



COSTRUZIONI AERONAUTICHE
TECNAM

P2002-JF

CS-VLA Certified



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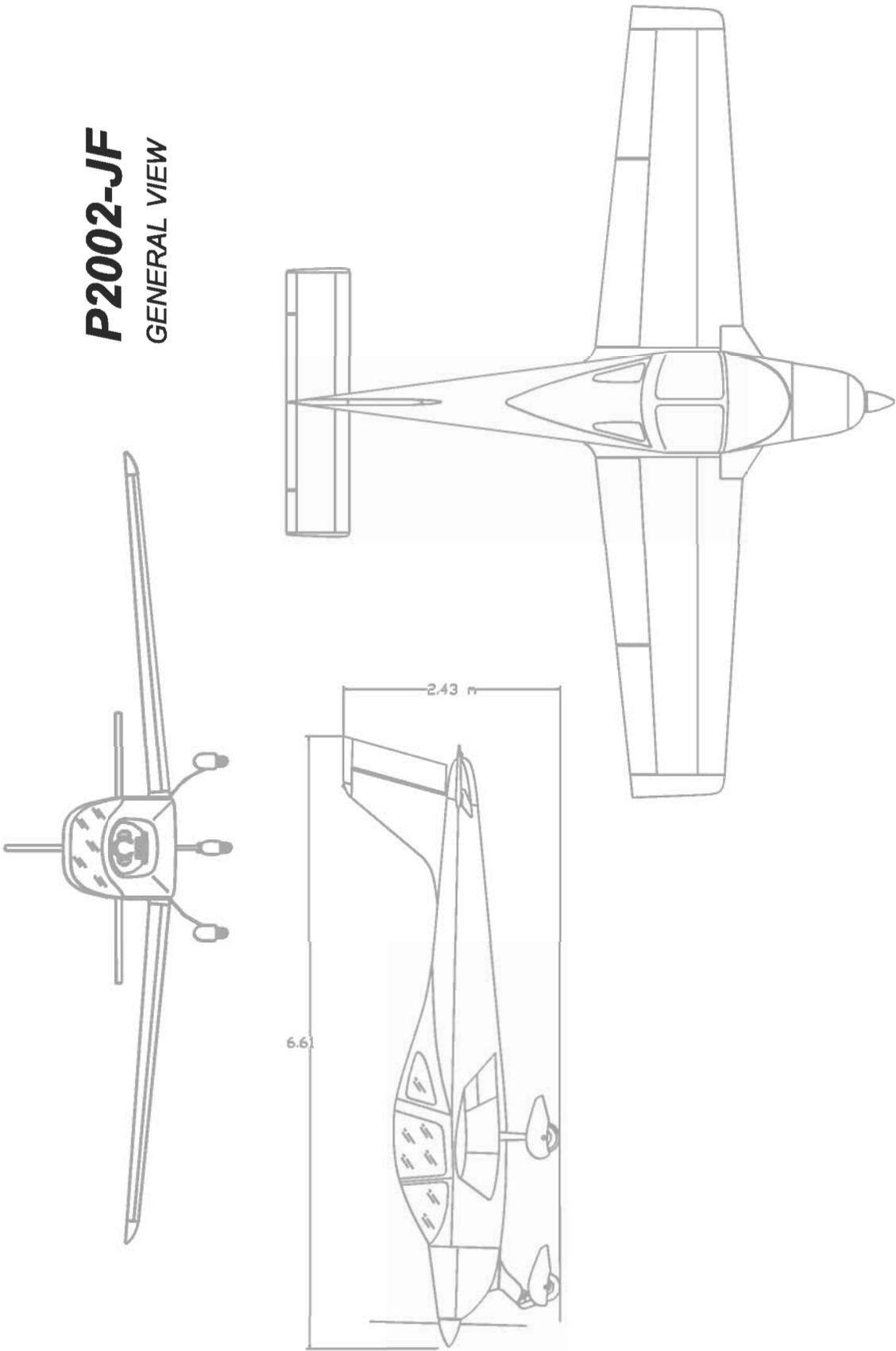
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P2002-JF

P2002-JF GENERAL VIEW





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MAIN FEATURES AND DESCRIPTION

The *P2002-JF* represents the latest development of the *TECNAM CS-VLA* certified models. It is the result of the aircraft continuous improvement, arising from the experiences of a varied and prolonged use overtime of hundred of planes in the most different conditions.



