COMING SOON

Tecnam P2008

STARTING PRICE	OPENING PRICE	BIDS PLACED	RESERVE PRICE
—	—	0	Yes

LOT	AUCTION	BRAND	CATEGORY
#190	#161	Tecnam	Aircraft
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DESCRIPTION

The Tecnam P2008 is one of the more convincing answers to a familiar light-aircraft question: can a two-seat trainer be genuinely pleasant transport once the lessons are over? Its distinction was not raw speed or novelty for novelty's sake, but an unusually mature blend of high-wing visibility, a wide cabin and economical Rotax power. In a market crowded with lightweight sport aircraft, the P2008 brought a more substantial, touring-minded feel without abandoning the low-speed manners that make a training aeroplane useful.

Built by Italy's Tecnam as a modern two-place design, the P2008 marked the manufacturer's first serious use of mixed construction: a carbon-fibre composite fuselage paired with metal wings, stabilator and landing gear. That was a deliberate engineering compromise rather than a styling exercise. The composite structure helps shape a roomy cabin, while conventional metal flying surfaces retain familiar inspection and repair logic. The result found work both in flight schools and private ownership, which is usually a good sign: aeroplanes asked to do both must be easy to operate and difficult to dislike.

Quick facts

What makes the Tecnam P2008 stand out in day-to-day flying?

Start with the layout. The high wing puts the cabin in a bright greenhouse of glazing, makes sightseeing and circuit work more relaxed, and leaves the doors clear of a low wing. The quoted door opening is generous for the class, and the cabin's width is a genuine differentiator against many tightly packaged light-sport contemporaries. Two adults do not need to negotiate a shoulder-to-shoulder truce before engine start.

In the air, the P2008 is intended to be straightforward rather than theatrical. Its light-aircraft wing loading and 39-knot full-flap stall speed support approachable low-speed operation, while the stabilator gives a more contemporary control-system character than the simple tailplane-and-elevator arrangement found on many older trainers. It is not an aerobatic toy or a four-seat load carrier; it is a precise, efficient two-seater designed to make ordinary flying—departures, airwork, local trips and cross-country legs—feel less like a compromise.

The Rotax installation rewards pilots who are comfortable operating a geared, liquid-cooled cylinder-head/air-cooled-cylinder engine according to its procedures. That means disciplined engine management and familiarity with its systems, but it also brings modest published fuel consumption for the standard 100 hp installation. The P2008 is therefore especially persuasive where regular flying matters more than arriving in a hurry.

Powerplant, systems and technical highlights

- The standard powerplant is the 100 hp Rotax 912 ULS four-cylinder engine; Tecnam also offered 912 iS Sport and turbocharged 914 installations.
- A two-blade fixed-pitch propeller is specified for the standard 912 ULS configuration; other approved propeller arrangements have been offered by variant.
- Published performance for the 912 ULS version includes a 39-knot flaps-down stall speed, approximately 800 ft/min climb rate and a 514 nm range under the manufacturer's stated assumptions.
- The mixed-material airframe combines a composite fuselage and vertical fin with aluminium wing structure and metal stabilator, avoiding an all-composite solution where Tecnam preferred conventional metalwork.
- The fixed tricycle gear removes retractable-gear workload and suits repetitive training, touring and paved-field use.
- Typical P2008 panels range from conventional flight instruments to modern glass-cockpit installations, so avionics capability should be assessed aircraft by aircraft rather than assumed from the model name.

How it compares

The Cessna 172S Skyhawk is used here as a familiar training and touring reference point; performance and equipment figures vary by model, certification category and engine fitted.

Honest ownership note: The P2008 is not complicated, but it is not a generic legacy trainer either. A pre-purchase inspection should be carried out by someone fluent in both Rotax practice and composite-and-metal Tecnam structure. Pay close attention to documented compliance with applicable Rotax service information, the cooling and fuel systems, propeller condition, landing-gear attachment and alignment, brake wear, control-system condition, composite surfaces and bonding areas, and the usual metal-airframe concerns around fasteners, corrosion and repairs. Parts support and knowledgeable maintenance personnel are more important than bargain hunting; an owner who has access to a Rotax-experienced technician and an active Tecnam owner community will have a much easier time of it.

Exterior and cabin

Exterior

- Clean high-wing silhouette with a compact nose and fixed tricycle stance.
- Composite fuselage lines contrast with conventionally metal-skinned wings and tailplane components.
- Broad cabin doors and a 29.5-foot wingspan give it a purposeful, not ultralight, ramp presence.
- Large glazed areas support the P2008's visibility-first mission.

Cabin and cockpit

- Side-by-side seating for pilot and passenger in a notably broad two-place cabin.
- Published main-door dimensions are approximately 37 inches wide and 35.5 inches high.
- High wing placement keeps the view downward and outward unusually open for training, sightseeing and traffic scanning.
- Panel layout varies considerably, from analogue-oriented training fit-outs to glass-avionics cockpits.

Who is this aircraft for?

- Pilots wanting an economical, modern two-seat aeroplane for local and regional flying.
- Flight schools seeking a high-wing trainer with good visibility and fixed-gear simplicity.
- Owners moving beyond very basic sport aircraft but not requiring four seats.
- Rotax-literate operators who value efficiency and are prepared to follow the engine's operating discipline.

The Tecnam P2008 makes sense for the buyer who wants a current-generation light aeroplane without pretending it is something larger. It is roomy where it counts, sensible in its engineering and economical in its mission. For two people, fair-weather exploration, training or regular personal flying, that is a better brief than it may first appear.

SPECIFICATIONS

General Information

Model	**Tecnam P2008**

Engine & Power Systems

Engine Type	**Rotax 912 ULS, 100 hp four-cylinder piston engine**
Propeller Type	**Two-blade fixed-pitch propeller**

PHOTOGRAPHS

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

EXTERIOR

AI enhanced

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HOW TO BID ON THIS LOT

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collectairs.com/auctions/tecnam-p2008

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