

ICON AIRCRAFT A5 Model Guide

The ICON AIRCRAFT A5 is a single-engine piston light sport amphibian built by ICON Aircraft of Vacaville, CA. The registry lists the variant A5-B. The documents describe a hull, Seawings, a water rudder, retractable gear, folding wings and an ICON Parachute System. No performance or weight figures were supplied, so take them from the POH.

KEY TAKEAWAYS

- The ICON AIRCRAFT A5 is a piston amphibian: the gear switch is DOWN for land and UP for water.
- Several mandatory or recurring service bulletins apply, depending on serial number. Check that each one is closed in the logbook.
- The preflight is long. It covers the wing lock handles, vortex generators, parachute cover, nose gear and bilge.
- No range, speed, weight or seat figures were in the inputs. Get them from the POH and the aircraft's own paperwork.

SAFETY NOTES

- The nose landing gear has collapsed during runups and taxiing. If the gear is retracted with weight on the wheels, ICON says the NLG actuator should be replaced.
- A damaged ELT antenna whip may break off and hit the propeller or fuselage, and may stop emergency transmissions.
- Sport flying has inherent risks. The checklists are not all inclusive, so follow the POH and Maintenance Manual.

WHAT THE DOCUMENTS SHOW

The A5 is described as a Light Sport Aircraft with a piston engine and a coolant overflow bottle. It has Seawings, a hull step, a water rudder, a bilge pump and a pop-out parachute cover. The maintenance manual has chapters on the wing fold mechanism and the ICON Parachute System.

SERVICE BULLETINS TO VERIFY

ELT antenna cracking (SB-021425-B): mandatory inspection for serials 00001 and 00003-00224. Nose landing gear actuator rigging and stop switches (SB-032420-C): mandatory recurring check every 50 hr or 6 months. Throttle cable retrofit (SB-011118): serials 00001 and 00003 to 00020. MSC software 3.0 (SB-073018): serials 00001 to 00044.

PRE-PURCHASE INSPECTION FOCUS

Review the logbook for compliance with every bulletin that applies to the serial number. Ask whether the nose gear was ever retracted with weight on the wheels, and whether the NLG actuator was replaced afterwards. Check the ELT antenna base and whip for cracks. Inspect the tires, brakes, canopy seal, wing locks and vortex generators.