

New 2007 P68C Series



***A good looking sensible aircraft
for your multiple flying needs***

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The P68 C Series

Vulcanair the owner of the *Partenavia* Type Certificates and all its rights is constantly updating its successful P68 design.

The ***Vulcanair P68C Series*** is a **six seater, twin engine, high wing, fixed landing gear airplane** presenting numerous improvements such as a modern cockpit, new adjustable seats, standard pilot door, sturdier main gear and brakes.

The P68C is the sensible alternative to many single engine and light twin aircraft in today's General Aviation market. With the redundancy of the second engine and fuel consumption comparable to many six-cylinder single engine piston aircraft, the P68 is in a class of its own. Since its inception the aircraft was designed to be a twin. As a result the P68 is a docile and stable aircraft in the whole flight envelope.

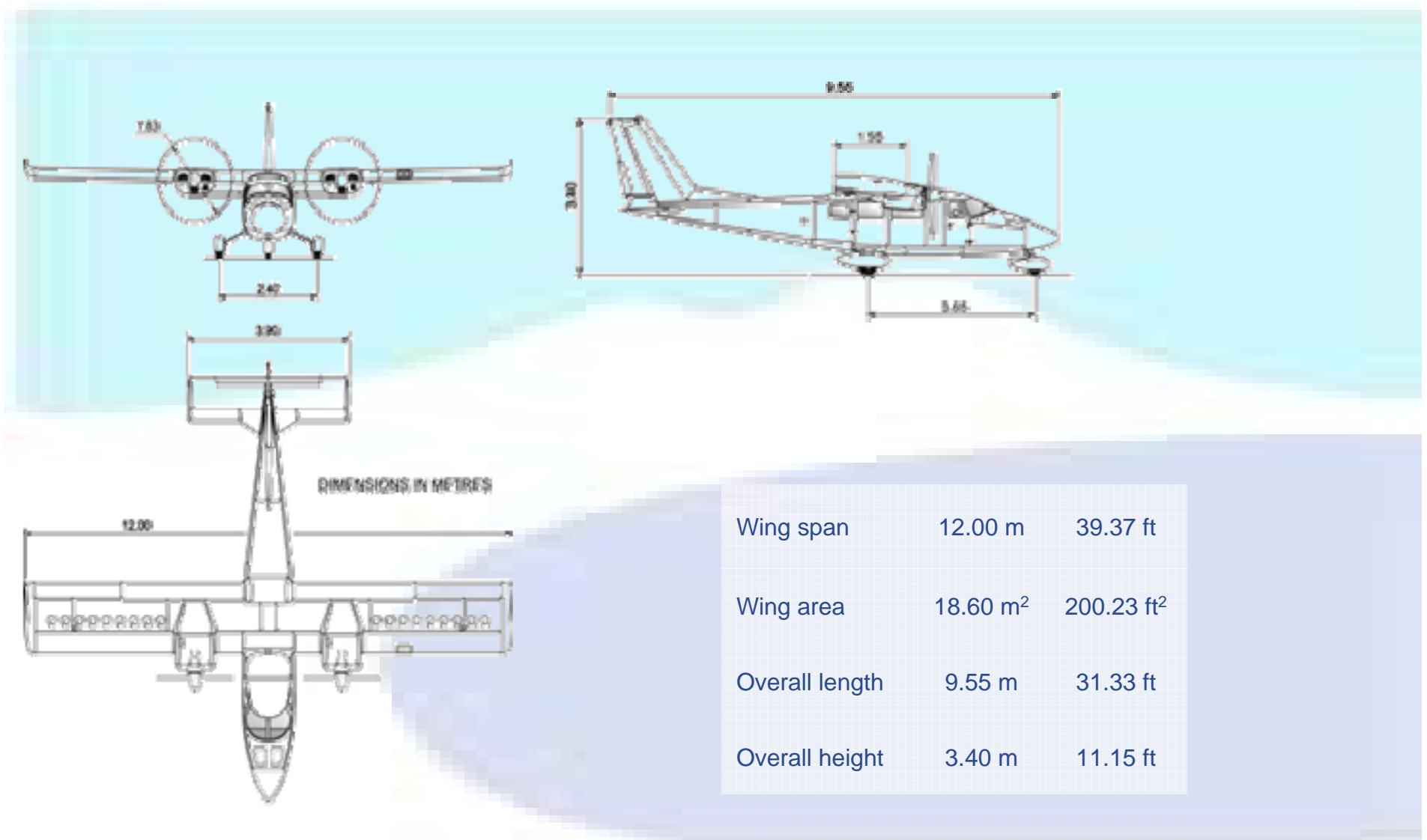
Extreme structural simplicity, absence of complicated systems, ruggedness, accessibility to servicing points reduce maintenance costs and make of the P68C a serious option for satisfying many different mission profiles.

