

TECNAM P2012 TRAVELLER Model Guide

The TECNAM P2012 TRAVELLER is a piston-powered Tecnam aircraft. The available documents describe it as a multi-engine type, with separate throttle, propeller and mixture levers and one-engine-inoperative procedures. The only document is an operator limitations and emergencies checklist whose limit values are blank. Registry data for the P2012 family gives up-to figures only.

KEY TAKEAWAYS

- The TECNAM P2012 TRAVELLER checklist covers engine failure, fire, smoke, spin recovery, stall recovery and autopilot faults.
- Family-level registry maxima for the P2012: range up to 600 nm, cruise up to 175 kt, MTOW up to 3400 kg.
- The checklist's limitation tables (speeds, fuel, weights, engine limits) have no values in the supplied text. Get them from the official flight manual.
- Engine-failure procedures involve feathering the propeller and a one-engine-inoperative landing, so ask about twin-engine training.

WHAT THE DOCUMENTS SHOW

The only source is an operator checklist titled for the TECNAM P2012 TRAVELLER. It lists headings for speed, fuel, weight and engine limits, but the values did not come through. The registry gives family maxima only: range up to 600 nm, cruise up to 175 kt, MTOW up to 3400 kg. None of these is confirmed for this exact variant.

EMERGENCY PROCEDURES COVERED

The checklist covers engine fire on the ground, during takeoff run, after takeoff and in flight. It also covers electrical smoke, emergency evacuation, securing an inoperative engine, engine failure at each flight phase, unintentional spin recovery, stall recovery and autopilot or trim malfunctions. Only the headings and item names are legible, not the full steps.

WHAT TO VERIFY BEFORE BUYING

Confirm the approved limits against the official flight manual: speeds, fuel capacity and unbalance, weights, baggage limits and engine temperatures and pressures. Check the autopilot and electric trim systems, the emergency door opening system and the fire extinguisher. Confirm the aircraft's actual configuration, because the registry lists it as piston while the checklist shows twin-engine procedures.

SAFETY NOTES

- If fire or engine failure occurs before rotation, the checklist says to abort the takeoff.
- If takeoff continues after an engine failure, allow for the time and height lost to feather the propeller.
- For an autopilot hardover or trim malfunction, the checklist uses the AP DISC switch, and the control wheel is held for a hardover.