Furthermore, the continuous research and development in the aerodynamics, structures, and system, has been the key to the success.

The *P2002-JF* is a two-seater side by side, low wing aircraft. The plane's outstanding performance and flying qualities together with low operating costs, easy piloting and maintenance, make of this aircraft an excellent solution for the flying-schools and training activity, and also for many other missions as touring, territory surveillance, patrol, etc.

A long experience in this field has allowed to realize a simple and light structure, easy to inspect and repair, by using many original design solution, manufacturing methods and tooling.

The wing structures consist of a single spar metal torsion box of conventional metal structure.

In the leading edge section, distant from the cabin, are located in each wing two integral fuel tanks (2x50 Lt.).





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Rear windows completes the 360° vision.

A large luggage area is placed behind the seats.

The dual control sticks come up forward, between pilots leg, in the conventional manner.

The dual rudder pedals, of conventional type, control also the nose wheel steering.



The all-moving tailplane provided remarkable longitudinal hand-off stability and control power with the minimum drag and weight penalty.

A wide control trim-tab accomplishes also the anti-tab function.

A push-button switch, on the stick grip, controls the pitch trim. The position indicator is on the instrument panel.

The wide slotted flaps, electrically activated, allow stall speed lower than 38 Kts.



With flaps deployed, a steep approach is possible: a very short flare and roll out will result.

The ailerons are very effective, allowing an aggressive roll rate.

The flaps and ailerons are made of light alloy structure.

The wide instrument panel is designed to accommodate standard and optional instrument configuration up to a full IFR.

The fast opening of the cowling allows the complete and easy access to the engine and equipments.

The engine is set low and the cowling slopes down from the windshield, giving an excellent forward visibility.



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The engine is connected to the airframe through a Cr-Mo steel-tube engine mount and by the vibration Isolating suspension. The firewall is soundproofing.

One 73 kW (100 hp) Rotax 912S four-cylinders four-stroke liquid/air cooled engine, Integrated reduction gear (1:2.4286) driving two-blade wooden propeller Hoffman HO17GHM-174 177C) is installed .



COCKPIT DESIGN

- ERGONOMICALLY DESIGNED
- ADJUSTABLE SEATS
- ELECTRIC FLAPS AND PITCH TRIM
- DUAL STICK MOUNTED
- HEAT /DEFROST /VENTILATION
- COMFORTABLE PREMIUM INTERIOR
- EXCELLENT VISIBILITY
- 4-POINT SEAT HARNESS
- COMFORTABLE SIDE BY SIDE
44 INCH WIDE COCKPIT

The gascolator is installed in the engine compartment. A back-up electrical pump engages if mechanical fuel pump is out.

Engine is equipped with a 21A 14V generator, 18 Ah battery. All the circuits are breaker/fuse protected.

The steel leaf main gear legs provide excellent shock absorption, are trouble free and require no maintenance.

The levered suspension nose gear with rubber shock absorber has been designed to resist to high impact loads in basic training use.

Wheels and hydraulic disc brakes are of standard aircraft type (5.00x5)



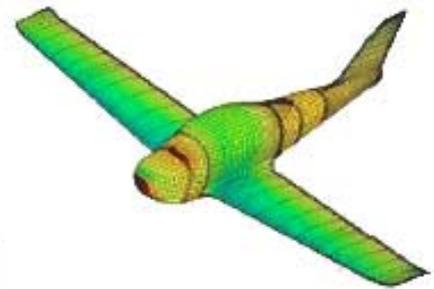


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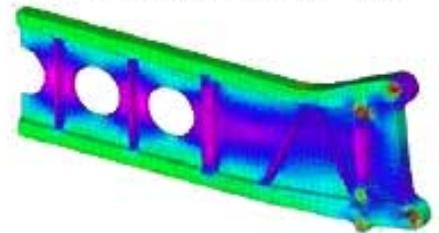
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The brake lever control is located forward between the seats. A hydraulic valve provides the parking brake control.

