

P2004 Bravo

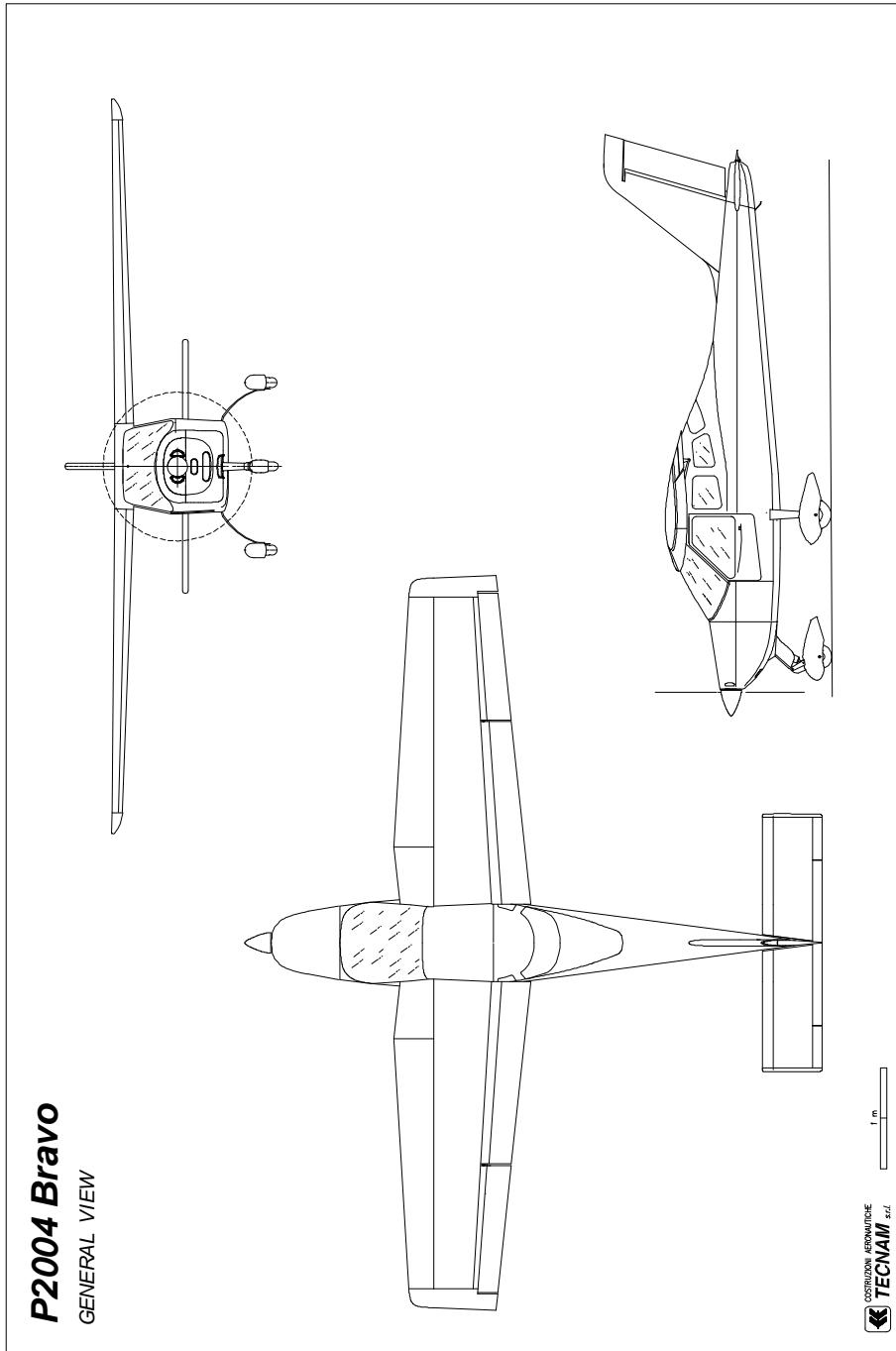


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2004 - Casoria (NA) -



MAIN FEATURES AND DESCRIPTION

The *P2004 Bravo* is a cantilevered high wing, twin side by side seat aeroplane, powered by a Rotax 912 73 kW (100hp) engine.

Ideal for tourism and flying schools, the *P2004 Bravo* widens the large family of Tecnam Ultralight Aircrafts.

The “Bravo” features a refined aerodynamic with a tapered cantilevered wing. Laminar airfoils, large slotted flaps with up-turned wing tips lead, together with a streamlined fuselage, to a high performances aeroplane with increased cruise speed and range.

P2004 Bravo is the result of Tecnam’s 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 plane 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.

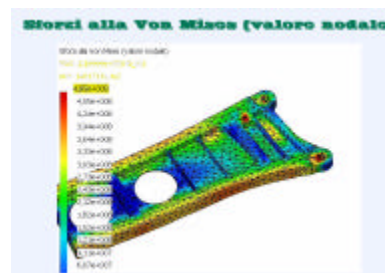


- ✍ The wing structures consist of a single spar metal torsion box with easy detachable leading edge of conventional metal structures.
 - ✍ In the leading edge section, distant from the cabin, is located in wing an integral fuel tank (2x50 Lt.).
 - ✍ Rear windows complete the 360° vision.
 - ✍ A large luggage area is placed behind the seats.
 - ✍ The dual control stick come up forward, between pilot's 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.
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- ✍ The wide slotted flaps, electrically activated, allow stall speed lower than 64 Km/h .
 - ✍ 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 aileron are made of light alloy structure.
 - ✍ The wide instrument panel is designed to accommodate standard and full optional instrument configuration.
 - ✍ The new 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.

