

# ARIZONAFLYER

THE ENTHUSIAST'S GUIDE TO LIFE ON THE WING

*Just pick up and go...*



**T**he sport flying revolution has begun. Flying has never been easier or more accessible. In 2004, the Federal Aviation Administration (FAA), working closely with the Experimental Aircraft Association (EAA) created what has been called "the biggest change in aviation in 50 years." They created an entirely new category of aircraft (Light Sport Aircraft) as well as a new category of pilot license (Sport Pilot), both aimed specifically at consumer recreational flying. Now, the dream of flight is more accessible and more affordable than ever before. Since the FAA's dramatic changes, ICON Aircraft's sole purpose has been to bring the freedom, fun and adventure of flight to all who have dreamed of it. ICON believes consumer-focused sport aircraft can do for recreational flying what personal watercraft did for boating.

ICON was founded in 2005 by Kirk Hawkins, a graduate of



*"As an aerobatic pilot, Red Bull Air Race pilot and airline pilot, I've done about every kind of flying, and my favorite is still flying low altitude, windows open, in a Light Sport Aircraft with my daughter. ICON hit the nail on the head with the design of the A5—it captures the essence of what great sport flying is all about. I'm looking forward to getting mine."*

**Kirby Chambliss**  
5 Time US Aerobatic Champion and  
Red Bull Air Race Champion

*"The way I see the ICON A5 is it's like a motorcycle for the sky. There are a lot of great things about it. I want one. The ultimate would be flying it from my house to my ranch to my lake."*

**Jeremy McGrath**  
7 Time Supercross Champion

Stanford Business School, an accomplished engineer, former US Air Force F-16 pilot and long-time motorsports enthusiast. ICON is located in Southern California—home of the world's largest concentration of both aerospace and automobile design resources. Their world-class engineering and development team came from Burt Rutan's famed Scaled Composites, which created such record-setting projects as Voyager, Global Flyer, the X-Prize winning SpaceShipOne and Virgin Galactic's SpaceShipTwo.

ICON's sport aircraft are not only designed to deliver an amazing and safe flying experience, but also to inspire as great sports cars do. After years of development, ICON Aircraft has released the first of an anticipated line of sport planes, the ICON A5.

Flight testing has been going exceptionally well on the prototype aircraft. ICON successfully completed Phase I Flight Testing of the A5, with a series of 27 flights throughout the performance envelope of the aircraft. Data was gathered across a wide range of speeds, weights, center of gravity (CG), flap settings, altitudes and sea states. The prototype vehicle demonstrated exceptional water stability and handling, easy takeoff and landing performance, and light control forces with responsive yet docile flight characteristics.

"The A5, overall, performed as designed and is a blast to fly," reported Lead Aero Engineer and Test Pilot Jon Karkow.

**"The Ultimate Flying Machine:  
Sexy as a Sports Car, Portable as  
a JET SKI@" - Wired Magazine**

Several FAA and ASTM LSA certification requirements have already been verified, such as stall speeds and low-speed handling parameters. To enhance the flying experience, the A5 was designed to be flown with the side windows removed. The prototype was test flown with the windows out with no appreciable change in aircraft performance or cockpit comfort—although a definite increase in fun performance was observed by the test pilot.

Through the efforts of some of the world's best naval architects and latest technology, the hull design of the A5 has been nothing short of outstanding for an amphibious aircraft of this size. On the water the aircraft is very stable, planes quickly, rides easily through relatively rough water and is not prone to "porpoising" like many other seaplanes.

The A5 will now enter Phase II Flight Testing, to further refine and optimize the aerodynamics and handling. Flight testing of the prototype is scheduled to continue throughout 2009.

ICON and the A5 have been featured in *Wired Magazine*, *Maxim Magazine*, *The Economist*, *Men's Journal* and more, as well as on the covers of *Popular Science*, (among its 100 Best Innovations of the Year) and *Automotive Design and Production*. The company sees this heavy media interest as indicative of a large consumer market for sport

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flying, borne out by their order list, which has passed #360.

The origin of today's sport flying is deeply rooted in safety. In creating the new rules for sport pilots, the FAA recognized that the former rules were based on the complexities of transportation-based flying, even though the majority of airspace away from congested commercial airports goes vastly unused, except by recreational pilots. They also recognized that two of the more demanding and riskier activities for pilots—flying at night and in bad weather—weren't necessary for recreational pilots. They took these factors into consideration when they created the Sport Pilot license and Light Sport Aircraft categories. Specifically, the FAA redefined recreational flying, with limitations on when and where (daylight hours, good weather, uncontrolled airspace) and what (simple, light sport aircraft) sport pilots can fly.

Training for Sport Pilots focuses on basic fundamentals. There's no need to log extra hours and training to cover unneeded complex skills of transportation flying. Training for a Sport Pilot license is estimated to cost about \$2800-3500.

In addition, the Light Sport Aircraft category limits the weight, speed and complexity of the aircraft itself, enabling manufacturers to build aircraft optimized for safe operation for recreation only.

#### BASIC SPECIFICATIONS

- Maximum two-person seating capacity (pilot plus passenger)
- 1,320 pounds maximum takeoff weight (1,430 pounds for seaplanes)
- Maximum airspeed of 120 knots (138 mph)
- Single, reciprocating engine
- Fixed or ground-adjustable propeller
- Non-pressurized cabin
- Fixed landing gear (retractable gear allowed for seaplanes)
- Maximum stall speed of 45 knots (52 mph)

The estimated cost of an ICON A5 is \$139,000 (Standard Equipment). Your aircraft can be secured with a \$5000 deposit (which is refundable for any reason, fully transferable and escrowed with a third party). Or check out the ICON 100 program, for just 100 A5 Limited Edition (A5 LE) models (deposit is \$100,000—refundable and transferable, but not escrowed). The first production aircraft are scheduled for delivery in late 2010. For information or to schedule a visit to their showroom in LA, call Icon Aircraft at 424-201-3505, or email [sales@iconaircraft.com](mailto:sales@iconaircraft.com) or visit [www.iconaircraft.com](http://www.iconaircraft.com) ■



An optional ICON Complete Airplane Parachute brings the entire airplane gently to the ground in case of an emergency.



The fastest way  
for a type "A"

to mosey on down

the alphabet.

PDAs, to-do lists, and day planners have no place here. You, on the other hand, are free to book your vacation at [www.sandiego.org](http://www.sandiego.org).

