

Special edition



It's here! Jim receiving the keys from the ferry pilot on Monday 6th October, 2003.

Here are some details for the technically minded. The P92 Echo Super 100 (hp) has four cylinders horizontally opposed in pairs with overall displacement of 1352 c.c., mixed cooling, (water-cooled heads and air-cooled cylinders), twin carburettors, integrated reduction gear, (2.4286:1) with torque damper and a compression ratio of 10.3:1.

It is fitted with a two bladed, fixed pitch wooden propeller. It can run on Mogas 96 octane, as well as AVGAS (which we will be using), and is fitted with two integrated wing tanks holding 45 litres each, all useable. For flight planning recon on 20 litres per hour consumption @ 5000rpm in cruise.

Oil capacity is 2.5 litres, and it uses automotive grade oil, preferably synthetic or semi-synthetic, type API "SF" or "SG".

The P92 Echo Super 100 is a twin seat, high wing aircraft with fixed main landing gear and steerable nose wheel. At a maximum take-off weight of 544kg it classifies as a microlight aircraft for licence regulations (but can be certified for GA aviation if required.)

Standard empty weight is 281 kg, and with max fuel, and two adult pax can still carry 20kg luggage.

Airspeeds are as follows:

V_{NE} Never exceed speed = 140 knots

V_{NO} Maximum structural cruising speed = 108 knots

V_A Manoeuvring speed = 81 knots (Do not make full or abrupt control movements above this speed.)

V_{FE} Maximum flap extended speed = 60 knots (Do not exceed this speed for any given flap setting.)

V_{STALL} = 40 knots clean, 35 knots full flap.

Best glide = 60 knots

Best rate of climb = 64 knots

Best angle of climb = 60 knots

Maximum demonstrated crosswind: 15kts

Air Speed Indicator Markings:

White arc	39 – 60 kts	flap operating range
Green arc	60 – 108 kts	normal operating range
Yellow arc	108 – 140 kts	operate with caution only in smooth air
Red line	140 kts	maximum speed for all operations

So there you have it. Already it is proving popular, and if you hold a current PPL licence a rating can be arranged any weekend when our instructor is present and not already booked! We are currently negotiating for those who wish to learn to fly for a microlight only rating ab initio (from the beginning). Come out and ask for details.