

The TECNAM P2002 SIERRA

Registered in England No: 5008346

The **P2002 JF** (JAR/VLA) is the factory produced certified aircraft and the **P2002 SIERRA** (PFA permit VLA kit) represent the latest development of the Tecnam P96 Golf resulting from on-going improvements and the experience gathered from hundreds of aircraft and prolonged use over many years operating in a wide variety of conditions. The P2002 has an entirely new semi symmetrical, tapered laminar flow wing and Fowler flaps enabling it to combine high cruise speeds and stunning low speed performance. The Factory has produced some 350 worldwide so far with 13 kit built versions in the UK.



Tecnam-UK staff visited the factory in 2004 to see the aircraft and most importantly, to fly it. We were stunned by the performance and the general construction and the finish. The factory were persuaded to produce the aircraft for the UK under the PFA permit rules



The first kit started the approval procedures with PFA by May 2004 and flew in 2005 and VFR equipped in 2007 will cost the builder around £46,000 including VAT at

current exchange rates. Build time should be no more than 500 hours if built in standard form. This leaves radio/intercom, perhaps GPS and other goodies to add including paint. A well equipped VFR Sierra will cost £ 52,000 by the time it flies

This is an elegant, robust and serious touring aircraft offering comfortable capacity for two crew, 20 kg of baggage and 4.5 to 5 hours fuel endurance. It is just as STOL as its high wing sibling the P92 Echo-Super and has the same rugged gear enabling it to make full use of every sort of strip or airport.

General Information

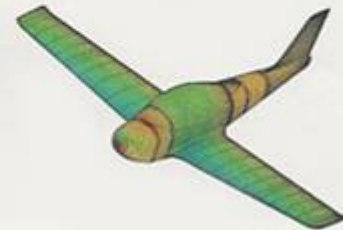
Note: The factory claimed cruise at 75% power is 115kts. The VNE for UK use has been set by PFA at 138knots. The max continuous straight & level was around 130kts. The aircraft is stressed at MAW of +6 to -3. With a MAW of 580Kg, this gives a disposable load of 250kg- Impressive in this class of aircraft.



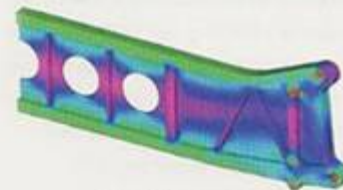
Cockpit Design

- 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" wide cockpit

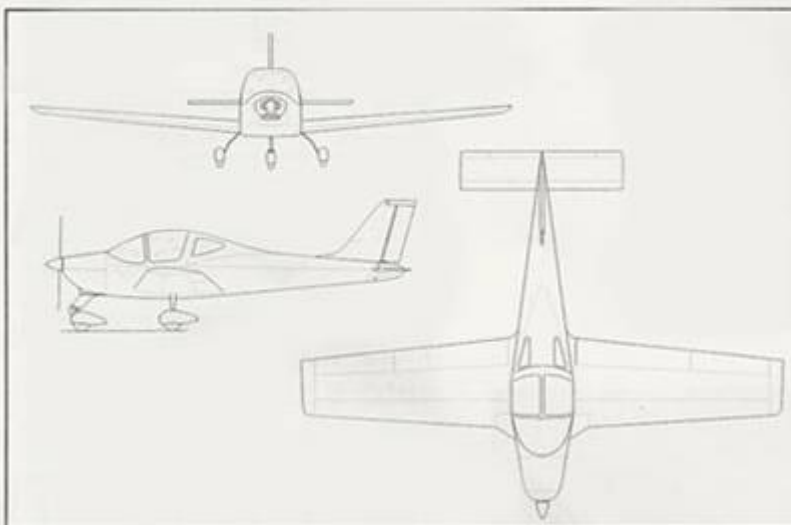
- Superior performance and flying qualities
- Low stall speed
- Very fast cruise
- Exciting, yet easy to fly
- Uncompromising build quality
- Excellent visibility
- Low noise



Computational Aerodynamics



Fem Stress Analysis



High effectiveness slotted flaps

This design was fully wind tunnel tested at Naples University.



**Some Background on the Manufacturers –
Costruzioni Aeronautiche Tecnam srl**

The TECNAM Company srl was founded in 1986 by the brothers L. and G. Pascale whose names are associated with the design and manufacture of famous light aircraft such as the PARTENAVIA single engine P64 and P66

OSCAR and the twin-engine P68 series. The TECNAM factory is located near the International Airport in Naples and covers an area of about 12.000 sqm. Besides the P92-JS program, production includes the ATR 42/72 stabilators, the panel 56 of the B717 fuselage, stabilator and vertical fin of the 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 guaranteeing high standards of workmanship. The structural organization of the Company includes the Administration, Technical and Production Departments and a Quality Assurance Service. A second factory opened in early 2004 at Capua, some 20 km North where the parts are turned into aircraft. This new facility also contains the flight testing facilities.

