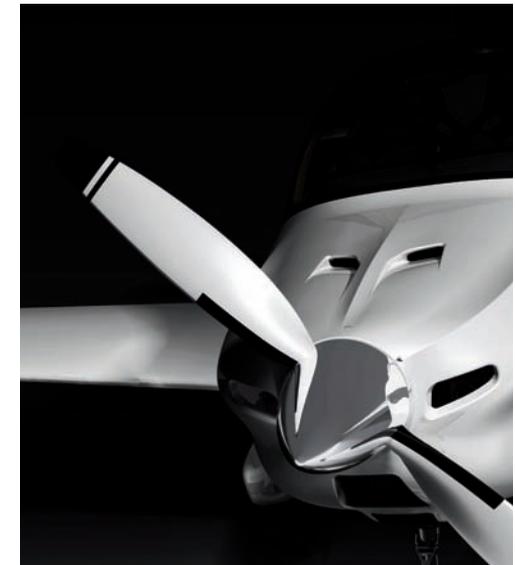
The Levil G Mini, using its WiFi connection, provides a full Primary Flight Display on the iPad® mini using compatible third party applications such as Air Navigation Pro or similar.

Additionally, the pre-installed dedicated app will compute the actual Weight and Balance, provide checklists and include all the Pilot Operating Handbook sections. Everything at his fingertips!

With Tecnam low operating costs are a given. Tecnam's close association with Rotax, results in a remarkably efficient aeroplane, with customers being offered a choice of how they want their Tecnam 'Astore' powered, be it with the Rotax 912ULS, the all new 912iS or the Rotax 914 engine.

The Tecnam Astore next-generation LSA offers superlative performance, outstanding value, beauty and efficiency.

ASTORE: BEAUTY, TECHNOLOGY, INTEGRATION, ENTERTAINMENT, COMFORT



For 65 years Tecnam has built its reputation through the development of innovative, stylish and affordable aeroplanes for all aspects of General Aviation flying. The Tecnam Snap is specifically designed to ensure that 'sporty' pilots can now also enjoy the pleasure of flying a Tecnam aircraft too.

Designed as both a fun and sporty plane, the Tecnam SNAP is a single seat, low wing aircraft, offering incredible performance and is easy to fly for anyone having a basic tail dragger experience.

The Tecnam SNAP as with all Tecnam aircraft are synonymous with low purchasing and operating costs the Tecnam SNAP is now available as a LSA, ULM or Experimental category aeroplane.

Powered by the 98HP ROTAX 912 ULS engine as standard, the Tecnam Snap is also available with the more powerful ROTAX 912iS offering the promise of 20% better fuel economy.

Further options include installing a special ROTAX 912 injected derived engine offering a further 23 HP of

SNAP: FUN, FUN, AND MORE FUN

extra power for Tecnam SNAP in the ULM and Experimental categories.

With its high power to weight ratio, comparable with unlimited aerobatic category airplanes, the Tecnam SNAP offers aspiring aerobatic pilots an exhilarating flying experience.



SNAP

SPECS PERFORMANCE

AIRCRAFT DIMENSIONS	P92 LIGHT		P92 CLASSIC		P92 SEASKY		P92 TAIL DRAGGER		P92 EAGLET	
Fuselage Height	2,5 m	8,2 ft	2,5 m	8,2 ft	3,15 m	10,3 ft	2,0 m	6,6 ft	2,5 m	8,2 ft
Fuselage Length	6,3 m	21 ft	6,4 m	21 ft	6,9 m	22,6 ft	6,5 m	21,3 ft	6,5 m	21,3 ft
Wing span	8,7 m	28,5 ft	9,3 m	30,5 ft	9,3 m	30,5 ft	8,7 m	28,5 ft	8,7 m	28,5 ft
Cabin Height seat to cover	0,91 m	3 ft	0,91 m	3 ft	0,91 m	3 ft	0,91 m	3 ft	0,91 m	3 ft
Cabin Width	1,06 m	3,5 ft	1,06 m	3,5 ft	1,06 m	3,5 ft	1,14 m	3,74 ft	1,14 m	3,74 ft
Maximum Seating Capacity	2		2		2		2		2	
Fuel Tank Capacity	45 lt	11,9 US GAL	45 X2 lt	11,9 X2 US GAL	45 X2 lt	11,9 X2 US GAL	45 X2 lt	11,9 X2 US GAL	45 X2 lt	11,9 X2 US GAL
	<i>Opt. 2nd 45lt tank</i>									
DESIGN WEIGHT & LOADING										
MTOW	500 kg	1100 lb	600 kg	1320 lb	650 kg	1430 lb	600 kg	1320 lb	600 kg	1320 lb
Baggage Allowance	20 kg	44 lb	20 kg	44 lb	20 kg	44 lb	20 kg	44 lb	20 kg	44 lb
Limit Loads	+4 -2G		+4 -2G		+4 -2G		+4 -2G		+4 -2G	
Ultimate Loads	+6 -3G		+6 -3G		+6 -3G		+6 -3G		+6 -3G	
PERFORMANCES										
VMAX	190km/h	103 KTS	222km/h	120 KTS	180 km/h	97 KTS	222km/h	120 KTS	235 km/h	127 KTS
Cruise Speed 75%	170 km/h	92 KTS	204 km/h	110 KTS	168 km/h	91 KTS	270 km/h	146 KTS	215 km/h	116 KTS
Stall Speed flaps down power off	63 km/h	34 KTS	65 km/h	35 KTS	76 km/h	41 KTS	76 km/h	41 KTS	65 km/h	35 KTS
Practical Ceiling	3660m	12000ft	4572 m	15000 ft	3500 m	11500 ft	4572 m	15000 ft	4500 m	14,800 ft
Takeoff Run	100 m	328 ft	100 m	328 ft	150 m RWY /200 m Water	492 ft RWY / 656 ft Water	93 m	305 ft	110 m	360 ft
Takeoff Distance	260 m	852 ft	200 m	656 ft	290 m RWY	950 ft RWY	270 m	885 ft	350 m	673 ft
Landing Run	100 m	328 ft	90 m	295 ft	150 m RWY /80 m Water	492 ft RWY / 260 ft Water	130 m	426 ft	160 m	360 ft
Landing Distance	260 m	852 ft	250 m	820 ft	260 m RWY	850 ft RWY	250 m	820 ft	260 m	850 ft
Rate of Climb	4,5 m/sec	885ft/min	6,1 m/sec	1200 ft/min	4m/sec	800ft/min	5,6 m/sec	1100 ft/min	5,6m/sec	1100ft/min
Range	270 N.M		503 N.M		430 N.M.		493 N.M		530 N.M.	
POWERPLANT										
Engine	Rotax 912 UL		Rotax 912 ULS		Rotax 912 ULS		Rotax 912 ULS		Rotax 912 ULS	
Horsepower	80 hp		98 hp		98 hp		98 hp		98 hp	
TBO	2000 hrs		2000 hrs		2000 hrs		2000 hrs		2000 hrs	
Propeller	Two-Bladed Fixed Pitch		Two-Bladed Fixed Pitch		Two-Bladed Fixed Pitch		Two-Bladed Fixed Pitch		Two-Bladed Fixed Pitch	
OTHER ENGINES AVAILABLE										
Rotax 912 ULS 80 hp			X							
Rotax 912 ULS 100 hp										
Rotax 914 Turbo 115 hp								X		
Rotax 912 iS 98 hp										X
Lycoming YO-233-B2A								X		X