The P68C Series

The twin-engine P68C Series is currently offered in two configurations:

- P68C – with two 200 hp Lycoming IO-360-A1B6 normally aspirated engines
- P68C TC – with two 210 hp Lycoming TIO-360-C1A6D turbo-charged engines

Three View

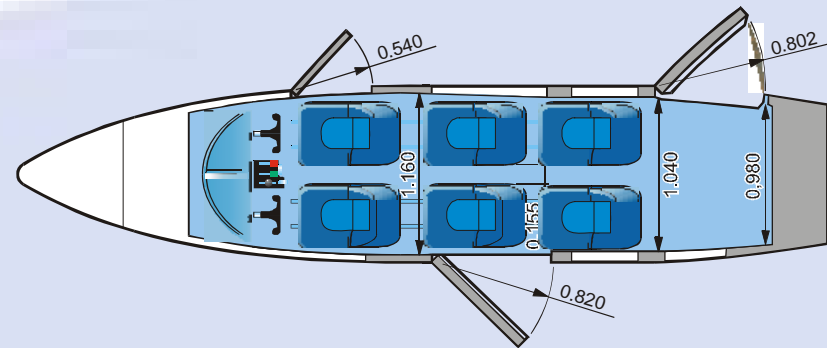
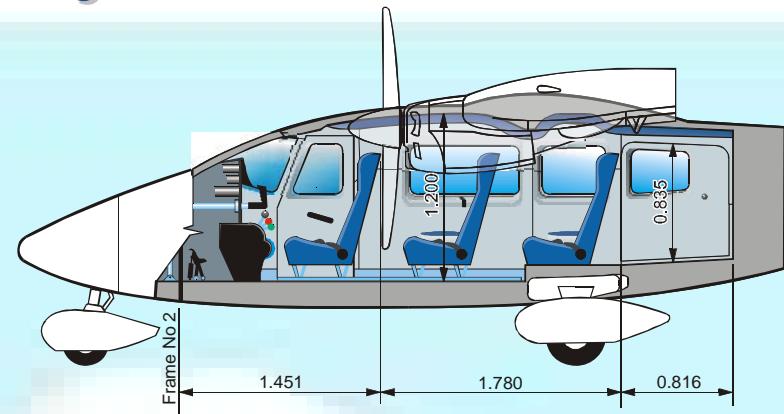


General Layout

The view shows the standard 1+5 seat interior layout of the P68C airplane including the arrangement of the cockpit crew, passenger cabin and baggage compartment with the Front RH Service door, the large aft RH Cargo door and the LH Passenger Entrance door.

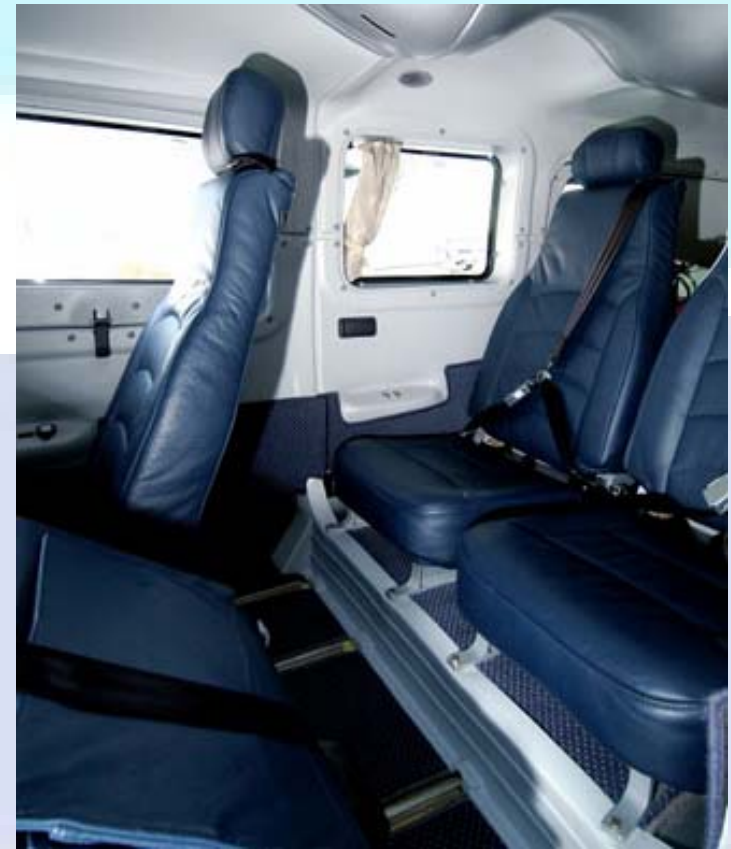
In addition, through the quickly removable seats, the large cabin volume begins available for the carriage of goods of all kinds, from bulky items to stretchers for aerial ambulance duties, systems and other equipment for patrol, observation and surveillance duties.

