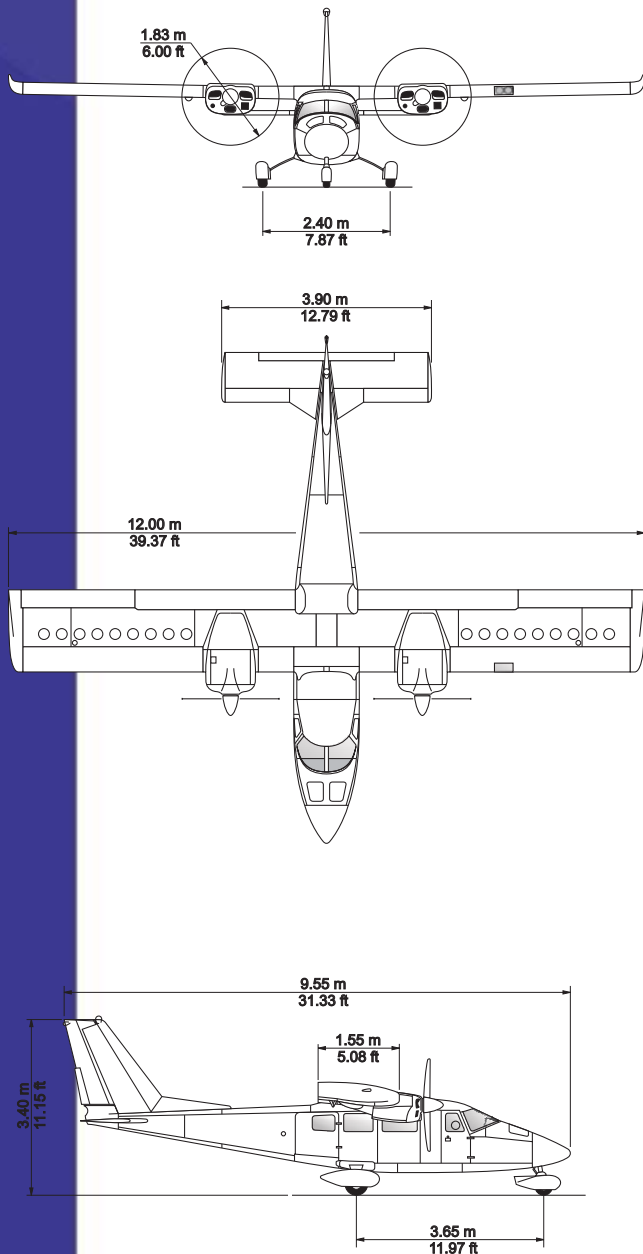




P68C Series

NORMALLY ASPIRATED-TURBOCHARGED-DIESEL



P68C

(P68C - P68C TC)

The new P68C Series from Vulcanair is the result of the experience-driven improvement of the original P68 design. The aircraft presents numerous improvements such as a new generation cockpit, new adjustable seats, standard pilot door, larger main gear and brakes for increased **Useful Load** and braking power.

POWERPLANT

The P68C is available either with two 200 hp Lycoming IO-360-A1B6 normally aspirated engines or when increased performance at high altitudes is required, with two 210 hp Lycoming TIO-360-C1A6D turbocharged engines. Both engine models drive Hartzell constant speed, full feathering, propellers and are equipped with 130 Ampere alternators.

PERFORMANCE

The exceptionally clean lines of the P68C are the result of many hours of **wind tunnel testing** and give the aircraft the best performance in terms of maximum speed, rate of climb and endurance as well as delivering low stalling speeds and short take-off and landing distances.

SAFETY

Painstaking work on the part of an ideal designer/test pilot combination, have produced truly remarkable and benign handling characteristics particularly at low speeds or in the unlikely event of an engine failure.

The forward position of the pilots in

relation to the wing, provides excellent rearward visibility in turns, making for greater safety in crowded airspace.

With complete de-icing equipment installed, the P68C has been operated night and day, with safety and regularity, in the extremely severe winter conditions over the North Sea and throughout Northern Europe. The P68C is approved for flight in known icing conditions in Scandinavia.

FLEXIBILITY

Interviews with our extensive family of enthusiastic owners and operators have confirmed the P68C as an all-round performer. Private owners graduating to their first twin, experienced pilots using the aircraft both for **business** and **personal** transport and **commercial** operators routinely hauling passengers to and from remote locations all fly the P68C with the same satisfaction. The easy and extremely safe handling characteristics of the P68C coupled with excellent performance and low operating costs are the fundamental attributes, making the P68C a machine, which easily adapts to your flying needs.