- ✍ The engine is connected to the airframe through the Cr-Mo steel-tube engine mount and by vibration isolating suspensions. The firewall is soundproofing.
- ✍ One 73 kW (100 hp) Rotax 912ULS four-cylinders four-stroke liquid/air cooled engine, integrated reduction gear (1:2.4286) driving two-blade wooden propeller is installed .
- ✍ The gascolator is installed in the engine vane. 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 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 loading in basic training use.
- ✍ Wheels and hydraulic disc brakes are of standards aircraft type (5.00x5)
- ✍ The brake lever control is located forward between the seats. An hydraulic valve provides the parking brake control.



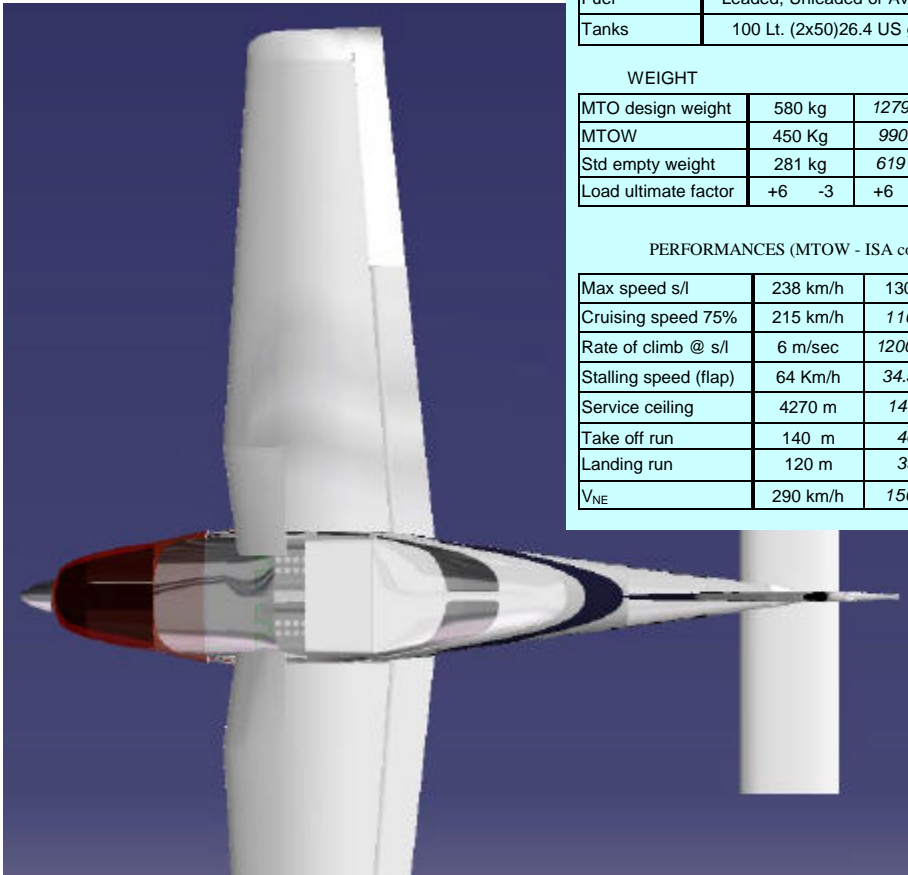
- **SUPERIOR PERFORMANCES AND FLYING QUALITIES**
- **LOW STALL SPEED**
- **215 KM/H CRUISE**
- **EXCITING, YET EASY TO FLY**
- **UNCOMPROMISING BUILD QUALITY**
- **EXCELLENT VISIBILITY**
- **LOW NOISE**



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 manufactures 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 cover an area of about 12.000 sqm. Besides the P2004 BRAVO 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 guarantees a high standards of workmanships. The industrial organisation of the Company include the Administration, Technical and Production Departments and a Quality Assurance Service.





DIMENSIONS

Wing span	8,40 m	27.5 ft
Length over-all	6,61 m	21.7 ft
Height over-all	2,60m	8.5 ft
Width cabin	1,15 m	45"
Wing area	11.0 m ²	118.4 sq.ft.
Wing Dihedral	1.5°	1.5°
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 912ULS	
Power max.	100 Hp @ 5800 rpm	
Reduction	2.4286 : 1	
Propeller	Tonini Snc	
Fuel	Leaded, Unleaded or AvGas	
Tanks	100 Lt. (2x50)26.4 US gal	

WEIGHT

MTO design weight	580 kg	1279 lbs.
MTOW	450 Kg	990lbs.
Std empty weight	281 kg	619 lbs.
Load ultimate factor	+6 -3	+6 -3

PERFORMANCES (MTOW - ISA cond.)

Max speed s/l	238 km/h	130 KTS
Cruising speed 75%	215 km/h	116 KTS
Rate of climb @ s/l	6 m/sec	1200 ft/min
Stalling speed (flap)	64 Km/h	34.5 KTS
Service ceiling	4270 m	14000 ft
Take off run	140 m	460 ft
Landing run	120 m	394 ft
V _{NE}	290 km/h	156 KTS

STANDARD EQUIPMENT

Now not available