- SUPERIOR PERFORMANCES AND FLYING QUALITIES
- LOW STALL SPEED
- 116 KNOTS CRUISE
- EXCITING YET EASY TO FLY
- UNCOMPROMISING BUILD QUALITY
- EXCELLENT VISIBILITY
- LOW NOISE



Computational Aerodynamics



FEM Stress Analysis



The Company TECNAM srl was founded in 1986 by the brothers L. and G. Pascale whose names are associated with the design and manufacturing of famous light aircraft such as the PARTENAVIA single engine P64 and P66 OSCAR and the twin-engine P68 series. The TECNAM factory consists of two industrial plants: one is located near the International Airport in Naples and covers an area of about 12.000 sqm and the second is based beside of the Capua (CE) airport.

As well as the P2002-JF and the other ULM & VLA programs, its production includes the ATR 42/72 stabilizer and elevators, the panel 56 of ATR 42/72 stabilizer and elevators, the panel 56 of Aermacchi SF260 as well as minor parts of other aircraft and helicopters. Each phase of the manufacturing process is in accordance with the requirements of the Airworthiness Authorities, thereby guarantees a high standards of workmanship. The industrial organization of the Company includes the Administration, Technical and Production Departments and a Quality Assurance Service.



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DIMENSIONS

<i>WING SPAN</i>	8,60 m	28.2 ft
Length over-all	6,61 m	21.7 ft
Height over-all	2.43 m	7.8 ft
Width cabin	1.10 m	43.3"
Wing area	11.5 m ²	123.8 sq.ft.
Wing Dihedral	5°	5°
Tailplane span	2,9 m	9.5 ft
Wheel track	1,85 m	6.1 ft
Wheel tyres	5,00-5	5,00-5

ENGINE & PROPELLER

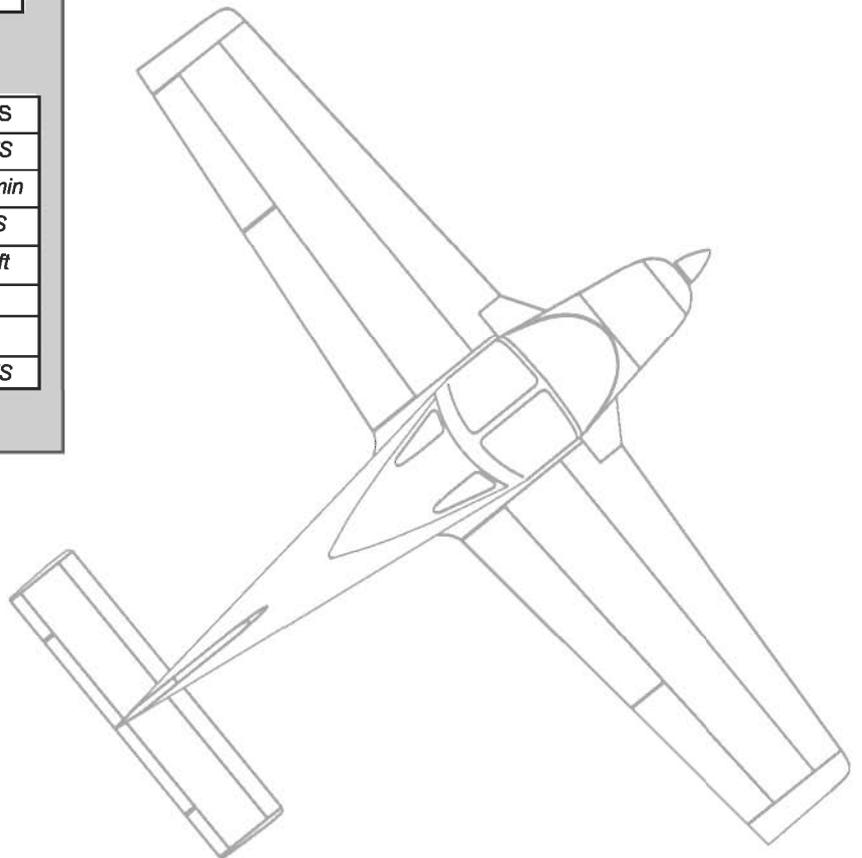
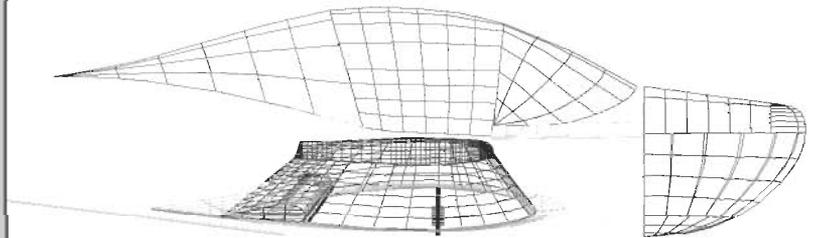
Engine	Rotax 912 S (FAR 33)	
Power max.	100 Hp @ 5800 rpm	
Reduction	2.4286 : 1	
Propeller	Hoffmann H017GHM	
Fuel	Leaded, Unleaded or AvGas	
Tanks	100 Lt. (2x50)26.4 US gal	

