

VENTURA

READY TO... WOW!



**ULM 2-SEATER
EXPERIMENTAL 4-SEATER
CS-23 in progress**



LIGHT AIRCRAFT



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VENTURA 2 ULTRALIGHT

The Ventura 2 is the super spacious ultralight with exceptional flight performances.

Comfortable and easy to fly; in addition to the width of the cabin, you will appreciate the volume of the luggage compartment for your long journeys.

The combination of excellent STOL features and extreme manoeuvrability, make the Ventura 2 the ultimate touring aircraft capable of optimum performance in any situation.



**SPACE
RELIABILITY
PERFORMANCES**



ULTRALIGHT

Engine type

Rotax 912 ULS/iS 100 hp
Rotax 914 UL 115 hp
Rotax 915 iS 141 hp

Propellers

Duc
E-props
Ivoprop

Dimensions

Wing span 9 m
Wing area 13.5 sqm
Length 7,3 m
Height 2.8 m
Cabin width 1,16 m
MTOW 600 kg
Payload 240 kg
Seats 2

Fuel

2x 36 lts tanks
(optional 4x 36 lts)
+ 18 lts collector tanks

Speeds

Stall 52-58 km/h
Cruise 200 km/h
VNE 230 km/h

Distances

Take off run 70-75 m
Landing run 90-120 m

VENTURA 4 EXPERIMENTAL

Step #1: Order the basic kit

The aircraft airframe up to the firewall (fuselage, wings with flaperons, complete tail), includes adjustable front seats with warning lights, Y central stick, electric flap and trim with indicators, 6" wheels, wheel fairings, long range tanks.

Step #2: Chose the engine

According to your choice we can provide you with the Powerplant Kit for Rotax or Lycoming engine that includes: engine mount with silent blocks, complete engine cowling, basic wiring harness, landing and cabin light, lubrication kit with cooler, cooling system with radiator and fixing hardware.

Step #3: Let's move on to the finish

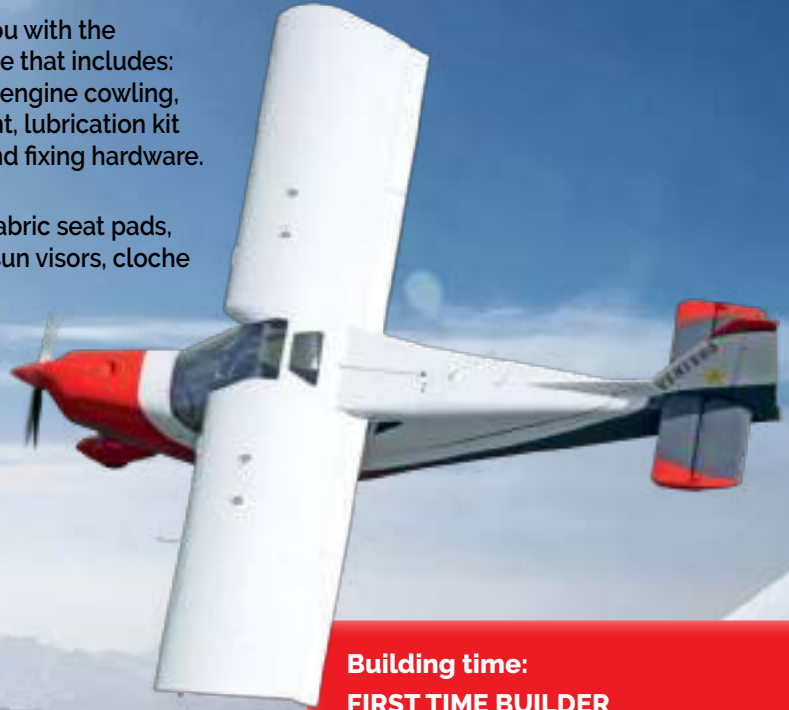
We will provide you with the Finishing Kit: fabric seat pads, seat belts, courtesy mat, double throttles, sun visors, cloche cover cap and so on.

Step #4: Customize your Ventura 4

What you need to finish the aircraft is basically the avionics. In this area you have the widest variety of possible solutions: analog or glasscockpit? We can supply you with the components, offer you an advice and all the assistance you need to complete the construction.

The Ventura 4 is the four-seater aircraft of I.C.P., designed to meet the requirements of amateur construction, and suitable for the experimental category.