Some Technical Data

DIMENSIONS

Sierra JF certified

Sierra

Wing Span	28' 2"	28' 2"
Length Over-all	21' 7"	21' 7"
Height Over-all	7' 8"	7' 8"
Width Cabin	44"	44"
Wing Area	123 sq ft	123 sq ft
Dihedral	5.0 deg.	5.0 deg
Tailplane Span	9.5ft	9.5ft
Wheel Track	6' 2"	6' 2"
Tyres	5.00 x 5	5.00 x 5

ENGINE & PROPELLER

Sierra JF certified

Sierra

Power Max:	100Hp (73.5kW @ 5800rpm)	100Hp (73.5kW @ 5800rpm)
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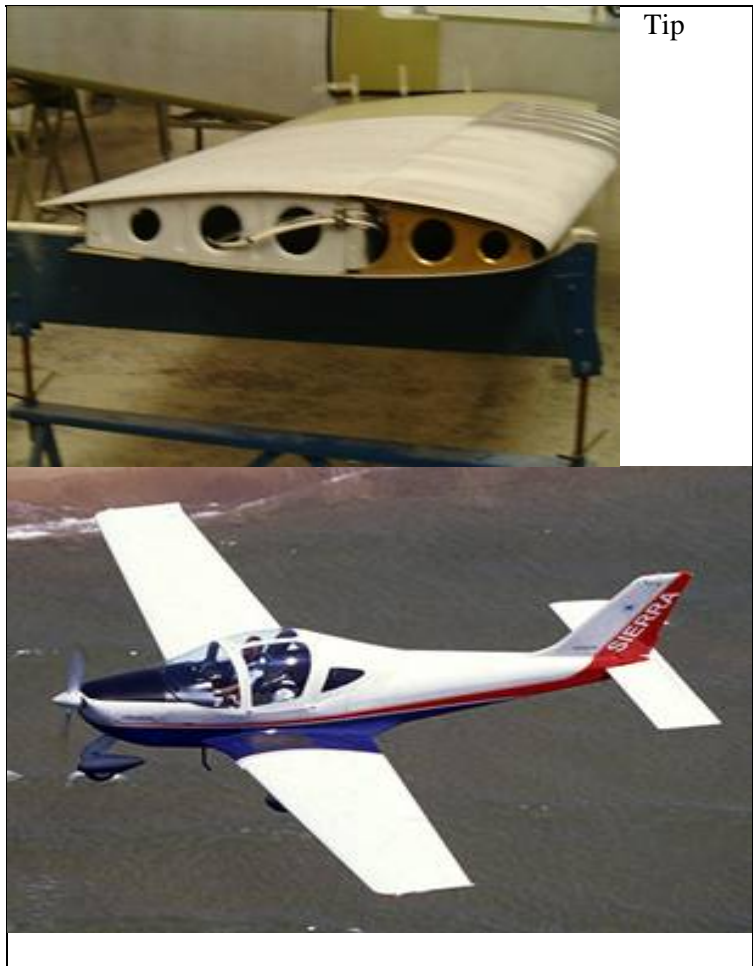
Reduction Gear Ratio	2.4286:1	2.4286:1
Propeller	Hoffmann 2 Blade. HO17GHM-174 177C/	Tonini (GT) 2 Blade . 177 mm. Wood/composite
Fuel	Euro Super or Unleaded	Unleaded BS 7070
Tanks	100 (2 x 50) Litres	100 (2 x 50) Litres

WEIGHT

MTOW	580 Kgs GroupA	580 Kgs Group 'A'
Basic Empty weight Standard	340 Kgs	330 kgs
Load - ultimate factor	+6 / -3	+6 / -3

PERFORMANCE (Max Weight - I.S.A. conditions)

Max speed Str & level	130 Knots	130 Knots
Cruising Speed 75 % Pwr	110 knots	110 knots, 120knots on the GT V/P propeller
Vne - Never exceed speed	156 knots	138 knots (PFA rulling)
Rate of Climb	Circ 800 ft/min at max AUW	Circ 800 ft/min at max AUW
Stalling Speed with Flap	38knots	38knots
Service Ceiling	12,500	12,500
Max Range without reserve 65%	500 +	500 +
Take off run	Circa 200 m	Circa 200 m
Landing run	Under 200 m	Under 200 m



Tip

The all NEW wing profile has proved supremely efficient as well as elegant



Capua



Canopy Crush Test

On test at



Airborne in under 200 meters fully laden with 15 deg. of flap and unstick at 45 kts.

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