For a journalist, the best part of attending the annual AAI AirVenture extraglory in Oshkosh, Wisc., is often that serendipity reigns, and the result is an entirely unexpected bonus, in this case the opportunity to fly Embraer’s EMB-314 Super Tucano light attack turboprop.

Embraer arranged to fly the Super Tucano (Air Force designation A-29) to AirVenture to display it at the company’s booth, alongside its Phenom line of business jets, and to highlight the company’s partnership with Sierra Nevada, program manager for the bid on the Light Air Support contract.

I was somewhat familiar with the Super Tucano from the rear seat, so that I could see better over the canopy, which squeezes it out of the way 18/36, sharing space with a bunch of famous names in aviation awaiting their turn to fly.

Having recently flown Hawk Ejection Seat (which is Super Tucano) by MATT THURBER

Light Air Support contract. Program manager for the bid on a former Navy pilot who flew F-16s as an adversary pilot during numerous military exercises and events such as Embraer’s and Sierra Nevada’s AirVenture display.

Flying one of the display airplanes at AirVenture involves various logistical dances with other pilots arriving to and departing, while the airshow and flight demonstrations continue during the late afternoon. I can’t say it wasn’t fun to be one of the pilots standing outside a supersownloadable airplane on the P2 taxiway next to Runway 36, sharing space with a bunch of famous names in aviation awaiting their turn to fly.

For a two-seat, single-engine airplane, the Super Tucano is fairly large, with a wingspan of 36.5 feet and length of 37.3 feet, both about three feet more than the T-6, and a relatively heavy 7,000-pound empty weight and nearly 12,000-pound mtow. Even at the lighter weight, the Tucano is an extensive brief, using a single six- by eight-inch color LCD for each pilot along with GPS navigation, night-vision-compatible lighting and autopilot.

The cockpit of the Super Tucano includes dual six- by eight-inch color LCDs for each pilot along with GPS navigation, night-vision-compatible lighting and autopilot.

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As is typical with any military airplane, the Super Tucano can carry a 4,250-pound payload, leaving plenty of capability for external stores and fuel. Forty range with external fuel is 1.540 nm (4 hours) and 780 nm (3.4 hours) with internal fuel. Maximum speed is 320 knots, or 382 knots with external stores attached. When flying the Super Tucano from the rear seat, Gallop flew at about 320 knots and bums about 350 mph.

The Tucano’s nosewheel steering is mechanically linked to a nosewheel steering concentric with the engine compartment to avoid FOD damage. The Tucano’s weapons includes dual 7.62-mm by eight-inch color LCDs for each pilot, along with GPS navigation, night-vision-compatible lighting and autopilot.

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