The P68C is a very stable platform for aerial photography, reconnaissance and emergency missions. Its optional and retrofittable (only on Vulcanair aircraft) 2.1 x 1.5 ft. hatch (63 x 46 cm.) has been expressly designed for the installation of a variety of equipment such as Aerophotogrammetric cameras, Scanners, Flirs etc, and can also be utilised as a hatch for dropping supplies, rafts etc. in case of an emergency on the ground.



General Layout

- Redesigned interior
- Redesigned seats
- New state of the art cockpit



Main Characteristics

Weights and Loadings

Maximum Ramp Weight	2100 kg	4630 lbs	
Maximum Take-Off Weight	2084 kg	4594 lbs	
Maximum Landing Weight	1980 kg	4365 lbs	
Typical. Std. Empty Weight	1420 kg	3130 lbs	
Maximum Zero-Fuel Weight	1890 kg	4167 lbs	
Typical Max Useful Load	680 kg	1499 lbs	
Maximum Fuel Load (usable)	670 Lt	177 US Gal	with long range tanks option

Powerplant Engine Manufacturer Textron Lycoming

Engine Designation: **IO-360-A1B6 (normally Aspirated) installed on P68C**

or

TIO-360-C1A6D (turbo-charged) installed on P68C TC

Engine Type 4-cylinder, 361 inch, 3 horizontal, direct drive, air cooled, fuel injected.

Power 200 shp (Aspirated), 210 shp (Turbo-charged)

Propeller Manuf./Design Hartzell, 2 blades FC 7666A model

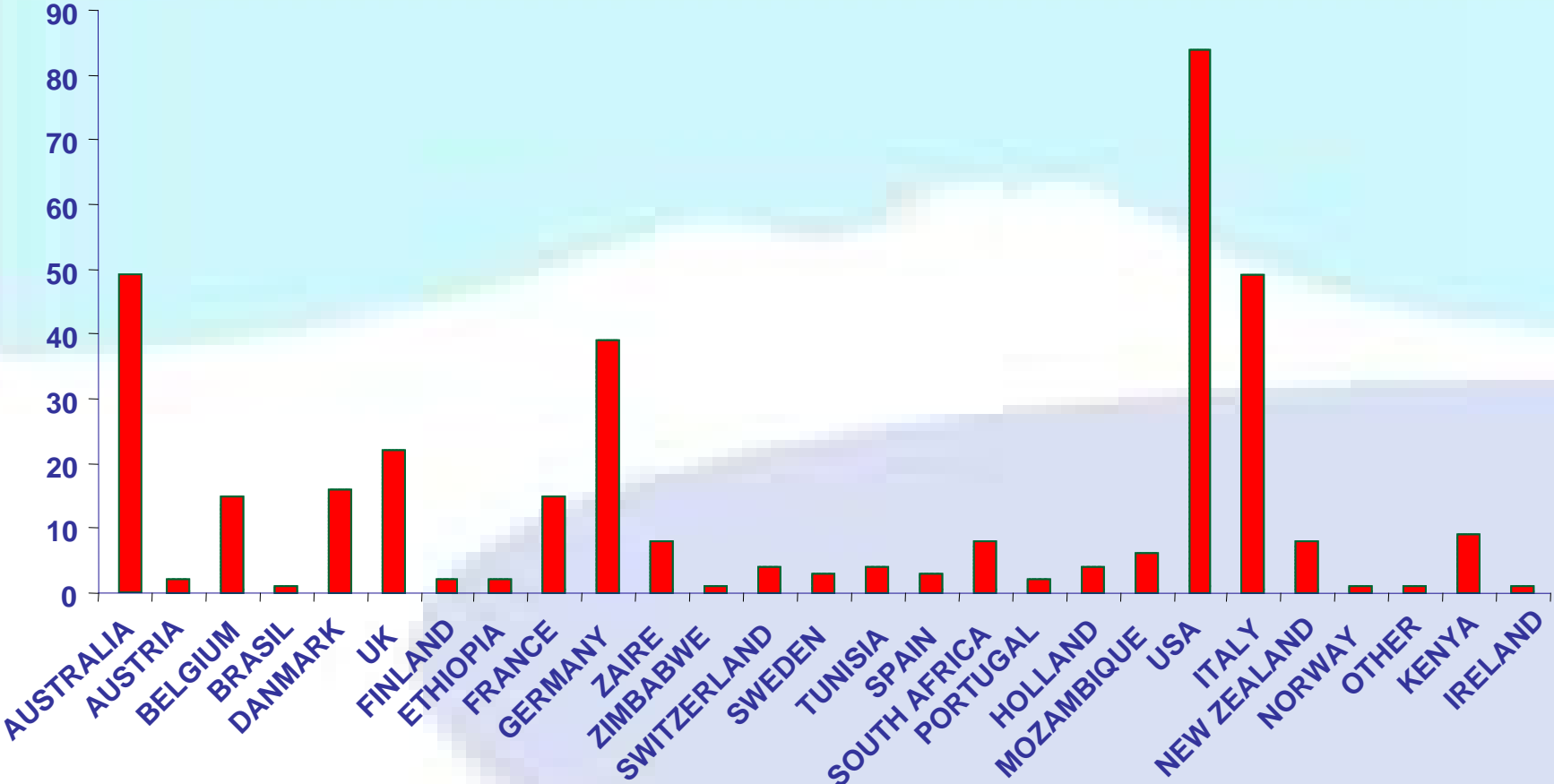
Propeller Type: Constant speed, full feathering, non reversible, hydraulically operated