WEIGHT

MTOW	580 Kg	1279 lbs.
Std empty weight	320 kg	705 lbs.
Load ultimate factor	+6 -3	+6 -3

PERFORMANCES (MTOW - ISA cond.)

Max speed s/l	241 km/h	130 KTS
Cruising speed 75%	215 km/h	116 KTS
Rate of climb @ s/l	5.3 m/sec	1050 ft/min
Stalling speed (flap)	72 Km/h	39 KTS
Service ceiling	4267 m	14000 ft
Take off run	180 m	591 ft
Landing run	125 m	410 ft
V _{NE}	290 km/h	156 KTS





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STANDARD EQUIPMENT

FLIGHT INSTRUMENTS

Airspeed indicator
Altimeter
VSI
Attitude indicator (vacuum)
Gyro compass (vacuum)
Turn coordinator (electric)
Compass (magnetic)

ENGINE INSTRUMENTS

Propeller's tachometer
Hour meter
Cylinder heads temperature
Oil temperature
Oil pressure
Voltmeter
Ammeter
Fuel pressure
Fuel quantity indicator Left/Right tanks

OTHER INSTRUMENTS/LIGHTS

Digital chronometer
O.A.T. indicator
Trim position indicator
Flaps position indicator
Generator light

EQUIPMENTS

Cabin sound-proofing upholstery
Swinging air vents
Roomy luggage compartment
Breaker protected circuits
Fire extinguisher
Side pockets
Sliding seats (fabric covered)
Aluminium instrument panel
Windshield de-fog system
Cabin heating system
First aid kit

FLIGHT CONTROLS

Dual stick and rudder controls
Dual engine throttle
Electric longitudinal trim control
Electric flap control
Main wheel brakes (central lever controlled)
Parking brake valve
Fuel tank selector
Steerable nose wheel
Cabin switches
Carburetors heating knob
Cabin heating knob

ENGINE & ACCESSORIES

Vacuum pump
Auxiliar fuel pump (electric type)
Electric starter
Stainless steel muffler & exhaust ducts
Membrane fuel pump
Gascolator & Quick Drains
Integral fuel tanks (2x50 litres)
Engine: Rotax 912 S – 73KW (100hp) FAR 33 cert.
Propeller: Hoffman HO17GHM-174 177C
Oil & Coolant radiator
Propeller's spinner

MISCELLANEOUS

Primer & anticorrosion coating on the airframe
Adjustable stall warning
Navigation lights
Strobe & Landing lights
MLG steel spring-leaf
Pitot and static ports
Sliding canopy lock
Low drag composite wing tips
Main landing gear tyres: 5.00x5
Nose landing gear tyre: 4.00x6