The kit has been reviewed by the FAA, ENAC, IAA, South African CAA and many other Civil Aviation Authority in Europe and all over the world and it has been found eligible for licensing in the Experimental Amateur-Built category.



EXPERIMENTAL

Engine type

Rotax any of the 900 series
Lycoming up to 180 Hp

Propellers

Constant speed
or pitch fixed

Dimensions

Wing span 9 m
Wing area 13.5 sqm
Length 7,3 m
Height 2.8 m
Cabin width 1,16 m
MTOW 800 kg
Payload 320-415 kg
Seats 4

Fuel

4x 36 lts
+ 18 lts collector tank

Speeds

Stall 76 km/h
Cruise 220 km/h
VNE 260 km/h

Distances

Take off run 210 m
Landing run 260 m

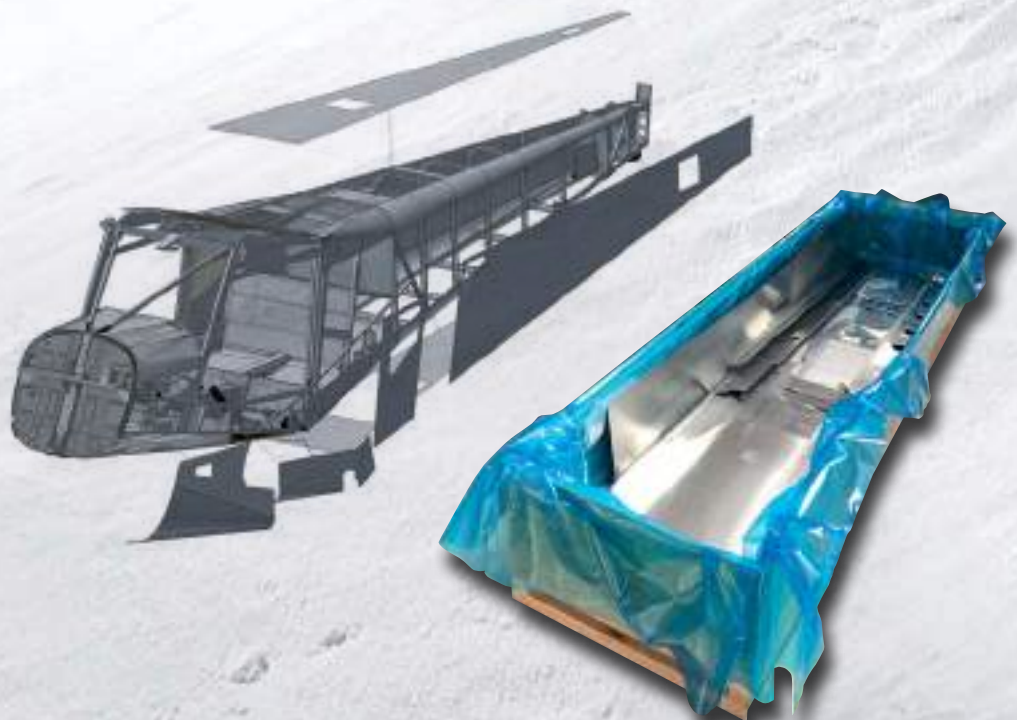
Building time:

FIRST TIME BUILDER

Expect to build your first flying machine in 700 to 800 hours.

EXPERIENCED BUILDER

For more experienced builders with practical build experience, excluding painting and upholstery, you can get this aircraft complete in 400 hours.



I.C.P. is an Italian company founded in 1980 as a family business, which today has become a company of international relevance, thanks to R&D investments and continuous innovation.

We are one of the most important Italian companies among aircraft manufacturers. We produce light aircraft in aluminum alloy, recognized worldwide for their strength and safety characteristics.

Over the years we have developed an highly technological industrialization process of the product and, thanks to our investment in CNC machinery, we produce all the details of the aircraft in series.

In this way we optimize costs, facilitate the assembly and maintenance of the aircraft, that are sold all over the world as well as ready to fly or assembly kits.

I.C.P. is one of the first companies that obtained the ISO 9001 certification in the aeronautical field. We are certifying our airplanes according to the EASA CS-23 Amdt.5 regulation with consequent DOA and POA.



I.C.P.

I.C.P. Srl

Strada Provinciale 16 - Km 15,150
14022 Castelnuovo Don Bosco (AT) Italy
T +39 (0)11 9927503
info@icp.it - www.icp.it

Follow us on:



@ICPavio



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