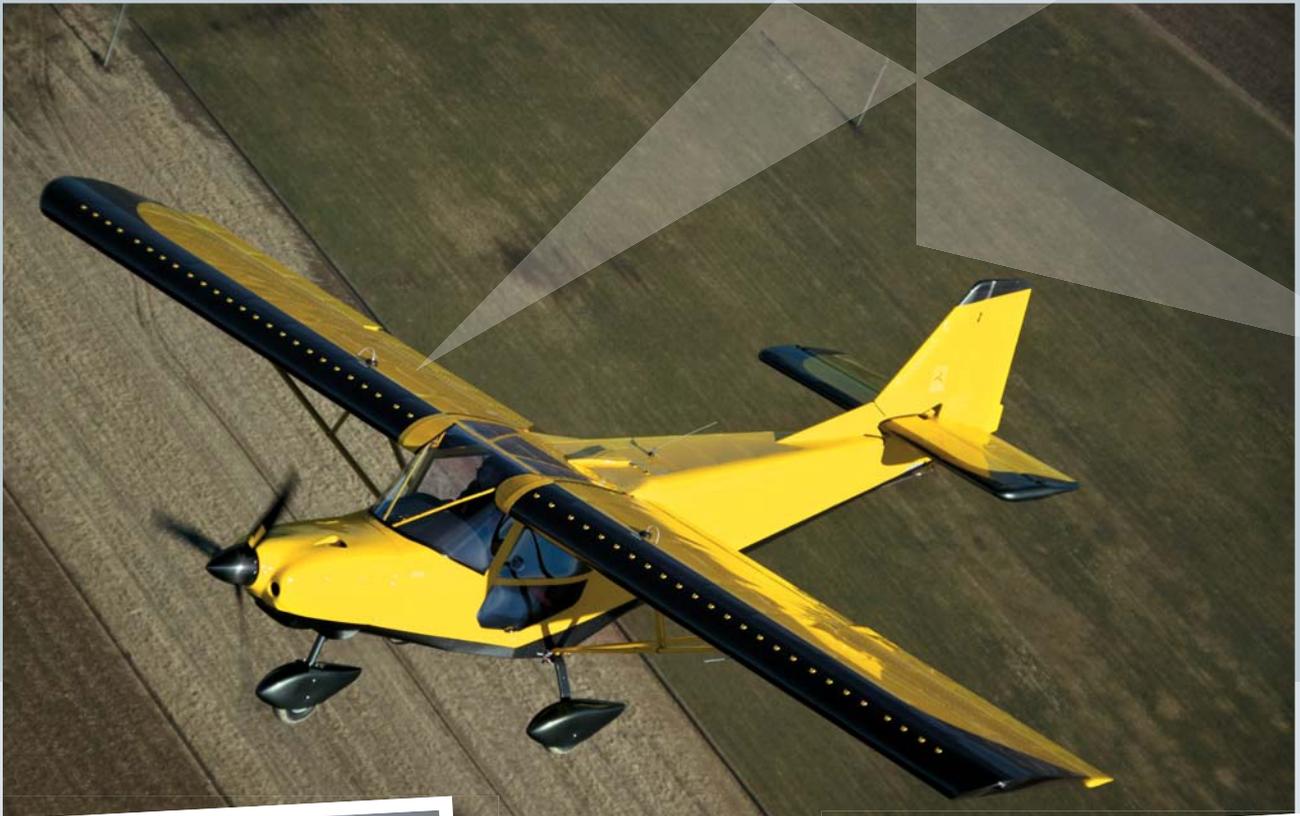


Savannah™ S

ROUND *is* COOL!



www.icp.it

Savannah™ S



The **Savannah™ S** represents the latest evolution and the synthesis of all improvements introduced by the world famous Savannah aircraft. A growing fleet of more than 2000 planes built, justify the fame to be a solid, reliable and versatile partner for the sport pilot.

Stretched, rounded and with a wider fuselage in association with the generous wings including a vortex generator and Junkers flaperon make the **Savannah™ S** a comfortable, safe and fun plane able to fly as slow as 50 km/h while cruising at 180 km/h topping at almost 200. Sporty handling and super STOL performance allows you to reach any destination. The panoramic cabin, with roof and doors completely transparent assure the best comfort for the taller pilots thanks to the generous size, the adjustable rudder pedals and to the wider and higher positioned instrument panel that leaves more space for the knees.



The airplane is offered **ready to fly** and in kit version. The **Kits** are modular and have different levels of components (Kit 1, Kit 2, Kit 3 and Kit 4) with estimated assembly time between 110 and 350 working hours.



A wide offer of options allows the pilot to customize the **Savannah™ S** satisfying their requests and needs.

The instrument panel, wider and roomier, can contain the latest technological innovations.

PERFORMANCES

Rotax engine 912 S	100 Hp
Maximum speed	198 Km/h
Speed at 75%	179 Km/h
VNE	230 Km/h
Rate of climb (90 Km/h)	1.200 ft/min
Maximum ceiling	4.000 Meters
Stalling speed with no flaps	57 Km/h
Stalling speed with flaps	49 Km/h
Efficiency	1:11
Take off run	55 Meters
Landing run	70 Meters
Consumption at 75%	18.5 l/h
Operating range	4 h (approx)

SPECIFICATIONS

Wing span	9.00 Meters
Wing area	18.87 Mq
Height	2.58 Meters
Length	6.60 Meters
Cabin width	1.13 Meters
Empty weight	286 Kg
MTOW	600 Kg
Load factor with ultimate tensile strength	+6/-3 g
Flaps control	Manual (electrical opt.)
Luggage capacity	20 Kg
Max tanks capacity	2x36 Liters
Reserve tank capacity	6 Liters

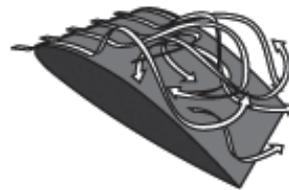
WITHOUT VORTEX GENERATOR



SMOOTH AIRFLOW



BOUNDARY LAYER SEPARATION



UNCONTROLLED TURBULENCE

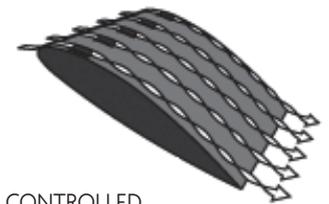
WITH VORTEX GENERATOR



VORTEX AIRFLOW
NO REDUCTION IN CRUISE SPEED



BOUNDARY LAYER ATTACHED



CONTROLLED VORTICES

- Wings with vortex generators means a cruise speed increase up to 180 kmh without compromising the very low stalling speed.
- Aerodynamic profiling is improved thanks to the streamlined engine cowling and to the major slope of the (windshield)
- Wider dimensions in the cabin allows for more leg room for the pilot
- Panoramic views thanks to the canopy and the doors that are fully transparent
- Adjustable rudder pedals, standard or advanced position of 10 cm.
- Wider and higher positioned instrument panel leaves more space for the knees

Taildragger

The **Savannah™ S** taildragger has been conceived to maximize the STOL capacities of the airplane improving the use on uneven ground.

The high ground clearance of the propeller joined with the exciting performance of short take off and landing allows the pilot to reach any destination.

The fuselage has been further reinforced to accommodate the main landing gear that was moved to a more forward position. Corresponding with the tail wheel the rudder has been enlarged to improve the directional control on the ground.



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.



AVIAZIONE | AVIOSUPERFICIE



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