



VENTURA

READY to AMAZE YOU!



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VENTURA



The latest in a prestigious series of aircrafts, the **VENTURA** is the result of extensive studies by the ICP R&D department, aimed at satisfying the growing market demand for a larger aircraft with more space and a larger load capacity.

All metal construction and manufactured with cutting-edge industrial technologies, the **VENTURA** is a high-wing plane that can accommodate engines with power ranging from 100 to 160 hp.

By virtue of the new wing with Riblett GA 35-418 airfoil, **VENTURA** can approach for landing as slow as 80 kph at maximum weight and with its high propeller clearance can operate from semi prepared runways shorter than 250 meters with large margin of safety. Combining such excellent STOL characteristics with high cruising speed and brilliant maneuverability with brisk roll response, the aircraft offers optimal performance in any situation giving the pilot full control and lot of fun!

Thanks to its versatility, the **VENTURA** is designed to fit into different market segments: from the spacious two-seater with ample luggage area in the S-LSA category (600 kg MTOW) to the three-seater version certified EASA VLA (750 kg MTOW) and at experimental four-seater (800 kg MTOW).

Space, reliability, performance. These are the buzz words of ICP's Ventura. Utilizing our existing vast knowledge, experience and success of the Savannah, (over 2,000 manufactured) **VENTURA** is ready to amaze you!



VENTURA S-LSA Technical Specification

STANDARD CONFIGURATION

Engine	ROTAX 912 ULS 100 hp with airbox
Propeller	DUC FLASH
Wheels	4" with aerodynamic fairing
Finishing	External paint + internal Nextel finishing
Instrument	Standard flight and engine instruments + radio, xponder, GPS
Fuel capacity	2 x 36 L + 6 L reserve / 20,6 US Gal
Extended range option	4 x 36 L + 6 L reserve / 9,6 US Gal
Baggage allowance	70 kg + 20 kg / 154 lbs + 44 lbs
MTOW (Kg)	600 kg (Maximum take off weight) 1320 lbs
Empty weight (Kg)	340 kg (Empty weight of standard configuration) 750 lbs
Useful load (Kg)	260 kg (Passenger, baggage and fuel) 574 lbs

TECHNICAL SPECS

Length	7,32 mt 24 ft
Wing span	9 mt 29 ft
Height	2,7 mt 9 ft

EXPERIMENTAL DATA FROM PROTOTYPE

TEST AIRCRAFT TAKE OFF WEIGHT

TOW	500 kg (Take off weight)
LOAD	160 kg (Two people + 20 L fuel)

ECONOMY CRUISE @ 4800 RPM, 2000 FT

TAS	170 kph (True airspeed)
CAS	165 kph (Calibrated air speed)

MAX CRUISE @ 5400 RPM, 2000 FT

TAS	197 kph (True airspeed)
CAS	191 kph (Calibrated air speed)

CLIMB

Climb at 110 kph	1050 fpm (at 1000 ft)
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STALL SPEED

FLAPS UP	66 kph (Calibrated air speed)
FLAPS FULL	60 kph (Calibrated air speed)

TAKE OFF AND LANDING PERFORMANCE

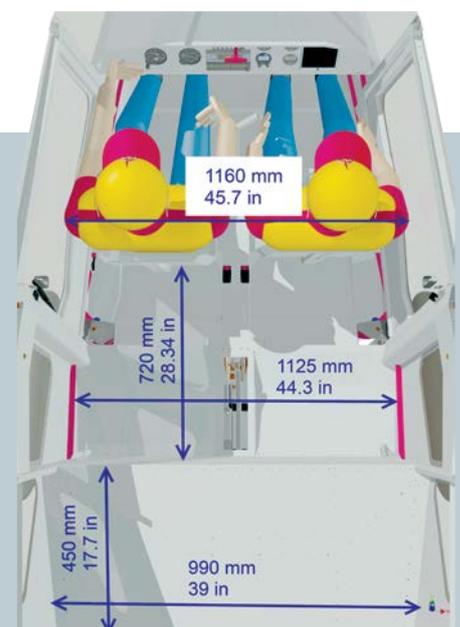
TAKE OFF RUN	75 m
TAKE OFF DISTANCE	195 m
LANDING RUN	85 m
LANDING DISTANCE	190 m

ESTIMATED PERFORMANCE FOR DIFFERENT WEIGHT AND ENGINE CONFIGURATIONS

Speed in TAS at Sea Level		V max (kph)	V cruise (kts)	ROC (fpm)
Ventura ROTAX	@ 600 kg	189	102	850
Ventura M09	@ 520 kg	210	113	1250
Ventura M09	@ 600 kg	208	112	1100
Ventura Lycoming	@ 560 kg	225	121	1400
Ventura Lycoming	@ 750 kg	222	120	1000

VENTURA CABIN GIVES THE PILOT UNMATCHED EXTERIOR VISIBILITY

- 📍 Pilot eyes are below the wing (not in!)
- 📍 Control panel position is low giving good forward visibility
- 📍 Huge glass opening on the doors and roof give excellent visibility in turn



I.C.P. was born in 1980 as company specializing in the production of electric cables for the Automotive industry. In 1988 we began the import of microlights and the following year we started the design and autonomous production of ultralight aircrafts in aluminum alloy with unique features of strength and versatility, well known for guarantee of safety at national level and internationally.

At the end of 1990s the company took another step with the industrialization of the manufacturing process utilizing CNC machinery. With this improvement we have achieved a very high quality standard of production. I.C.P. is one of the first companies to obtain the ISO 9001 certification in the aeronautical field and also the DOA certification for EASA part 21 of standard design organization and the POA certification for the organization of the production.

This production strategy has allowed for excellent optimization of the cost, streamlining the the assembly of the aiplanes and the achievement of a final product of the highest quality and economically accessible for all flight enthusiasts.



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