The quickly removable seats make the large cabin volume available for the carriage of goods of all kinds, with bulky items loaded through the generous luggage compartment door, large enough to allow the entry of stretchers for aerial ambulance duties or all your stuff for the weekend. The P68C also has a standard

predisposition for the optional 24.8x18.1 in. (63x46 cm.) aerophotogrammetric floor hatch.

ECONOMY

The simplicity of the P68C construction, with its rugged maintenance free, leaf spring fixed undercarriage, lack of complicated systems and unsurpassed accessibility of servicing points, reduce maintenance costs to the absolute minimum.

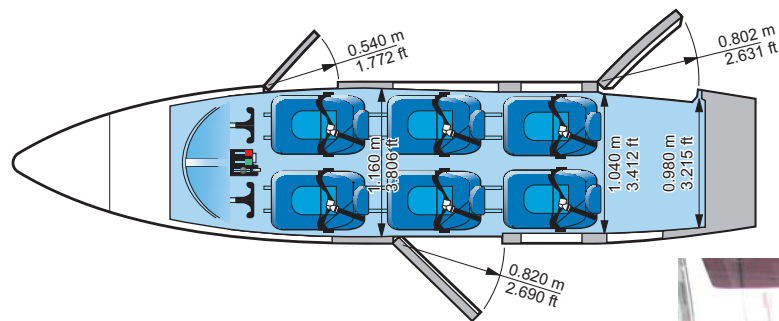
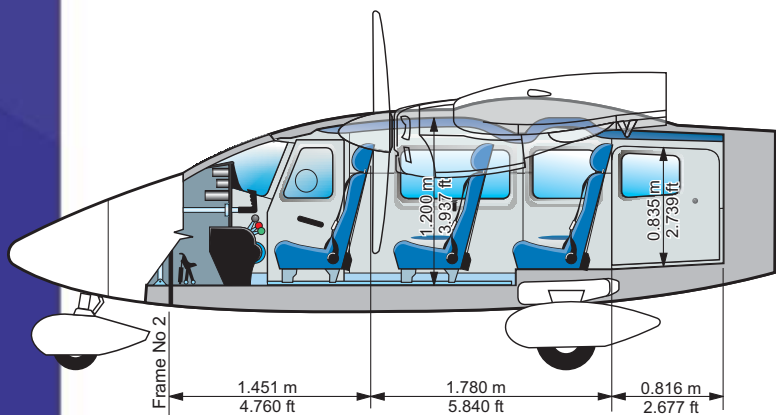
The high wing configuration enables the engine intakes and propeller tips to be kept well clear of the ground, thereby reducing dust ingestion and stone denting therefore reducing maintenance costs.

CUSTOMER SUPPORT

All the OEM parts installed on the P68 Series have been reviewed and updated to guarantee quick parts availability. With full production resumed airframe parts availability is also guaranteed.

IN THE WORKS

In an effort to constantly improving its products to appeal to a wider range of pilots, the P68C Series family of aircraft will soon be complemented with two new models. A **Diesel** powered P68C and a **Retractable Landing Gear** P68C.



Roomy Cabin (1+5)



