



# First Tecnam P2008 arrives in NZ

TECNAM'S P2008 LSA is now available in New Zealand. Tecnam Distributor for Australasia, Giovanni Nustrini received our first example a few weeks ago and has another on the way soon.

One of the first New Zealand pilots to try the aircraft was Bay Flight Aviation's Phill Hooker. His comment after "a short flight on quite a bad day" was that the aircraft was very easy to fly and roomy inside; "It's comfortable and very suitable for all day instructing." Having been a strong Cessna supporter for many years Phill comments that "It handles like a Cessna 152 but with better performance. Finally it looks like there is a replacement for the 152 available.", which is strong praise indeed.

### About the P2008

In a first for Tecnam, the P2008 utilises carbon fibre for the fuselage and vertical stabiliser construction, which has striking lines and is noticeably different to earlier high wing Tecnam light aircraft. The wings and stabilator are aluminium, the wing also being a scaled version of the P2006T Twin. Tecnam consider this to be a 'best of both worlds' approach since aluminium is easy to repair (hangar rash usually occurs on wings and stabilisers) and composites offer smoother, more elegant design possibilities, including being able to more easily achieve their desired increase in cabin width and door sizes. Tecnam also say that the aluminium wing offers more



The cabin is noticeably spacious at 1200mm wide.

ability to flex in flight, providing a more comfortable ride.

Another change is the selection of a robust castering (rather than steerable) nosewheel. Tecnam say that steerable nosewheel parts often took abuse during training operations and that the castering version is intended to reduce the damage



Three views of the new P2008 LSA. The aircraft is showing good potential as a C-152 replacement.

and repair requirements that had been previously faced. That said, a traditional steerable nosewheel version is available for customers having a preference to this design. The castering setup consists of a tubular steel leg connected to the lower engine mount attachments, braced by a hydraulic oleo shock absorber. This has been designed to limit any damage caused by very hard landings to the leg components (which are easily replaceable),



A variety of instrument configurations are available.

and to minimise the chance of damage spreading to the engine frame. Ground steering is by differential braking.

The main landing gear is the same as for other non-retractable Tecnam models, a design that has withstood the test of time and many training hours.

Power is by Rotax 912 ULS2, offering a 110kt cruise at 75% and with two 55 litre fuel tanks providing for a claimed 690nm range. Fuel tanks are installed in the wing box behind the main spar, this design being intended to preserve their integrity in a crash and to minimise the risk of fire. The aircraft stalls with flaps down, at 40kts and has a Vne of 157kts.

Thanks to the increased cabin width (now 1200mm), the instrument panel size is also larger and can accommodate any required configuration of analogue or digital instruments. As well as the increased cabin width, there is generous seat adjustment and legroom available, and also a substantial baggage space.

With an empty weight of 780lb, the P2008 can be registered in either of the LSA (MTOW 1320lb) or microlight (MTOW 1200lb) categories.

This is a robust and attractive aircraft, with a spacious and comfortable cabin, that also has excellent performance and economy. On paper, it should be ideal in the training environment and is therefore a genuine consideration for existing C-152 replacements. KiwiFlyer hopes to have a



Access to the engine, fluid reservoirs, etc. is easy.



The P2008 will be touring New Zealand during March. Contact Giovanni to organise a visit to your local airfield. See details below.

full flight evaluation of the P2008 (written from the point of view of flight training) in a future issue.

### About Tecnam

Costruzioni Aeronautiche TECNAM was founded in 1986 by the brothers Luigi and Giovanni Pascale (formerly Partenavia) whose names are associated with the design and manufacture of light aircraft such as the single-engine P64 and P66 OSCAR and the twin-engine P68 series.

The company has three plants; one located in an area adjacent to the international Airport of Napoli-Capodichino measuring over 11,000 m2, a plant located in the neighbouring town of Capua with over 20,000 m2, and a third plant located in Spain.

Aside from the manufacture of a full range of light aircraft (more than 3000 since 1992), Tecnam also produces structural components for commercial aviation which include tailplanes for the ATR 42/72, fuselage panels for Douglas and Boeing, parts of the G222, tailplanes and moving surfaces for the SF260, helicopter components for Agusta, and other parts for the LearJet, Falcon and Dornier.

### For more information

To find out more about any of Tecnam's aircraft range or to organise a demonstration at your local airfield, contact Giovanni Nustrini on 09 298 9144, 021 832 626 or email: [info@tecnam.co.nz](mailto:info@tecnam.co.nz) [www.tecnam.co.nz](http://www.tecnam.co.nz)



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