

Tecnam announces the launches the P92 Eaglet G5 - LY

Tecnam today announced the launch of the Tecnam P92 Eaglet LY, the 5th generation model of the very successful Tecnam P92 Eaglet range of aeroplanes.

To be revealed publicly at Aero 2011 at Friedrichshafen on the 13th of April, the **Tecnam P92 Eaglet LY** incorporates both a new engine from Lycoming, the 'YO-233-B2A' as well as significant improvements in both the fuselage and systems and will be available in both the CS/VLA and US/LSA categories.

An all metal, two seat, single strut braced high wing aeroplane produced by Tecnam at its facility in Capua Italy. The Tecnam P92 Eaglet LY includes 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.

"With its spacious interior, its generous 20 kgs of luggage space coupled with superb visibility the Tecnam P92 Eaglet's are very enjoyable aeroplanes to fly cross country and have also proved themselves to be robust trainers." said Paolo Pascale, Tecnam's Managing Director. "This 5th generation P92 Eaglet builds on our commitment to continue to develop outstanding, stylish, innovative and affordable aeroplanes. For the Tecnam team, designing and building aeroplanes isn't just a job, it's an extension of our passion for flying."

The Lycoming YO-233-B2A, with a 2400 hrs TBO, provides 115 hp at 2800 rpm. Coupled to a fixed pitch propeller, whose geometric and aerodynamic characteristics were carefully chosen, allowing it to reach top class performance.

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, allows autonomies of automotive level. At the same time, the higher power available magnifies climb and ceiling performance.

Traditional starter's and alternator's characteristic drives and the new Electronic Ignition complete the efficiency and versatility of this new Lycoming YO-233-B2A engine.

The high efficiency wing is based on the well known NACA63A airfoil while the single-slot flaps, extending along much of the wing span, allow low stall speeds with great take off and landing performance.

The all movable type (stabilator) horizontal tail, traditional on all Tecnam aeroplanes, allows excellent controllability and "hands off" longitudinal stability.

The instrument panel size is increased due to the wider cabin and its modular design can accommodate the most complete instrumentation, be it analogue or digital.

The main spring leaf landing gear, including wheels, tyres and fairings are the same as on all of the other non-retractable Tecnam aeroplane models.

The nose gear is free casting and consists of a tubular steel leg, connected to the lower engine mount attachments and is braced by a oleo-pneumatic shock absorber which is dimensioned for unprepared surfaces and for nose landings, frequent in flight school activities. All of the landing gear is faired to minimize drag. Ground steering is by differential braking.

The P92 Eaglet fuselage has modified in its forward section, thus allowing for an increase in the 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.



About TECNAM "Quality Aircraft since 1948"

TECNAM traces its roots back to the activities of the Italian brothers Luigi and Giovanni Pascale, who developed and produced innovative aeroplanes soon after the end of WWII (1948) and have continued ever since to create original models that gained worldwide recognition under the name Partenavia. Established in March 1986, Costruzioni Aeronautiche TECNAM now operates in two production facilities. The Casoria facility is located adjacent to Naples Capodichino Airport. The Capua facility is located adjacent to the "Oreste Salmone" Airport.

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