New Cockpit



Large Luggage Compartment



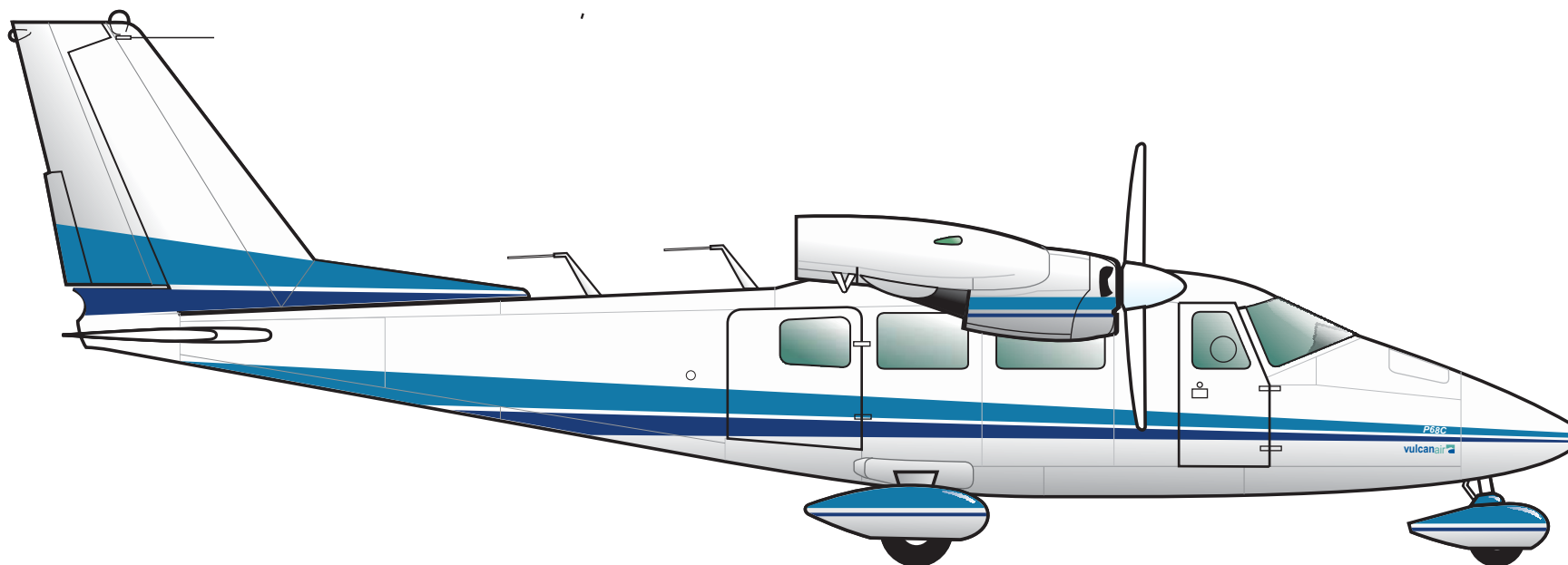
Standard Pilot Door

PERFORMANCE & SPECIFICATIONS

	P68C		P68C TC (turbocharged)	
	IO-360-A1B6 (200 hp) Lycoming	TIO-360-C1A6D (210 hp) Lycoming		
Engines				
Max Ramp Weight	2100 Kg	4630 lb	2100 Kg	4630 lb
Max Take-Off Weight	2084 Kg	4594 lb	2084 Kg	4594 lb
Max Landing Weight	1980 Kg	4365 lb	1980 Kg	4365 lb
Std. Empty Weight	1320 Kg	2910 lb	1350 Kg	2976 lb
Max Zero Fuel Weight	1890 Kg	4167 lb	1890 Kg	4167 lb
Max Useful Load	780 Kg	1720 lb	750 Kg	1653 lb
Max Fuel Capacity	696 lt	184 U.S.gal	696 lt	184 U.S.gal
Max Usable Fuel	670 lt	177 U.S.gal	670 lt	177 U.S.gal
Number of Seats	6		6	
Luggage Capacity	0.56 m ³	20 cu.ft	0.56 m ³	20 cu.ft.
Max Speed @ s.l.	320 Km/h	173 Kts	322 Km/h	174 Kts
Cruise Speed (@ 75% & 7500 ft)	306 Km/h	165 Kts		
Cruise Speed (@ 75% & 12000 ft)			315 Km/h	170 Kts
Rate of Climb (2 engines s.l. @ MTOW)	6.3 m/s	1240 fpm	7.0 m/s	1400 fpm
Rate of Climb (1 engine s.l. @ MTOW)	1.1 m/s	210 fpm	1.2 m/s	240 fpm
Stall Speed (full flaps)	106 Km/h	57 Kts	106 Km/h	57 Kts
Service Ceiling (2 engines)	6000 mt	19750 ft	>6096 mt	>20000 ft
Service Ceiling (1 engine)	1750 mt	5750 ft	3505 mt	11500 ft
Max Range (best economy @ 7000 ft)	2965 Km	1600 nm		
Max Range (best economy @ 10000 ft)			2550 Km	1376 nm
Take-Off Run	240 mt	787 ft	230 mt	755 ft
Landing Run	200 mt	656 ft	200 m	656 ft
Load Factor	+3.74 g / -1.50 g		+3.74 g / -1.50 g	

NOTE

For European customers, aircraft can be authorized for operation at reduced M.T.O.W. of 1990 kg (4387 lb)



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It is the pilot's responsibility to conduct all operations in accordance with the Approved Flight Manual, which is the only official source of data.