COMING SOON

Tecnam P-Mentor

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#191	#162	Tecnam	Aircraft
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DESCRIPTION

The Tecnam P-Mentor is a modern two-seat, low-wing trainer conceived for the point at which basic flying meets serious instrument work. Its distinguishing trick is not raw speed: it is the attempt to put a student and instructor in one economical, CS-23/FAR-23-compliant piston aircraft from first handling exercises through IFR procedures, without making the cockpit feel like a stripped-down ab-initio machine. In a training world still dominated by durable high-wing classics, the P-Mentor is the Italian answer for operators who want glass-panel familiarity, fuel-injected efficiency and a more contemporary flight-deck workflow.

Tecnam built the P-Mentor around the needs of flight training organisations and private pilots who want a properly equipped two-seater rather than a lightly equipped weekend aeroplane. The programme had to prove that a low-wing aircraft with a sliding canopy, a 100 hp Rotax and fixed tricycle gear could meet demanding modern stall and low-speed requirements while supporting PBN, RNAV and autopilot-based IFR training. Its airframe and systems reflect that brief: it is deliberately more sophisticated than a basic trainer, but it stops short of pretending to be a four-seat cross-country machine.

Quick facts

What makes the P-Mentor different from an ordinary basic trainer?

The P-Mentor's point of difference is its systems syllabus. It is designed to introduce the pilot to an electronically m anaged, fuel-injected engine, a constant-speed propeller and an IFR-oriented Garmin suite while retaining the s traightforward rhythm of a fixed-gear aeroplane. That makes it particularly relevant where an operator wants one p latform for visual flying, navigation, instrument procedures and commercial-course preparation.

In the air, the configuration is purposeful rather than exotic. The tapered wing uses a laminar-flow aerofoil, a 75-percent-span slotted flap and Frise-type ailerons. Tecnam says the design satisfies the applicable low-speed and stall criteria without making a ballistic recovery system essential to the baseline configuration; a BRS installation is nevertheless approved as an option. The wide-span flap is a useful clue to the aircraft's character: this is a m achine intended to reward disciplined energy management, not to excuse its absence.

The low-wing layout gives the pilot a different visual relationship with the runway than a high-wing trainer, and the canopy provides unusually open sightlines around the cabin. It is an engaging layout for handling exercises and circuit work, although it also means the P-Mentor asks a buyer to choose a training philosophy rather than simply buy the most familiar ramp furniture.

Powerplant, systems and technical highlights

- Rotax 912 iSc3 four-cylinder, four-stroke, liquid-/air-cooled opposed engine rated at 100 hp.
- Redundant electronic fuel injection and ignition, engine-management system, dry-sump lubrication and a reduction gearbox.
- MT two-blade hydraulically governed variable-pitch propeller, bringing propeller control into the training sequence.
- Tapered low wing with a mixed alloy-and-composite structure, integral fuel tank aft of the main spar and 140-litre fuel capacity.
- Steel truss structure around the cabin for occupant protection and energy absorption, with a light-alloy tailcone and GFRP side skins.
- Garmin IFR avionics architecture with GTN 650 Xi GPS/NAV/COM, GNC 255A NAV/COM, GTX 345R ADS-B transponder and GMA 245R remote audio panel in the standard package described by Tecnam.
- Connext wireless capability for flight-plan transfer with compatible Garmin portable devices and apps; GFC 500 autopilot equipment is offered as an option.

How it compares

Comparison rival: current Cessna Skyhawk. Published figures vary by model year, equipment, operating limitations and engine or propeller fitted; performance should always be checked against the applicable flight manual.

Honest ownership note: The P-Mentor is a specialised, modern trainer rather than a simple metal-and-magnetos utility aeroplane. A pre-purchase inspection should therefore concentrate on the Rotax 912 iSc3 installation and its electronic engine-management components, reduction gearbox and cooling system; the variable-pitch propeller and governor; the canopy, composite surfaces and bonded structures; corrosion protection around the alloy elements; and a full functional check of the Garmin installation, transponder, autopilot if fitted and any BRS equipment. Support from a Tecnam-experienced maintenance organisation, a Rotax-trained technician and an avionics shop familiar with the installed Garmin architecture is more valuable here than a generic annual inspection performed by someone meeting the type for the first time.

Exterior and cabin

Exterior

- Compact low-wing silhouette with a tapered wing and fixed tricycle undercarriage.
- Large sliding canopy rather than conventional cabin doors.
- Composite leading edge, smooth GFRP side skins and a distinctly modern training-aircraft profile.
- Integral wing fuel storage and a conventional tailplane arrangement.

Cabin and cockpit

- Two side-by-side seats with a central throttle lever and shaped control sticks.
- Broad canopy glazing and a panel designed around IFR Garmin equipment.
- Roomy baggage area immediately aft of the seats.
- Training-friendly cockpit logic for radio navigation, GPS procedures, engine monitoring and optional autopilot operation.

Who is this aircraft for?

- Flight schools seeking a single-engine platform for ab-initio, night, instrument and advanced single-engine training.
- Private pilots who usually fly alone or with one passenger and want modern IFR capability.
- Owners who value Rotax fuel efficiency and electronic engine management.
- Pilots who want variable-pitch propeller experience without stepping immediately into a larger complex aircraft.

The P-Mentor makes most sense when viewed as a compact instrument-training aeroplane that also happens to be pleasant for personal flying. It is not trying to out-haul a four-seat trainer or win a horsepower contest. Its appeal is more precise: efficient operation, an unusually modern training environment and enough systems depth to ensure that the pilot is still learning long after the first solo circuit is merely a memory.

SPECIFICATIONS

General Information

Model	**Tecnam P-Mentor**

Engine & Power Systems

Engine Type	**Rotax 912 iSc3, 100 hp, four-cylinder, four-stroke liquid-/air-cooled fuel-injected engine**
Propeller Type	**MT two-blade hydraulically governed variable-pitch propeller**

Avionics & Equipment

Avionics	**Garmin GTN 650 Xi, GNC 255A, GTX 345R ADS-B transponder and GMA 245R remote audio panel; GFC 500 autopilot optional**

PHOTOGRAPHS

5 of 6 photographs reproduced here. The complete gallery is on the listing page.

EXTERIOR

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