Doors

1. Entrance door width 0.820 m 2.690 ft
2. Cargo door size 0.802 x 0.835 m 2.631 x 2.739 ft
3. Service door width 0.540 m 1.772 ft

P68 Deliveries

More than 430 aircraft all over the world



P68C Series

Twin engine piston



MAIN OPTIONAL EQUIPMENT AVAILABLE

- PNEUMATIC DE-ICING
- PROPELLER DE-ICING
- AIR CONDITIONING
- THREE BLADED PROPELLERS
- TINTED WINDSHIELDS
- DME
- ADF
- STORMSCOPE



Performance

The performance data has been averaged from actual flight tests, with the aircraft and engines in good condition and using average piloting techniques.

	Aspirated engine		Turbo-charged engine	
Max Range Cruise Speed (@ 75%, ISA, FL 80)	301 km/h	160Ktas	315 km/h	170Ktas
Rate of Climb (2 Engines MTOW)	6 m/s	1100 fpm	6.6 m/s	1500 fpm
Single Engine Rate of Climb (MTOW s.l.)	1 m/s	200 fpm	1.1 m/s	220 fpm
Stall Speed, 35 deg Flaps, MTOW	106 km/h	57Ktas	106 km/h	57Ktas
Max Altitude	5.920 m	18.000ft	6.100 m	20.000 ft
SE Service Ceiling	1.520 m	5.000ft	3.350 m	11.000ft
Range, FL 100, 55% Pwr. (incl. 45' Res.)	2960 km	1510 nm	2280 km	1230 nm
Take-Off distance over 50 ft, MOTOW, ISA	400 m	1312 ft	390 m	1279 ft
Take-Off Ground Run	240 m	787 ft	230 m	755 ft
Landing Distance over 50 ft, MLW	600 m	1969 ft	520 m	1706 ft
Landing Ground Run	200 m	656 ft	200 m	656 ft
Max endurance, FL 100,65% Pwr, ISA	>10 h		8 h	
Load Factor	+ 3,74g - 1,50 g		+ 3,80g - 1,52 g	

Safety

The P68C Series is a proven, docile, easy to fly twin. That means safety.

P68C Series aircraft presents excellent handling characteristics particularly at low speeds or in the unlikely event of an engine failure. **No need for a parachute, you have a second engine!**

The forward position of the pilot in relation to the wing provides excellent rearward visibility in turns, making for greater safety in crowded airspace.

With the optional de-icing equipment installed on the P68C has been operated day and night with safety and regularity, in the extremely severe winter conditions over the North Sea and throughout Northern Europe.



Economy

The economy of the aircraft is the result of the low operating costs and of the low maintenance costs which are a direct result of the aircraft construction simplicity and low fuel consumption and replacement costs of its power plants.

Maintenance costs are reduced to the minimum thanks to

- rugged maintenance free, leaf spring fixed undercarriage,
- lack of complicated systems,
- unsurpassed accessibility of servicing points.

The high wing configuration enables the engine intakes and propeller tips to be kept well clear of the ground thereby reducing dust ingestion and stone denting to the minimum and extending engine and propeller service lives to the maximum.



General Considerations

→ *Materials Choice*

Aluminium construction of the P68C Series aircraft presents following advantages:

- weight, compared to a similar structure made of aircraft certified composite materials,
- aging and fatigue qualities of aluminium structure together with the ease of repair



All the OEM parts installed on the P68C series aircraft have been reviewed and updated to guarantee quick parts availability.

With full production resumed also airframe parts availability is guaranteed.

A growing number of Spare Parts Centers all over the world are quickly being established to insure aircraft support. Check our web site often for updates in our service centers list

Conclusion

→ *The P68C aircraft results to be an easy and extremely safe machine with excellent performance and low operating cost compared to its competitors.*

→ *It is the sensible alternative to many single engine and light twin aircraft in today's General Aviation market.*

→ *The P68C can truly be considered an “all round performer” which can be used both for leisure or business and easily adapts to a broad range of today's pilot flying needs.*

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